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PERÚ

AIP SUPPLEMENT

06/21

DEC 18TH, 2021

06/21.

ATS CONTINGENCY PLAN FOR LIMA FIR

Note.- *This Supplement will enter into force on December 18, 2021 at 0000 UTC, replacing the AIP Supplement 08/19 (23/07/2019) null and void.*

1. OBJECTIVE

The objective of this Contingency Plan is to establish ATS procedures for the international flights in the airspace of the LIMA FIR, in the event of significant interruption or degradation of air traffic services, in order to maintain an orderly and safe flow of air traffic, in accordance with ICAO Annex 11 – Air Traffic Services, Chapter 2, Paragraph 2.32 and its Attachment C.

2. AFFECTED FIRs

The FIRs directly affected by this ATS Contingency Plan are the following:

- 2.1 Ecuador (FIR Guayaquil)
- 2.2 Colombia (FIR Bogotá)
- 2.3 Brazil (FIR Amazónica)
- 2.4 Bolivia (FIR La Paz)
- 2.5 Chile (FIR Antofagasta)

3. AIR TRAFFIC MANAGEMENT

3.1 Two levels of ATS contingency are considered;

Moderate ATS contingency, when the degradation in air navigation services still allows for the use of the ATS route network of Lima FIR. For this purpose, more separation must be applied between aircraft when entering/departing the Lima FIR.

Severe ATS contingency, when the interruption and/or degradation in air navigation services does not allow for the normal traffic flow of international flights to be maintained in the ATS Route network of Lima FIR. For this purpose, more separation must be applied between aircraft entering/departing the Lima FIR, and the simplified route network is used (see Table 1).

- 3.2. The ATS Operational Contingency Group (AOCG), authorized by the General Directorate of Civil Aviation of Peru (DGAC) to activate and execute this Plan and the corresponding coordination arrangements, is comprised by:

Grupo Operacional de Contingencia ATS AOCG			
Cargo	Puesto y Organización	Celular	Correo Electrónico
Coordinador General del AOCG	Gerente General – CORPAC	(51) 912100572	jfloresc@corpac.gob.pe
Coordinador General Alterno del AOCG	Gerente Central de Navegación Aérea - CORPAC	(51) 950831446	jgarcia@corpac.gob.pe
Coordinador Operacional del AOCG	Gerente de Operaciones Aeronáuticas - CORPAC	(51) 947368689	gperezwicht@corpac.gob.pe
Coordinador ATS del AOCG	Jefe del Área de los Servicios de Tránsito Aéreo - CORPAC	(51) 5750886	jcontreras@corpac.gob.pe
Coordinador ACC del AOCG	Coordinador General del ACC - CORPAC	(51) 5750886	acclima@corpac.gob.pe
Coordinador TWR del AOCG	Coordinador General de TWR – CORPAC	(51) 978471845	wruizr@corpac.gob.pe
PERSONAL DE APOYO EXPERTO DE DIFERENTES MATERIAS.			

- 3.3. In the event of a contingency, specific operational procedures for LIMA FIR will be activated by the ATS Operational Contingency Group, through the publication of the specific NOTAM or any other means available.
This NOTAM will specify the level of contingency (moderate or severe) that is taking place, as well as the corresponding mitigation measures.
- 3.4. Table 1 here in establishes a simplified network of routes, entry / exit points and flight levels. The Supervisors of the ACCs involved may agree, depending on the level of degradation of the services and facilities, to ease the limitations imposed by this Table.
- 3.5. In case of total interruption of the ATS services (moderate or severe) in LIMA FIR and / or when the contingency situation demands it, the ATS Operational Contingency Group must coordinate with the DGAC - PERU the implementation of additional measures not contemplated in this document.

4. PROVISIONS APPLICABLE TO ADJACENTS ATS DEPENDENCIES:

- 4.1 The adjacent ACC must coordinate with the ACC Lima, through the corresponding ATS coordination channels or other available means, at least 30 minutes in advance, the estimated times over the entry points of the Lima FIR. If not possible, section 7 of this Plan provides the applicable self-transfer procedures;
- 4.2 The adjacent ACC must transmit an estimated message (EST) to the first FIR located right after the Lima FIR.
- 4.3 Moderate ATS Contingency**
- 4.3.1 When the adjacent ACC authorizes the entry of an aircraft into the Lima FIR, the minimum longitudinal separation must be 10 minutes at the point of transfer, regardless of flight level. Depending on the difference in speed, the flight time in the contingency section and the conditions and intensity of air traffic, the respective ACC Supervisors may, by mutual agreement, increase the minimum longitudinal separation to 15 minutes.

In addition, in order to contribute to operational safety, the ATS Operational Contingency Group, through the Lima ACC Supervisor, may temporarily coordinate with the adjacent ACCs specific limitations or measures for one or more airways or entry / exit points to the Lima FIR. If necessary, these specific limitations can be incorporated into NOTAM information.

- 4.3.2 If coordination with the Lima ACC is not possible, the adjacent ACC must instruct pilots flying over the Lima FIR to maintain the last level and speed accepted by the Lima ACC;
- 4.3.3 The adjacent ACC must provide instructions to the aircraft, in the sense of establishing communication with ATS units serving the LIMA FIR, at least 5 minutes before the estimated time of entry into the Lima FIR;
- 4.3.4 Throughout the contingency, not approved RVSM aircraft are not allowed in the RVSM airspace of the Lima FIR, except for humanitarian flights and ambulance aircraft.

