



Agenda Item 3: Specific Air Navigation Activities and Developments
3.6 Communications, Navigation and Surveillance (CNS)

REVIEW OF THE REPORT OF THE E/CAR RADAR SHARING TASK FORCE

(Presented by France)

SUMMARY	
This working paper aims to review the work done and the conclusions adopted by the meetings of the Eastern Caribbean Radar Sharing Task Force (E/CAR RSTF)	
References:	
<ul style="list-style-type: none">• Report of the 2nd E/CAR RSTF Meeting (27th E/CAR IWG – IP/06)	

1. History of the meeting

1.1 The Radar Sharing Task Force (RSTF) was created by the 22nd Eastern Caribbean Working Group in 1998.

1.2 The first RSTF Meeting was held in June 1999 at the headquarters of the Direction Régionale de l'Aviation Civile at Fort de France, in Martinique. A Meeting report was disseminated.

1.3 The following E/CAR IWG meetings repeated the high interest of having this task continued and the 26th E/CAR IWG adopted the following conclusion:

CONCLUSION 26/13 E/CAR RADAR DATA SHARING TASK FORCE

That,

- a) the E/CAR Radar Data Sharing Task Force should be maintained and continue its work programme;*
- b) France continue as Coordinator of the Task Force;*
- c) a meeting of the Task Force should be held by 31st October 2002; and*
- d) the results of this Radar Task Force meeting be submitted to the next meeting of the E/CAR IWG.*

1.4 The second meeting of the RSTF took place from the 13th to the 15th of November 2002, at the Hotel Carayou, Trois Ilet, Martinique. Ten conclusions were adopted. A Meeting report was disseminated.

2. Suggested Action

2.1 The Meeting is invited to review the RTSF Meeting conclusions contained in the Reports and summarise in the **Appendix** to this working paper.

APPENDIX

STATUS OF RADAR SHARING TASK FORCE MEETINGS CONCLUSIONS

RSTF1 MEETING

(Fort de France, Martinique, June 1999)

CONCLUSIONS	STATUS
CONCLUSION 1/1	
WORK PROGRAM (RSTF/1, §1)	
<i>The work program of the RSTF was amended by addition of an item 11: Training aspects (operational and technical) of radar dissemination.</i>	COMPLETED
CONCLUSION 1/2	
HOSTING (RSTF/1, §1-3)	
<i>The venue of the second meeting should be Trinidad and Tobago, subject to Aviation Authorities approval to be confirmed by mid August 1999. In case of impossibility, Antigua and Barbuda could be considered, subject to Aviation authorities approval to be confirmed by the end of September 1999. If none of this propositions could be realized, France could host the meeting</i>	COMPLETED
CONCLUSION 1/3	
RADAR COVERAGE (RSTF/1, § 2-2)	
<i>Considering that many of the potential users of the radar image handle approach units, the meeting agreed that there was need to draw at least four coverage charts at 3000, 5000, 10 000 and 20 000 ft, an optional 15 000 ft being interesting. Barbados, OECS for Antigua and Trinidad and Tobago commit themselves to try to provide the appropriate charts. The task force recognize the high interest to have available digitized terrain for all the E/CAR islands (St. Lucia, Martinique, Dominica and Guadeloupe already exist)</i>	ON GOING
CONCLUSION 1/4	
COLLECTION OF THE RADAR REFERENCES (RSTF/1, § 2-3)	
<i>Following a proposal from the FAA, it was agreed by the meeting that each radar station operator shall provide the characteristics of their equipment.</i>	ON GOING

