

Organización De Aviación Civil Internacional

Segunda Reunión Oficiosa del Grupo Informal de Coordinación del Caribe Este y Sudamérica Noreste (E-CAR/SAM-NE ICG/2)

(Caracas, Venezuela, 1 al 5 de diciembre de 2003)

Asunto 1: Revisión de asuntos ATM

d) Revisión de los acuerdos operacionales entre ACCs

(Nota de estudio presentada por Brasil)

RESUMEN

En esta nota de estudio se presenta la propuesta de los acuerdos operacionales entre los ACC Amazonico y Maiquetia; Amazonico y Georgetown; Amazonico y Rochambeau; Amazonico y Paramaribo y ente el ACC Atlantico y ACC Rochambeau.

Las acciones sugeridas a la reunión figuran en el párrafo 3

Referencias:

- Informe de la Décima y Undécima Reunión GREPECAS;
- Doc. 9426 - Manual de Planificación de Servicios de Tránsito Aéreo, y
- Doc. 4444 - PANS/ATM

1 Antecedentes

1.1 La coordinación entre autoridades ATS contiguas, además de estar definida en los documentos pertinentes, necesitan de ser el caso, definiciones muy claras en cuanto a los puntos de transferencia de control y los procedimientos particulares en función de las características de cada región de información de vuelo.

1.2 En este sentido, Brasil y los Estados vecinos tienen un excelente relacionamiento en términos de coordinación de tránsito aéreo. Los acuerdos firmados son actualizados siempre que los cambios en procedimientos o en la infraestructura de la red de rutas así los justifique.

2 Análisis

2.1 En esta oportunidad estamos proponiendo los ajustes necesarios a las cartas de acuerdos en función de la implementación de la FIR/UTA/CTA Amazonica y de nuevas rutas incorporadas a la red de rutas actual.

2.2 Asimismo y en adición a lo anterior a la luz de nuevos puntos y informaciones, la reunión podrá hacer el respectivo análisis e incorporar otros ítems que sean considerados necesarios para el mantenimiento de la seguridad para los vuelos entre los espacios aéreos objeto de estas cartas de acuerdo.

3 Acción requerida

3.1 Se invita a la reunión a tomar conocimiento y analizar las propuestas de cartas de acuerdos entre los ACC Amazonico y Atlantico y los ACC Maiquetía, Georgetown, Paramaribo y Rochambeau, que figuran en los anexos uno, dos, tres, cuatro y cinco y, de ser el caso, firmarlas para su entrada en vigor a partir del 10 de junio de 2004.

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

1 INTRODUCCION

1.1 Fecha de efectividad: 10 del junio de 2004

1.2 Objetivo

1.2.1 El objetivo de esta Carta de Acuerdo Operacional es el de establecer los procedimientos relativos al encaminamiento del tránsito aéreo entre la FIR/UTA/CTA AMAZÓNICA y FIR/UTA 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/CTA 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/UTA/CTA 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 El 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.

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 Amazonico y Maiquetía. Los ACC Amazonico 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 Amazonico 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

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 ACC's.

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** 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 REVISION

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 radioayudas 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 y 2*, 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 DIVULGACION

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 Caracas, Venezuela, el 04 de diciembre de 2003.

En representación de Venezuela:

XXX
Jefe de la Delegación

En representación de Brasil:

José Tristão Mariano
Asesor de Tránsito Aéreo Del
Departamento de Control Del Espacio Aéreo - DECEA

Fecha de efectividad:

ANEXO 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 AMAZONICO			Minutos	Observaciones
	FL	SSR	FL	SSR			
G 678	2		1		LA DIVINA PASTORA 044134,80N/0610143,80W	20	
UA 300*	1		2		PAKON 042851,90/0611803,07W	10	1) * No existe separación lateral entre los puntos de notificación PAKON y ISANI; 2) *Rutas convergentes en Boa Vista. Los puntos de notificación PAKON y ISANI son considerados un solo
UL 304*	1		2		ISANI 041458,81N/0613531,97W		
UA 315	1		2		VAGAN 034908,80N/0630502,00W		
UR640	1		2		NEBIL 013557,65N/0640730,00W		
UL309	1		2		ZORRO		
UL216	1		2		015148,00N/0671206,60W		
UL793	1		2		UGAGA 004826N/0654200W		

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 000° a 179° y de 180° a 359°, respectivamente.

* 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.

ANEXO 2

TABLA DE REFERENCIA PARA EL INTERCAMBIO DE MENSAJES ATS

ACC MAIQUETIA/ACC AMAZONICO

Fecha de efectividad:

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	20 minutos antes del estimado al punto de transferencia	Circuito Oral
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.

