

MINISTRY OF TRANSPORT, COMMUNICATION AND TOURISM

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PARAMARIBO – SOUTH

02/05

REPUBLIC OF SURINAME

06 JAN 2005

**OPERATIONAL LETTER OF AGREEMENT BETWEEN
PIARCO AREA CONTROL CENTRE (ACC) AND
PARAMARIBO AREA CONTROL CENTRE (ACC)**

SUBJECT: Procedures relating to the Coordination of Air Traffic between Piarco ACC and Paramaribo ACC.

1. INTRODUCTION

1.1 **Effective Date:** January 20, 2005 at 0901 UTC

1.2 **Objective:**

1.2.1 The objective of this Letter of Agreement is to establish operating procedures for the coordination and control air traffic between the Piarco and Paramaribo 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 crosses the common boundary of the Piarco and Paramaribo UTA/CTA/FIRs.

1.4. **Distribution:**

1.4.1 Piarco ACC, Paramaribo ACC, ICAO NACC Regional Office, ICAO SAM Regional Office, Trinidad and Tobago CAA Head Office, Suriname Civil Aviation Department.

2. CONTROL PROCEDURES

2.1. **Routing of FIR Air Traffic:**

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

2.1.2 The ACCs of Piarco and Paramaribo shall ensure that all IFR aircraft are established on routes approved by the respective receiving or accepting ATS Unit prior to the aircraft entering the respective airspaces. Where not practicable, prior approval must be obtained from the respective receiving or accepting ATS Unit.

2.2 Assignment of Flight Levels:

2.2.1 Non-RVSM approved State aircraft, lifeguard/humanitarian flights, maintenance, and ferry/delivery aircraft are to be accommodated within RVSM airspace, workload permitting. A vertical separation minimum of two thousand feet (2000 ft) shall be applied between such aircraft and any other aircraft.

2.2.2 Except for prior coordination, Piarco ACC and Paramaribo ACC shall assign Flight Levels corresponding to the magnetic tracks shown in the table of cruising levels contained in ICAO Annex 2, Appendix 3, paragraph a.

2.3 Separation

2.3.1 Vertical

2.3.1.1 Vertical separation shall be as follows:

AIRCRAFT	SEPARATION		
	FL290 AND BELOW	FL290-FL410	FL410 AND ABOVE
RVSM Approved	1000 Feet	1000 Feet	2000 Feet
Non-RVSM Approved		2000 Feet*	

*Note: When Non-RVSM approved aircraft (State, lifeguard/humanitarian, maintenance, and ferry/delivery flights) intend to operate in RVSM airspace, the transferring ATS Unit/controller shall coordinate at least sixty (60) minutes prior to the estimated boundary crossing time. In the case of Non RVSM approved traffic, which will depart from locations where the flying time for the particular aircraft will be less than sixty (60) minutes from the common UTA/ATC/ boundary, prior coordination must be effected between the respective ATS Units.

2.3.2 Longitudinal

2.3.2.1 Applicable separation shall be a ten (10) minute longitudinal separation minimum and/or 80 NM RNAV distance based separation minimum with the utilization of the Mach number technique (MNT) at FL 250 and above between turbojet aircraft at the same flight level, on the same route, crossing the common boundary.

2.3.2.2 In all other circumstances the longitudinal separation minima shall be fifteen (15) minutes.

2.4 **Transfer of Responsibility for Air Traffic Services:**

2.4.1 Except for prior coordination, the transfer of responsibility for aircraft UTA/CTA/FIR operating between the Piarco UTA/CTA/FIR and the Paramaribo shall be the common FIR boundary, or established Transfer of Control Points.

3. COORDINATION PROCEDURES

3.1 General:

3.1.1 Coordination between the Piarco ACC and Paramaribo ACC shall be effected in accordance with standards, recommended practices, and procedures prescribed by ICAO (PANS ATM Doc 4444).

3.1.2 The Piarco/Paramaribo 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 ATS route or the common UTA/CTA/FIR boundary involved.

3.1.4 Departure and arrival messages shall not be required for IFR flights originating and terminating at airports located within the Piarco and Paramaribo FIR boundaries.

3.1.5 Coordination shall be effected on all traffic that will operate less than one half the applicable lateral separations from the respective airspace boundary.

