



**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-3 October 2003)

Agenda Item 4: Other matters

**Proposed modification of the transfer of control point for route UA-319 in the existing letter of
agreement between the BARRANQUILLA and CURACAO FIRs**

(Presented by Colombia)

Summary

In view of daily conflicts due to lack of coordination at a point where routes converge in the proximities of the boundary of these two FIRs, the agreed transfer of control point needs to be modified.

1. Introduction

1.1 In order to enhance safety in the event of coordination failure between the Barranquilla and Curacao FIRs, in view of the large amount of conflicting peak time traffic, the transfer of control point must be modified in order to allow the controller some response time in the event of a communication or coordination failure.

2. Analysis

2.1. Constant failure of the systems used for primary coordination with the Curacao FIR.

2.2. Lack of secondary coordination systems.

3. Suggested Action

3.1 It is suggested that the transfer of control point of the OROSA intersection in route UA-319 and of the SELAN intersection in route UG-444 be replaced with the LIDOL intersection.

3.2 In view of constant conflicts and looking into the future RVSM, measures like the one proposed by Colombia need to be taken, or, otherwise, a request be made to the Curacao representation to take the corresponding action in order to improve coordination and frequency systems.