



## LETTER OF AGREEMENT

EFFECTIVE: DECEMBER 6<sup>TH</sup>, 2016.

SUBJECT: CANSO ATFM DATA EXCHANGE NETWORK FOR THE AMERICAS (CADENA) MEMBER ANSP AIR TRAFFIC MANAGEMENT AND COLLABORATIVE DECISION MAKING

The CADENA Members (hereafter referred to as Members) enter into this letter of agreement (LOA) to facilitate the safe and efficient movement of air traffic between and through Member air navigation service provider (ANSP) flight information regions (FIR).

**1. PURPOSE:** The purpose of this LOA is to facilitate the safe and efficient movement of air traffic and to establish continuity of operations through air traffic flow management (ATFM) and collaborative decision-making (CDM) procedures and processes between the Members. This LOA promotes communication, collaboration and coordination between the Members regarding ATFM and CDM measures. The information shared among CADENA members is only for the purpose of aviation use.

**2. SCOPE:** This agreement establishes a common regional, cross-border air traffic management (ATM) communications protocol, a seamless operational atmosphere that incorporates common operating procedures and practices, and a performance reporting and review structure and process. The procedures herein are for use by Members to provide normal and contingency ATFM services and for developing regional ATFM/CDM procedures. This LOA is a non-binding regional operational agreement and is not intended to replace any local agreements or any other LOAs between Members.

**3. BACKGROUND:**

a. CANSO's main objective is to support its Members in the provision of safe, efficient and cost-effective air navigation services worldwide. The CANSO Operations Standing Committee (OSC) provides operational leadership and expertise in the implementation of ATM improvements and identifies future technologies and procedures to help transform global ATM

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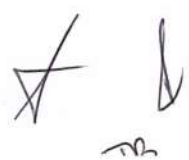
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performance. The collaborative work of the OSC with the CANSO Regional Directors is instrumental in helping Members achieve seamless airspace globally.

- b. ATFM and CDM do not necessarily mandate agreed tools and technology, but they do require a systematic timely communication process, collaboration and coordination with system stakeholders with regard to operational needs across the region.
- c. ATFM balances traffic demand with available capacity and contributes to the safety, efficiency, cost effectiveness and environmental sustainability of an ATM system.
- d. CADENA is composed of independent ANSPs, each with ATM authority for its respective FIR with no single ATFM authority managing the entire region.
- e. For effective demand and capacity balancing, as well as for capacity enhancement, a functioning regional ATFM service becomes a vital component of safe and efficient air traffic provision. The implementation of regional, networked ATFM requires the establishment of CDM practices among Members and multi-national stakeholders. These agreed practices should be inclusive, transparent, and provide opportunity for the exchange of operational information to facilitate a common situational awareness and enable strategic, pre-tactical, and tactical planning in a CDM environment of multilateral decision-making.
- f. Members acknowledge that there are varying levels of capability and readiness to implement ATFM and CDM procedures and protocols. Through the framework of CADENA, Members will determine the work plan including the development of: agreements that allow data exchange among ANSPs; a regional network that utilizes data exchange; and the implementation phases for regional ATFM/CDM.
- g. As ATFM continues to evolve and new procedures and technologies are developed and implemented, Members may agree to add appendices to this agreement to provide operational procedures for specific ATM activities.
- h. This LOA is in alignment with the practices and procedures specified in the International Civil Aviation Organization *Manual on Collaborative Air Traffic Flow Management (Doc 9971)*.



#### 4. RESPONSIBILITIES:

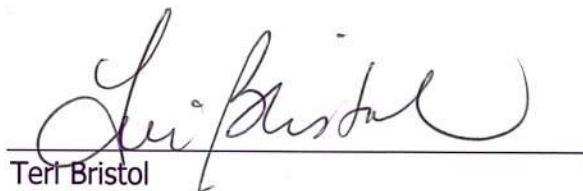
- a. Members will develop, implement and support the CADENA work plan.
- b. Members will establish and share with CADENA the capacities for normal operations of airspace sectors and airports under their jurisdiction.
- c. Due to different timeframes of the implementation of ATFM capabilities, all Member ANSPs agree to support and honor agreed ATFM measures.
- d. Member flow management units (FMUs) will be the primary points of contact for coordinating ATM initiatives between Members. Members will supply corresponding telephone numbers or other means of contact.
- e. Members will establish a communications structure and protocol for Members and stakeholders to discuss capacity and demand issues and operationally pertinent information in order to formulate plans and agree to ATFM measures, as needed.
- f. Members will implement and manage ATFM solutions, as necessary, to relieve congestion and to ensure the orderly flow of air traffic.
- g. Members will establish a regional structure and process to provide ATM performance feedback, review, and to share data on the impact of ATFM measures.
- h. As Member readiness matures and data sharing and technological ATFM solutions are integrated, bilateral or multilateral agreements may be established that specify the principal ATFM measures to be implemented (e.g., miles-in-trail, minutes-in-trail, reroutes, en route spacing programs, ground delay programs, airspace flow programs, and ground stops).
- i. Representatives appointed to participate in CADENA must have continuity and their participation should be consistent.

**5. IMPLEMENTATION:** The structures and procedures agreed in this LOA will be implemented by personnel at Member ANSPs.

**6. REVIEW PERIOD:** Members agree to participate in a yearly review of this agreement.



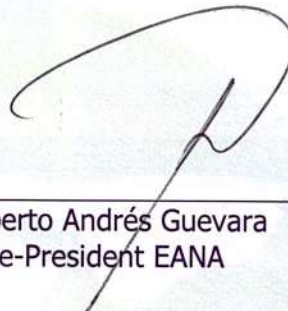
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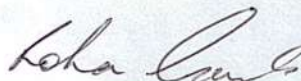
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