

## APPENDIX G

### LETTER OF AGREEMENT BETWEEN PIARCO AREA CONTROL CENTRE AND MAIQUETÍA AREA CONTROL CENTRE

**SUBJECT:** Procedures relating to the coordination of air traffic between Piarco ACC and Maiquetía ACC.

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#### 1. INTRODUCTION

1.1 **Effective Date:** 2004 February 19 – [00:00:01 UTC]

#### 1.2 OBJECTIVE:

1.2.1 The objective of this Letter of Agreement is to establish operating procedures for the coordination and control of air traffic between the Piarco and Maiquetía ACCs.

#### 1.3 SCOPE:

1.3.1 The procedures contained in this Letter of Agreement supplement or detail, when so required, the procedures prescribed in ICAO documents and shall be applied to all air traffic that cross the common boundary of the Piarco and Maiquetía CTA/UTA/FIRs.

#### 2. CONTROL PROCEDURES

##### 2.1 ROUTING OF IFR AIR TRAFFIC:

2.1.1 Except for prior coordination effected individually for each flight off ATS routes, the IFR traffic between the Maiquetía UTA/FIR and the Piarco CTA/UTA/FIR shall be routed along ATS Routes defined in the respective AIPs.

##### 2.2 ASSIGNMENT OF FLIGHT LEVELS:

2.2.1 Except for prior coordination, Piarco ACC and Maiquetía ACC shall assign Flight Levels corresponding to the magnetic tracks shown in the table of cruising levels contained in Appendix "C", ICAO Annex 2. See Appendix 1 to this LOA.

## 2.3 SEPARATION

### 2.3.1 *Longitudinal*

- 2.3.1.1 Applicable separation at FL 250 and above shall be a ten (10) minute longitudinal separation minimum or 80 NM RNAV distance based separation minimum with the utilisation of the Mach Number Technique (MNT) between turbojet aircraft at the same flight level on the same route crossing the common boundary.
- 2.3.1.2 A ten (10) minute longitudinal separation minimum shall be applied between non-turbojet aircraft and aircraft not capable of utilising the MNT operating at FL 250 and above on the same route at the same flight level crossing the common boundary if the aircraft are cleared to maintain the same Indicated Air Speed (IAS).
- 2.3.1.3 At FL 240 and below the applicable minimum longitudinal separation shall be fifteen (15) minutes between aircraft at the same Flight Level (FL) and on the same route crossing the common boundary. However, a reduced longitudinal separation minimum of ten (10) minutes may be applied when prior coordination has been effected.
- 2.3.1.4 Applicable longitudinal separation between aircraft in supersonic flight shall be applied as specified in ICAO Doc, 7030.

## 2.4 TRANSFER OF RESPONSIBILITY FOR AIR TRAFFIC SERVICES:

- 2.4.1 Except for prior coordination, the transfer of responsibility for aircraft operating between the Piarco CTA/UTA/FIR and the Maiquetía FIR/UTA shall be the common FIR boundary, or established Transfer of Control Points.
- 2.4.2 Maiquetía ACC has temporarily delegated the responsibility for the provision of Air Traffic Control Services on that segment of ATS route A324/UA324, between the Entry/Exit Coordinates (0921N06029W) of the route at the Piarco/Maiquetía FIR boundary and MINDA to Piarco ACC, until further advised.

## 3. COORDINATION PROCEDURES

### 3.1 GENERAL:

- 3.1.1 Coordination between the Piarco ACC and Maiquetía ACC shall be effected in accordance with standards, recommended practices, and procedures prescribed by ICAO (PANS ATM Doc., 4444).
- 3.1.2 The Piarco/ Maiquetía ATS direct speech circuit shall be used as the primary means of coordination for all air traffic.
- 3.1.3 All coordination/approval shall be effected with the appropriate ATS Units at least fifteen (15) minutes, but not more than sixty (60) minutes prior to the aircraft's estimate for the position serving as the coordination point for the route involved.

