



ICAO

International Civil Aviation Organization
North American, Central American and Caribbean Office

WORKING PAPER

MEVA/TMG/37 — WP/10
27/07/22

**Thirty Seventh MEVA Technical Management Group Meeting
(MEVA/TMG/37)**

Mexico City, Mexico, 8 to 10 August 2022

- Agenda Item 3: CANSNET Project**
3.2 Analysis of the Administrative, Technical, and Operational Requirements of Each State that Must Be Integrated Into the Project Document

OPPORTUNITIES FOR TCB COST EFFICIENCIES

(Presented by the United States)

EXECUTIVE SUMMARY	
Similar requirements for CANSNET and REDDIG may lead to TCB cost efficiencies.	
Action:	Suggested actions are presented in Section 4.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Economic Development of Air Transport
<i>References:</i>	<ul style="list-style-type: none">• Thirty Sixth MEVA Technical Management Group Meeting (MEVA/TMG/36) June 2021 - https://bit.ly/3S8pbj9

1. Introduction

1.1 The existing MEVA III contract terminates in March 2025; a replacement network is expected by the end of 2024. Similarly, the existing REDDIG network must be replaced by the end of 2024. There are opportunities for collaboration between ICAO NACC and SAM Regional Offices.

2. Discussion

2.1 ANSPs worldwide are seeking interconnections with greater bandwidth and improved reliability in order to support increased automation and collaboration.

2.2 Many of the factors that led to a satellite-based MEVA architecture have been removed. CANSNET is anticipated to be a highly reliable core terrestrial IP network capable of supporting greater bandwidths and improved connection efficiencies. The selected CANSNET service provider is expected to offer differing access methods such that States can implement their desired access redundancy.

2.3 Members of the REDDIG regional project are seeking similar functionality for the next generation of the REDDIG network. Both CANSNET and REDDIG projects are likely to use the ICAO Technical Cooperation Bureau (TCB) for the acquisition of a service provider.

2.4 Rather than perform identical, concurrent market search and acquisition functions for both ICAO NACC and SAM regions, the ICAO Regional Offices and TCB should explore what efficiencies can be achieved by combining NACC and SAM activities for the benefit of reduced cost to the States.

3. Conclusions

3.1 The ICAO NACC and SAM Regional Offices have requirements for network replacements that are similar within the same timeframe. The TCB may be able to combine activities and reduce the cost to States.

4. Suggested actions

4.1 The meeting is respectfully encouraged to:

- a) review the information presented in this Working Paper; and
- b) discuss its contents and make appropriate recommendations.