

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Meeting/workshop of Air Traffic Management (ATM) Authorities and Planners (Lima, Peru, 18 to 21 July 2000)

Subject 3: Review of Letters of Operational Agreement (LOA) between ACCs involved

(Presented by the Secretariat)

1. Introduction

1.1 ICAO Doc 9426, Air Traffic Services Manual, indicates that international flights might not be able to be satisfactorily planned if no regional or bilateral agreements existed, to standardize airspace and air traffic, concerted on coordination. In order to comply with this objective, the different ATS units of the CAR/SAM regions, have agreed operational letters of agreement between adjacent units.

1.2 The implementation of RNAV routes Santiago/Lima-Miami and Sao Paulo/Rio-Miami, to be used in the tests and demonstrations and the agreements to be reached in this meeting, will appear as an appendix to the operational agreement between the ACCs of the routes involved and which will reflect clearly and concisely the way in which the air traffic of these tests and demonstrations will be coordinated.

2. Discussion

2.1 The meeting should study the need to establish this complement to the current operational agreements between ACCs affected by these routes of tests and demonstrations. This complementary appendix would include operational details which facilitate ATS coordination of these flights and that the same be carried out with a safety level similar to the rest of the regular air operations. Issues such as ATS routes, FL tables and SSR data, responsibility transference points, longitudinal separations in time/distance, frequencies and contingency procedures, among others, should be included to cover the ATS coordinations which would be current during the period of application of these tests and demonstrations.

2.2 It would be very convenient to develop a memorandum of understanding (MOU)

between providers of ATS services (ACCs) affected by tests and demonstrations and the participating airlines. This MOU would permit to define the standards and procedures applicable to these trials and ensure that the air operations during the tests and demonstrations be transparent not only for the ACCs but for the airlines as well.

2.3 A model of the complement to the letters of agreement between ACCs is included as **Appendix** to this working paper, for revision and adoption, with the modifications required, if necessary, by the meeting.

3. **Action suggested**

3.1 the meeting is invited to:

- a) review and adopt a model of the complement to the operational letters of agreement between ACCs involved by the RNAV test and demonstration routes shown as Appendix to this working paper; and
- b) develop a memorandum of understanding between the ATS Service Providers (ACCs) and Airlines participating in these tests and demonstrations.

Appendix

Complement model to operational letters of agreement between ACCs affected by tests and demonstration routes.

**APPENDIX 2
REFERENCE TABLE FOR THE TRANSFERENCE OF RESPONSIBILITIES
WITH RESPECT TO ATS RNAV ROUTE XXXXXXXX**

ATS ROUTE	FL TABLE AND SSR DATA TO BE ASSIGNED BY:				RESPONSIBILITY TRANSFERENCE POINTS AGREED TO ROUTE	MINIMA ESTABLISHED FOR LONGITUDINAL SEPARATION	
	ACC XXX		ACC XXX			TIME/ DISTANCE	REMARKS
1	2		3		4	5	6
	FL	SSR	FL	SSR			

Note 1: Numbers "1" and "2" indicate the series of IFR cruising levels shown in Appendix C to ICAO Annex 2 for tracks of 000° to 179° and 180° to 359°, respectively.

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Nota 1: El "1" y el "2" indican las series de niveles de crucero IFR enumerados en el Apéndice C del Anexo 2 de la OACI, para las derrotas de 000° a 179° y de 180° a 359°, respectivamente

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