

Message Text

UNCLASSIFIED

PAGE 01 MONTRE 00194 01 OF 02 072245Z

ACTION EB-08

INFO OCT-01 EUR-12 ISO-00 AF-08 ARA-10 EA-09 NEA-10 IO-13

L-03 SS-15 NSC-05 SSO-00 NSCE-00 USIE-00 INRE-00 PA-02

PRS-01 CAB-05 CIAE-00 COME-00 DODE-00 DOTE-00 INR-07

NSAE-00 CIEP-02 FAA-00 OIC-02 /113 W

-----072308Z 087489 /64

O 072150Z FEB 77

FM AMCONSUL MONTREAL

TO SECSTATE WASHDC IMMEDIATE 8557

UNCLAS SECTION 1 OF 2 MONTREAL 194

E. O. 11652: N/A

TAGS: PORG, EAIR, ICAO

SUBJ: ICAO: DEN/ICE III CONFERENCE, AGENDA ITEM 5 (FRG PROPOSAL)

REF: STATE 26051

1. FOLLOWING IS TEXT OF PROPOSED WORKING PAPER ON AGENDA ITEM 5 PRESENTED BY FEDERAL REPUBLIC OF GERMANY.

QUOTE: AGENDA ITEM 5: REVIEW OF THE FOLLOWING ARTICLES OF THE DANISH AND ICELANDIC JF AGREEMENTS: ARTICLE II; ARTICLE VII, PARA 1; AND ARTICLE IX, PARA 1.

1. INTRODUCTION:

1.1 THE INTENT OF THIS PAPER IS TO INITIATE A DISCUSSION ABOUT THE AERONAUTICAL BENEFITS DERIVED FROM THE FACILITIES AND SERVICES PROVIDED UNDER THE TWO AGREEMENTS AND OF THE RELATED PRINCIPLES OF COST SHARING COVERED BY THE APPROPRIATE ARTICLES OF THE AGREEMENTS.

1.2 THIS IS NECESSARY BECAUSE THE DISCUSSIONS IN THE SPECIAL NORTH ATLANTIC PANEL REVEALED CONSIDERABLE CHANGES IN TRAFFIC FLOW, TRAFFIC PATTERNS, NAVIGATIONAL CAPABILITY OF AIRCRAFT AND IN THE STAGE LENGTH OF FLIGHTS OVER THE NORTH ATLANTIC DURING THE LAST 20 YEARS. THE POSSIBLE CONSEQUENCES
UNCLASSIFIED

UNCLASSIFIED

PAGE 02 MONTRE 00194 01 OF 02 072245Z

OF THESE CHANGES WITH REGARD TO THE PRINCIPLES OF COST SHARING COULD NOT BE DISCUSSED IN ANY DETAIL BY THE SPECIAL NORTH ATLANTIC PANEL BECAUSE THIS WAS BEYOND ITS TERMS OF REFERENCE.

2. DISCUSSION

2.1 WHEN THE PRINCIPLES OF COST SHARING IN THE TWO JF AGREEMENTS

OF 25 SEPTEMBER 1956 WERE AGREED UPON, THE ABSOLUTE NUMBER OF THE ANNUAL AIR TRANSPORT OPERATIONS BETWEEN -EUROPE AND ICELAND/GREENLAND, -NORTH AMERICA AND GREENLAND/ICELAND AS WELL AS -GREENLAND AND ICELAND WAS EXTREMELY LOW COMPARED WITH THE ANNUAL TOTAL NUMBER OF COMPLETE NORTH ATLANTIC CROSSINGS. THE NUMBER OF FLIGHTS WHICH CROSSED ONLY PART OF THE NORTH ATLANTIC WAS ON THE AVERAGE 11.5 PER WEEK DURING THE YEAR 1956.

THE PERCENTAGE OF THESE PARTIAL CROSSINGS IN RELATION TO THE NUMBER OF COMPLETE CROSSINGS WAS IN 1956 2.4 O/O ONLY.