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 **Amazonico**.

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 Georgetown and **CTA/FIR/UTA Amazonica**.

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 Amazonica**.

2. CONTROL PROCEDURES

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

2.2 Separation

2.2.1 **Vertical:**

2.2.1.1 Georgetown ACC and Amazonico 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 Amazonica	UB 681/B 681 (GEMOL).	Flight Levels of the first semicircle of the table *
FIR/UTA/CTA Amazonica to FIR/UTA/CTA Paramaribo	UB 681/B 681 (GEMOL).	Flight Levels of the second semicircle of the table *

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

2.2.2 **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 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.
	2)Another part of Georgetown CTA/FIR	A 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.

ACC of Amazônico:

ACC of Georgetown:

3.1.3 The secondary means of co-ordination for all active air traffic shall be via international call.

ACC of Amazônico: Telephone # ; or #

ACC of Georgetown Telephone # ; or#

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 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 provided IFR aircraft are held within the area of responsibility of the transferring ACC until an acceptance message is received; or

b. via fax:

ACC of Amazônico: [Telephone #](#); or
ACC of Georgetown [Telephone #](#); or

c. via HF; or

(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 shall transfer aircraft communications to the Georgetown ACC on frequency [128.6Mhz](#) or Georgetown Flight Information Centre on frequency [124.200Mhz](#).

3.2.4 Georgetown ACC shall transfer aircraft communications to Amazônico ACC on frequency [124.4 Mhz](#).

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

Jeffery Pierre
Director General
Civil Aviation Authority

José Tristão Mariano
Advisor of Air Traffic
Management Division -
Department of Air Traffic Control - DECEA

DATE

DATE

Letter of agreement between the Area Control Centre of Rochambeau, Guyana Francesa and the Area Control Centre Amazonico, Brazil.

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

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 **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 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 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 Rochambeu 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 Rochambaeu	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**

2.2.2 **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 Rochambeu 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 Amazônica and vice-versa	UA555/A555/G443	OIAPOQUE
	UG449	OTONI
	UB680	ATITA
	G449	REBER.
	Another part of Rocambeu/Amazônica CTA/FIR	A defined coordination point

3. COORDINATION PROCEDURES

3.1 General

3.1.1 The co-ordination between the ACC of Amazônico and the ACC of Rochambeu 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.

ACC of Amazônico:

ACC of Rochambeu:

3.1.3 The secondary means of co-ordination for all active air traffic shall be via international call.

ACC of Amazônico: [Telephone #](#); or
[# 592-261-3012](#)

ACC of Rochambeu [Telephone #](#); or
<#>

3.1.4 Departure and arrival messages shall be required for VFR flights originating and terminating at airports located within the Rochambeu 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:

Direccion	Route	Points of transfer of control
FIR/UTA/CTA Paramaribo/ Amazônica and vice-versa	1) UA555/A555/G443	Oiapoque;
	2) UG449	OTONI;
	3) UB680	ATITA;
	4) G449	REBER
	For off ATS route in another part of Rochambeu /aAmazonicaCTA/FIR	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 Rochambeu/Amazônico direct speech circuit, coordination of all traffic shall be effected as follows:

- a. via AFTN provided IFR aircraft are held within the area of responsibility of the transferring ACC until an acceptance message is received; or
- b. via fax:
 - ACC of Amazônico: Telephone # ; or #
 - ACC of Rochambeu Telephone # ; or
- c. via HF; or
 - (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 shall transfer aircraft communications to the Rochambeu ACC on frequency 128.6Mhz or Rochambeu Flight Information Centre on frequency 124.200Mhz.

3.2.4 Rochambeu ACC shall transfer aircraft communications to Amazônico ACC on a specific VHF frequency defined by the Supervise of Amazonico Center during the 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 Rochambeu 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

For the Republic of
Brazil

XXXXXXXXX
XXXXXXXXXXXXX
Civil Aviation Authority

José Tristão Mariano
Advisor of Air Traffic
Management Division -
Department of Air Traffic Control - DECEA

DATE

DATE

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: jun 10 2004

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 off 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 Paramaribo ACC and Amazônica 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 to UL 776 or by UZ 13;	Flight Levels of the second semicircle of the table
	2) UA 312 (ACARI)	
	3) UL 306 (SIROS)	FL XXX
FIR/UTA/CTA Amazônica to FIR/UTA/CTA Paramaribo	1) W23(TIRIÓS NDB).	Flight Levels of the first semicircle of the table
	1) UL776/UZ 13(TIRIOS NDB);	Flight Levels of the first semicircle of the table
	2) UA 312 (ACARI)/	
	3) UL 306 (SIROS)	FL XXX
	W23(TIRIÓS NDB).	Flight Levels of the second semicircle of the table

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:

Direccion	Route	Points of transfer of control
FIR/UTA/CTA Paramaribo/ Amazônica and vice-versa	1) UL776 or by UZ 13;	TIRIÓS NDB
	2) UA 312	ACARI
	3) UL 306	SIROS
	4) W23	TIRIÓS NDB.
	5) Another part of Paramaribo CTA/FIR	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 **REDIG**.

