



International Civil Aviation Organization
North American, Central American and Caribbean Office (NACC)
First NAM/CAR Air Navigation Implementation Working Group Meeting
(ANI/WG/1)
Mexico City, Mexico, 29 July to 1 August 2013

Agenda Item 4

Air Navigation Matters

4.2 Follow-up on the Implementation of the NAM/CAR Regional Performance Based Air Navigation Plan (NAM/CAR RPBANIP):

- **Progress reports of the former Sub-regional Working Groups on AIM, ATM and CNS fields.**

COOPERATION BETWEEN CANADA AND THE UNITED STATES

(Presented by Canada and the United States)

SUMMARY	
This paper provides an overview of the existing arrangements which support the effective cooperation and collaboration between Canada and the United States supporting the safe and effective provision of Air Navigation Services.	
Strategic Objectives:	<i>This information paper is related to Strategic Objectives:</i> A. <i>Safety – Enhance global civil aviation safety</i> B. <i>Security – Enhance global civil aviation security</i> C. <i>Environmental Protection and Sustainable Development of Air Transport</i>

1. Introduction

1.1 Canada and the United States have, even pre-dating the establishment of ICAO itself, coordinated closely with each other and formalized accords governing aviation and supporting services and infrastructure. Since the creation of NAV CANADA in 1996, numerous additional accords have been reached between it and the United States’ Federal Aviation Administration (FAA), to support the safety and efficiency of providing air navigation services.

1.2 The cooperation and collaboration between the United States and Canada extends to international forums, such as the North Atlantic Systems Planning Group where the two States play key roles in ensuring that NAT Regional planning and developments are aligned with those supporting North American domestic operations. Canada and the United States also cooperate closely in other multi-regional groups such as the Cross Polar Working Group (CPWG), the North American/European Air Traffic Flow Management Group (NAM/EUR ATFM), the Trans-Regional Airspace and Supporting Air Traffic Management (ATM) Systems Steering Group (TRASAS).

1.3 The FAA and NAV CANADA collaborate at the national, regional and unit levels through regular bilateral meetings in addition to the annual FAA/NAV CANADA Executive Bilateral Meeting.

1.4 The **Attachment** to this paper provides an overview of the main accords currently in force between Canada and the United States. It should be noted that many of these accords are further supplemented by subordinate agreements as required to formalize technical or operational details and procedures.

1.5 As can be seen by the number and scope of these accords, which include the Governments of the United States and Canada, their respective militaries, their respective transportation authorities along with their respective ANSPs, the cooperation and collaboration between the United States and Canada in the realm of international aviation is robust and well-functioning.

ATTACHMENT

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Main treaty level, technical and operational accords between Canada and the United States

Air Transport Agreement Between the Government of Canada and the Government of the United States of America

This is an open skies type agreement. Any number of airlines may be designated for service pursuant to the Agreement.

Agreement Between the Government of Canada and the Government of the United States of America for Promotion of Aviation Safety

This Agreement facilitates acceptance by each State of the other's airworthiness approvals and environmental testing and approval of civil aeronautical products, and qualification evaluations of flight simulators; acceptance of maintenance approvals and alterations or modifications and the approvals and monitoring of maintenance facilities and alteration of modification facilities, maintenance personnel, aviation training establishments, and flight operations of the other State; and provides for cooperation in sustaining an equivalent level of safety and environmental objectives with respect to aviation safety.

Air Navigation Services Agreement CON-I-7500 Between the Federal Aviation Administration Department of Transportation United States of America and NAV CANADA, a Non-Share-Capital Corporation Incorporated Under the Provisions of Part H of the Canadian Corporations Act

CON-I-7500 supports common objectives of providing and developing air navigation services, including ensuring the safe and efficient use of the navigable airspace and improving air traffic control operations within and between the airspace under respective control of the United States' Federal Aviation Administration (FAA) and NAV CANADA. Under this umbrella Agreement a number of Annexes have been formalized governing, *inter alia*, the sharing and exchange of information such as radar data, status of navigational aids, flight data, and traffic flow management data and cooperation on technical matters such as the Wide Area Augmentation System (WAAS).