2.2 IN THE LIGHT OF THIS SITUATION IN 1956, IT WAS APPRECIATED BY THE USER STATES THAT DENMARK AND ICELAND COULD BE EXPECTED TO PROVIDE THE VERY COSTLY FACILITIES AND SERVICES FOR THE OPERATION OF THE NORTH ATLANTIC TRAFFIC ONLY IF THE MAJOR PART OF THE TOTAL COSTS WOULD BE BORNE BY THE USER STATES. ACCORDINGLY, THIS WAS AGREED UPON IN THE PRINCIPLES OF COST SHARING LAID DOWN IN THE RESPECTIVE ARTICLES II, VII, AND IX OF THE TWO AGREEMENTS. IN DOING SO, RECOGNITION WAS ALSO GIVEN TO THE FACT THAT:

-METEOROLOGICAL INFORMATION WAS OF CONSIDERABLE IMPORTANCE FOR NORTH ATLANTIC OPERATIONS AND CONSEQUENTLY EXTENSIVE COSTS HAD TO BE BORNE FOR THE PROVISION OF SUCH INFORMATION, PRIMARILY FOR THE BENEFIT OF OVERFLYING TRAFFIC;
-NORTH ATLANTIC FLIGHTS WERE LARGELY DEPENDENT UPON THE PROVISION OF LONGE RANGE NAVIGATION FACILITIES LOCATED IN UNCLASSIFIED

UNCLASSIFIED

PAGE 03 MONTRE 00194 01 OF 02 072245Z

GREENLAND AND ICELAND AND -AIRPORTS SUCH AS KEFLAVIK, WITH REYKJAVIK AS ALTERNATE, WERE EXTENSIVELY USED FOR REFUELING BY THE FLIGHTS PERFORMING COMPLETE NORTH ATLANTIC CROSSINGS, ALTHOUGH SUCH USE OF THESE AIRPORTS DID NOT RESULT IN ANY SIGNIFICANT BENEFITS TO THE ECONOMY OF THE PROVIDER STATES.

2.3 AT THE PRESENT TIME THE SITUATION HAS COMPLETELY CHANGED. THE STATISTICAL DATA FOR 1975 SHOW THE FOLLOWING:

THE WEEKLY AVERAGE OF PARTIAL CROSSINGS BETWEEN - EUROPE AND ICELAND/GREENLAND, - NORTH AMERICA AND GREENLAND/ICELAND AND - GREENLAND AND ICELAND HAS RISEN TO 117 FLIGHTS. THIS REPRESENTS A TEN TIMES INCREASE IN COMPARISON WITH THE FIGURES OF 1956.

THE CORRESPONDING PERCENTAGE OF THE PARTIAL CROSSINGS IN RELATION TO THE ANNUAL TOTAL NUMBER OF COMPLETE CROSSINGS

HAS INCREASED FROM 2.4 O/O IN 1956 TO 7.03 O/O IN 1975 WHICH STRONGLY SUGGESTS A COMPARATIVE INCREASE IN THE NATIONAL BENEFIT OF THE PROVIDER STATES BEING DERIVED FROM THE PROVISION OF THE RELEVANT FACILITIES AND SERVICES.

2.4 EQUALLY, THE AERONAUTICAL REQUIREMENTS HAVE CHANGED AS A CONSEQUENCE OF CONSIDERABLE CHANGES IN TRAFFIC FLOW, TRAFFIC PATTERNS, NAVIGATIONAL CAPABILITY OF AIRCRAFT AND STAGE LENGTH OF FLIGHTS OVER THE NORTH ATLANTIC. AS A RESULT OF THE IMPLEMENTATION OF THE SNAP-RECOMMENDATIONS THE PROPORTIONAL COST FOR THE METEOROLOGICAL SERVICES WILL BE VERY MUCH REDUCED. MOREOVER, THE ORGINALLY HIGH EXPENSES FOR RADIO NAVIGATION FACILITIES WILL BECOME COMPARATIVELY LOW AFTER THE WITHDRAWAL OF THE LORAN STATIONS AND THE INTRODUCTION OF THE MINIMUM NAVIGATION PERFORMANCE SPECIFICATIONS (MNP). KEFLAVIK AIRPORT AS AN ALTERNATE FOR NORTH ATLANTIC TRAFFIC HAS NO MORE IMPORTANCE TODAY THAN UNCLASSIFIED

