

SOUTH AMERICA, West Coast — Peru — Bahía del Callao — Traffic separation scheme

This information is a revision of Former Notice 3793(P)/00 incorporating the following amendments to the accompanying diagram; the text of the Notice is unchanged.

Direction arrows for the traffic lanes in the approach channel to Callao (12° 02'·4S., 77° 12'·5W.) have been corrected to show the northern lane for outward, westbound traffic and southern lane for inward, eastbound traffic. The position reference numbers 20, 21, 22 and 23 have been relocated to reflect the positions quoted in the text.

1. An IMO adopted Traffic Separation Scheme “Approaches to Puerto Callao” will come into effect at 0000 UTC 1st December 2000. The existing Traffic Separation Scheme announced by Former Notice to Mariners 3217/99 will remain in force until this date.
2. Full details of the Traffic Separation Scheme are shown on the accompanying diagram: numbered positions relate to the positions listed below. Positions are referred to Provisional South American Datum (1956) as used for the largest scale Admiralty charts of the area.
3.
 - a. A separation zone bounded by a line connecting the following geographical points:
 - (1) 12° 00'·93S., 77° 14'·93W.
 - (2) 11° 59'·65S., 77° 16'·23W.
 - (3) 11° 59'·86S., 77° 16'·44W.
 - (4) 12° 01'·10S., 77° 15'·18W.
 - b. A traffic lane for northwestbound traffic, between the separation zone and a line connecting the following geographical points:
 - (5) 12° 00'·80S., 77° 14'·15W.
 - (6) 11° 59'·05S., 77° 15'·57W.
 - c. A traffic lane for southeastbound traffic, between the separation zone and a line connecting the following geographical points:
 - (7) 12° 00'·49S., 77° 17'·08W.
 - (8) 12° 01'·57S., 77° 15'·48W.
4.
 - a. A separation zone bounded by a line connecting the following geographical points:
 - (9) 12° 02'·29S., 77° 15'·43W.
 - (10) 12° 03'·29S., 77° 16'·95W.
 - (11) 12° 03'·51S., 77° 16'·76W.
 - (12) 12° 02'·57S., 77° 15'·27W.
 - b. A traffic lane for southwestbound traffic, between the separation zone and a line connecting the following geographical points:
 - (13) 12° 01'·71S., 77° 15'·52W.
 - (14) 12° 02'·59S., 77° 17'·68W.
 - c. A traffic lane for northeastbound traffic, between the separation zone and a line connecting the following geographical points:
 - (15) 12° 04'·19S., 77° 16'·07W.
 - (16) 12° 02'·79S., 77° 14'·74W.
5.
 - a. A separation zone bounded by a line connecting the following geographical points:
 - (17) 12° 02'·41S., 77° 10'·87W.
 - (18) 12° 01'·95S., 77° 13'·50W.
 - (19) 12° 02'·07S., 77° 13'·52W.
 - b. A traffic lane for eastbound traffic, between the separation zone and a line connecting the following geographical points:
 - (20) 12° 02'·23S., 77° 13'·58W.
 - (21) 12° 02'·57S., 77° 10'·87W.
 - c. A traffic lane for westbound traffic, between the separation zone and a line connecting the following geographical positions:
 - (22) 12° 02'·26S., 77° 10'·87W.
 - (23) 12° 01'·79S., 77° 13'·50W.
6. A precautionary area of 1 mile in radius, centred on the following geographical position:
 - (24) 12° 01'·84S., 77° 14'·51W.
7. There is a circular area to be avoided of 0·11 miles radius (200 metres, 1·1 cables) at the following geographical position:
 - (24) 12° 01'·84S., 77° 14'·51W.
8. Details of the Traffic Separation Scheme which fall within the limits of Chart 1853 are included in a New Edition of Chart 1853 published on 2 November 2000. Chart 3091 will be amended in due course.

Charts affected — 1853 — 3091

International Maritime Organization & UK Hydrographic Office

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