

## APÉNDICE/APPENDIX L

### Borrador de la carta de acuerdo operacional entre el ACC Georgetown/ACC Amazónico

#### Draft letter of operational agreement between Georgetown ACC/Amazónico ACC

(sólo en inglés/English version only)

#### Draft Letter of agreement between the Area Control Center of Georgetown, Guyana and the Area Control Center Amazónico, Brazil.

<b>Subject:</b> Procedures relating to the coordination and routing of Air traffic between the ACC of Georgetown and <a href="#">Amazónico</a> .
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#### 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 Amazónico.

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 Amazónica.

#### 2. CONTROL PROCEDURES

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

2.2 **Air space control responsibility:** The traffic flying by the route UB681 on the segment Boa Vista VOR and ROGIN Reporting Point shall be controlled by Amazonico ACC.

2.3 Separation

2.3.1 **Vertical:**

2.3.1.1 Georgetown ACC and Amazónico ACC shall assign flight levels to all aircraft which enter the another air space according with the table below:

<b>Direction</b>	<b>Route</b>	<b>Flight Level assigns</b>
FIR/UTA/CTA Georgetown to FIR/UTA/CTA Amazônico	UB 681/B 681 (GEMOL).	Flight Levels of the first semicircle of the table *
FIR/UTA/CTA Amazônico to FIR/UTA/CTA Georgetown	UB 681/B 681 (GEMOL).	Flight Levels of the second semicircle of the table *

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

2.3.2 **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.

2.3.3 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:

<b>Direction</b>	<b>Route</b>	<b>Points of transfer of control</b>
FIR/UTA/CTA Georgetown/ Amazônica and vice-versa	1) UB681/B681	GEMOL.
	2) Another part of Georgetown CTA/FIR	A pre-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, according the phone number defined on the Appendix 1.

3.1.3 The secondary means of co-ordination for all active air traffic shall be via international call, according the phone number defined on the Appendix 1 .

- 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 042123N/0594114W
	2) Another part of Georgetown /Amazónico CTA/FIR	A pre-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/Amazónico ATS/DS, coordination of all traffic shall be effected as follows:
- a. via AFTN:  
The aircraft shall be held within the area of responsibility of the transferring ACC until an acceptance message is received; or
  - b. via fax:  
According the Appendix 1
  - c. via HF:  
According the Appendix 1
    - (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 and Georgetown ACC shall transfer aircraft communications on frequency defined on the Appendix 1 or a specific VHF frequency defined by the Supervisory during the process of coordination.

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

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XXXXXXXXXX  
Civil Aviation Authority

\_\_\_\_\_  
Department of Airspace Control - DECEA

\_\_\_\_\_  
DATE

\_\_\_\_\_  
DATE

**Appendix 1**

Effective date - June, 10 – 2004.

**TABLE OF COORDINATION AND COMUNICATION ORAL MEANS**

ATS Route	Transfer point for each route	MEANS OF CO-ORDINATION				AIR GROUND COMUNICATIONS			
		AMAZONICO ACC		GEORGETOWN ACC		AMAZONICO ACC		GEORGETOWN ACC	
		Primary-ATS/DS	Secondary	Primary ATS/DS	Secondary	Primary	Secondary	Primary	Secondary
UB 681	GEMOL	HOT LINE	(055-92) 6520311	HOT LINE	TBD	24.40 Mhz	125.40 Mhz 3479 Khz 5526 Khz 8855 Khz 10096 Khz	TBD	TBD
B 681		or 3651	or 6520316	or					

Rmk: Georgetown ACC and Amazônico ACC supervisory may specified another air-ground communication frequency during the coordination process.