

**International Civil Aviation Organization
UNDP/ICAO Regional Project RLA/98/003
Transition to the CNS/ATM Systems in the CAR and SAM Regions**

**Second Meeting/workshop of Air Traffic Management (ATM) Authorities and Planners
(Lima, Peru, 14 to 18 May 2001)**

Agenda Item 5: Review of the operational letters of agreement (LOA) between the ACCs involved.

(Presented by the Secretariat)

Summary

This working paper presents a model of complement to letters of operational agreement between ACCs affected by pre-operational trial and demonstration RNAV routes and as support to trials and demonstrations, proposes a text for conclusion.

References:

- Doc 9426 – Manual on air traffic services
- Report of the First Meeting/workshop of Air Traffic Management Authorities and Planners (Lima, 18-21 July 2000)
- Letters of Operational Agreement

1. Background

1.1. The Air Traffic Services Planning Manual (ICAO Doc 9426) indicates that international flights could not be satisfactorily planned if no regional or bilateral agreements existed to standardize airspace and air traffic, harmonized on a coordination basis. In order to comply with this purpose, the different ATS units of the CAR/SAM Regions have agreed on operational letters of agreement between adjacent units.

1.2. The implementation of RNAV routes Ezeiza-Miami, Sao Paulo-Los Angeles and Sao Paulo-Rio de Janeiro/New York, which will be used in trials and demonstrations and the agreements to be reached in this meeting, shall have to be placed at an appendix to the letter of operational agreement between ACCs affected by these routes, reflecting in a clear and accurate manner the way in which air traffic regarding this trials and demonstrations will be coordinated.

2. **Analysis**

2.1. The meeting shall study the need to study this complement to the current operational agreements between ACCs affected by these pre-operational trials and demonstrations routes. This complementary appendix would include operational details which the ATS coordination of these flights and that the same may be carried out with a safety level similar to that of the rest of regular air operations.

2.2. Issues such as ATS routes, table of SSR levels/data, responsibility transference points, longitudinal separations in time/distance, frequencies and contingency procedures, among others, should be included to cover ATS coordinations which should be current during the period of application of these trials and demonstrations.

2.3. As a reference, **Appendix A** is attached to this working paper, showing a model of Appendix to letters of Agreement between ACCs, as approved for its use during the First Meeting/workshop of ATM Authorities and Planners, for its revision and adoption, with some modifications, if applicable, by the meeting.

3. **Suggested action**

3.1. The meeting is invited to:

- a. Revise and adopt the model of Appendix to Letters of Operational Agreement between ACCs, as shown in **Appendix A** to this working paper; and
- b. Adopt the necessary agreements between ACCs involved of pre-operational trials and demonstrations routes.

Apéndice A

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**

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

Nota 1: Numbers "1" and "2" under columns 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, or based in previous agreements of the corresponding ACCs.