UNCLASSIFIED

PAGE 04 MONTRE 00194 01 OF 02 072245Z

MANY OTHER AIRPORTS ON ATLANTIC ISLANDS. HOWEVER, THE REQUIREMENTS FOR THE PROVISION OF AIR TRAFFIC SERVICES AND RELATED COMMUNICATION FACILITIES HAVE MEANWHILE VERY MUCH INCREASED AND IN CONTRAST TO THE SITUATION 20 YEARS AGO THESE SERVICES REPRESENT NOW ONE OF THE MOST SIGNIFICANT COST FACTORS IN THE DANISH JF AGREEMENT.

UNCLASSIFIED

NNN

UNCLASSIFIED

PAGE 01 MONTRE 00194 02 OF 02 072250Z

ACTION EB-08

INFO OCT-01 EUR-12 ISO-00 AF-08 ARA-10 EA-09 NEA-10 IO-13
L-03 SS-15 NSC-05 SSO-00 NSCE-00 USIE-00 INRE-00 PA-02
PRS-01 CAB-05 CIAE-00 COME-00 DODE-00 DOTE-00 INR-07
NSAE-00 CIEP-02 FAA-00 OIC-02 /113 W
-----072308Z 087562 /64

O 072150Z FEB 77

FM AMCONSUL MONTREAL

TO SECSTATE WASHDC IMMEDIATE 8558

UNCLAS SECTION 2 OF 2 MONTREAL 194

2.1 TODAY'S TRAFFIC SITUATION OVER THE NORTH ATLANTIC, AS FAR AS THE RELATIONSHIP BETWEEN COMPLETE CROSSINGS AND PARTIAL CROSSINGS IS CONCERNED, CAN BE DESCRIBED AS FOLLOWS:

- COMPLETE CROSSING OPERATIONS ARE NORMALLY BEING PERFORMED IN LEVEL FLIGHT IN THE AIRSPACE AROUND ICELAND AND GREENLAND AND, THEREFORE, DO NOT CAUSE PARTICULAR AIR TRAFFIC CONTROL PROBLEMS. MOST OF THE AIR TRAFFIC CONTROL PROBLEMS CONNECTED WITH COMPLETE CROSSINGS HAVE TO BE SOLVED BY THE AIR TRAFFIC CONTROL SERVICES OF THE STATES BORDERING THE OCEAN. ATC PROBLEMS IN THE ICELANDIC AIRSPACE RESULT TO A CONSIDERABLE EXTENT FROM TRAFFIC INBOUND TO OR OUTBOUND FROM ICELAND; ONLY PART OF THE PROBLEMS CAN BE ATTRIBUTED TO RANDOM TRAFFIC. THE CONTROL OF THE INBOUND AND OUTBOUND TRAFFIC IS OF DIRECT BENEFIT TO THE PROVIDER STATE WHICH IS SERVED BY THESE AIR TRANSPORT FLIGHTS.
- AFTER THE INTRODUCTION OF THE MNPS, COMPLETE CROSSING FLIGHTS OVER THE NORTH ATLANTIC WILL NEED LITTLE OR NO NAVIGATIONAL ASSISTANCE FROM GROUND STATIONS OF THE TWO PROVIDER STATES. COMPLETE CROSSINGS, ON ACCOUNT OF THEIR PERFORMANCE CAPABILITIES, ARE MUCH LESS EXPOSED TO ADVERSE WEATHER AND ACCORDINGLY REQUIRE LESS WEATHER INFORMATION. HOWEVER, NAVIGATIONAL FACILITIES AND METEOROLOGICAL SERVICES ARE EXTENSIVELY REQUIRED FOR ALL PARTIAL CROSSINGS WHICH EXECUTE THEIR DESCENT AND CLIMB AS WELL

UNCLASSIFIED

UNCLASSIFIED

PAGE 02 MONTRE 00194 02 OF 02 072250Z

AS TAKE-OFF AND LANDING AT AIRPORTS IN GREENLAND AND ICELAND.