- 3.1.3.1 In the case of traffic which will depart from locations where the flying time for the particular aircraft will be less than fifteen (15) minutes from the common FIR boundary, prior coordination must be effected between the respective ATS Units.
- 3.1.4 Departure and Arrival Messages shall not be required for IFR flights originating and terminating at Airports located within the Piarco and Maiquetía FIR boundaries.
- 3.1.5 Coordination shall be effected for all IFR traffic that will operate less than one half the applicable lateral separation from the respective FIR boundary.
- 3.1.6 Piarco and Maiquetía ATS Units shall instruct all transponder-equipped aircraft to squawk the SSR code previously assigned and coordinated by the respective ATS Units.
- 3.2 **INFORMATION TO BE FORWARDED ON AIR TRAFFIC BY ATC UNITS**
- 3.2.1 Piarco and Maiquetía ACCs shall forward information in accordance with PANS ATM DOC 4444, and Appendix 2, to this LOA.
- 3.2.1.1 Piarco and Maiquetía ACCs shall forward revised estimates, whenever there is a variation of plus or minus three (+/- 3) minutes.
- 3.2.2 There shall be an interchange of pertinent information relating to VFR flights crossing the common boundary of the Maiquetía and Piarco FIRs.
- 3.2.3 In the event that the relevant ATS Units and or appropriate airline operators flight planning agencies are unable to forward Flight Plan information via AFTN within sufficient time to permit preparation and analysis, all such reasonable efforts shall be made to copy same on any appropriate communication facility, e.g.
- |                       |            |                                                        |
|-----------------------|------------|--------------------------------------------------------|
| <b>(a) Piarco:</b>    | Facsimile: | (001-868)-669-4259 or 1716                             |
|                       | Telephone: | (001-868)-669-4852 or <b>0619</b>                      |
| <b>(b) Maiquetía:</b> | Facsimile: | (011)58-212-355 2216                                   |
|                       | Telephone: | (011)58-212-355 2216 or 2898<br>(011)58-416-620 7265 © |
- 3.3 **COMMUNICATIONS:**
- 3.3.1 ***Transfer of Air-Ground Communications***
- 3.3.1.1 The transfer of air-ground communications of an aircraft from the transferring ATS Unit to the receiving ATS Unit shall be made prior to the aircraft entering the airspace of the receiving ATS Unit, except where, with the concurrence of both ATS Units, the requirement for separation determines otherwise.

3.3.1.2 When requested, the receiving ATS Unit shall notify the transferring ATS Unit that the traffic is in communication with the receiving ATS Unit and has crossed the common boundary.

#### 3.4 COMMUNICATIONS FAILURE PROCEDURES

3.4.1 In the event of the failure of the Piarco/Maiquetía ATS direct speech circuits, all means of alternate communications shall be exhausted for the coordination of all IFR air traffic (e.g. Commercial Telephone; relay through another ATS facility; AFTN) provided aircraft are held completely within the lateral limits of the transferring ATS Unit until an acceptance message is received.

3.4.2 All alternate methods of communications require acknowledgement from the receiving ATS Unit.

3.4.3 If the aforementioned means of communication cannot be effected, IFR aircraft shall only be cleared to a point completely within the lateral limits of the transferring ATS Unit's airspace, level at an appropriate Flight Level for direction of flight, and instructed to contact the receiving ATS Unit to obtain onward clearance prior to entering the adjacent airspace.

3.4.4 The receiving ATS Unit shall clear the aircraft into its area and shall not authorise Flight Level changes until the aircraft is well beyond the lateral limits of the common boundary, unless the aircraft advises that the transferring ATS Unit has no control restrictions regarding descent/climb. Furthermore, the receiving ATS Unit shall instruct the aircraft to advise the transferring ATS Unit when crossing the common boundary.

**Note: Self-Transfer will be the preferred initial means of notification by Piarco ACC if the aircraft is airborne.**

#### 3.5 THE CONTINGENCY PLANS/PROCEDURES:

3.5.1 To be Developed.

#### 4. ALERTING SERVICE

4.1 Alerting coordination shall be the responsibility of Piarco and Maiquetía ACCs for aircraft operating within their respective FIR/UIRs.

4.2 Both Units shall provide each other with whatever information is available and provide assistance in order to comply with 4.1.

**5. REVISIONS**

- 5.1 This Agreement shall be subject to revision whenever a modification of standards, recommended methods or supplementary regional procedures of ICAO occurs which might affect the procedures contained in this Agreement, or when new communication facilities or new Air Traffic Services, which might affect these procedures are commissioned. In the case of changes in ICAO regulations, Piarco ACC or Maiquetía ACC shall initiate the amendment of this Agreement, and in the case of new installations or modification of existing installations, the ATS Unit concerned shall initiate the modification procedure. For any other matter, which might make it advisable to change this Agreement, the interested ATS Unit shall propose the pertinent revision.

