

**APÉNDICE/APPENDIX K****Borrador de la carta de acuerdo operacional entre el ACC Rochambeau/ACC Piarco****Draft letter of operational agreement between Rochambeau ACC/Piarco ACC**

(sólo en inglés/English version only)

**DRAFT LETTER OF AGREEMENT BETWEEN PIARCO AREA CONTROL CENTRE AND  
ROCHAMBEAU AREA CONTROL CENTRE**

**SUBJECT:** Procedures relating to the coordination of air traffic between Piarco ACC and Cayenne ACC.

---

**1. INTRODUCTION****1.1 Effective Date:****1.2 OBJECTIVE:**

1.2.1 The objective of this Letter of Agreement is to establish operating procedures for the coordination of air traffic between the FIR/UIRs of Piarco and Cayenne.

**1.3 SCOPE:**

1.3.1 The procedures contained in this Letter of Agreement supplement or detail, when so required, the procedures prescribed in ICAO documents and shall be applied to all air traffic that cross the common boundary of the Piarco and Cayenne FIR/UIRs.

**2. CONTROL PROCEDURES****2.1 ROUTING OF IFR AIR TRAFFIC:**

2.1.1 Except for prior coordination effected individually for each flight, Cayenne and Piarco ACCs shall ensure that all IFR aircraft are established on routes approved by the receiving/accepting ACC prior to the aircraft entering the respective airspaces.

**2.2 ASSIGNMENT OF FLIGHT LEVELS:**

2.2.1 Except for prior coordination, Piarco ACC and Cayenne ACC shall assign Flight Levels corresponding to the magnetic tracks shown in the table of cruising levels contained in Appendix "C", ICAO Annex 2.

## **2.3 SEPARATION**

### **2.3.1 *Longitudinal***

2.3.1.1 Applicable separation shall be a fifteen (15) minute minimum longitudinal separation with the utilisation of the Mach number technique (MNT) at FL 250 and above between turbojet aircraft at the same flight level on the same route crossing the common boundary.

2.3.1.2 Applicable longitudinal separation between aircraft in supersonic flight shall be applied as specified in ICAO Doc, 7030.

2.3.1.3 In all other circumstances the longitudinal separation minima shall be twenty (20) minutes.

### **2.3.2 *Lateral***

2.3.2.1 The minimum lateral separation to be applied between aircraft operating at the same Flight Level shall be one hundred and twenty (120) nautical miles crossing the common boundary.

### **2.3.3 *Vertical***

2.3.3.1 The vertical separation minimum (VSM) shall be a nominal 1000 ft below FL290 and 2000 ft at or above FL 290.

## **2.4 TRANSFER OF RESPONSIBILITY FOR AIR TRAFFIC SERVICES:**

2.4.1 Except for prior coordination, the transfer of responsibility for aircraft operating between the Piarco FIR/UIR and the Cayenne FIR/UIR shall be the common FIR boundary.

## **3. COORDINATION PROCEDURES**

### **3.1 GENERAL:**

3.1.1 Coordination between the Piarco ACC and Cayenne ACC shall be effected in accordance with standards, recommended practices, and procedures prescribed by ICAO – PANS ATM Doc., 4444.

3.1.2 The Piarco/Cayenne ATS direct speech circuit shall be used as the primary means of coordination for all air traffic.

3.1.3 All coordination/approval shall be effected with the appropriate ATS Units at least thirty (30) minutes, but not more than sixty (60) minutes prior to the aircraft's estimate for the position serving as the coordination point for the route involved.

- 3.1.3.1 In the case of traffic which will depart from locations where the flying time for the particular aircraft will be less than thirty (30) minutes from the common FIR/UIR boundary, prior coordination must be effected between the respective Units.
- 3.1.4 Departure and arrival Messages shall not be required for flights originating and terminating at Airports located within the Piarco and Cayenne FIR boundaries.
- 3.1.5 Coordination shall be effected on all traffic that will operate less than one half the applicable lateral separation from the respective airspace boundary.
- 3.1.6 Piarco and Cayenne ATS Units shall instruct all transponder-equipped aircraft to squawk the SSR code assigned by the respective ATS Units.

### 3.2 INFORMATION TO BE FORWARDED ON AIR TRAFFIC BY ATC UNITS

- 3.2.1 Piarco and Cayenne ACCs shall forward the following information in the prescribed order:
- (a) Aircraft Identification;
  - (b) Type of Aircraft;
  - (c) Point of Departure;
  - (d) Destination;
  - (e) Route of Flight;
  - (f) Boundary estimate or ETA at significant reporting point as appropriate;
  - (g) Flight Level; and
  - (h) Assigned Mach number or TAS where applicable.

### 3.3 FLIGHT PLANS:

- 3.3.1 Submission and dissemination of Flight Plans, shall be in accordance with PANS ATM DOC 4444 as amended.
- 3.3.2 In the event that the relevant ATS Units and or appropriate airline operators flight planning agencies are unable to forward Flight Plan information via AFTN within sufficient time to permit preparation and analysis, all such reasonable efforts shall be made to copy same on any appropriate communication facility, e.g.

