



International Civil Aviation Organization

NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN OFFICE

Twenty-Eighth Eastern Caribbean Working Group Meeting (28 E/CAR WG)

Montserrat, 26 to 30 April 2004

28 E/CAR WG – WP/17

05/04/04

Agenda Item 2: General Air Navigation Matters
2.2 Deficiencies

CNS DEFICIENCIES IN THE EASTERN CARIBBEAN REGION
HF COMMUNICATIONS (PIARCO FIR)

(Presented by Trinidad and Tobago)

SUMMARY

This working paper advises the E/CAR IWG of the work done by Trinidad and Tobago with regards to resolution of the deficiency in HF SSB communications within the Piarco FIR/UIR.

References:

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| <ul style="list-style-type: none">• Summary of Discussions and Conclusions 27th Eastern Caribbean Informal Working Group Meeting, Antigua 2003• Summary of Discussions and Conclusions 26th Eastern Caribbean Informal Working Group Meeting, Barbados 2002• 25th E/CAR IWG Conclusion 25/10 |
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1. Introduction

1.1 The following is reiterated for the reference of the meeting:

- Discussions as stated in para. 4.4 of the Report of the 26th Meeting of the E/CAR/IWG held in Barbados 03 to 07 June 2002.

1.2 Discussions were held in Trinidad and Tobago with senior personnel of the ICAO Procurement Section, in order that technical assistance may have been achieved in a timely manner with respect to procurement and request for funds which had been made to the appropriate authority to conclude transactions.

2. Discussion

2.1 Trinidad and Tobago, as custodian of the Piarco Flight Information Region and with commensurate responsibility for aeronautical communications in the Oceanic Areas continues to follow up on its report made to the 27th E/CAR/IWG via WP23.

2.2 In that Document it would be recalled that Trinidad and Tobago held discussions and signed a contract with ICAO Technical Corporation Bureau Procurement Section for the procurement of HF SSB equipment to meet the responsibilities of the Piarco FIR/UIR for HF Communications.

2.3 Reported also was the fact that a contract was signed between the successful tenderer and ICAO on behalf of Trinidad and Tobago on 2002 September 30 for delivery of a complete HF SSB System to Trinidad and Tobago with a completion date of eighteen (18) months.

2.4 The projected date for the provision of new reliable HF SSB communications equipment was then the first quarter of 2004.

2.5 At the Factory Acceptance Test (FAT) for the HF SSB from the Supplier in February 2004, a number of deficiencies were identified relating to the tendered technical specifications and intent of operation of the equipment. Some of these were considered major and have temporarily delayed the acceptance of the equipment.

2.6 The Supplier met with ICAO Procurement Section and their Technical Experts in March 2004 toward mutual understanding of the problem and to seek an early resolution and implementation of the solution.

2.7 Upon rectification and resolution of the identified deficiencies a second FAT will be conducted to confirm compliance with the technical specifications requested. This is scheduled for the end of June 2004.

2.8 The completion of the project is now anticipated to be 15 September 2004.

2.9 In the meantime, there continues to exist an arrangement with New York Aeronautical Radio Inc. Communications Centre (ARINC) whereby ARINC will relay the required ATC reporting and/or Flight Information exchange to Piarco, if flights are unable to contact Piarco Radio via HF.

2.10 In this regard, the TTCAA met with representatives of ARINC on 02 March 2004 to formalize the arrangement and sign a Memorandum of Understanding (MOU) prescribing procedures to be used between Piarco Area Control Centre (ACC) and ARINC for the relay and delivery of ATC clearances.

2.11 The anticipated total down time during cutover of the old system to the new system is at maximum two weeks and minimum three days. During this time the arrangement will be modified to reflect ARINC as the sole point of contact.

3. Conclusion

3.1 Trinidad and Tobago fully accepts responsibility for the provision of a safe and reliable service in the airspace entrusted to it as custodian of the Piarco FIR/UIR and as such has made a firm commitment by investing a significant sum of money in replacement equipment to fulfil its obligations.

3.2 While we are committed to the provision of a satisfactory service in the shortest possible time, we are also mandated to provide equipment that meets all the technical requirements and can provide the range of functionalities as per ICAO Annex 10 specifications.

4. Suggested action

4.1 The meeting is invited to take note of the contents of this Working Paper.