



ICAO

International Civil Aviation Organization

WORKING PAPER

GTE/19 — WP/17

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**CAR/SAM Planning and Implementation Regional Group (GREPECAS) Nineteenth Scrutiny Working Group Meeting (GTE/19)
(GTE/19)**

Barranquilla, Colombia, 18 to 22 November 2019

Agenda Item 3: Review of the results of Large Height Deviation (LHD) analysis

COORDINATION ERRORS OCCASIONED BY INCORRECT INTERPRETATION OF OPERATIONAL LETTER OF AGREEMENT

(Presented by Jamaica)

EXECUTIVE SUMMARY	
An operational Letter of Agreement (LoA) establishes the coordination and operational procedures to be applied between signatory States pertinent to aircraft crossing a common boundary. Documented guidelines shall be adhered to unless another form of collaboration is engaged to ensure the safety of aircraft involved.	
Action:	Safety Improvement
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency
<i>References:</i>	<ul style="list-style-type: none">• ICAO Doc 4444 – <i>ATM – Air Traffic Management</i>

1. Introduction

1.1 Operational LoAs, though they have been in effect for decades, are not fool proof and may be subject for misinterpretation therefore clarification may be required periodically.

1.2 It becomes a safety concern when signatory States are operating without a common understanding of the requirements.

1.3 To ensure safety is never compromised, immediate actions are needed to standardize these procedures; whereby stakeholders are cognisant of the operating procedures and the correct methodology in applying same.

2 Justification

2.1 Due to the fact that not all Flight Information Regions (FIRs) have total radar coverage within their airspace, due care must be effected in the application of non-radar separation in these areas.

2.2 Longitudinal and lateral separation standards outline in the LOA depict the acceptable criteria of the receiving Area Control Centre (ACC) Unit.

2.3 Failure to adhere to these stipulations may result in unsafe situations within the airspace of the accepting Unit.

3 Coordination Procedures

3.1 Conditions mentioned in the '*Coordination Procedures*' section of the LoA relative to change in flight plan, refers to an approval request which is being made by the transferring Unit when an aircraft is in the vicinity of the FIR boundary.

3.2 In such instances, the existing situation and possible effect this change/request will have on the prevailing traffic situation shall be clearly outlined to the receiving Unit for approval.

4 Suggested Actions

4.1 The Meeting is asked to:

- a) take note of the information provided in this Working Paper;
- b) adopt this principle as a high priority for the region to improve operational efficiency and improve safety; and
- c) where necessary, re-structure LOAs to include the clarification provided.