

## MINISTRY OF TRANSPORT, COMMUNICATION AND TOURISM

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06/16

REPUBLIC OF SURINAME

02 DEC 2016

**LETTER OF AGREEMENT BETWEEN PARAMARIBO AREA CONTROL CENTER  
AND AMAZÔNICO AREA CONTROL CENTER**

**SUBJECT: Procedures relating to the coordination of air traffic between the Paramaribo and  
Amazônico ACC.**

**1 INTRODUCTION**

**1.1 EFFECTIVE DATE:** 02<sup>nd</sup> May 2016

**1.2 OBJECTIVE:**

1.2.1 The objective of this Letter of Agreement is to establish operating procedures for the coordination and routing of air traffic between the Paramaribo and Amazônico FIRs.

**1.3 SCOPE:**

1.3.1 The procedures contained in this Operational Letter of Agreement 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 Paramaribo and Amazônico 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 airways, the air traffic between the FIRs of Paramaribo and the Amazônica shall be routed along ATS Routes published in the respective AIPs.

**2.2 ASSIGNMENT OF FLIGHT LEVELS:****2.2.1 ALLOCATION OF NON RVSM LEVELS**

2.2.1.1 Except for prior coordination, the Paramaribo ACC and Amazônico ACC shall assign Flight Levels corresponding to the magnetic tracks for aircraft operating at FL 280 and/or below and FL 430 and/or above as shown in the table of cruising levels in Appendix 3 of ICAO Annex 2.

### 2.2.1.2 ALLOCATION OF RVSM FLIGHT LEVELS

REPORTING POINT	TRACK 000 - 179° (EASTBOUND)	TRACK 180 - 359° (WESTBOUND)
ACARI	ODD LEVELS	EVEN LEVELS
TIRIÓS	ODD LEVELS	EVEN LEVELS
SIROS	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 in appendix 1 to this Operational Letter of Agreement.

### 2.3.2 VERTICAL

2.3.2.1 Vertical separation shall be as follows:

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	

## 2.4 TRANSFER OF RESPONSIBILITY OF AIR TRAFFIC SERVICES:

2.4.1 Except for prior coordination, the transfer of responsibility for aircraft operating between the UTA/CTA/FIRs of Paramaribo and Amazonico shall be the common boundary or ATS route Transfer of Control Point (TCP), according to Appendix 1 – Reference TABLE for the transfer of responsibility.

## 3. COORDINATION PROCEDURES

### 3.1 GENERAL:

3.1.1 Coordination between the Paramaribo and Amazônico ACC 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 Paramaribo and Amazônica FIRs shall be the direct speech circuit (REDDIG).

NOTE: The primary language used for ATS coordination between Paramaribo and Amazonico Center shall be english.

3.1.3 All coordination/approval involving active air traffic shall be effected with the appropriate ATS Unit not less than twenty (20) minutes and not more than sixty (60) minutes prior to the aircraft's estimated time for the transfer of control point (TCP)

3.1.4. TCP are as follows:

<b>ATS ROUTE</b>	<b>AD in Brazil</b>	<b>TCP</b>
UA312	SBGR/ SBBR	ACARI
UL776	SBGL	TIRIOS
UL306, UZ43, (New AWY SIROS DCT OPLUG)	SBCF	New WP (40 NM East from TIRIOS: (02°30'43"N 055°20'40"W)

3.1.5 Departure and arrival messages shall be required for VFR flights originating and terminating at airports located within the Paramaribo and Amazônico 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.

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

3.1.6 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, by:

a) AFS SMPMZQZX; SMJPZFX

Telefax ACC Paramaribo: +597-325453

Telefono:Supervisor ACC Paramaribo: +597-325203

Telefax: AIS PARAMARIBO: +597 325103

Jefe ACC Paramaribo: +597-530433

b) AFS AMAZONICO: SBAZZQZX

Telefono: Supervisor ACC Amazonico: (55-92) 3652-1401; 36525318

PLN ACC Amazonico : (55-92) 36525373

3.1.7 Via HF note: SMPM not HF equipped.

3.1.8 Via aircraft:

(i) IFR aircraft shall be cleared to a point within the area of responsibility of the transferring ACC at an appropriate level in accordance with this LOA and shall be requested to contact receiving ACC and obtain clearance to enter airspace under jurisdiction of receiving ACC.