ACC of Amazônico:

ACC of Paramaribo:

3.1.3 The secondary means of co-ordination for all active air traffic shall be via international call.

ACC of Amazônico: Telephone # 592-261-2245; or

592-261-3012

ACC of Paramaribo Telephone # 592-261-2245; or

592-261-3012

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:

UA555.....Oiapoque;

UG449.....OTONI;

UB680.....ATITA;

A555/G443.....OIAPOQUE;

G449.....REBER
For off ATS route in another part of Paramaribo CTA/FIR.....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 REDIG.
ACC of Amazônico:
ACC of Paramaribo:
 - b. via AFTN provided IFR aircraft are held within the area of responsibility of the transferring ACC until an acceptance message is received; or
 - c. via fax:
ACC of Amazônico: Telephone # 592-261-2245; or
592-261-3012
ACC of Paramaribo Telephone # 592-261-2245; or
 - d. via HF; or
 - (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 shall transfer aircraft communications to the Paramaribo ACC on frequency 128.6Mhz or Paramaribo Flight Information Centre on frequency 124.200Mhz.
- 3.2.4 Paramaribo ACC shall transfer aircraft communications to Amazônico ACC on frequency 124.4 Mhz.

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

For the Republic of
Brazil

XXXXXXXXX
XXXXXXXXXXI
Civil Aviation Authority

José Tristão Mariano
Advisor of Air Traffic
Management Division -
Department of Air Traffic Control - DECEA

DATE

DATE

Letter of agreement between the Area Control Centre of Rochambeu, Guyana Francesa and the Area Control Centre Atlântico, Brazil.

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

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 Rochambeu 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 Rochambeu and **FIR Atlântico**.

2. CONTROL PROCEDURES

2.1 **Routing of air traffic:** Except for coordination effected individually for each flight off airways, the air traffic between the CTA/FIR of Rochambeu 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 Rochambeu 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(UKEDE) 2) UL695(ARUSI)	Flight Levels of the second semicircle of the table*
FIR Atlântico to FIR/UTA/CTA Rochambaeu	1) UL375(UKEDE) 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 Rochambeu 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	UKEDE
	UL695	ARUS)
	Another part of Rocambeu/Amazônica CTA/FIR	A defined coordination point

3. COORDINATION PROCEDURES

3.1 General

3.1.1 The co-ordination between the ACC of Atlântico and the ACC of Rochambeu 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 **REDIG**.

ACC of Atlântico:

ACC of Rochambeu:

3.1.3 The secondary means of co-ordination for all active air traffic shall be via international call.

ACC of Atlântico: **Telephone**

ACC of Rochambeu **Telephone**

3.1.4 Departure and arrival messages shall be required for VFR flights originating and terminating at airports located within the Rochambeu 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 Rochambeu to FIR/UTA/CTA Atlântico and vice-versa	UL375	UKEDE
	UL695	ARUS
	Another part of Rocambeu/Amazônica CTA/FIR	A 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 Rochambeu/Atlântico direct speech circuit, coordination of all traffic shall be effected as follows:
- a. via AFTN provided IFR aircraft are held within the area of responsibility of the transferring ACC until an acceptance message is received; or
 - b. via fax:
ACC of Atlântico: [Telephone](#)
ACC of Rochambeu [Telephone](#) or
 - c. via HF; or
- (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 shall transfer aircraft communications to the Rochambeu ACC on frequency [128.6Mhz](#) or Rochambeu Flight Information Centre on frequency [124.200Mhz](#).
- 3.2.4 Rochambeu ACC shall transfer aircraft communications to Atlântico ACC on a specific Hf frequency defined by the Supervise of Atlântico Center during the 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 Rochambeu 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

For the Republic of
Brazil

XXXXXXXXX
XXXXXXXXXXI
Civil Aviation Authority

José Tristão Mariano
Advisor of Air Traffic
Management Division -
Department of Air Traffic Control - DECEA

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