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REPUBLIC OF SURINAME

AIC SERIES A
A 04/19
09 JAN 2019

OPERATIONAL LETTER OF AGREEMENT BETWEEN GEORGETOWN AREA CONTROL CENTRE AND PARAMARIBO AREA CONTROL CENTRE

SUBJECT. Procedures relating to the coordination of air traffic between the ACCs of Georgetown and Paramaribo.

1. INTRODUCTION

1.1.

EFFECTIVE DATE: 11th OCTOBER 2018 (00 00 UTC)

1.2. OBJECTIVE:

1.2.1. To establish operating procedures for the coordination and routing of air traffic between the FIRs of Georgetown and Paramaribo.

1.3. SCOPE:

1.3.1. 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 and shall be applied to all air traffic that cross the common boundary of the Georgetown and Paramaribo UTA/CTA/FIR.

1.3.2. Except as provided for in 1.3.1 in the event of disruption or potential disruption of ATS and related support services, the procedures as outlined in ATM contingency plan in Appendix 2 shall apply.

2. CONTROL PROCEDURES

2.1. ROUTING OF AIR TRAFFIC:

2.1.1. Except for prior coordination effected individually for each flight off ATS routes, the air traffic between the FIRs of Georgetown and Paramaribo shall be routed along ATS Routes published in the respective AIPs.

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2.2. ASSIGNMENT OF FLIGHT LEVELS:

2.2.1. ALLOCATION OF NON-RVSM LEVELS

Except for prior coordination, Georgetown Area Control Center (Georgetown ACC) and Paramaribo Area Control center (Paramaribo ACC) shall assign Flight Levels corresponding to the magnetic tracks for aircraft operating at FL 280 or below and FL 430 or above as shown in the table of cruising levels in Appendix 3 of ICAO Annex 2.

2.2.2. ALLOCATION OF RVSM FLIGHT LEVELS

REPORTING POINT	TRACK 000 - 179 (EASTBOUND)	TRACK 180-359 (WESTBOUND)
UMREM	ODD LEVELS	EVEN LEVELS
GEKOS	ODD LEVELS	EVEN LEVELS
ILRAV	ODD LEVELS	EVEN LEVELS
GEBON	ODD LEVELS	EVEN LEVELS
ESNUV	ODD LEVELS	EVEN LEVELS
KOXAM	ODD LEVELS	EVEN LEVELS
ASASO	ODD LEVELS	EVEN LEVELS

2.3. SEPARATION

2.3.1. Longitudinal

2.3.1.1. The minimum longitudinal separation applicable between flights that are to be transferred at the same cruising level on the same ATS routes or convergent trajectories, not to be less than that specified in each case of Appendix 1 to this letter of Agreement.

Note; *RNAV 5 equipped aircraft established on parallel or divergent ATS RNAV 5 routes, or tracks spaced least 30nm apart are deemed to be laterally separated.*

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2.3.2 Vertical

2.3.2.1 Vertical separation shall be as follows:

AIRCRAFT	SEPARATION		
	BELOW FL290	FL 290 to FL 410 INCLUSIVE	ABOVE FL 410
RVSM APPROVED	1000 FT	1000 FT	2000 FT
NON-RVSM APPROVED		2000 FT *	

** See paragraph 3.5.2.2*

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 UTA/CTA/FIRs of Georgetown and Paramaribo shall be the common boundary or ATS route transfer of control point, according to Appendix 1 – reference table for the transfer of responsibility.

3. **COORDINATION PROCEDURES**

3.1 GENERAL:

3.1.1 Coordination between the ACCs of Georgetown and Paramaribo shall be effected in accordance with standards, recommended practices, and procedures prescribed by ICAO.

