

APÉNDICE/APPENDIX M

Borrador de la carta de acuerdo operacional entre el ACC Amazónico/ACC Paramaribo

Draft letter of operational agreement between Amazónico ACC/Paramaribo ACC

(sólo en inglés/English version only)

Draft Letter of agreement between the Area Control Centre of Paramaribo, Suriname and the Area Control Centre Amazónico, Brazil

Subject: Procedures relating to the coordination and routing of Air traffic between the ACC of Paramaribo and [Amazónico](#).

1. INTRODUCTION

1.1 Effective date: jan 20, 2005

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 out of 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 Vertical separation

Aircraft	Separation		
	FL 290 and bellow	FL 290 – FL 410	FL 410 and above
RVSM Approved	1000 feet	1000 feet	2000 feet
Non-RVSM approved		2000 feet	

2.2.1.2 Paramaribo 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 Paramaribo to FIR/UTA/CTA Amazônica	1) UL776 (TIRIÓS NDB) to continue by UL 776 or by UZ 13;	Flight Levels of the second semicircle of the table *
	2) UA 312 to continue by UA 312 OR UZ 28 (ACARI)	
	3) UL 306 (SIROS)	FL 280
	4) W23(TIRIÓS NDB).	Flight Levels of the first semicircle of the table *
FIR/UTA/CTA Amazônica to FIR/UTA/CTA Paramaribo	1) UL776/UZ 13(TIRIOS NDB);	Flight Levels of the first semicircle of the table *
	2) UA 312 /UZ28(ACARI)/	
	3) UL 306 (SIROS)	FL 290
	4)W23(TIRIÓS NDB).	Flight Levels of the second semicircle of the table *

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

2.2.1.3 Coordination for RVSM Operations

2.2.1.3.1 Estimate messages (EST) shall be transmitted for all flights crossing the common FIR boundary, at least **60 minutes** before the estimate time of the aircraft over the transference of the control point when non-RVSM approved aircraft are involved, with the intention to operate within RVSM airspace, as a mean to facilitate planning for the integration of such air traffic, according to a 2000 feet vertical separation minimum.

2.2.1.3.2 A clear indication should be made on the status of approval of non-RVSM approved aircraft and its request for a special treatment as an integral part of the estimated message:

- ◆ As a confirmation of the data filed in the flight plan;
- ◆ To anticipate the case of performance degradation of the flight planning systems;
- ◆ To anticipate the case the accepting unit has not received the flight plan.

2.2.1.3.3 Oral coordination of estimate messages (EST)

2.2.1.3.3.1 When an oral coordination process is being used, the ACC transmitting an estimate message shall include at the end of the same, the information included in box 18 of ICAO flight plan on RVSM operations.

2.2.1.3.3.2 If applicable, at the end of the estimate message, the term **NEGATIVE RVSM** or **NEGATIVE RVSM STATE AIRCRAFT** or **NEGATIVE RVSM HUMANITARIAN FLIGHT** or **NEGATIVE RVSM MAINTENANCE FLIGHT** or **NEGATIVE RVSM FERRY FLIGHT**, shall be included.

2.2.1.3.3.3 For the case in which only one aircraft experiences a flight contingency, the associated coordination messages shall be provided orally, with a description of the reason of the contingency. The associated coordination messages shall incorporate either the term:

- ◆ RVSM inability due to the equipment, or
- ◆ RVSM inability due to turbulence, as the case may be.

2.2.1.3.4 RVSM operations suspension

2.2.1.3.4.1 The ACCs of Amazónico and Paramaribo shall coordinate the procedures for RVSM suspension within areas affected in the FIR Amazonica and FIR Paramaribo, when pilots reports on turbulence that is greater than moderate. Within the areas where RVSM procedures have been suspended, the vertical separation minimum between all aircraft shall be 2000 feet.

2.2.1.3.4.2 In case of RVSM operations suspension, the following Table of Cruising Levels shall be used:

Magnetic Track	000° a 179°	180° a 359°
Flight Level		FL 300
	FL 330	
		FL 360
	FL 390	

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:

Direction	Route	Points of transfer of control
FIR/UTA/CTA Paramaribo/ Amazônica and vice-versa	1) UL776 or by UZ 13;	TIRIÓS NDB 021308N / 0555631W
	2) UA 312/UZ28	ACARI 015726N / 0562921W
	3) UL 306	SIROS 022817N / 0544132W
	4) W23	TIRIÓS NDB 021308N / 0555631W
	5) Another part of Paramaribo CTA/FIR	A pre-defined point on 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 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 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:

Direction	Route	Points
FIR/UTA/CTA Paramaribo/ Amazônica and vice-versa	1) UL776 or by UZ 13;	TIRIÓS NDB
	2) UA 312/UZ28	ACARI
	3) UL 306	SIROS
	4) W23	TIRIÓS NDB.
	5)Another part of Amazônico / Paramaribo CTA/FIR	A pre-defined point on 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 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 Amazónico ACC and Paramaribo 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 Paramaribo ACC or the Amazónico 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

XXXXXXXXXXXXXXXXXX
Department of Airspace Control - DECEA

Appendix 1

Effective date - January, 20 – 2005.

TABLE OF COORDINATION AND COMUNICATION ORAL MEANS

ATS Route	Transfer point for each route	MEANS OF CO-ORDINATION				AIR GROUND COMUNICATIONS			
		AMAZÓNICO ACC		PARAMARIBO ACC		AMAZÓNICO ACC		PARAMARIBO ACC	
		Primary-ATS/DS	Secondary	Primary ATS/DS	Secondary	Primary	Secondary	Primary	Secondary
UA 776	TIRIÓS	HOT LINE or 3651	(055-92) 6520316 or 6520311	TBD	TBD	123.95 Mhz 125.05 Mhz 128.00 Mhz 128.20 Mhz	3479 Khz 5526 Khz 8855 Khz 10096 Khz	TBD	TBD
W 23									
UZ 13									
UA 312	ACARI	3651	6520311	TBD	TBD	128.00 Mhz 128.20 Mhz	8855 Khz 10096 Khz	TBD	TBD
UZ 28									
UL 306	SIROS								

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

DATE_____
DATE