APÉNDICE/APPENDIX E1

Borrador de la carta de acuerdo operacional, incluyendo asuntos RVSM entre el ACC Amazónico/ACC Maiquetía

Draft letter of operational agreement, including RVSM matters, between Amazónico ACC/Maiquetía ACC

(Sólo en versión español/Spanish version only)

CARTA DE ACUERDO OPERACIONAL SUSCRITA ENTRE LOS CENTROS DE CONTROL DE AREA AMAZÓNICO Y MAIQUETIA

1 INTRODUCCION

1.1 Fecha de efectividad: 20 de enero de 2005

1.2 Objetivo

1.2.1 E1 objetivo de esta Carta de Acuerdo Operacional es el de establecer los procedimientos relativos al encaminamiento del tránsito aéreo entre la FIR/UTA AMAZÔNICA y MAIQUETIA, los puntos de transferencia de control y de comunicaciones, y detallar los procedimientos de coordinación aplicables entre los Centros de Control de Área, partes de esta Carta de Acuerdo.

1.2.2 Extensión

1.2.3 Los procedimientos contenidos en esta Carta de Acuerdo Operacional suplementan o detallan, cuando así se requiera, los procedimientos prescritos por la OACI en los documentos pertinentes y serán aplicados a todo el tránsito aéreo que atraviese el límite común de las FIR/UTA mencionadas en el párrafo anterior.

2 ENCAMINAMIENTO DEL TRANSITO AEREO

2.1 Normalmente, todo el tránsito aéreo que atraviese el límite común de las FIR indicadas será encaminado por las rutas ATS publicadas en las AIP y Cartas de Navegación en Ruta de Venezuela y Brasil.

3 SERVICIO DE INFORMACION DE VUELO

3.1 Cuando únicamente se proporcione Servicio de Información de Vuelo y Servicio de Alerta, se efectuará la coordinación correspondiente con respecto a los vuelos VFR e IFR que atraviesen el límite común de las Regiones de Información de Vuelo. Esta coordinación incluirá la transmisión de las partes apropiadas del plan de vuelo actualizado y la hora revisada de estimado al límite de las FIR.

3.2 La información indicada en el párrafo anterior se transmitirá por lo menos ***20 (veinte) minutos*** antes de que la aeronave salga de la Región de Información de Vuelo a cargo del ACC que la origine.

3.3 E1 Centro transferidor asignará un nivel de vuelo apropiado a la dirección del vuelo, el cual deberá ser alcanzado, siempre que sea posible, antes de que la aeronave llegue al límite de la FIR, respetando lo establecido en 4.3.2.1.

3.4 Mientras esté siendo aplicado el Plan de Contingencia ATS (falla parcial) los ACCs de Maiquetía y Amazónico solamente prestarán los servicios de Información de Vuelo y de Alerta.

4 SERVICIO DE CONTROL DE AREA

4.1 Transferencia de responsabilidad

4.1.1 A menos que se coordine de otra manera, la responsabilidad para el suministro de los servicios de tránsito aéreo será transferida del Centro transferidor al Centro aceptante cuando este último reciba indicación de que la aeronave ha sobrevolado los puntos de transferencia especificados para cada ruta ATS en el ***Apéndice 1*** de esta Carta de Acuerdo Operacional.

4.1.2 Por delegación del ACC BOGOTÁ, los servicios de tránsito aéreo a los vuelos en la parte de las rutas UL 309 y UL216 que atraviese la FIR Bogotá serán suministrados por el ACC Maiquetía y, en consecuencia, la responsabilidad de las transferencias de los vuelos que se realicen en dicho tramo de ruta serán efectuadas directamente entre los ACC Amazónico y Maiquetía. Los ACCs Amazónico y ACC Maiquetía informarán al ACC Bogotá todo el tránsito en cruce del punto de notificación ZORRO (límite acordado para las transferencias entre los ACC Amazónico y Maiquetía), no siendo necesario informar los cambios de niveles y/o de los estimados.

4.1.3 No será necesario que el Centro aceptante notifique al Centro transferidor cuando asuma la responsabilidad indicada en el párrafo anterior, con respecto a la aeronave que está siendo transferida.

4.2 Transferencia de comunicaciones aeroterrestres

4.2.1 Normalmente, las comunicaciones aeroterrestres de una aeronave serán transferidas ***5 (cinco) minutos*** antes de la hora en que se calcula que la aeronave llegará al punto de transferencia indicado para cada ruta ATS. No obstante, cuando las condiciones del tránsito aéreo así lo requieran, el Centro transferidor podrá demorar la transferencia de comunicaciones hasta que la aeronave notifique haber sobrevolado dicho punto de transferencia.

4.2.2 En el momento seleccionado para efectuar la transferencia de comunicaciones aeroterrestres, el Centro transferidor autorizará a las aeronaves para que establezcan comunicación con la dependencia ATS correspondiente.

4.2.3 La clave individual SSR, coordinada previamente con el Centro aceptante, asignada al vuelo considerado, será incluida en la autorización indicada en el párrafo anterior. Hasta este momento el ACC transferidor asignará claves SSR conformado con el previsto en el plan de claves de la OACI.

4.2.4 El Centro transferidor notificará al Centro aceptante las autorizaciones que se hayan transmitido o que estén a punto de ser transmitidas a las aeronaves, para que establezcan comunicaciones por radio con el Centro aceptante o con la dependencia ATS correspondiente.

4.3 Mínimos de separación aplicables durante la transferencia

4.3.1 Separación longitudinal

4.3.1.1 El mínimo de separación longitudinal aplicable entre los vuelos que vayan a ser transferidos al mismo nivel de crucero en la misma ruta ATS o en rutas de trayectorias convergentes, no será inferior a lo que se especifica para cada ruta en el ***Apéndice 1*** a esta Carta de Acuerdo.