3.1.2 The primary means of coordination for all active air traffic between the Georgetown and Paramaribo FIRs shall be the direct speech circuit

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- 3.1.3 All coordination/approval involving active air traffic shall be effected with the appropriate ATS Unit at least twenty (20) minutes, but not more than sixty (60) minutes prior to the aircraft's estimate for the transfer of control point. Transfer of control points are as follows:

ATS ROUTE	TRANSFER OF CONTROL POINT
UM527	UMREM
G/UG449	GEKOS
UL462	ILRAV
G/UG443	GEBON
UL776	ESNUV
UA312	KOXAM
UL452	ASASO

- 3.1.4 Departure and arrival messages shall be required for VFR flights originating and terminating at airports located within the Georgetown and Paramaribo FIR boundaries.
- 3.1.5 Except as specified in 3.1.2, the AFTN shall be used for transmission of all ATS messages, in particular flight plans and associated message.

In the event that the above procedures cannot be carried out because of failure of the GEORGETOWN/PARAMARIBO direct speech circuit, coordination of all air traffic shall be effected by:

- a) AFTN GEORGETOWN: SYGCZQZX; SYCJZPZX
Telefax: AIS Georgetown (592) 261 2279
Telephone ACC Georgetown (592) 261 2245 or 261 3012
- b) AFTN PARAMARIBO: SMPMZQZX; SMPMZFXZ;
Telefax: AIS PARAMARIBO (597) 325 103
Telefax: ACC PARAMARIBO (597) 325 453
Telephone ACC PARAMARIBO (597) 325 203 or 325 176
- c) Via HF – 8855USB or 10096USB
- d) Via aircraft.
 - (i) IFR aircraft shall be cleared to a point within the area of responsibility of the transferring ACC at an appropriate level for direction of flight and aircraft shall be requested to contact receiving ACC and obtain

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- (ii) clearance to enter airspace under jurisdiction of receiving ACC.
- (iii) The receiving ACC shall clear aircraft into its area of responsibility and shall not authorize flight level or route change until the aircraft advises that the transferring ACC has concurred.
- (iv) The receiving ACC shall instruct the aircraft to advise the transferring ACC when crossing the common boundary.

3.1.6 An approval request shall be made by the transferring ACC to the accepting ACC for aircraft departing from within the FIR of the transferring ACC when the flying time to the common boundary is less than twenty (20) minutes.

3.1.7 The transferring ACC shall not make changes to an aircraft route, speed or level when the aircraft is ten (10) minutes or less flying time from the common boundary.

3.1.8 Revisions of three (3) minutes or greater to estimates at the Georgetown/Paramaribo FIR boundary or transfer of control point shall be coordinated by the transferring ACC.

3.1.9 All alternative means of coordination require acknowledgment from the receiving ACC.

3.2 INFORMATION TO BE FORWARDED ON AIR TRAFFIC BY THE RESPECTIVE UNITS

3.2.1 Georgetown and Paramaribo ACCs shall forward the following information, in the prescribed order:

- (a) Aircraft Identification;
- (b) Type of Aircraft;
- (c) Departure Aerodrome;
- (d) Destination Aerodrome;
- (e) Route of Flight;
- (f) Boundary estimate;
- (g) Flight Level; and
- (h) Assigned Mach Number or TAS where applicable.

Note – Where it is confirmed that both units are in possession of the applicable flight plan (FPL), then the information contained in 3.2.1 (b) – (e) are understood.

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3.3 FLIGHT PLANS:

3.3.1 Submission and dissemination of Flight Plans shall be in accordance with PANS ATM DOC 4444.

3.3.2 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) *Georgetown*: Telefax 592-261-2279 (AIS)
Telephone 592-261-2245 (ACC)

(b) *Paramaribo*: Telefax 597-(0)325-453 or 597 - 325 - 103
Telephone 597-(0)325-203 or 597-(0)325-176

3.4. COMMUNICATIONS:

3.4.1. The transfer of air-ground communications of an aircraft from the transferring ACC to the receiving ACC shall be made at the common boundary of the Georgetown and Paramaribo FIRs.