4.4 Severe ATS Contingency

- 4.4.1 For this type of contingency, all flights must use the simplified ATS route network indicated in Table 1, and the same conditions and limitations established in paragraphs 4.3.2 and 4.3.3 will be applied.
Note. - Depending on the level of the ATS contingency in progress, the ACC Lima may strategically coordinate the transfer of departing aircraft from the Lima FIR in points different from those indicated in Table 1, provided the air traffic conditions allow for this change to take place.
- 4.4.2 During a severe ATS contingency, arrivals / take-offs are suspended at all airports of the LIMA FIR.
Note. - The Lima ACC Supervisor may strategically coordinate the transfer of aircraft with foreign airport destinations within the LIMA FIR.
- 4.4.3 Throughout the contingency, not approved RVSM aircraft are not allowed in the RVSM airspace of the LIMA FIR.
- 4.4.4 The minimum separation between aircraft, irrespective of their level, is 10 minutes. The Supervisors of the ACCs involved may resolve, by mutual agreement, to increase the minimum longitudinal separation to 15 minutes.
- 4.4.5 The adjacent ACC must ensure that aircraft entering the Lima FIR must be in level flight, in accordance with the provisions set forth in Table 1.

5. PROVISIONS APPLICABLE TO AIRCRAFT:

- 5.1 Only aircraft under instrumental flight rules (IFR) will be allowed.
- 5.2 Only RVSM approved aircraft are allowed to use flight levels between FL290 and FL410, both inclusive. In case of Moderate Contingency, exceptions can be made for humanitarian flights and ambulance aircraft, which may be incorporated into said airspace, prior coordination.

- 5.3 En-route aircraft must communicate on the frequency of the corresponding sector of the ACC Lima and / or Radio Lima in HF 10024 kHz. (SELCAL) / 6649 kHz. Also, if necessary, use the air-to-air frequency 123.45 MHz, in order to coordinate with other aircraft. The message must contain: identification of the aircraft, position, flight level and any other relevant information;
- 5.4 Ascent and descent maneuvers must be performed to the right of the route axis.
- 5.5 Aircraft must continuously keep the navigation and anti-collision lights on while flying over the Lima FIR;
- 5.6 If no other SSR code has been previously assigned, the aircraft must activate the transponder in code 2000;
- 5.7 It is mandatory that aircraft must be equipped with operational ACAS / TCAS and have RNAV navigation capability with navigation specification approval according to the route flown.

6. SUSPENSION OF REPETITIVE FLIGHT PLANS (RPL).

Throughout the contingency situation, the RPLs will be suspended.

7. SELF-TRANSFER PROCEDURES

- 7.1 When ATS units cannot carry out air traffic coordination due to failure in the Fixed Communications Service (including AIDC) AFTN / AMHS, the ATS oral channels, the following self-transfer procedures must be applied:

7.1.1 The origin ACC shall:

- a) Inform the pilot of the unavailability of coordinating the transfer with the accepting ACC; and
- b) Make available the necessary information and instructions for the pilot to get in touch with the accepting ACC.

7.1.2 The pilot shall:

- a) Try to contact the accepting ACC, at the frequency of the corresponding sector or secondary frequencies HF 10024 kHz.(SELCAL) / 6649 kHz., at least 15 minutes in advance of the ETO at the transfer point;
- b) Inform the accepting ACC that they are carrying out a self-transfer; and
- c) Transmit the following information: Identification of the aircraft, origin, destination, route, flight level, transponder code, RVSM approval status, PBN approval status and estimated time at the point of self-transfer, as well as any other relevant information.

- 7.2 The ACCs should guide the pilots regarding compliance with these procedures.

8. APPLICABLE PROCEDURES WHEN A CONTINGENCY OCCURS IN ADJACENT FIRs

- 8.1 This Plan establishes a simplified network of routes, entry / exit points and flight levels to be applied by the Lima ACC when a contingency occurs in adjacent FIRs, as established in the Operational Letters of Agreement signed with each state.
- 8.2 The ACC supervisors involved may agree, depending on the level of degradation the services of and facilities, to ease the limitations imposed.

TABLE 1
SIMPLIFIED ATS ROUTE NETWORK IN CASE OF SEVERE ATS CONTINGENCY
IN THE LIMA FIR

FLIGHT DIRECTION	AWY	WPT	FL ENTRY/EXIT FIR LIMA	MINIMUM SEPARATION	FREQUENCY: PRIMARY ALTERNATE
FIR Guayaquil to FIR Antofagasta	UL401	PABOB	ODD	15 minutes	10024/6649
	UM542 TAL- DCT SORTA	ARNEL	(ODD to FL370 or higher)	10 minutes	Lima Nor2 128.1 10024/6649
	UM674 JCL UL302	TOSES	ODD to FL350 or FL330	10 minutes	Lima Oriente 128.5 Lima Nor 2 128.1 10024/6649
FIR Antofagasta to FIR Guayaquil	UL401	ESDIN	PAIR	15 minutes	10024/6649
	UL780	SORTA	PAIR FL320 and FL340	10 minutes	Lima Sur 2 128.8 10024/6649
FIR Guayaquil to FIR La Paz	UP408	KABAG	ODD FL370 or Higher	10 minutes	Lima Oriente 128.5 10024/6649
FIR La Paz to FIR Guayaquil	UP408	VURUS	PAIR to FL320 and FL340	10 minutes	Lima Sur 2 128.8 10024/6649
FIR Bogota to FIR Amazonica	UN420	ROLUS	ODD FL330	10 minutes	Lima Oriente 128.5 10024/6649
FIR Amazonica to FIR Bogota	UN420	DAMDU	PAIR FL360	10 minutes	Lima Oriente 128.5 10024/6649

**SIMPLIFIED ATS ROUTE NETWORK
IN CASE OF SEVERE ATS CONTINGENCY IN THE LIMA FIR**

