



AP/ATM/6
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**International Civil Aviation Organization
UNDP/ICAO Regional Project RLA/98/003
Transition to the CNS/ATM Systems in the CAR and SAM Regions**

**Sixth Meeting/workshop of Air Traffic Management (ATM) Authorities and
Planners for RVSM, RNAV routes and RNP implementation in the CAR and SAM Regions**

(San José, Costa Rica, 29 September to 3 October 2003)

Agenda Item 4: Other matters

Review of operational agreements between ACCs

(Presented by Colombia)

Summary

Modification of the letter of operational agreement between the BARRANQUILLA and KINGSTON ACCs

1. Introduction

1.1 In order to optimise upper airspace capacity while increasing the level of safety, and keeping in mind the implementation of RVSM airspace, the longitudinal separation needs to be modified to a time-based separation.

2. Analysis

2.1 Constant traffic in routes UG-430, UA-301 and UL-417 at the same time of the day requires a modification of the 10-minute separation.

3. Suggested action

3.1 Consider the existence of lateral separation between routes UG-430 and UA-301; that is, aircraft in the KILER and OTAMO positions at the same time should be considered as separated, without requiring a 10-minute separation between them.

3.2 Consider the existence of lateral separation between routes UG-430 and UL-417; that is, aircraft in the KILER and EGAPO positions at the same time should be considered as separated, without requiring a 10-minute separation between them.

3.3 Consider the existence of lateral separation between routes UA-301 and UR-640; that is, aircraft in the OTAMO and EDROD positions at the same time should be considered as separated, without requiring a 10-minute separation between them.

3.4 Consider the existence of a lateral separation between routes UL-417 and UR-640; that is, aircraft in the EGAPO and EDROD positions at the same time should be considered as separated, without requiring a 10-minute separation between them.