3. PROPOSAL

3.1 ON THE BASIS OF THE STATISTICAL EVIDENCE AND THE REASONS DESCRIBED ABOVE IT IS PROPOSED THAT A STUDY BE CARRIED OUT TO DETERMINE WHETHER THE DEVELOPMENT OF THE NORTH ATLANTIC AIR TRAFFIC OVER THE LAST 20 YEARS STILL JUSTIFIES THE APPLICATION OF THE PRINCIPLES OF COST SHARING AS LAID DOWN IN ARTICLES II, VII PARA. 1, AND IX PARA. 1 OF THE TWO JF AGREEMENTS.

3.2 WHEN CONDUCTING THE STUDY, SPECIAL CONSIDERATION SHOULD BE GIVEN TO:

- A) THE CHANGED OPERATIONAL REQUIREMENTS OF COMPLETE NORTH ATLANTIC CROSSINGS IN COMPARISON WITH THOSE OF PARTIAL CROSSINGS,
- B) POSSIBLE CHANGES IN THE NATIONAL BENEFIT DERIVED BY USER AND PROVIDER STATES FROM THE PROVISION OF FACILITIES AND SERVICES UNDER THE TERMS OF THE TWO AGREEMENTS AND
- C) WHAT CHANGES OF THE PRESENT COST SHARING SHOULD BE INTRODUCED IN CONSEQUENCE OF THE RESULTS OF A) AND B) ABOVE. UNQUOTE

HARPER

UNCLASSIFIED

NNN

Message Attributes

Automatic Decaptioning: X
Capture Date: 01-Jan-1994 12:00:00 am
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: MEETING AGENDA, AIR TRANSPORTATION, NAVIGATIONAL AIDS
Control Number: n/a
Copy: SINGLE
Sent Date: 07-Feb-1977 12:00:00 am
Decaption Date: 01-Jan-1960 12:00:00 am
Decaption Note:
Disposition Action: n/a
Disposition Approved on Date:
Disposition Case Number: n/a
Disposition Comment:
Disposition Date: 01-Jan-1960 12:00:00 am
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1977MONTRE00194
Document Source: CORE
Document Unique ID: 00
Drafter: n/a
Enclosure: n/a
Executive Order: N/A
Errors: N/A
Expiration:
Film Number: D770043-0925
Format: TEL
From: MONTREAL
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1977/newtext/t19770267/aaaachai.tel
Line Count: 225
Litigation Code IDs:
Litigation Codes:
Litigation History:
Locator: TEXT ON-LINE, ON MICROFILM
Message ID: 3508d9ca-c288-dd11-92da-001cc4696bcc
Office: ACTION EB
Original Classification: UNCLASSIFIED
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 5
Previous Channel Indicators: n/a
Previous Classification: n/a
Previous Handling Restrictions: n/a
Reference: 77 STATE 26051
Retention: 0
Review Action: RELEASED, APPROVED
Review Content Flags:
Review Date: 18-Oct-2004 12:00:00 am
Review Event:
Review Exemptions: n/a
Review Media Identifier:
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
SAS ID: 3392001
Secure: OPEN
Status: NATIVE
Subject: ICAO: DEN/ICE III CONFERENCE, AGENDA ITEM 5 (FRG PROPOSAL)
TAGS: PORG, EAIR, CA, ICAO
To: STATE
Type: TE
vdkgvkey: odbc://SAS/SAS.dbo.SAS_Docs/3508d9ca-c288-dd11-92da-001cc4696bcc
Review Markings:
Margaret P. Grafeld
Declassified/Released
US Department of State
EO Systematic Review
22 May 2009
Markings: Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 22 May 2009