



International Civil Aviation Organization

CAR/SAM Regional Planning and Implementation Group (GREPECAS)

Second Meeting of the Task Force on Institutional Aspects (GT/AI/TF/2)

Caracas, Venezuela, 20-21 September 2005

IA/TF/02 - WP/07

09/09/05

Agenda Item 2: Review of potential operational scenarios in the CAR/SAM Regions for the implementation and administration of multinational facilities

DEFINITION OF MULTINATIONAL REGIONAL ORGANIZATION (MRO)

(Working Paper presented by Chile)

SUMMARY

Based on GREPECAS approval with regard to the concept of multinational facilities/services and considering the contribution made by the studies carried out within RLA/98/003 project, this Working Paper presents a proposal of definition for the Multinational Regional Organization (MRO) associated with the forthcoming implementation of CNS/ATM systems in the CAR/SAM regions. Suggested Action is presented in paragraph 4 of this Working Paper.

References:

- Global Air Navigation Plan for CNS/ATM systems (Doc 9750);
- ICAO Circular 257-AT/106;
- Report on the Eleventh Air Navigation Conference;
- Report of GREPECAS/12 Meeting; and
- Report of IA/TF/1 Meeting.

1. Background

1.1 In 1988 the Special Committee of ICAO on future air navigation systems (FANS) reported on the cost/benefit analyses for the new CNS/ATM systems. For this analysis the FANS used a specific approach with simplifications that were then considered reasonable in order to implement the new CNS/ATM systems. The FANS Committee presupposed that CNS/ATM systems would be fully implemented by 2010 through multinational regional organizations that manage the facilities to be provided for the benefit and protection of international air navigation. With regard to the above, project RLA/98/003 has produced studies on operational scenarios where multinational system would be implemented. This WP reviews and proposes a definition consistent with WP/3 which concludes that most suitable scenarios in CAR/SAM regions would be two: a complete CAR/SAM scenario and another scenario where CAR and SAM regions constitute an independent and inter-operable scenario. The systems to be considered in these scenarios are digital networks systems, ATFM, SBAS augmentation and AIS automation, which would be implemented in the short and medium terms, between 2005 and 2014, consistent with ICAO road map of operational initiatives (Appendix B, WP/2).

1.2 In this scenario it is necessary to establish a Multinational Regional Organization in order to be able to define the administrative agreements in this new scenario in which multinational facilities/services will be available as en route air navigation services providers and in the upper airspace of States adhering to this modality.

2. Discussion

2.1 Considering the ATM Global Operational Concept, which requires a services management system in order to attain an operational seamless regional airspace, several ATM functions in the CAR/SAM regions will have to be centralized and carried out by regional or at least sub-regional facilities and/or services.

2.2 For many years, and with the purpose of implementing the facilities recommended in ICAO Air Navigation Plan, many States have provided bilateral services from which both parties have benefited. Although bilateral agreements continue being the common practice, the new guidelines of the ATM Global Plan of ICAO, technological developments, the high costs implied in the purchase of CNS/ATM systems make it necessary to determine a viable alternative for the establishment of a Multinational Regional Organization (MRO) in charge of managing jointly, between several States of the region, the facilities and services aimed at the protection of international air navigation.

2.3 Once the above has been established, it is deemed convenient to include in a single definition the Multinational Regional Organization (MRO) and the multinational air navigation facility or service of ICAO. The following definition is proposed:

“International entity of regional/subregional scope established by an agreement signed by interested States with the purpose of serving international air navigation in the airspace under its responsibility/jurisdiction for the provision of multinational services, as set forth in the corresponding ANP, which has the appropriate legal capacity, giving it the privileges of autonomous administrative, financial and operational management in order to attain the objectives for which it was established”.

3. Conclusion

3.1 CAR/SAM regions are making progress in the study of institutional aspects and associated matters which allow the implementation of multinational facilities /services identified by GREPECAS in the CNS/ATM environment and associated with ATFM, AIS automation and SBAS augmentation. To this effect it is necessary to structure and adopt a definition of the organization responsible for the provision of these services to air navigation. Once the definition has been established it will be possible to determine the elements associated with it, which will make it possible to implement the actions required by each situation.

3.2 It is deemed that the above definition establishes the characteristics, guidelines, responsibilities and the MRO scope, whether this operates at a regional level – incorporating all SAM States – or if it is composed only of some States of certain geographical areas of the SAM Region i.e. sub-regional, for example; Atlantic zone or Pacific zone.

4. **Suggested Action**

4.1 The meeting is invited to review the information presented in this working paper for :

- a) evaluating the definition of Multinational Regional/Subregional Organization proposed in this WP; and
- b) adopting the definition of a Multinational Regional/Subregional Organization.

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