3.1.6 Coordination of NON-RVSM approved aircraft shall be effected at least sixty (60) minutes prior to the aircraft's estimate for the position serving as the coordination point for the ATS route or the common UTA/CTA/FIR boundary involved and shall include the phrase "**NEGATIVE RVSM**" and the reason for exemption, (i.e. *STATE AIRCRAFT, LIFEGUARD/HUMANITARIAN, MAINTENANCE, AND FERRY/FIRST DELIVERY FLIGHT*) and shall be effected in accordance with the Note on Para. 2.3.1.1.

3.1.7 Piarco and Paramaribo 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 ACC and Paramaribo ACC shall forward information in accordance with PANS ATM DOC 4444.

3.2.1.1 Piarco and Paramaribo 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 Piarco and Paramaribo 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.

- | | | |
|-----------------|------------|--|
| (a) Piarco: | Facsimile: | 001 868-669-1716 (AIS) / 4259 (ACC) |
| | Telephone: | 001-868-669-6181 (ACC) / 4852 (ACC) |
| (b) Paramaribo: | Facsimile: | 011-597-0325-453(ACC) |
| | Telephone: | 011-597-0325-203 (ACC)
011-597-0325-270 (AIS) |

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 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: SEE ATTACHMENT - E/CAR Contingence Procedures**

3.4.1 In the event of the failure of the Piarco/Paramaribo ATS direct speech circuit, all means of alternate communications shall be exhausted for the coordination of all IFR air traffic (e.g. Relay through another ATS Unit; Commercial Telephone; AFTN) provided aircraft are held completely within the lateral

limits of the transferring ATS Unit's airspace 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 Unit's airspace.

3.4.4 The receiving ATS Unit shall clear the aircraft into its area and shall not authorize 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. SEE ATTACHMENT - E/CAR Contingency Procedures**

3.6 **SUSPENSION OF RVSM OPERATIONS.**

3.5.1 Paramaribo and Piarco ACCs shall notify each other when RVSM is suspended. Vertical separation shall revert to 2000 feet between FL290 and FL410 inclusive.

4. **ALERTING SERVICE**

4.1 Alerting coordination shall be the responsibility of Piarco ACC and Paramaribo ACC for aircraft operating within their respective CTA/UTA/FIRs

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 modifications of standards, recommended methods, or supplementary regional procedures of ICAO occur 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 Paramaribo 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 Units 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 Suriname (Paramaribo 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.

APPENDIX 'B'

Lateral and Vertical Limits of Class 'G' Airspaces

Lateral and vertical limits of airspaces/areas that will be designated **Class 'G' Airspace** when East Caribbean Contingency Procedures are in force. The ATS Units of Cayenne ACC and the TMA's within the Piarco FIR shall assume responsibility for communications and management of the designated **Class 'G' Airspace**, delineated below, on account of Air-to-Ground/Ground-to-Air and Point-to-Point Communications Failure at Piarco ACC:

V.C.Bird Approach

V.C.Bird Approach shall assume responsibility for communications and the management of that additional airspace, which overlies the V.C Bird TMA FL245 to Unlimited, plus that airspace towards the east of the TMA within the lateral limits of 1800N 06100W – 1800N 06016W – 1725N 06046W and to point of origin at 1800N 06100W from Surface to Unlimited.

Le Lamentin Approach

Fort-De-France Approach shall assume responsibility for communications and the management of that additional airspace, which overlies the Fort-De-France and Pointe-A-Pitre TMA's FL245 to Unlimited, plus that airspace towards the west bounded by 1334N 06130W – 1215N 06315W – 1500N 06500W – 1500N 06315W – 1520N 06300W – 1545N 06300W – 1454N 006157W and to point of origin, and that airspace towards the east bounded by 1725N 06046W – 1800N 06016W – 1800N 05700W – 145230N 05948W and to point of origin from Surface to Unlimited.

Adams Approach

Adams Approach shall assume responsibility for communications and the management of that additional airspace, which overlies the Adams TMA FL245 to Unlimited, plus that airspace bounded by 1452N 05948W – 1800N 05700W – 1800N 05600W – 0855N 05957W – 0959N 06128W – 0959N 06156W – 1005N 06203W – 1044N 06147W – 1100N 06230W – 1215N 06315W 1334N 06130W – 1319N 06059W and with the contiguous boundary of the Adams TMA and to point of origin from Surface to Unlimited.

Cayenne ACC

Cayenne ACC shall assume responsibility for communications and the management of that airspace/area classified as type "G" within the lateral limits of the Piarco UIR/FIR defined by coordinates; 0855N 05600W – 1800N 05600W – 1800N 04500W – 2218N 04000W – 1700N 03730W – 1330N 03730W – 1000N 04800W – 0920N 05400W – 0855N 05500W to point of origin from surface to unlimited.