4.3.2 Separación vertical

<table>
<tr><th>AERONAVE</th><th>FL 290 Y POR DEBAJO</th><th>FL290 – FL410</th><th>FL 410 Y POR ENCIMA</th></tr>
<tr><td>Con aprobación RVSM</td><td rowspan="2">1000 pies</td><td>1000 pies</td><td rowspan="2">2000 pies</td></tr>
<tr><td>Sin aprobación RVSM</td><td>2000 pies</td></tr>
</table>

4.3.2.1 Normalmente, las aeronaves serán autorizadas a sobrevolar el punto de transferencia manteniendo un nivel de crucero especificado, que será seleccionado de entre los que se indican para cada ruta en el ***Apéndice 1*** a esta Carta de Acuerdo. No obstante, y cuando así sea coordinado expresamente con el Centro aceptante, el Centro transferidor podrá autorizar a las aeronaves para que crucen el punto de transferencia en ascenso o en descenso al nivel de crucero convenido previamente entre ambos ACCs.

4.3.2.2 Coordinaciones para Operaciones RVSM

4.3.2.2.1 Los mensajes de estimación (EST) deberán ser transmitidos para todos los vuelos que cruzan el límite común de la FIR, por lo menos 60 minutos antes del tiempo estimado de la aeronave sobre la transferencia del punto de control cuando estén involucradas aeronaves que no tengan aprobación RVSM, con intención de operar dentro del espacio aéreo RVSM, como medio de facilitar la planificación para la integración de dicho tráfico, de acuerdo con una separación vertical mínima de 2000 pies.

4.3.2.2.2 Deberá incluirse una indicación clara sobre el estado de aprobación de una aeronave sin aprobación RVSM y su solicitud para un tratamiento especial como parte integral del mensaje estimado:

- Como confirmación de los datos archivados en el plan de vuelo;
- Para prever el caso de la degradación de la performance de los sistemas de planificación de vuelo; y

4.3.2.2.3 Para prever el caso de que por cualquier razón la unidad aceptante no ha recibido el plan de vuelo.

4.3.2.2.4 Coordinación oral de mensajes de estimación (EST)

4.3.2.2.4.1 Cuando se esté empleando un proceso de coordinación oral, el ACC que transmite un mensaje de estimación deberá incluir al final del mismo, la información incluida en el casillero 18 del plan de vuelo de la OACI, sobre operaciones RVSM.

4.3.2.2.4.2 En caso sea aplicable, deberá incluirse al final del mensaje de estimación el término "Negativo RVSM" o " NEGATIVO RVSM Aeronave de Estado" o "NEGATIVO RVSM Vuelo Humanitario" o NEGATIVO RVSM Vuelo de Mantenimiento" o "NEGATIVO RVSM Vuelo Ferry"
.

4.3.2.2.4.3 Para el caso de una sola aeronave que experimenta una contingencia en vuelo, los mensajes de coordinación asociados, serán proporcionados oralmente mediante una descripción de la causa de la contingencia. Los mensajes de coordinación asociados incorporarán ya sea el término:

- ♦ Incapacidad RVSM debido a equipo, o
- ♦ Incapacidad RVSM debido a turbulencia, según sea el caso.

4.3.2.2.5 Suspensión de las operaciones RVSM

4.3.2.2.5.1 Los ACC de *Maiquetía y Amazónico* coordinarán los procedimientos para la suspensión del RVSM dentro de las áreas afectadas en las FIR Maiquetía y Amazónico, cuando existen informes de pilotos sobre turbulencia mayor que la moderada. Dentro de las áreas donde los procedimientos RVSM han sido suspendidos, la separación mínima vertical entre todas las aeronaves será de 2000 pies.

4.3.2.2.5.2 En caso de suspensión de las operaciones RVSM, la siguiente Tabla de Niveles de Crucero deberá ser empleada:

Derrota	**000º a 179º**	**180º a 359º**
Nivel de Vuelo		**FL 300**
	FL 330	
		FL 360
	FL 390	

5 COORDINACION

5.1 La coordinación previa a la transferencia de control se efectuará mediante el intercambio de los mensajes ATS prescritos para estos fines en el DOC 4444-RAC/501 de la OACI y en especial de los siguientes:

- RPL - Plan de vuelo repetitivo
- FPL - Plan de vuelo presentado
- DEP – Despegue
- EST - Estimado al límite
- CHG – Modificación
- CDN – Coordinación
- ALR – Alerta

5.2 Intercambio de mensajes ATS

5.2.1 Excepto por lo que se refiere a la transmisión de planes de vuelos repetitivos, los cuales serán objeto de otra carta de acuerdo al respecto, el intercambio de información se efectuará normalmente como se indica en el ***Apéndice 2*** y 3 de esta Carta de Acuerdo.

5.2.2 El Centro transferidor notificará al Centro aceptante los cambios importantes en los datos transmitidos bajo la forma de mensajes FPL/EST.

NOTA: Los cambios importantes incluirán, entre otros:

a) una variación en la velocidad verdadera media de un *cinco por ciento (5%)* en más o menos respecto a la consignada en el plan de vuelo; y/o

b) una variación de *más de tres (3) minutos* con respecto a la hora calculada sobre el punto de transferencia.