3.4.2 The receiving ACC shall not be required to notify the transferring ACC that it has established ground to air communication with the transferred aircraft unless specifically requested.

3.4.3. Paramaribo ACC shall transfer communications to:

Georgetown ACC: Frequency Prim. 128.600Mhz / Sec. 126.600Mhz
Georgetown FIC : Frequency Prim. 124.200Mhz / Sec. 130.125Mhz

3.4.4. Georgetown ACC shall transfer communication to:
Paramaribo ACC: Frequency 123.900Mhz / Sec. 133.300Mhz

3.5 Coordination for RVSM Operations

3.5.1 RVSM approved aircraft

Same as in General/3.1 above

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3.5.2 Non RVSM Aircraft

3.5.2.1 Except as listed in 3.5.2.2 and 3.5.2.3 Non RVSM aircraft shall be at or below FL 280 or at or above FL430.

3.5.2.2. When Non RVSM approved aircraft are involved such as: State, Humanitarian, Maintenance, Ferry/Delivery intends to operate in RVSM airspace estimate messages (EST) for all such flights crossing the Georgetown/Paramaribo FIR common boundary shall be coordinated at least sixty (60) minutes in advance of the estimated time over the transfer of control point. This is to facilitate planning for the required 2000 ft separation between Non RVSM and RVSM approved aircraft in the RVSM airspace.

3.5.2.3. An integral part of the estimate message shall be a clear indication on the status of approval and request for special handling of Non RVSM aircraft intending to operate with the Georgetown/Paramaribo FIRs:

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

3.5.3. ORAL COORDINATION OF ESTIMATE MESSAGE

3.5.3.1. When an oral coordination process is being used, the ACC transmitting the estimate message shall include at the end of the same, the information included in Box 18 of the ICAO Flight Plan on RVSM Operations.

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

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

- RVSM unable due to equipment; or
- RVSM unable due turbulence, as the case may be.

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3.5.4. SUSPENSION OF RVSM OPERATIONS

3.5.4.1. The Georgetown and Paramaribo ACCs shall coordinate the procedure for RVSM suspension within affected areas in their respective FIRs when pilots report greater than moderate turbulence exists. Vertical separation minimum between all aircraft operating within affected areas between FL 290 and FL 410 inclusive shall be 2000ft.

4. REVISIONS

4.1. 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, Georgetown 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.

5. PUBLICATION

5.1. The dissemination of this operational letter of agreement and its subsequent modifications shall be made in full by an AIC thirty (30) days prior to its effective date and the respective ATS Units shall include in their AIPs, Section ENR, those parts that are of interest to users.

6. CANCELLATION

6.1. This Letter of Agreement cancels and replaces all previous Letters of Agreement between the ACCs of Georgetown and Paramaribo.

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APPENDIX 1; Reference table for the transfer of responsibility

ATS Routes	Table of flight levels to be assigned by:				Agreed transfer points for each route	Minimum applicable longitudinal separation	
	ACC GEORGETOWN		ACC PARAMARIBO			NM	Comments
	FL	SSR	FL	SSR			
UM527	odd		even		UMREM	*40 NM GNSS (a) (b) (a) In the event of the applicable longitudinal separation minima not being possible, due to technical or operational reasons, a minimum longitudinal separation of 80 nm or (10) minutes using mach number technique between aircraft flying at the same flight level shall be applied. (b) The separation minima of (10) minutes shall be increase to (15) minutes when there is a failure of the ATS direct speech circuit.	
UL462	odd		even		ILRAV		
G/UG449	odd		even		GEKOS		
G/UG443	odd		even		GEBON		
UL776	odd		even		ESNUV		
UA312	odd		even		KOXAM		
UL452	odd		even		ASASO		

* When coordination between Georgetown and Paramaribo will involve traffic separated by less than 10 minutes using Mach number technique, the transferring ACC shall advise the accepting ACC following the initial announcement of the estimate using the following phrase;

"40nm GNSS in trail"