



*International Civil Aviation Organization*

**The Sixth Meeting of the Bay of Bengal Reduced Horizontal Separation Implementation Task Force (BOB-RHS/TF/6) and the First Meeting of the South Asia/Indian Ocean ATM Coordination Group (SAIOACG/1)**

Bangkok, Thailand, 19 – 23 September 2011

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**Agenda Item 3: Operational Issues**

**LETTERS OF AGREEMENT BETWEEN STATES INVOLVED IN BOB-RHS 50 NM LONGITUDINAL SEPARATION**

(Presented by the Secretariat)

**SUMMARY**

The purpose of this working paper is to put forward a Draft Letter of Agreement for consideration by all States concerned in the implementation of RNP 10 operations applying 50 NM separation on RNAV routes depicted in WP04 to this meeting, as part of Phase 2 of the BOB-RHS Task Force programme.

**1. INTRODUCTION**

1.1 The BOB-RHS/TF/5 meeting, as part of the Phase 1 programme for implementation, agreed to 50 NM longitudinal separation along 4 RNAV routes, P628, L510, P762 and L571, with an on AIRAC Date 30 June 2011. Unfortunately, due to operational issues, two of these routes, P628 and L510 had to be deferred and reverted to Phase 2.

**2. DISCUSSION**

2.1 Attached is a Draft Letter of Agreement to be used by States to cover all agreed RNAV route specifications in BOB-RHS Phase 2 operations. This would also include the two RNAV routes which were carried over from Phase 1.

2.2 In the interest of harmony, where there is a difference in LOA formats used between two or more States, the meeting is encouraged to use the ICAO format for LOAs in this exercise.

2.3 In keeping with past ATS route improvement initiatives, the meeting is invited to consider their present Letter of Agreement with their respective neighbours and change as necessary to include the additional RNAV routes which will allow RNP 10 50 NM longitudinal separation across the FIR boundaries concerned as part of Phase 2 of the BOB-RHS task force project.

2.4 The list of RNAV routes which will be considered in Phase 2 are mentioned in WP03, paragraph 2.4 to this meeting.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) discuss the proposed attached Draft ICAO Letter of Agreement (LOA) to ensure a uniform document by all States concerned, taking into consideration all items which are necessary to be included in States' LOAs; and
- b) where a State would prefer to use another LOA format, this should to be compatible and agreeable with other neighbouring States involved in this bi-lateral arrangement.

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# ***Sample Letter of Agreement Between States and ATS facilities***

## **Letter of agreement between the Area Control Centre of XXX ACC and XXX ACC**

**Subject:** Procedures relating to the co-ordination and routing of IFR air traffic between the XXX ACC and the XXX ACC

### **1. INTRODUCTION**

1.1 **Effective date:** *xx December xxxx*

1.2 **Objective:** To establish procedures for the co-ordination and routing of IFR air traffic between the CTA/FIR of XXXX and XXXX

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 IFR aircraft that cross the common boundary of the CTA/FIRs of xxxxx and xxxxx.

### **2. CONTROL PROCEDURES**

2.1 **Routing of air traffic:** Except for prior co-ordination effected individually for each flight off airways, the air traffic between the CTA/FIRs of xxxx and xxxx shall be routed along ATS routes outlined in the respective AIPs.

#### **2.2 Separation**

##### *2.2.1 Vertical:*

2.2.1.1 The XX ACC shall assign flight levels in accordance with ICAO RVSM Standard of Cruising Levels Annex XX to all aircraft which enter the xx CTA/FIR on RNAV route(s) xx, xx, etc

2.2.1.2 The xx ACC shall assign flight levels in accordance with ICAO RVSM Standard of Cruising Levels Annex XX which xx CTA/FIR on RNAV route(s) xx, xx, etc

##### *2.2.2 Longitudinal:*

2.2.2.1 During the transfer of control, the minimum longitudinal separation to be used between aircraft flying at the same altitude on the same ATS route shall be 50 NM (no closing speed) at or above flight level xxx;

### 2.2.3 *Transfer of control points (TCP):*

2.2.3.1 ATS route IXXX/XXXXX (CTA/FIR boundary)

2.2.3.2 ATS route PYYY/XXXXX (CTA/FIR boundary)

## **3. CO-ORDINATION PROCEDURES**

### **3.1 General**

3.1.1 The co-ordination between the XXX ACC and the xxx ACC shall be effected in accordance with the Standards, Recommended Practices, and procedures prescribed by ICAO.

3.1.2 XXX direct speech circuit shall be used as the primary means of co-ordination for all active IFR air traffic.

3.1.3 The AFTN or more direct means will continue to be used for the forwarding of filed flight plans (FPLs).

3.1.4 Departure and arrival messages shall not be required for flight originating and terminating at airports located within the XXX and XXX CTA/FIR boundaries.

3.1.5 All co-ordination involving active IFR air traffic shall be forwarded to the appropriate ACC at least fifteen (15) minutes prior to the aircraft's estimate for the position serving as the co-ordination point for the ATS route involved.

#### 3.1.6 *Positions serving as co-ordination points:*

3.1.6.1 ATS route (route name) (CTA/FIR boundary 5 letter name code) more details if more than 1 route in LOA

3.1.6.2 In the event the above procedures cannot be carried out because of failure of the xxx direct speech circuit, co-ordination of all active IFR air traffic shall be effected as follows:

a) via the alternative direct speech circuits xxx and/or xxx;and,

if unable,

b) via AFTN

3.1.6.3 In the event of failure of the xxx and the xxx direct speech circuits, the ACC of xxx agree to act as relay for the affected ACC.

**3.2 Communications**

3.2.1 The transfer of the air-ground communications of an aircraft from the transferring ACC to the receiving ACC shall be made at least five minutes prior to entering the airspace of the receiving ACC.

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 xAx ACC shall transfer aircraft communications to the xBx ACC on frequency xxx.x MHz.

3.2.4 xBx ACC shall transfer aircraft communications to the xAx ACC on frequency XXX.X MHz.

**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 XXX or the xxx 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. DISSEMINATION**

5.1 The dissemination of the agreement and of 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.

5.2 This letter of agreement cancels the letter of agreement between the xxx ACC and the XXX ACC dated xxxxxxxx

Signed in xx on 25 xxxxx 2011.

Name and Position .....

Name and Position .....