(ii) The receiving ACC shall clear aircraft into its area of responsibility and shall not authorize flight level or route changes until the aircraft advises that the transferring ACC has concurred.

(iii) The receiving ACC shall instruct the aircraft to advise the transferring ACC when crossing the common boundary.

- 3.1.9 The transferring ACC shall not make changes to an aircraft route, speed or level when the aircraft is within ten (10) minutes from the common boundary.
- 3.1.10 Changes of three(3) minutes or more to the estimated time at to the Amazonico/ Paramaribo FIR boundary or TCP shall be coordinated by the transferring ACC.
- 3.1.11 All alternative means of coordination require acknowledgement from the receiving ACC.

### **3.2 AIRCRAFT INFORMATION TO BE FORWARDED ON AIR TRAFFIC BY THE RESPECTIVE ATS UNITS**

Paramaribo and Amazonico Centers shall forward the following information to the receiving ACC, in the prescribed order:

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

### **3.3 COORDINATION FOR RVSM OPERATIONS**

- 3.3.1 Estimate messages (EST) shall be transmitted for all flights crossing the common FIR boundary, at least 60 minutes before the aircraft estimate time to the TCP when non-RVSM approved aircraft are intended to operate within RVSM airspace, as a mean to facilitate planning for the integration of such traffic, according to the 2000 feet vertical separation minimum.
- 3.3.2 A clear indication shall 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:
  - a) as a confirmation of the data filed in the flight plan;
  - b) to anticipate the case of performance degradation of the flight planning systems;
  - c) to anticipate the case the accepting unit has not received the flight plan.
- 3.3.3 Oral coordination of estimate messages (EST)
  - 3.3.3.1 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 ICAO flight plan on RVSM operations.
  - 3.3.3.2 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.
  - 3.3.3.3 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;
    - a) RVSM inability due to the equipment, or
    - b) RVSM inability due to turbulence, as the case may be.

### 3.3.4 **RVSM operations suspension**

3.3.4.1 Amazônico ACC and the Paramaribo ACC shall coordinate the procedures for RVSM suspension within the areas affected in the Amazônica FIR and Paramaribo FIR, when pilots report 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.

NOTE: Where a meteorological forecast is predicting severe turbulence within the RVSM Airspace, the responsible ACC shall determine whether RVSM should be suspended, and if so, the period of time, and specific flight level(s) and/ or area. Such situation shall be coordinated immediately with the adjacent ACC.

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

<i>Magnetic Track</i>	<i>000° a 179°</i>	<i>180° a 359°</i>
<b>Flight Level</b>		<b>FL 300</b>
	<b>FL 330</b>	
		<b>FL 360</b>
	<b>FL 390</b>	

<i>Magnetic Track</i>	<i>000° a 179°</i>	<i>180° a 359°</i>
<b>Flight Level</b>	<b>FL 290</b>	
		<b>FL320</b>
	<b>FL 350</b>	
		<b>FL 380</b>
	<b>FL410</b>	

### 3.3 **COMMUNICATIONS**

3.3.1 The air-ground communications transfer of an aircraft shall be made at the common Flight Information Region boundary or the TCP determined in this LOA.

3.3.2 The receiving ACC shall not notify the transferring ACC that ground-air communications has been established with the transferred aircraft unless specifically requested to do so.

3.3.3 The Amazônico ACC shall transfer aircraft communications to the Paramaribo ACC on frequency 123.9MHZ and secondary on 133.3 Mhz.

3.3.4 The Paramaribo ACC shall transfer aircraft communications to Amazônico ACC on frequency 123.65Mhz and secondary 125.05 Mhz.

### **3.4 ATFM coordination**

The coordination with ATFM measures between the ACC shall contain, at least, the following information:

- a) The requesting ATS facility identification;
- b) Estimated time to begin the ATFM measure application;
- c) If possible, the estimated duration of the ATFM measure application;
- d) The ATFM measure end;
- e) Aerodromes, ATC facility sectors TMA, FIR involved with the ATFM measure application; and
- f) Types of separations associated with the ATFM measures application, i.e., time set, distance, radar and non- radar.