**6. PUBLICATION**

- 6.1 The dissemination of this Agreement and any subsequent modification shall be made as required.
- 6.2 The respective ATS Unit shall include in their AIPs, Section ENR, those parts of this Agreement of interest to users.

**7. CANCELLATION**

- 7.1 This Letter of Agreement cancels and replaces all previous Letters of Agreement between the ATS Units of Trinidad and Tobago (Piarco ACC) and Venezuela (Maiquetía ACC).

**8. MISCELLANEOUS**

- 8.1 Deviation from procedures established in this Letter of Agreement should be effected only after prior coordination is accomplished which completely defines responsibilities in each case.

**9. SIGNATURES**

For Venezuela

For Trinidad and Tobago

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Cnel (AV) Francisco Paz F.  
General Manager of  
Aeronautical Services

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Samuel Lampkin  
Manager Air Traffic Services

## APPENDIX 1

### REFERENCE TABLE FOR THE TRANSFERENCE OF RESPONSIBILITY

ATS Route	Table of levels and SSR data to be assigned by:				Transference points agreed for each routea	Minimum applicable for longitudinal separation (Paragraph 4.3.1.1)	
	MAIQUETIA ACC		PIARCO ACC			Minutes	Remarks
1	2		3		4	5	6
	FL	SSR	FL	SSR			
UA511/A511	1		2		BOGSI <sup>1</sup> 13° 53'45.2" N/064° 17'58.0"W	10	<p><b>WGS-Coordinates</b></p> <p>Longitudinal separation will be increased in 5 minutes in case of failure of speech circuits and/or ground/air communications</p> <p>In case of frequency failure in 126.0 Mhz in DAREK, MEGIR or PARIA contact to Margarita APP frequency 119.9 Mhz</p> <p>MINDA will be under jurisdiction of the Piarco control centre for ATS purposes.</p>
UA550/A550	1		2		ITEGO <sup>1</sup> 13° 37'21.2" N/064° 07'40.0"W	10	
UA551/A551	1		2		ONGAL <sup>2</sup> 12° 51'15.4" N/063° 38'46.0"W	10	
UA561/A561	1		2		DAREK 11° 29'53.1" N/062° 48'25.2"W	10	
UA552/A563 A552/A563	1		2		MEGIR <sup>3</sup> 10° 31'5.1" N/061° 52'31.2"W	10	
UA562/A562	1		2		PARIA <sup>3</sup> 10° 13'17.1" N/062° 00'1.2"W	10	
UA324/A324	1		2		MINDA <sup>5</sup> 08° 54'59.1" N/060° 08'13.1"W	10	
UL337	1		2		ARUMU <sup>2,4</sup> 12° 27'13" N/063° 24'26"W	10	

Note: "1" y "2" indicate the series of IFR cruising levels shown at Appendix 3 b) of Annex 2 for tracks of de 000° to 179° and 180° to 359°, respectively

<sup>1</sup> ITEGO and BOGSI are considered a single reporting control point.

<sup>2</sup> ONGAL and ARUMU are considered a single reporting control point and the ETO will be calculated from Piarco DEP time.

<sup>3</sup> The ETO for the PTC PARIA and MEGIR will be calculated from Piarco DEP time.

<sup>4</sup> ARUMU requires previous coordination.

**APENDIX 2****REFERENCE TABLE FOR ATS MESSAGES EXCHANGE**

MAIQUETIA ACC/PIARCO ACC

<b>MESSAGE TYPE</b>	<b>CIRCUMSTANCE IN WHICH IT IS APPLICABLE</b>	<b>LIMIT TIME FOR TRANSMISSION</b>	<b>MEANS UTILIZED</b>
RPL	-----	-----	-----
FPL	All flights	Immediately after it is presented	AFTN
DEP	All flights	Immediately after departure	AFTN
EST	All flights	20 minutes before the estimated to the transference point	Speech circuit
CHG/CDN	As necessary	As soon as possible after the circumstance is produced	Speech circuit /AFTN
ALR	As necessary	Immediately after the circumstance is produced	Speech circuit /AFTN

Remarks. The administrations agree that in case of failure, in the agreed transmission means, any other means shall be used to cover the eventuality