POINT – TO - POINT

In the event of Point-to-Point Communications Failure at Piarco ACC, San Juan CERAP will notify or cause the following to be notified:

- V.C.Bird APP
- New York ARTCC
- Santa Maria OAC
- Sal OAC/FIC
- Dakar ACC/FIC
- Cayenne ACC
- Paramaribo ACC
- Georgetown ACC
- Maiquetia ACC

In the event of Point-to-Point Communications Failure at Piarco ACC, V.C.Bird APP will notify or cause the following to be notified:

- San Juan CERAP
- Le Raizet APP
- Le Lamentin APP
- Grantley Adams APP
- Saint Lucia APP
- E.T. Joshua APP
- Point Salines APP

San Juan CERAP and V.C.Bird APP shall take note of:

- The time of notification of the outage to other ATS Units (and any restoration of normal conditions)
- The Name or Operating Initials of the ATCO to whom the information was passed, and
- The Time of notification

Self-Transfer will be the preferred initial means of notification by Piarco ACC if the aircraft is airborne. This Procedure will be used only to stabilize the Traffic Situation during the early stages of the COM failure.

AIR-TO-GROUND/GROUND-TO-AIR

In such a situation, the following Contingency Procedures shall be instituted:

- Piarco ACC shall retain control of Aircraft operating within its area of jurisdiction/responsibility,
- Clearances will be relayed through the appropriate TMAs via Point to Point Circuits,
- V.C.Bird will broadcast on Piarco's Frequency/ies advising aircraft to contact the appropriate TMA Unit/s for further instruction,
- Appropriate TMA will be determined by the Aircraft's Position and the use of Airspace delineation, See Appendices A, B and C,
- IFR Departures intending to operate within the Piarco UTA/CTA shall not be permitted until Piarco ACC advised of Flow Restrictions that will necessarily be imposed,
- The above Procedures will be used only to stabilize the Traffic situation,
- Piarco ACC shall notify all parties concerned when there is a return to normalcy.

AIR-TO-GROUND/GROUND-TO-AIR AND POINT TO POINT

In such a situation, the following Contingency Procedures shall apply:

- ATC Units that become aware of a total outage at Piarco ACC, shall notify V.C.Bird APP and/or San Juan CERAP,
- V.C. Bird APP and San Juan CERAP will notify or cause to be notified the ATS Facilities/Units for which they are the appropriate notifiers and keep the required records,
- V.C. Bird will broadcast, or cause an aircraft to broadcast on Piarco's frequency/ies advising aircraft to contact the appropriate TMA Unit/s for further instructions,
- Appropriate TMA; will be determined by the Aircraft Position and the use of Airspace delineation, see Appendix A, B and C.

Procedures to be instituted by Appropriate TMA/s:

- V.C. Bird APP, Le Lamentin APP and Adams APP shall assume management of Class G designated airspace consequent upon the contingency situation in the appropriate portion of the Piarco UTA/CTA in circumstances of a complete Air-to-Ground/Ground-to-Air and Point to Point COM failure at Piarco ACC, coordinating with each other as appropriate, and advising San Juan ACC as soon as possible when accomplished.

Procedures to be instituted by Adjacent Air Traffic Control Units (ACCs):

- Cayenne ACC shall assume management of Class G designated airspace consequent upon the contingency situation in the Piarco UIR/FIR east of 055° W in circumstances of a complete Air-to ground/Ground-to-Air and Point-to Point COM failure at Piarco ACC coordinating with each other as appropriate, and advising San Juan ACC as soon as possible when accomplished.
- The Air Traffic Control Units of San Juan, New York, Santa Maria, Sal, Dakar, Cayenne, Paramaribo, Georgetown and Maiquetia shall where practicable re-route all traffic intending to transit the Piarco UTA/CTA/UIR/FIR.