ACC supervisors, in coordination with a Flow Management Unit (FMU) or a Flow Management Position (FMP), must ensure that the ATCO under their responsibility are aware of the ATFM measures taken.

## **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 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 this agreement, the interested facility shall propose the pertinent revision.

## **5. PUBLICATION**

The dissemination of this operational letter of agreement and its subsequent modification 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**

This letter of Agreement cancels and replaces all previous Letters of agreement between the ACCs of Amazonico and Paramaribo.

**APPENDIX 1**

The letter of operational agreement signed between the Paramaribo and Amazonico Centers  
date of effectiveness: 2<sup>nd</sup> May 2016

**Reference TABLE for the transfer of responsibility**

ATS Route	Table of flight levels to be assigned by:	Agreed transfer points for each	Minimum applicable for longitudinal separation
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	ACC PARAMARIBO		ACC AMAZONICO			NM	Comments
	FL	SSR	FL	SSR			
UL776	2		1		TIRIOS 02°13'08,4"N 055°56'30,06W	40NM GNSS (a) (b)	a) In the event of the application of 40NM RNAV longitudinal separation minima not be possible, due to technical or operational reasons, a minimum longitudinal separation of 80 NM or ten (10) minutes between aircraft flying at the same flight level shall be applied.  b) The separation minima of ten (10) minutes shall be increase to fifteen (15) minutes when there is a failure of the ATS direct speech circuit.
UA312	2		1		ACARI 01°57'25,8"N 056°29'20,4"W		
UL306	1		2		SIROS 02°28'16,8"N 054°41'31,8"W		
UZ43	2		1		SIROS 02°28'16,8"N 054°41'31,8"W		

\* When coordination between Amazonico and Paramaribo will involve traffic separated by less than 10 minutes using the Mach number technique, the transferring ACC shall advise the accepting ACC right after the initial announcement of the estimate using the following phraseology: **“40NM Longitudinal distance base minimum in use”**

## APPENDIX 2

### SIMPLIFIED NETWORK OF ROUTES IN CASE OF CONTINGENCY IN THE AMAZÔNICA FIR

<i>CONTINGENCY PROCEDURES BETWEEN THE AMAZÔNICO ACC AND THE ROCHAMBEAU ACC</i>				
<i>AMAZÔNICO FIR PARTIAL CONTINGENCY</i>				
<i>ORIGIN</i>	<i>DESTINATION</i>	<i>ROUTE/SEGMENT</i>	<i>TRANSFER / AUTO TRANSFER</i>	
			<i>TCP</i>	<i>FLIGHT LEVEL</i>
<i>PARAMARIBO FIR</i>	<i>SANTAREM TMA</i>	<i>ACARI UA312</i>	<i>ACARI</i>	<i>To be assigned by the ATC</i>
		<i>TIR W23</i>	<i>TIR</i>	<i>To be assigned by the ATC</i>
<i>SANTAREM TMA</i>	<i>PARAMARIBO FIR</i>	<i>UA 312 ACARI</i>	<i>ACARI</i>	<i>To be assigned by the ATC</i>
		<i>W23 TIR</i>	<i>TIR</i>	<i>To be assigned by the ATC</i>

<i>AMAZÔNICO FIR TOTAL CONTINGENCY</i>				
<i>ORIGIN</i>	<i>DESTINATION</i>	<i>ROUTE/SEGMENT</i>	<i>TRANSFER / AUTO TRANSFER</i>	
			<i>TCP</i>	<i>FLIGHT LEVEL</i>
<i>PARAMARIBO FIR</i>	<i>LIMA FIR</i>	<i>SIROS UL306 SELVA FL280</i>	<i>SIROS SELVA</i>	<i>FL280</i>
<i>LIMA FIR</i>	<i>PARAMARIBO FIR</i>	<i>SELVA UL306 SIROS FL290</i>	<i>SELVA SIROS</i>	<i>FL290</i>