

1/29/2021

FOR YOUR INFORMATION

2021-7/10-1

To: FAA (MIA-IFO, ANG-1)

1776006

Info: FAA (AFS-280, AFS-200, AJP-45, AVP-1, AVP-200), A4A, ATSG, AOPA, ASAP, ALPA, IFALPA, APA, IATA, ICAO, ICASS, CAPA, NBAA, NTSB

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: South America No Fly Zones

We recently received an ASRS report describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 1776006

DATE / TIME

Date of Occurrence	202011
Local Time Of Day	0601 to 1200

AIRCRAFT / EQUIPMENT X

Make Model Name	Commercial Fixed Wing
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COMPONENT 1

Aircraft Component	34.227 Tablet
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PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	1776006

EVENTS

Anomaly	Aircraft Equipment Problem - Less Severe
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	No Specific Anomaly Occurred - Unwanted Situation
Detector - Person	Flight Crew
Result - Flight Crew	Overcame Equipment Problem

NARRATIVE 1

The purpose of this report is to point out a possible safety issue in regards to the no fly zones going to South America. Flying over South America there are two no fly zones; one in the Peruvian Airspace and the second one extends from south of Peru across the Andes mountains all the way down to the south of Chile. Those areas were depicted in our old paper navigational charts and every no fly zone had waypoints. Those waypoints were depicted; for example the no fly zone over Peruvian airspace had the following waypoints depicted on the old paper navigational chart as follows: NFZ01, NFZ02, etc., up to NFZ06. Those waypoints are still on our Nav (Navigation) Database and can be still used for safety awareness by building the no fly zones on the secondary flight plan. When we switch to Electronic Flight Bag you can still see the no fly zones but the waypoints are taken away. Based on my experience; about 80% of the times that we fly to South America, the iPad loses its own ship due to lack of signal and you cannot use the electronic chart for reference to make sure that you are not getting over any of the no fly zones, especially when we are deviating from weather. The only place that we can find those no fly zones waypoints is in the diversion guide page XX. I always put those waypoints on the secondary flight plan so I can see them on the Nav Display just in case we have to deviate due to weather and the iPad loses the signal. On my last flight to Lima we had to deviate due to weather over the shore line and because we had those no fly zones on the secondary flight plan, we were able to stay away from that area. I have been flying into South America for over XX years in different fleets and we always had use that procedure and the information was everywhere. Now we have lost that information when we switch from paper to electronic nav charts. We also are getting new pilots from other bases that never been in those routes before and the majority are not even aware of those waypoints, and have no clue how to find them and use them. I believe that in the name of safety, those waypoints should be inserted into the electronic navigational charts and the company should provide more information about those waypoints.

If you need any additional information please don't hesitate to contact me.

Thank you for your time and attention to towards this matter.

Experience flying this division.

As I mentioned before; I believe that in the name of safety, those way points should be inserted into the electronic navigational charts and the company should provide more information about those way points.

SYNOPSIS

Air carrier Captain reported the waypoints that marked no fly zones in South America on the old paper charts are no longer available in the electronic charts.