Procedures for the Routing of Traffic:

- Arriving Traffic from Europe destined to Airports within the Piarco FIR shall be routed as follows:

<u>Destination</u>		<u>Routing</u>
➤ V.C.Bird	via	18N060W DCT ANU
➤ Le Raizet	via	18N060W PPR
➤ Le Lamentin	via	18N058W DCT 16N060W DCT BONID DCT FOF
➤ Hewanorra	via	18N058W DCT 16N060W DCT BONID DCT FOF UA324 BNE
➤ Adams	via	18N056W DCT BGI
➤ Point Salines	via	18N056W DCT BGI UA561/A561 GND
➤ Crown Point	via	18N056W DCT BGI DCT TAB
➤ Piarco	via	18N056W DCT BGI UR515 POS

- **Departing European bound Traffic from Airports within the Piarco FIR shall be routed as follows:**

<u>Departure Point</u>		<u>Routing</u>
➤ V.C.Bird	via	ANU A632/UA632 TOTEM and as cleared by San Juan CERAP
➤ Le Raizet	via	PPR DCT 18N060W Atlantic Route
➤ Le Lamentin	via	FOF DCT BONID DCT 16N060W DCT 18N058W Atlantic Route

- Hewanorra via BNE UA324 FOF DCT (BONID DCT 16N060W
DCT 18N058W Atlantic Route
- Adams via BGI DCT 18N056W Atlantic Route
- Point Salines via GND UA561/A561 BGI DCT 18N056W Atlantic
Route
- Crown Point via TAB DCT BGI DCT 18N056W Atlantic Route
- Piarco via POS UR515 BGI DCT 18N056W Atlantic Route

- Transiting Traffic destined to or originating from the Maiquetia FIR from or to the NAT, and already in flight when contingency procedures are activated shall be accommodated along two(2) routes only and at a minimum altitude of FL 290 eastbound and FL310 westbound as follows:

- 1800N058W DCT FOF UA551 ONGAL and Reverse, and
- Either via, 1800N056W DCT BGI or via 1800N053W AND East of this coordinate DCT BGI UA5261 DAREK and Reverse.

- Traffic from San Juan, Maiquetia, Georgetown, Paramaribo and Cayenne FIRs with destinations within the Piarco FIR shall be routed along published ATS Routes and accepted at e rate as determined by the appropriate TMA Units.
- Traffic from locations within the Piarco FIR destined to locations within and/or beyond the San Juan, Maiquetia, Georgetown, Paramaribo and cayenne FIRs shall be routed along published ATS Routes, and released for departure at a rate as determined by the appropriate TMA Units.
- When Contingency Procedures are instituted, TMA Units managing Class ‘G’ airspace should use FL 280 and below for traffic originating and terminating at destinations within the Piarco FIR.

Route Non-availability:

- The following routes shall not be available during the period Contingency Measures are in force, effectively reducing all route crossing other than overhead nav aids:
 - UA632 between BGI and ANU
 - A312/UA312 between DALGA and FOF
 - G449/UG449 between KORTO and ANADA
 - UA324 between POS and BNE
 - A511/UA511 between BGI and BOGSI
 - A550/UA550 between PPR and ITEGO
 - A555/UA555 between FOF and ILURI
 - UL205 between POS and ANU

- At the earliest opportunity, San Juan ACC shall check with all appropriate ATS Units to ensure that all Aircraft which were operating in the Piarco FIR or flight planned to operate are accounted for.

Separation:

Longitudinal:

- Fifteen (15) minutes longitudinal Separation minima utilizing the Mach Number Technique (MNT) shall be applied between turbojet aircraft operating at and above FL250, West of 055°W.
- In all other cases twenty (20) minutes longitudinal separation shall be effected.

Lateral:

- Minimum lateral separation to be applied between turbojet aircraft at the same Flight Level west of 055° W shall be one hundred (100) nautical miles, or one hundred, and twenty (120) nautical miles east of 055° W when crossing the common Piarco/New York boundary.
- The minimum lateral separation to be applied between aircraft crossing the common Piarco/cayenne, Piarco/Dakar and Piarco/Santa Maria boundaries shall be one hundred and twenty (120) nautical miles.

Vertical:

- During periods when Contingency Procedures are instituted, Flight Level assignment shall be appropriate to the direction of flight.

NOTES:

Appropriate Charts indicating all the Predetermined Routines and Control Frequencies shall be provided at all TMAs and ACCs concerned.

TMAs concerned should note that during period/s when Contingency Measures are in force there would be additional requirement for a measure of a relevant communications with adjacent ATC Units, which under normal circumstances would not be required.

Appendix 'A' – Chart indicating Predetermined Routings, Control Frequencies and Airspaces within the Piarco CTA/UTA/FIR/UIR

Appendix 'B' – Description of lateral and vertical Limits of Class 'G' Airspaces

Appendix 'C' – COM Failure/s at TMA/s within Piarco CTA