5.3 Tiempo límite para la expedición de permisos iniciales o para autorizar cambios en el plan de vuelo

5.3.1 A efectos de la aplicación de los párrafos 3.2.3, 3.2.3.1 y 3.2.3.2 de la Parte VIII del DOC 4444-RAC/501 de la OACI se considerará que una aeronave se encuentre a suficiente distancia del límite de la FIR cuando esta distancia sea igual o superior la que sería recorrida en ***20 minutos de vuelo***

6 SERVICIO DE ALERTA

6.1 Cuando se requiera el Servicio de Alerta y se tengan dudas sobre la posición de una aeronave, la coordinación de dicho servicio recaerá en el ACC en cuya FIR se encontraba la aeronave en el momento de realizar la última comunicación aeroterrestre.

7 REVISIÓN

7.1 La presente Carta de Acuerdo Operacional será revisada cuando los procedimientos indicados en la misma o en sus Apéndices resulten afectados por enmiendas a las normas, métodos recomendados, procedimientos suplementarios y planes regionales de la OACI, o cuando se habiliten nuevas instalaciones de radio ayudas a la navegación, de comunicaciones o de los servicios de tránsito aéreo. En los casos de nuevas instalaciones o de modificación de las actuales, el inicio de la acción corresponderá al Estado causante. Respecto a cualquier otro caso, el Estado interesado propondrá la enmienda pertinente.

7.2 Si la enmienda afecta, solamente a la información que se describe en los *Apéndices 1, 2 y3,* el nuevo Apéndice revisado pasará a formar parte de esta Carta de Acuerdo a partir de la nueva fecha de efectividad que sea adoptada.

8 DIVULGACIÓN

8.1 Los Estados firmantes harán incluir en sus AIP's, Parte RAC, y en otros documentos que estimen pertinentes, aquellas partes de interés a la operación de las aeronaves.

9 DISPOSICIONES TRANSITORIAS

9.1 A partir de la fecha de efectividad que se indica en el párrafo 1.1, los procedimientos para la coordinación y transferencia de control que se describen en esta Carta de Acuerdo anulan o reemplazan cualquier otro procedimiento aplicado de común acuerdo entre los ACC mencionados.

Firmada en la ciudad de xxxxxxxxxxxxxxxxx, el 05 de xxxxxxe de 2004.

En representación de Venezuela: _____

XXX

En representación de Brasil: _____

xxxxxxxxxxxxxxxxx

Departamento de Control Del Espacio Aéreo - DECEA

Fecha de efectividad: 20 de enero de 2005

APENDICE 1

TABLA DE REFERENCIA PARA LA TRANSFERENCIA DE RESPONSABILIDAD

Ruta ATS	Tabla de niveles y datos SSR a ser asignados por:				Puntos de transferencia convenidos para cada ruta	Mínimos aplicables para la separación longitudinal (Párrafo 4.3.1.1)	
	ACC MAIQUETIA		ACC AMAZÓNICO			Minutos	Observaciones
1	2		3		4	5	6
	FL	SSR	FL	SSR			
G 678	2		1		LA DIVINA PASTORA 044135N/0610144W	15	
a) UA 300	1		2		PAKON 042852N/0611803W	10	OBS: Entre ISANI y PAKON no existe la mínima separación lateral requerida
a) UL 304	1		2		ISANI 041459N/0613532W	10	a) Rutas convergentes en Boa Vista. Los puntos PAKON y ISANI son considerados como un solo punto para los efectos de la aplicación de la separación longitudinal al momento de la transferencia.
UA 315	1		2		VAGAN 034912N/0630500W	10	
UR640	1		2		NEBIL 013557N/0640730W	10	Se incrementará la separación longitudinal en 5 minutos mínimos en caso de falla de los circuitos orales, y/o comunicaciones Tierra /Aire
UL309	1		2		ZORRO 015147N/0671207W	10	Para garantizar la separación de 10 minutos se utilizará la técnica de número Mach (MNT)
UL216	1		2		ZORRO 015147N/0671207W	10	

Nota: “1” y “2” indican las series de niveles de crucero IFR enumerados en el Apéndice 3 b) del Anexo 2 para las derrotas de 000º a 179º y de 180º a 359º, respectivamente.

* a) Indica tratamiento especial en cuanto a la aplicación de la separación longitudinal por parte del ACC Maiquetía según se establece en la parte de observaciones.

APENDICE 1

TABLA DE REFERENCIA PARA LA TRANSFERENCIA DE RESPONSABILIDAD

Ruta ATS	Tabla de niveles y datos SSR a ser asignados por:				Puntos de transferencia convenidos para cada ruta	Mínimos aplicables para la separación longitudinal (Párrafo 4.3.1.1)	
	ACC MAIQUETIA		ACC AMAZÓNICO			Minutos	Observaciones
1	2		3		4	5	6
	FL	SSR	FL	SSR			
UL 795	1		2		VUMPI 015923S/0635655W	10	Se incrementará la separación longitudinal en 5 minutos mínimos en caso de falla de los circuitos orales, y/o comunicaciones Tierra /Aire Para garantizar la separación de 10 minutos se utilizará la técnica de número Mach (MNT)
UL 793	1		2		UGAGA 004842N/0654200W	10	

Nota: “1” y “2” indican las series de niveles de crucero IFR enumerados en el Apéndice 3 b) del Anexo 2 para las derrotas de 000º a 179º y de 180º a 359º, respectivamente.

APENDICE 2

TABLA DE REFERENCIA PARA EL INTERCAMBIO DE MENSAJES ATS

ACC MAIQUETIA/ACC AMAZÓNICO Fecha de efectividad: 20 de enero de 2005

TIPO DE MENSAJE	CIRCUNSTANCIA EN QUE ES APLICABLE	TIEMPO LIMITE PARA TRANSMISION	MEDIOS A UTILIZAR
RPL	Cuando sea convenido	------	-----
FPL	Todos los vuelos	Inmediatamente después de ser presentado	AFTN
DEP	Todos los vuelos	Inmediatamente después del despegue	AFTN
EST	Todos los vuelos IFR	20 minutos antes del estimado al punto de transferencia	Circuito Oral
EST	Todos los vuelos VFR	------	AFTN
CHG/CDN	Según sea necesario	Tan pronto como sea posible después de producirse la circunstancia	Circuito Oral /AFTN
ALR	Según sea necesario	Inmediatamente después de producirse la circunstancia	Circuito Oral /AFTN

OBS.: Las Administraciones convienen en que, en caso de falla en los medios de transmisión convenidos, cualquier otro medio deberá ser utilizado para cubrir la eventualidad.

APÉNDICE 3

TABLA DE LOS MEDIOS DE COORDENACIÓN Y COMUNICACIÓN ORAL

Fecha de efectividad: 20 de enero de 2005

<table>
<tr><td rowspan="3">Ruta ATS</td><td rowspan="3">Puntos de transferencia convenidos para cada ruta</td><td colspan="4">MEDIOS PARA CONTATO COM ACC</td><td colspan="4">MEDIOS DE COMUNICACIONES TIERRA/AIRE</td></tr>
<tr><td colspan="2">AMAZÓNICO</td><td colspan="2">MAIQUETIA</td><td colspan="2">AMAZÓNICO</td><td colspan="2">MAIQUETIA</td></tr>
<tr><td>Primario-ATS/DS</td><td>Secundario</td><td>Primario ATS/DS</td><td>Secundario</td><td>Primario</td><td>Secundario</td><td>Primario</td><td>Secundario</td></tr>
<tr><td>G 678</td><td>LA DIVINA PASTORA VOR</td><td rowspan="8">HOT LINE
o
3653</td><td rowspan="8">00-55-92
652-0311</td><td rowspan="8">HOT LINE
o
8051
8053</td><td rowspan="8">021258-3552216</td><td rowspan="5">124.4 Mhz
(2)</td><td rowspan="5">125.4 Mhz
(2)
133.0 Mhz
3479 Khz
5526 Khz
8855 Khz
10096 Khz</td><td rowspan="8">127.95Mhz</td><td rowspan="8">8855Khz
10096Khz
5526Khz</td></tr>
<tr><td>UA 300</td><td>PAKON
042852N/0611803W</td></tr>
<tr><td>UL 304</td><td>ISANI
041459N/0613532W</td></tr>
<tr><td>UA 315</td><td>VAGAN
034912N/0630500W</td></tr>
<tr><td>UR640</td><td>NEBIL
013557N/0640730W</td></tr>
<tr><td>UL 795
UZ 21*</td><td>VUMPI
015923N/0635655W</td><td rowspan="3">133.9 Mhz
(2)</td><td rowspan="3">125.4 Mhz
(2)
133.0 Mhz
3479 Khz
5526 Khz
8855 Khz
10096 Khz</td></tr>
<tr><td>UL793</td><td>UGAGA
004842N/0654200W</td></tr>
<tr><td>UL216
UL 309</td><td>ZORRO
015148N/0671207W</td></tr>
</table>

Observaciones: 1) - Las frecuencias utilizadas para transferencia de comunicaciones podrán ser otras establecidas por los supervisores de los ACC involucrados.
2) - Contacto primario con los supervisores: ACC Amazónico ATS/DS 3663 y ACC Maiquetía 8060

* Solamente sentido FIR Amazónica/FIR Maiquetía – ANV sigue por UL 795 a partir de VUMPI
Coordenadas WGS84

APÉNDICE/APPENDIX E2

Borrador de la carta de acuerdo operacional, incluyendo asuntos RVSM entre el ACC Amazónico/ACC Georgetown

Draft letter of operational agreement, including RVSM matters, between Amazónico ACC/Georgetown ACC

(sólo en versión inglés/English version only)

Letter of agreement between the Area Control Centre of Georgetown, Guiana and the Area Control Centre Amazonico, Brazil

Subject:	Procedures relating to the coordination and routing of Air traffic between the ACC of Georgetown and Amazônico.

1. INTRODUCTION

1.1 Effective date: Jan 20 2005

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

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 Georgetown and CTA/FIR/UTA Amazônica.

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/FIRs of Georgetown and CTA/FIR/UTA Amazônica shall be routed along ATS routes published in the respective AIPs.

2.2 ***Air space control responsibility:*** The traffic flying by the route UB681 on the segment Boa Vista VOR and ROGIN Reporting Point shall be controlled by Amazonico ACC.

2.3 Separation

2.3.1 *Vertical:*

2.3.1.1. Vertical separation

Aircraft	Separation		
	FL 290 and bellow	FL 290 – FL 410	FL 410 and above
RVSM Approved	1000 feet	1000 feet	2000 feet
Non-RVSM approved		2000 feet	

2.3.1.2 Georgetown ACC and Amazônico 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 Georgetown to FIR/UTA/CTA Amazônica	UB 681/B 681 (GEMOL).	Flight Levels of the first semicircle of the table *
FIR/UTA/CTA Amazônica to FIR/UTA/CTA Georgetown	UB 681/B 681 (GEMOL).	Flight Levels of the second semicircle of the table *

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

2.3.1.3 Coordination for RVSM Operations

2.3.1.3.1 Estimate messages (EST) shall be transmitted for all flights crossing the common FIR boundary, ***at least 60 minutes before*** the estimate time of the aircraft over the transference of the control point when non-RVSM approved aircraft are involved, with the intention to operate within RVSM airspace, as a mean to facilitate planning for the integration of such air traffic, according to a 2000 feet vertical separation minimum.

2.3.1.3.2 A clear indication should be made on the status of approval or non-RVSM approved aircraft and its request for a special treatment as an integral part of the estimated message:

- As a confirmation of the data filed in the flight plan;
- To anticipate the case of performance degradation of the flight planning systems;
- To anticipate the case the accepting unit has not received the flight plan.

2.3.1.3.3 Oral coordination of estimate messages (EST)

2.3.1.3.3.1 When an oral coordination process is being used, the ACC transmitting an estimate message shall include at the end of the same, the information included in box 18 of ICAO flight plan on RVSM operations.

2.3.1.3.3.2 If applicable, at the end of the estimate message, the term NEGATIVE RVSM *or* NEGATIVE RVSM STATE AIRCRAFT or NEGATIVE RVSM HUMANITARIAN FLIGHT or NEGATIVE RVSM MAINTENANCE FLIGHT or NEGATIVE RVSM FERRY FLIGHT , shall be included.

2.3.1.3.3.3 For the case in which only one aircraft experiences a flight contingency, the associated coordination messages shall be provided orally, with a description of the reason of the contingency. The associated coordination messages shall incorporate either the term:

- RVSM inability due to the equipment, or
- RVSM inability due to turbulence, as the case may be.

2.3.1.3.4 RVSM operations suspension

2.3.1.3.4.1 The ACCs of Amazonico and Georgetown shall coordinate the procedures for RVSM suspension within areas affected in the FIR Amazónica and FIR Georgetown, when pilots reports on turbulence that is greater than moderate. Within the areas where RVSM procedures have been suspended, the vertical separation minimum between all aircraft shall be 2000 feet.

2.3.1.3.4.2 In case of RVSM operations suspension, the following Table of Cruising Levels shall be used:

Magnetic Track	**000º a 179º**	**180º a 359º**
Flight Level		**FL 300**
	FL 330	
		FL 360
	FL 390	

2.3.2 ***Longitudinal:*** During the transfer of control, longitudinal separation of *not less than 10 minutes* using the Mach Number Technique shall be used between aircraft flying at the same altitude on the same ATS route.

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

Direction	Route	Points of transfer of control
FIR/UTA/CTA Georgetown/ Amazônica and vice-versa	1) UB681/B681	GEMOL 042123N / 0594114W
	2)Another part of Georgetown CTA/FIR	A pre-defined coordination point

3. COORDINATION PROCEDURES

3.1 General

3.1.1 The co-ordination between the ACC of Amazônico and the ACC of Georgetown 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 Georgetown/Amazônica 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	Points of transfer of control
FIR/UTA/CTA Georgetown/ Amazônica and vice-versa	1) UB681/B681	GEMOL.
	2)Another part of Georgetown /Amazonica 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 Georgetown/Amazônico 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 Amazônico ACC and Georgetown ACC shall transfer aircraft communications on frequency defined on the Appendix 1 or a specific VHF frequency defined by the Supervisory during the process of coordination.

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 Georgetown ACC or the Amazônico 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 Guyana	For the Republic of Brazil
_____	_____
xxxxxxxxxx xxxxxxxxxxxxx Civil Aviation Authority	Department of Airspace Control - DECEA
_____ DATE	_____ DATE

APPENDIX 1

Effective date - January, 20 – 2005.

TABLE OF COORDINATION AND COMUNICATION ORAL MEANS

ATS Route	Transfer point for each route	MEANS OF CO-ORDINATION				AIR GROUND COMUNICATIONS			
		AMAZONICO ACC		GEORGETOWN ACC		AMAZONICO ACC		GEORGETOWN ACC	
		Primary-ATS/DS	Secondary	Primary ATS/DS	Secondary	Primary	Secondary	Primary	Secondary
UB 681	GEMOL	HOT LINE or 3651	(055-92) 6520311 or 6520316	TBD	TBD	124.4 Mhz	125.40 Mhz 3479 Khz 5526 Khz 8855 Khz 10096 Khz	TBD	TBD
B 681									

Rmk: Georgetown ACC and Amazônico ACC supervisory may specified another air-ground communication frequency during the coordination process.

APÉNDICE/APPENDIX E3

Borrador de la carta de acuerdo operacional, incluyendo asuntos RVSM entre el ACC Paramaribo/ACC Amazónico

Draft letter of operational agreement, including RVSM matters, between ParamariboACC/Amazónico ACC

(sólo en inglés/English version only)

Letter of agreement between the Area Control Centre of Paramaribo, Suriname and the Area Control Centre Amazonico, Brazil.

Subject:	Procedures relating to the coordination and routing of Air traffic between the ACC of Paramaribo and Amazonico.

1. INTRODUCTION

1.1 Effective date: jan 20, 2005

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

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 Paramaribo and CTA/FIR/UTA Amazônica.

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/FIRs of Paramaribo and CTA/FIR/UTA Amazônica shall be routed along ATS routes published in the respective AIPs.

2.2 Separation

2.2.1 *Vertical:*

2.2.1.1 Vertical separation

Aircraft	Separation		
	FL 290 and bellow	FL 290 – FL 410	FL 410 and above
RVSM Approved	1000 feet	1000 feet	2000 feet
Non-RVSM approved		2000 feet	

2.2.1.2 Paramaribo ACC and Amazônico 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 Paramaribo to FIR/UTA/CTA Amazônica	1) UL776 (TIRIÓS NDB) to continue by UL 776 or by UZ 13; 2) UA 312 to continue by UA 312 OR UZ 28 (ACARI)	Flight Levels of the second semicircle of the table *
	3) UL 306 (SIROS)	FL 280
	4) W23(TIRIÓS NDB).	Flight Levels of the first semicircle of the table *
FIR/UTA/CTA Amazônica to FIR/UTA/CTA Paramaribo	1) UL776/UZ 13(TIRIOS NDB); 2) UA 312 /UZ28(ACARI)/	Flight Levels of the first semicircle of the table *
	3) UL 306 (SIROS)	FL 290
	4)W23(TIRIÓS NDB).	Flight Levels of the second semicircle of the table *

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

2.2.1.3 Coordination for RVSM Operations

2.2.1.3.1 Estimate messages (EST) shall be transmitted for all flights crossing the common FIR boundary, at least ***60 minutes*** before the estimate time of the aircraft over the transference of the control point when non-RVSM approved aircraft are involved, with the intention to operate within RVSM airspace, as a mean to facilitate planning for the integration of such air traffic, according to a 2000 feet vertical separation minimum.

2.2.1.3.2 A clear indication should be made on the status of approval of non-RVSM approved aircraft and its request for a special treatment as an integral part of the estimated message:

- As a confirmation of the data filed in the flight plan;
- To anticipate the case of performance degradation of the flight planning systems;
- To anticipate the case the accepting unit has not received the flight plan.

2.2.1.3.3 Oral coordination of estimate messages (EST)

2.2.1.3.3.1 When an oral coordination process is being used, the ACC transmitting an estimate message shall include at the end of the same, the information included in box 18 of ICAO flight plan on RVSM operations.

2.2.1.3.3.2 If applicable, at the end of the estimate message, the term NEGATIVE RVSM or NEGATIVE RVSM STATE AIRCRAFT or NEGATIVE RVSM HUMANITARIAN FLIGHT or NEGATIVE RVSM MAINTENANCE FLIGHT or NEGATIVE RVSM FERRY FLIGHT , shall be included.

2.2.1.3.3.3 For the case in which only one aircraft experiences a flight contingency, the associated coordination messages shall be provided orally, with a description of the reason of the contingency. The associated coordination messages shall incorporate either the term:

- ♦ RVSM inability due to the equipment, or
- ♦ RVSM inability due to turbulence, as the case may be.

2.2.1.3.4 RVSM operations suspension

2.2.1.3.4.1 The ACCs of Amazonico and Paramaribo shall coordinate the procedures for RVSM suspension within areas affected in the FIR Amazónica and FIR Paramaribo, when pilots reports on turbulence that is greater than moderate. Within the areas where RVSM procedures have been suspended, the vertical separation minimum between all aircraft shall be 2000 feet.

2.2.1.3.4.2 In case of RVSM operations suspension, the following Table of Cruising Levels shall be used:

Magnetic Track	**000º a 179º**	**180º a 359º**
Flight Level		**FL 300**
	FL 330	
		FL 360
	FL 390	

2.2.2 ***Longitudinal:*** During the transfer of control, longitudinal separation of ***not less than 10 minutes*** using the Mach Number Technique 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 Amazônica UTA/CTA/FIR and the UTA/CTA/FIR of Paramaribo shall be the common boundary for flights off ATS routes and the following points for flights on designated ATS routes:

Direction	Route	Points of transfer of control
FIR/UTA/CTA Paramaribo/ Amazônica and vice-versa	1) UL776 or by UZ 13;	TIRIÓS NDB 021308N / 0555631W
	2) UA 312/UZ28	ACARI 015726N / 0562921W
	3) UL 306	SIROS 022817N / 0544132W
	4) W23	TIRIÓS NDB 021308N / 0555631W
	5)Another part of Paramaribo CTA/FIR	A pre-defined point on the common boundary of the two Air space.

3. COORDINATION PROCEDURES

3.1 General

3.1.1 The co-ordination between the ACC of Amazônico and the ACC of Paramaribo 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 Paramaribo Amazônica 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**	**Points**
FIR/UTA/CTA Paramaribo/ Amazônica and vice-versa	1) UL776 or by UZ 13;	TIRIÓS NDB
	2) UA 312/UZ28	ACARI
	3) UL 306	SIROS
	4) W23	TIRIÓS NDB.
	5)Another part of Amazônico / Paramaribo CTA/FIR	A pre-defined point on the common boundary of the two Air space.

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 Paramaribo/Amazônico direct speech circuit, coordination of all traffic shall be effected as follows:

a. via AFTN:
The aircraft shalll 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 Amazônico ACC and Paramaribo ACC shall transfer aircraft communications on frequency defined on the Appendix 1 or a specific VHF frequency defined by the Supervisory during the process of coordination.

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 Paramaribo ACC or the Amazônico 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
Suriname

_____

XXXXXXXX
XXXXXXXXXl
Civil Aviation Authority

For the Republic of
Brazil

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Department of Airspace Control - DECEA

Appendix 1

Effective date - January, 20 – 2005.

TABLE OF COORDINATION AND COMUNICATION ORAL MEANS

ATS Route	Transfer point for each route	MEANS OF CO-ORDINATION				AIR GROUND COMUNICATIONS			
		AMAZONICO ACC		PARAMARIBO ACC		AMAZONICO ACC		PARAMARIBO ACC	
		Primary-ATS/DS	Secondary	Primary ATS/DS	Secondary	Primary	Secondary	Primary	Secondary
UA 776	TIRIÓS	HOT LINE	(055-92) 6520316	TBD	TBD	123.95 Mhz	3479 Khz	TBD	TBD
W 23		or	or			125.05 Mhz	5526 Khz		
UZ 13		3651	6520311			128.00 Mhz	8855 Khz		
UA 312	ACARI					128.20 Mhz	10096 Khz		
UZ 28									
UL 306	SIROS								

Rmk: Paramaribo ACC and Amazônico ACC supervisory may specified another air-ground communication frequency during the coordination process.

_____ DATE

_____ DATE

APÉNDICE/APPENDIX E4

Borrador de la carta de acuerdo operacional, incluyendo asuntos RVSM entre el ACC Rochambeau/ACC Amazónico

Draft letter of operational agreement, including RVSM matters, between Rochambeau ACC/Amazónico ACC

(sólo en inglés/English version only)

Letter of agreement between the Area Control Centre of Rochambeau, French Guyana and the Area Control Centre Amazónico, Brazil.

Subject:	Procedures relating to the coordination and routing of Air traffic between the ACC of Rochambeau and Amazônico.

1. INTRODUCTION

1.1 Effective date: jan 20, 2005

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

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 CTA/FIR/UTA Amazônica.

2. CONTROL PROCEDURES

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

2.2 Separation

2.2.1 *Vertical:*

2.2.1.1 Vertical separation

Aircraft	Separation		
	FL 290 and bellow	FL 290 – FL 410	FL 410 and above
RVSM Approved	1000 feet	1000 feet	2000 feet
Non-RVSM approved		2000 feet	

2.2.1.2 Rochambeau ACC and Amazônico 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 Rochambeau to FIR/UTA/CTA Amazônica	1) UA555(OIAPOQUE) 2) UG449(OTONI) 3) UB680(ATITA) 4) A555/G443(OIAPOQUE) 5) G449(REBER).	Flight Levels of the second semicircle of the table *
FIR/UTA/CTA Amazônica to FIR/UTA/CTA Rochambeau	1) UA555(OIAPOQUE 2) UG449(OTONI) 3) UB680(ATITA) 4) A555/G443(OIAPOQUE) 5) G449(REBER).	Flight Levels of the first semicircle of the table *

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

2.2.1.3 Coordination for RVSM Operations

2.2.1.3.1 Estimate messages (EST) shall be transmitted for all flights crossing the common FIR boundary, at least 60 minutes before the estimate time of the aircraft over the transference of the control point when non-RVSM approved aircraft are involved, with the intention to operate within RVSM airspace, as a mean to facilitate planning for the integration of such air traffic, according to a 2000 feet vertical separation minimum.

2.2.1.3.2 A clear indication should be made on the status of approval of non-RVSM approved aircraft and its request for a special treatment as an integral part of the estimated message:

- As a confirmation of the data filed in the flight plan;
- To anticipate the case of performance degradation of the flight planning systems;
- To anticipate the case the accepting unit has not received the flight plan.

2.2.1.3.3 Oral coordination of estimate messages (EST)

2.2.1.3.3.1 When an oral coordination process is being used, the ACC transmitting an estimate message shall include at the end of the same, the information included in box 18 of ICAO flight plan on RVSM operations.

2.2.1.3.3.2 If applicable, at the end of the estimate message, the term NEGATIVE RVSM *or* NEGATIVE RVSM STATE AIRCRAFT or NEGATIVE RVSM HUMANITARIAN FLIGHT or NEGATIVE RVSM MAINTENANCE FLIGHT or NEGATIVE RVSM FERRY FLIGHT , shall be included.

2.2.1.3.3.3 For the case in which only one aircraft experiences a flight contingency, the associated coordination messages shall be provided orally, with a description of the reason of the contingency. The associated coordination messages shall incorporate either the term:

- ♦ RVSM inability due to the equipment, or
- ♦ RVSM inability due to turbulence, as the case may be.

2.2.1.3.4 RVSM operations suspension

2.2.1.3.4.1 The ACCs of Amazonico and Rochambeau shall coordinate the procedures for RVSM suspension within areas affected in the FIR Amazonica and FIR Rochambeau, when pilots reports on turbulence that is greater than moderate. Within the areas where RVSM procedures have been suspended, the vertical separation minimum between all aircraft shall be 2000 feet.

2.2.1.3.4.2 In case of RVSM operations suspension, the following Table of Cruising Levels shall be used:

Magnetic Track	**000º a 179º**	**180º a 359º**
Flight Level		**FL 300**
	FL 330	
		FL 360
	FL 390	

2.2.2 ***Longitudinal:*** During the transfer of control, longitudinal separation of *not less than 10 minutes* using the Mach Number Technique 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 Amazonico 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 Rochambeau to FIR/UTA/CTA Amazônica and vice-versa	UA555/A555/G443	OIAPOQUE
	UG449	OTONI
	UB680	ATITA
	G449	REBER
	Another part of Rochambeau/Amazônica CTA/FIR	A pre-defined coordination point

3. COORDINATION PROCEDURES

3.1 General

3.1.1 The co-ordination between the ACC of Amazônico 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 Amazônica 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	Points of transfer of control
FIR/UTA/CTA Rochambeau/ Amazônica and vice-versa	1) UA555/A555/G443	OIAPOQUE 035135N / 0514752W
	2) UG449	OTONI 023959N / 0523002W
	3) UB680	ATITA 021459N / 0535535W
	4) G449	REBER 031141N/0521802W
	For off ATS route in another part of Rochambeau /Amazonica 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/Amazônico 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;
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 Amazônico 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 Amazônico 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 that 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
France

_____

XXXXXXXX
XXXXXXXXXXl
Civil Aviation Authority

_____
DATE

For the Republic of
Brazil

_____

Department of Airspace Control
- DECEA

_____
DATE

Appendix 1

Effective date - June, 10 – 2004.

TABLE OF COORDINATION AND COMUNICATION ORAL MEANS

ATS Route	Transfer point for each route	MEANS OF CO-ORDINATION				AIR GROUND COMUNICATIONS			
		AMAZONICO ACC		ROCHAMBEAU ACC		AMAZONICO ACC		ROCHAMBEAU ACC	
		Primary-ATS/DS	Secondary	Primary ATS/DS	Secondary	Primary	Secondary	Primary	Secondary
UA 555	OIAPOQUE NDB	HOT LINE or 3651	(055-92) 6520316 or 6520311	HOT LINE or		123.95 Mhz 125.05 Mhz 128.00 Mhz 128.20 Mhz	3479 Khz 5526 Khz 8855 Khz 10096 Khz		
A 555									
G 443									
UG 449	OTONI								
UB680	ATITA								
G449	REBER								

Rmk: Rochambeau ACC and Amazônico ACC supervisory may specified another air-ground communication frequency during the coordination process .

APÉNDICE/APPENDIX E5

Borrador de la carta de acuerdo operacional, incluyendo asuntos RVSM entre el ACC Rochambeau/ACC Atlántico

Draft letter of operational agreement, including RVSM matters, between Rochambeau ACC/Atlántico ACC

(sólo en inglés/English version only)

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

Subject:	Procedures relating to the coordination and routing of Air traffic between the ACC of Rochambeau and Atlântico

1. INTRODUCTION

1.1 Effective date: jan 20, 2005

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 Vertical separation

Aircraft	Separation		
	FL 290 and bellow	FL 290 – FL 410	FL 410 and above
RVSM Approved	1000 feet	1000 feet	2000 feet
Non-RVSM approved		2000 feet	

2.2.1.2 Rochambeau ACC and Atlantico 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 Rochambeau to FIR Atlântico	1) UL375(UKEDI) 2) UL695(ARUSI)	Flight Levels of the second semicircle of the table*
FIR Atlântico to FIR/UTA/CTA Rochambeau	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

2.2.1.3 Coordination for RVSM Operations

2.2.1.3.1 Estimate messages (EST) shall be transmitted for all flights crossing the common FIR boundary, ***at least 60 minutes*** before the estimate time of the aircraft over the transference of the control point when non-RVSM approved aircraft are involved, with the intention to operate within RVSM airspace, as a mean to facilitate planning for the integration of such air traffic, according to a 2000 feet vertical separation minimum.

2.2.1.3.2 A clear indication should be made on the status of approval of non-RVSM approved aircraft and its request for a special treatment as an integral part of the estimated message:

- As a confirmation of the data filed in the flight plan;
- To anticipate the case of performance degradation of the flight planning systems;
- To anticipate the case the accepting unit has not received the flight plan.

2.2.1.3.3 Oral coordination of estimate messages (EST)

2.2.1.3.3.1 When an oral coordination process is being used, the ACC transmitting an estimate message shall include at the end of the same, the information included in box 18 of ICAO flight plan on RVSM operations.

2.2.1.3.3.2 If applicable, at the end of the estimate message, the term NEGATIVE RVSM *or* NEGATIVE RVSM STATE AIRCRAFT or NEGATIVE RVSM HUMANITARIAN FLIGHT or NEGATIVE RVSM MAINTENANCE FLIGHT or NEGATIVE RVSM FERRY FLIGHT, shall be included.

2.2.1.3.3.3 For the case in which only one aircraft experiences a flight contingency, the associated coordination messages shall be provided orally, with a description of the reason of the contingency. The associated coordination messages shall incorporate either the term:

- RVSM inability due to the equipment, or
- RVSM inability due to turbulence, as the case may be.

2.2.1.3.4 RVSM operations suspension

2.2.1.3.4.1 The ACCs of Atlantico and Rochambeau shall coordinate the procedures for RVSM suspension within areas affected in the FIR Atlantico and FIR Rochambeau, when pilots reports on turbulence that is greater than moderate. Within the areas where RVSM procedures have been suspended, the vertical separation minimum between all aircraft shall be 2000 feet.

2.2.1.3.4.2 In case of RVSM operations suspension, the following Table of Cruising Levels shall be used:

Magnetic Track	**000º a 179º**	**180º a 359º**
Flight Level		**FL 300**
	FL 330	
		FL 360
	FL 390	

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 Rochambeau to FIR/UTA/CTA Atlântico and vice-versa	UL375	UKEDI
	UL695	ARUSI
	Another part of Rochambeau/Atlântico 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/Atlântico 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
Guyana Francesa

_____
XXXXXXXX
XXXXXXXXXXl
Civil Aviation Authority

_____
DATE

For the Republic of
Brazil

_____
xxxxxxxxxxxxxxxxxx
xxxxxxxxxxxxxxxxxxxx
Department of Airspace Control - DECEA

_____
DATE

Appendix 1

Effective date - January, 20 – 2005.

TABLE OF COORDINATION AND COMUNICATION ORAL MEANS

ATS Route	Transfer point for each route	MEANS OF CO-ORDINATION				AIR GROUND COMUNICATIONS			
		ATLANTICO ACC		ROCHAMBEAU ACC		ATLANTICO ACC		ROCHAMBEAU ACC	
		Primary-ATS/DS	Secondary	Primary ATS/DS	Secondary	Primary	Secondary	Primary	Secondary
UL 375	UKEDI	TBD	TBD	TBD	TBD	2854khz 5565Khz 8855Khz 11291Khz 13315Khz 17955Khz	-	TBD	TBD
UL 695	ARUSI								