

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

(sólo en español/Spanish version only)

**Letter of agreement between the Area Control Center of Rochambeau, Guyana Francesa and the Area Control Center Atlântico, Brazil.**

<b>Subject:</b> Procedures relating to the coordination and routing of Air traffic between the ACC of Rochambeau and Atlântico
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**1. INTRODUCTION**

1.1 Effective date: jun 10, 2004

1.2 **Objective:** To establish procedures for the coordination and routing of air traffic between the CTA/FIR of Rochambeau and FIR Atlântico.

1.3 **Scope:** The procedures contained in this operational letter of agreement that supplement or detail, when so required, the procedures prescribed by ICAO in the pertinent documents, shall be applied to all air traffic that cross the common boundary of the CTA/FIR of Rochambeau and FIR Atlântico.

**2. CONTROL PROCEDURES**

2.1 **Routing of air traffic:** Except for coordination effected individually for each flight out of airways, the air traffic between the CTA/FIR of Rochambeau and FIR Atlântico shall be routed along ATS routes published in the respective AIPs.

2.2 Separation

2.2.1 **Vertical:**

2.2.1.1 Rochambeau ACC and Atlântico ACC shall assign flight levels to all aircraft which enter the another air space according with the table below:

Direction	Route	Flight Level assigns
FIR/UTA/CTA Rochambeu to FIR Atlântico	1) UL375(UKEDI) 2) UL695(ARUSI)	Flight Levels of the second semicircle of the table*
FIR Atlântico to FIR/UTA/CTA Rochambaeu	1) UL375(UKEDI) 2) UL695(ARUSI)	Flight Levels of the first semicircle of the table*

\* Table of Cruising Levels – Appendix C of ICAO Annex 2

2.2.2 **Longitudinal:** During the transfer of control, longitudinal separation *of not less than 15 minutes* shall be used between aircraft flying at the same altitude on the same ATS route.

2.2.3. Transfer of control points (TCP):  
The transfer of control of aircraft operating between the Atlântico UTA/CTA/FIR and the UTA/CTA/FIR of Rochambeau shall be the common boundary for flights off ATS routes and the following points for flights on designated ATS routes:

Direction	Route	Transfer of control
FIR/UTA/CTA Rochambeu to FIR/UTA/CTA Atlântico and vice-versa	UL375	UKEDI
	UL695	ARUSI
	Another part of Rochambeu/Amazônica CTA/FIR	A pre-defined coordination point

### 3. COORDINATION PROCEDURES

#### 3.1 General

3.1.1 The co-ordination between the ACC of Atlântico and the ACC of Rochambeau shall be effected in accordance with the Standards, Recommended Practices, and procedures prescribed by ICAO.

3.1.2 The primary means of co-ordination for all active air traffic shall be via ATS/DS, according the phone number defined on the Appendix 1.

3.1.3 The secondary means of co-ordination for all active air traffic shall be via international call, according the phone number defined on the Appendix 1 .

- 3.1.4 Departure and arrival messages shall be required for VFR flights originating and terminating at airports located within the Rochambeau Atlântico FIR boundaries.
- 3.1.5 All coordination involving active air traffic shall be forwarded to the appropriate ACC at least **twenty (20) minutes** prior to the aircraft's estimate for the position serving as the coordination point for the ATS route involved.
- 3.1.6 Positions serving as co-ordination points:

Direction	Route	Transfer of control
FIR/UTA/CTA Rochambeau to FIR/UTA/CTA Atlântico and vice-versa	UL375	UKEDI 063518N/0370436W
	UL695	ARUSI 062500N/0372000W
	Another part of Rochambeau/Atlantico CTA/FIR	A pre-defined coordination point

- 3.1.7 All alternative means of coordination require acknowledgement from the receiving ACC.
- 3.1.8 In the event that the above procedures cannot be carried out because of failure of the Rochambeau/Atlântico ATS/DS, coordination of all traffic shall be effected as follows:
- a. via AFTN:  
The aircraft shall be held within the area of responsibility of the transferring ACC until an acceptance message is received; or
  - b. via fax:  
According the Appendix 1
  - c. via HF:  
According the Appendix 1
    - (i) IFR aircraft shall only be cleared to a point completely within the transferring ACC CTA/FIR at an appropriate flight level for direction of flight, and advised to contact the receiving ACC and receive clearance prior to entering the adjacent airspace.
    - (ii) The receiving ACC shall clear the aircraft into its area and shall not authorize flight level changes until the aircraft advises that the transferring ACC has no control restrictions regarding climb/descent to the flight level requested.

Furthermore, the receiving ACC shall instruct the aircraft to advise the transferring ACC when crossing the common boundary.

## 3.2 Communications

- 3.2.1 The transfer of air- ground communications of an aircraft from a transferring ACC to the receiving ACC shall be made at the common Flight Information boundary.

- 3.2.2 The receiving ACC shall not notify the transferring ACC that it has established ground – air communications with the transferred aircraft unless specifically requested to do so.
- 3.2.3 Atlântico ACC and Rochambeau ACC shall transfer aircraft communications on frequency defined on the Appendix 1 or a specific VHF frequency defined by the Supervisory during the coordination process.

4. REVISIONS

- 4.1. This agreement shall be subject to revision whenever a modification of Standards, recommended methods of supplementary regional procedures of ICAO occurs which might affect the procedures contained in this agreement, or when new communications facilities, or new air traffic services which might affect these procedures are commissioned. In the case of changes in ICAO regulations, the Rochambeau ACC or the Atlântico ACC shall initiate the amendment of this agreement and in the cases of new installations or modification of existing installations, the facility concerned shall initiate the modification procedure. For any other matter which might make it advisable to change the agreement, the interested facility shall propose the pertinent revision.

5. DISSEMINATION

- 5.1 The dissemination of the agreement and its subsequent modification shall be made in full by a pertinent AIC fifty – six days before the effective date, and furthermore, the facilities shall include in their respective AIPs, Section RAC, those parts of interest to air operations.

For the Republic of  
Guyania Francesa

For the Republic of  
Brazil

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 Civil Aviation Authority

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 Department of Airspace Control - DECEA

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