North American (NAM) Common Coordination Interface Control Document (ICD) - VOLUME 1: Area Control Center (ACC) to ACC

The ICD itself was developed by Canada, Cuba, Mexico and the United States in collaboration with ICAO.

Included as an Attachment to the ICD is an Agreement between Canada and the United States to document the interface established between NAV CANADA and FAA en route automation systems supporting the automated exchange of ICAO flight data.

United States' FAA and NAV CANADA's National Operations Centre Letter of Agreement

This Agreement facilitates the safe and efficient movement of air traffic and establishes continuity of operations and Air Traffic Flow Management (ATFM) procedures between the FAA Air Traffic Control System Command Centre (ATSCC) and the NOC.

Arrangement on the Joint Financing of a North Atlantic Height Monitoring System

Canada and the United States, along with other parties, are signatories to this Arrangement.

North American RVSM monitoring

Through bi-lateral agreements with Canada and Mexico, the FAA has established the North American Approvals Registry and Monitoring Organization (NAARMO) as the official regional monitoring agency supporting implementation and continued safe use of the North American Reduced Vertical Separation Minimum (RVSM).

Open Skies Treaty

The Treaty establishes a regime of unarmed aerial observation flights over the entire territory of its participants. The Treaty is designed to enhance mutual understanding and confidence by giving all participants, regardless of size, a direct role in gathering information about areas of concern to them. Canada and the United States, along with 32 other States, are signatories to this Treaty

Altitude Reservations Agreements:

Altitude Reservations (East & West) and FAA Central Altitude Reservations Facility (CARF)
 Altitude Reservations (East & West) and United States' Air Force (USAF) European Central Altitude Reservation Facility
 These Agreements are supported by numerous Arrangements between individual Canadian ATS units and the appropriate Canadian Altitude Reservations Unit(s)

Agreements involving military authorities

There are a number of agreements in place between the military authorities of the United States and Canada governing such subjects as air refueling, intercept operations and overflight and landing rights with respect to military aircraft operations. These agreements are supplemented by sub-ordinate agreements between the respective military authorities and ATS units concerning specific procedures as required to support the highly cooperative relationship between the military authorities of the two States as well as their mutual concerns for security.

Other international agreements between Canada and the United States

There are a number of treaty level agreements which have been achieved via “mutual exchanges of notes” between the governments of the two States which relate to international aviation. Among these are agreements concerning search and rescue operations, the safe, orderly and efficient control of aircraft operating near the common boundaries and mutual recognition of certificates, licences and approvals.

Letters of Agreement between ATS units:

Note: for ease of presentation, these Agreements are listed by Canadian ATS unit.

Agreements between Edmonton Area Control Centre (ACC) and:

Anchorage Air Route Traffic Control Center (ARTCC)
 Salt Lake City ARTCC
 Seattle ARTCC

Agreement between Gander ACC and the New York ARTCC

Agreements between Moncton ACC and:

New York ARTCC
 Boston ARTCC
 New York ARINC

Agreements between Montréal ACC and:

- Boston ARTCC
- Cleveland ARTCC
- Burlington Control Tower
- Wheeler-Sack Approach Control

Agreements between Toronto ACC and:

- Cleveland ARTCC
- Boston ARTCC
- Minneapolis ARTCC
- Alpena Radar Approach Control
- Selfridge 127th Operations Group (Selfridge Approach)
- Erie Air Traffic Control Tower
- Buffalo Air Traffic Control Tower
- Green Bay, Wisconsin, Automated Flight Service Station

Agreements between Vancouver ACC and:

- Anchorage ARTCC
- Oakland ARTCC
- Seattle ARTCC
- Oakland ARTCC, Anchorage ARTCC, PAL Aerospace Ltd., and Transport Canada
- Bellingham Control Tower
- NAS Whidbey Approach

Agreements between Winnipeg ACC and:

- Minneapolis ARTCC
- Salt Lake ARTCC

Agreements between Windsor Control Tower and:

- Detroit Metropolitan TRACON
- Midwest ATC Detroit City Federal Contract Tower

Agreement between Gander International Flight Service Station and Anchorage ARTCC

Agreement between Sault Ste Marie Flight Service Station and Lockheed Martin Flight Services Eastern Service Area Washington Hub