- |     |                 |            |                        |
|-----|-----------------|------------|------------------------|
| (a) | <b>Piarco:</b>  | Facsimile: | 1-868-669-4259 or 1716 |
|     |                 | Telephone: | 1-868-669-4852         |
| (b) | <b>Cayenne:</b> | Facsimile  | 011- ... ..            |
|     |                 | Telephone  | 011- ... ..            |

### 3.4 COMMUNICATIONS:

- 3.4.1 The transfer of air-ground communications of an aircraft from the transferring ATS Unit to the receiving ATS Unit shall be made prior to the aircraft entering the airspace of the receiving ATS Unit, except where, with the concurrence of both ATS Units, the requirement for separation determines otherwise.

- 3.4.2 When requested, the receiving ATS Unit shall notify the transferring ATS Unit that the traffic is in communication with the receiving ATS Unit and has crossed the common boundary.

### **3.5 COMMUNICATIONS FAILURE PROCEDURES**

#### **3.5.1 *Point-to-Point Failure – Piarco ACC:***

- 3.5.1.1 In the event of the failure of the Piarco/Cayenne ATS direct speech circuits, all means of alternate communications shall be exhausted for the coordination of all IFR air traffic (e.g. Commercial Telephone; relay through another ATS facility; AFTN – provided aircraft are held completely within the lateral limits of the transferring ATS Unit until an acceptance message is received). *See Attachment*
- 3.5.1.2 All alternate methods of communications require acknowledgement from the receiving ATS Unit.
- 3.5.1.3 If the aforementioned means of communication cannot be effected, IFR aircraft shall only be cleared to a point completely within the lateral limits of the transferring ATS Unit's airspace, level at an appropriate Flight Level for direction of flight, and instructed to contact the receiving ATS Unit to obtain onward clearance prior to entering the adjacent airspace.
- 3.5.1.4 The receiving ATS Unit shall clear the aircraft into its area and shall not authorise Flight Level changes until the aircraft is well beyond the lateral limits of the common boundary, unless the aircraft advises that the transferring ATS Unit has no control restrictions regarding descent/climb. Furthermore, the receiving ATS Unit shall instruct the aircraft to advise the transferring ATS Unit when crossing the common boundary.

**Note: Self-Transfer will be the preferred initial means of notification by Piarco ACC if the aircraft is airborne.**

#### **3.5.2 *Air-to-Ground/Ground-to-Air Failure – Piarco ACC:***

- 3.5.2.1 In the event that Piarco ACC experiences Ground to Air failure, the relevant E/CAR Contingency Procedures contained in the section on **COM FAILURE: PIARCO ACC – AIR-TO-GROUND/GROUND-TO-AIR** shall be implemented. *See Attachment*

#### **3.5.3 *Air-to-Ground/Ground-to-Air and Point-to-Point Failure – Piarco ACC:***

- 3.5.3.1 In the event that Piarco ACC experiences Ground to Air and Point-to-Point Failure the relevant E/CAR Contingency procedures contained in the section on **COM FAILURE: PIARCO ACC – AIR-TO-GROUND/GROUND TO AIR AND POINT TO POINT** shall be implemented. *See Attachment*

**3.6 VFR Traffic:**

- 3.6.1 There shall be an interchange of pertinent information relating to VFR flights crossing the common boundary of the Cayenne and Piarco FIRs.

**4. ALERTING SERVICE**

- 4.1 Alerting coordination shall be the responsibility of Piarco and Cayenne ACCs for aircraft operating within their respective FIR/UIRs.
- 4.2 Both Units shall provide each other with whatever information is available and provide assistance in order to comply with 4.1.

**5. REVISIONS**

- 5.1 This Agreement shall be subject to revision whenever a modification of standards, recommended methods or supplementary regional procedures of ICAO occurs which might affect the procedures contained in this Agreement, or when new communication facilities or new Air Traffic Services, which might affect these procedures are commissioned. In the case of changes in ICAO regulations, Piarco ACC or Cayenne ACC shall initiate the amendment of this Agreement, and in the case of new installations or modification of existing installations, the ATS Unit concerned shall initiate the modification procedure. For any other matter, which might make it advisable to change this Agreement, the interested ATS Unit shall propose the pertinent revision.

**6. PUBLICATION**

- 6.1 The dissemination of this Agreement and any subsequent modification shall be made as required.
- 6.2 The respective ATS Unit shall include in their AIPs Section ENR, those parts of this Agreement of interest to users.

**7. CANCELLATION**

- 7.1 This Letter of Agreement cancels and replaces all previous Letters of Agreement between the ATS Units of Trinidad and Tobago (Piarco ACC) and Guyane (Cayenne ACC).

**8. MISCELLANEOUS**

- 8.1 Deviation from procedures established in this Letter of Agreement should be effected only after prior coordination is accomplished which completely defines responsibilities in each case.

**9. SIGNATURES**

9.1 For Cayenne ACC

For Piarco ACC

Air Traffic Manager  
Cayenne ACC  
Guyane  
Date:

Chief Air Traffic Controller  
Piarco ACC  
Trinidad and Tobago  
Date: