

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Informal CAR/SAM AIS/ATM/CNS 02/00 Meeting

(Cayenne, 27-29 March 2001)

Item 2 g): Co-ordination of air operations in aerodromes located near boundaries

(Presented by the Secretariat)

Summary

This working paper is aimed at examining the airspaces of aerodromes located near the boundaries of adjacent FIRs where co-ordination problems could arise and establishing, where appropriate, standard procedures and/or operational agreements based on letters of operational agreement duly approved by the administrations concerned.

References:

- *Reports of the CAR/SAM, CAR/SAM/2, and CAR/SAM/3 RAN Meetings; and*
- *Chile-Peru bilateral meeting.*

1. Introduction

1.1 It must be recognized that communications between adjacent States should lead to an understanding of mutual problems and that the co-ordination of methods, procedures, and planning should lead to an efficient organisation of airspace and traffic. Therefore, co-ordination between adjacent ATS authorities, units, and personnel is an essential ingredient of rational airspace planning.

1.2 In this respect, ICAO has been studying this matter for a long time, with the aim of regulating air activity in airports located on the boundaries of FIRs of adjacent States.

1.3 The First CAR/SAM Regional Meeting (Lima, Peru 5-28 October, 1976) addressed the subject and approved Recommendation 6/8 - Establishment of common TMAs - requesting States to establish common TMAs in areas where adjacent aerodromes of more than one State are located in such a way that their respective approach and departure tracks cross each other or cross over international boundaries. Subsequently, the CAR/SAM RAN/2 Meeting, upon examining the Recommendations and Conclusions of the previous RAN meeting, reaffirmed the validity of this Recommendation.

1.4 During the CAR/SAM RAN/3 Meeting, when discussing the issue of airspace organisation, and particularly the relationship between FIR organisation and the new CNS/ATM systems, States recognised that an unprecedented effort at co-operation among civil aviation administrations, international organisations, service providers and users was required, as reflected in Recommendation 5/1 – Co-operative approach to airspace management , which makes reference to this topic.

1.5 While this recommendation is aimed at the implementation of CNS/ATM systems, we find that it is highly appropriate and that it offers solid arguments for using it in those airspaces that require very special co-operation and co-ordination, such as airports and airspaces located on the boundaries of FIRs of adjacent States.

2. Analysis

2.1 In view of the foregoing, the meeting could, whenever appropriate, agree on the need to establish a single control unit to guarantee aircraft operation in two adjacent aerodromes or to establish the relevant operational procedures and agreements between the ATS units involved. In either case, control arrangements between ATS units in adjacent States should be based more on air navigation requirements than on national boundaries, since geographic boundaries do not necessarily lend themselves to the most appropriate organisation of airspace.

2.2 To that end, the meeting should examine the different scenarios of departure and approach procedures and overflights of the airspace in question, which, in some cases, would involve conflicting operations posing a threat to air navigation safety. Such conflicts could be avoided through the adoption by civil aviation administrations of a common terminal area and operational agreements allowing for the establishment of standard procedures that would ensure safe, fast, and efficient air traffic operations in that sector.

2.3 On the other hand, the parties involved should analyse the means required for such implementation, including definition of the airspace in question, technical media, equipment to meet aeronautical fixed and mobile service communication needs, radio navigation aids, approach and departure procedures, letters of operational agreement, and availability of personnel.

2.4 In light of the above, a standard letter of operational agreement between two States of the Region is herewith attached as a guideline for administrations that consider that the time has come to establish utilisation procedures in adjacent aerodromes.

3. Conclusions

3.1 As we can gather from the above, ICAO encourages States to enter into agreements regarding adjacent airspaces where effective co-ordination between ATS units is required to ensure safe, rapid, and efficient air operations.

3.2 The meeting should examine those adjacent airspaces where co-ordination problems could arise and, if appropriate, establish standard procedures and/or operational agreements or common TMAs backed by letters of operational agreement duly approved by the administrations involved.

4. Suggested action

1. The meeting is invited to take note of the information provided and to examine the situation of aerodromes located on FIR boundaries with a view to establishing operational agreements between the States involved and, if appropriate, to approve the following draft Conclusion:

Draft Conclusion XXX

That Brazil, French Guiana, Suriname, Trinidad and Tobago, and Venezuela:

- a) examine those aerodromes where, because of their proximity to the boundaries of adjacent FIRs, air operations might be at risk because of the lack of duly established operational procedures; and
- b) in the cases so identified, the administrations involved take appropriate steps to sign Letters of Operational Agreement that set forth the necessary air traffic co-ordination procedures to guarantee the safety of air operations carried out in such aerodromes.

Attachment:

Appendix: Model Letter of Operational Agreement

MODEL LETTER OF OPERATIONAL AGREEMENT

I. INTRODUCTION

1.1 Date of effectiveness:

1.2 Objective

1.2.1 The objective of this Letter of Operational Agreement is to establish the necessary air traffic co-ordination procedures to guarantee the safety of air operations carried out in AAA and ZZZ aerodromes.

1.3 Extension

1.3.1 The procedures set out herein supplement or explain in detail, when so required, the procedures described by ICAO in the relevant documents, and shall be applied to all air traffic between the controlled airspaces of the two aerodromes.

II. ROUTING OF AIR TRAFFIC

Routing appropriate to the area in question will be established.

III. EXCHANGE OF TRAFFIC INFORMATION

3.1 The two control units will supply each other with all known traffic information to ensure that other aircraft using the airspaces under their jurisdiction do not interfere with the aircraft that is carrying out an instrument approach or departure procedure.

IV. APPROACH CONTROL SERVICE

4.1 Transfer of responsibilities

The most appropriate mechanisms will be established for the transfer of responsibilities between ATC units.

4.2 Transfer of air-ground communication

4.2.1 Unless otherwise co-ordinated, the unit conducting traffic control will remain in communication with incoming or outgoing aircraft until they cross the transfer of control point, as set forth in paragraph XXX of this Letter of Operational Agreement.

4.3 Vertical separation

4.3.1 Within the respective CTRs, the transition altitude for AAA and ZZZ aerodromes is set at XXX feet (QNH). To that end, the respective approach control units must provide the transition level by applying a transition layer of at least 300 M/1000 FT.

4.3.2 During holding in (*radio aids*), both aerodromes will use the same QNH value, for which purpose the lowest QNH will be considered.

4.3.3 On starting its approach, the aircraft will adjust its altimeter according to the QNH value corresponding to its destination aerodrome.

V. MEANS OF CO-ORDINATION

5.1 Exchange of ATS messages

5.1.1 For the incoming and outgoing IFR air traffic described under Title II, the units providing the approach control service in AAA and ZZZ aerodromes will furnish each other, respectively, with the data specified below, as appropriate:

5.1.2 Departures:

5.1.2.1 At least ten minutes prior to the estimated time of departure:

- a) Aircraft identification
- b) Type of aircraft and its destination
- c) Estimated time of departure (ETD)
- d) Flight plan data (ATS route-FL-SSR code, etc.)
- e) Standard instrument departure procedure (SID)
- f) Climbing restrictions, when applicable

NOTE: With regard to c), any change of more than three minutes will be immediately notified.

5.1.2.2 Immediately after take-off:

- a) Time of departure
- b) Estimated time to transfer point

5.1.3 Arrivals:

- a) Aircraft identification
- b) Type of aircraft, point of origin and destination
- c) Estimated time over the transfer point
- d) Flight plan data (ATS routes, FL, SSR code, etc.)

5.1.3.1 Beyond the transfer of control point, the receiving unit will notify the following to the transferring unit:

- a) Time of contact with the traffic
- b) “Assured” time
- c) Missed approach procedure, as appropriate

5.1.4 In addition to that described in *paragraph XXX*, ATS message information concerning flights operating on the XXX route will be routed as follows:

5.1.4.1 Traffic from AAA to ZZZ:

Include routing, if applicable

5.1.4.2 Traffic from ZZZ to AAA:

Include routing, if applicable

5.2 Exchange of information

5.2.1 The two control units will inform each other, using the fastest possible means, about any failure or commissioning of navigation aids or communication media, with no detriment to the publication of the corresponding NOTAM.

5.2.2 The two aerodromes shall exchange weather reports on an hourly basis upon request or in the event of significant weather changes.

5.3 Means of co-ordination

5.3.1will be used as a means of co-ordination.

VI. REVISIONS

6.1 This Letter of Operational Agreement will be revised when the procedures described herein are affected by amendments to ICAO standards, recommended practices, Supplementary Procedures and/or Regional Air Navigation Plan, or when new radio aid, communication, and air traffic service facilities, aerodromes, or airspaces are implemented.

6.2 For new facilities or the modification of existing ones, the originating State shall take initial action. In all other cases, the State concerned will propose the relevant amendment.

6.3 This Letter of Agreement will be reviewed and remarks will be mutually notified once a year.

VII. DISCLOSURE OF THE AGREEMENT

7.1 The signatory States shall include the information about aircraft operation derived from this agreement in their AIPs and in such other documents as they deem advisable.

7.2 Furthermore, the administrations, within their respective jurisdictions, commit themselves to directly instruct the personnel involved on the contents of this agreement, through the parties hereto.

Signed in the city of

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