



**International Civil Aviation Organization**  
**FIFTEENTH MEETING ON THE IMPROVEMENT OF AIR TRAFFIC SERVICES OVER THE**  
**SOUTH ATLANTIC (SAT/15)**

**(Lisbon, Portugal, 19-21 May 2010)**

**Agenda item 1: Air traffic management (ATM)**  
**Implementation of a Letter of Agreement between Uruguay (Montevideo FIR) and Brazil**  
**(Atlantic FIR).**

*(Presented by Brazil)*

Summary
This paper addresses the need for procedures to reduce the cases of miss of information about traffics flying between Ezeiza and Atlantic FIR, crossing Montevideo Air Space.
References:
• Statistics of lack of coordination between ACCs.

**1. Introduction**

1.1 RVSM and ADS/CPDLC operations in AORRA airspace depends on a reliable provision of air traffic service by the ATS units involved.

One of the most important issues to be taken in consideration is that ATS units must have all the available information to provide a suitable ATS service.

1.2 As a reasonable number of traffic, in percentage, have entered the Atlantic FIR without any sort of coordination neither any type of early messages of flight plan, we would like sensitize ICAO to the need of mitigation procedures to avoid incidents in the South Atlantic Area.

**2. Discussion**

2.1 As just said earlier, unfortunately, there is a great percentage of unknown aircrafts entering Atlantic FIR airspace without coordination or even information about Flight Plan.

We present some cases of reports involving aircrafts coming from Malvinas/Falkland Island (Ezeiza FIR) to Ascension Island (Atlantic FIR), attached herein.

In the same way as with Montevideo FIR, we need to oversee some coordination questions involving traffic flying through Atlantic and Abidjan FIR without any kind of coordination between the related ATS Units.

2.2 One of the actions considered important on the process to increase security is to host a meeting to discuss and celebrate the basis of a Letter of Agreement (LoA) between Brazil, Argentina and Uruguay to establish procedures that prevent reposts of unknown traffic entering Atlantic FIR.

2.3 Brazil is especially concerned about the increase of traffic between South America and Africa during the period of the Football World Championship in South Africa because this will up the chances of incident involving unknown traffic coming from Malvinas/Falkland Island to Ascension Island.

**3. Conclusion**

3.1. Brazil, Montevideo and Argentina representatives, under coordination of ICAO, are invited to:

- 1) Discuss about the basis of a Letters of Agreement to solve the problems caused by lack of coordination and lack of flight plan involving traffics flying through the related FIR.

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**Examples of lack of coordination in South of Atlantic FIR.**

<b>DATE:</b> 05/01/2010	<b>SHIFT:</b> 0700P-1530P
THT-702 from EGYPT to FHAW FL350, no one coordination between nearby ACC.	
<b>DATE:</b> 10/01/2010	<b>SHIFT:</b> 0700-1530P
THT-702, from EGYPT to FHAW, no one coordination between nearby ACC.	
<b>DATE:</b> 15/01/2010	<b>SHIFT:</b> 1530-2300P
THT-702 EGYPT/FHAW entered ATLANTIC airspace without any kind of coordination flying on FL370, after first contact the ACFT requested FL390. almost airprox with saa-223 flying from SBGR to FAJS on FL370.	
<b>DATE:</b> 17/01/2010	<b>SHIFT:</b> 1515/2300P
MAG401(A2523), EGYPT TO FHAW, contacted ATLANTIC ACC at 0048z at 46 00.00s\045 00.00w. after we contacted FIR EZEIZA to get information about the traffic they told us that they didn't know the traffic.	
<b>DATE:</b> 19/01/2010	<b>SHIFT:</b> 0700/1530P
THT702(EGYPT/FHAW),A2750. Observed RADAR PLOT ADS at 1506Z at position 3822S038164W on FL370. No one coordination from EZEIZA and Montevideo ACC.	
<b>DATE:</b> 22/01/2010	<b>SHIFT:</b> 2200-0700P
HFY651, From EGYPT to FHAW, entered Atlantic FIR with no coordination. First contact established at position 29S030W at 0147UTC, FL350.	
<b>DATE:</b> 27/01/2010	<b>SHIFT:</b> 0700:1530P
SQC7961(SAEZ-FAJS) FL350 without coordination at point 35S050W. The traffic reported unable contact with Ezeiza FIR.	
<b>DATE:</b> 27/01/2010	<b>SHIFT:</b> 2300:0700P
RRR2336(FHAW/FAUP). FPL was not received by Atlantic ACC. Only a DEP message hit Atlantic ACC after they asked to ASCENCION.	
<b>DATE:</b> 11-02-2010	<b>SHIFT:</b> 0700-2300P
SEY(FHAW/EGYPT) at 1339Z Montevideo refused to receive information about the traffic. So we forward the information about the traffic to Ezeiza ACC.	
<b>DATE:</b> 20-02-2010	<b>SHIFT:</b> 0700-1530P
MAG411, EGYPT/FHAW, FL310, REG/9GAXA. When the traffic was 200nm to ASCENCION, TWR ASCENCION send information about the traffic to Atlantic ACC. Until that time, Atlantic ACC knew nothing about the Traffic.	
<b>DATE:</b> 26/02/2010	<b>SHIFT:</b> 0700-1530P
SEY3221(EGYPT/FHAW), no one coordination from Montevideo or Ezeiza ACC.	
<b>DATE:</b> 26/02/2010	<b>SHIFT:</b> 1530-2300P
AEA907, SUMU/HRYR, Atlantic ACC received no one information about the FPL.	
<b>DATE:</b> 10/03/2010	<b>SHIFT:</b> 0700-1530P
SAA226 FAJS/SAEZ, A342, FL360. JOHANNESBURG Centre tried to contact Montevideo Centre but didn't get contact.	
<b>DATE:</b> 23/03/2010	<b>SHIFT:</b> 0700-1530P
SEY3221 EGYPT/FHAW FL270. No one coordination was made by Montevideo and Ezeiza Centre.	