CONCLUSIONS	STATUS
CONCLUSION 1/5	
RADAR MESSAGES FORMAT (RSTF/1, § 2-4)	
<p><i>It was agreed that, DACOTA software being developed to support ASTERIX cat 001 and cat 002 for input and cat 030 for output, the first implementation will use these categories.</i></p> <p><i>However, the meeting agreed that there is need to support ASTERIX cat 034 and 048.</i></p> <p><i>It was reported that French technical experts have planned to upgrade the DACOTA software to support cat 034 and 048.</i></p> <p><i>France will provide the meeting with a schedule for this software upgrade as soon as it is available.</i></p>	ON GOING
CONCLUSION 1/6	
FIRST STAGES OF REMOTING (RSTF/1, § 3-1)	
<p><i>The meeting agreed to adopt a method similar to the French one before the implantation of radar approach services.</i></p> <p><i>For the calculation of the MRSAs, there is need to utilize digital mapping of the islands. Presently only Guadeloupe, Dominica, Martinique and St. Lucia digital charts are available. The meeting agreed that each State/Organization to make available the appropriate data for its country.</i></p>	ON GOING
CONCLUSION 1/7	
SAINT LUCIA (RSTF/1, § 3-2-1)	
<p><i>a) It was also recognized that direct French/St. Lucian (with OECS) contact could help in the resolution of this item, all technical progress being reported to the task force.</i></p> <p><i>b) OECS and St. Lucia will provide the detailed technical and operational requirements to France.</i></p>	<p>a) ON GOING</p> <p>b) COMPLETED</p>
CONCLUSION 1/8	
TRINIDAD AND TOBAGO (RSTF/1, § 3-2-2)	
<p><i>The task force agreed that based on the versatility and all the technical capabilities of PC based displays, it would be advantageous for Trinidad and Tobago to consider implementing this technology as soon as possible.</i></p>	ON GOING

CONCLUSIONS	STATUS
CONCLUSION 1/9	
OTHER UNITS NEEDS (RSTF/1, § 3-3)	
<p>a) OECS indicated that the method of implementation described for St. Lucia could be applied to any other interested OECS State.</p> <p>b) The task force agreed to analyze at its next meeting the most efficient way to provide Grenada and St. Vincent with radar coverage.</p> <p>c) It was agreed by the task force that any interim installation should be compatible with the final radar and display system.</p> <p>d) The US representative underlined that FAA is continuing international discussions to determine if a requirement exists to use E/CAR radar data for ATC purposes.</p> <p>However, the task force was indicated that there was already a requirement for transmission of flight plan data and updated position reports on airborne flights, to be used for ATM purposes (i.g. Flow control management).</p>	<p>a) ON GOING</p> <p>b) ON GOING</p> <p>c) ON GOING</p> <p>d) ON GOING</p> <p>e) ON GOING</p>
CONCLUSION 1/10	
FINAL GOAL (RSTF/1, § 3-4)	
<p>a) The final goal is to build a common seamless image for the E/CAR region.</p> <p>This multiradar image will be processed by the DACOTA Surveillance Data Processing and Distribution (SDPD) with the information received under ASTERIX format from any available antenna of the region (Trinidad and Tobago, Barbados, Martinique, Guadeloupe, Antigua and Barbuda St. Martin and Puerto Rico).</p> <p>b) The result of this processing will be made available under ASTERIX format, through the new IACL digitized network, to any interested ATS unit of the E/CAR region.</p>	<p>a) ON GOING</p> <p>b) ON GOING</p>
CONCLUSION 1/11	
OPERATIONAL TRAINING (RSTF/1, § 3-5-1)	
<p>The task force underlined also the need to implement periodical medical checks</p> <p>OECS recommended the need to have training available in the region.</p> <p>Trinidad and Tobago indicated that they will investigate the possibility of providing radar training.</p>	ON GOING
CONCLUSION 1/12	
TECHNICAL TRAINING (RSTF/1, § 3-5-2)	
<p>All implementation of new equipment should be done with the appropriate support training.</p> <p>The task force also agreed to the need for ASTERIX training.</p>	

CONCLUSIONS	STATUS
CONCLUSION 1/13	
STATES AGREEMENTS (RSTF/1, § 4-1)	
<p>a) <i>It was agreed by the task force that agreements committing Radar antenna operators to provide their radar data to the DACOTA system will be needed prior to define the final architecture of the E/CAR radar system.</i></p> <p>b) <i>Barbados, Netherlands Antilles for St. Martin, OECS for Antigua and Barbuda, Trinidad and Tobago and United States of America shall provide the addresses of their respective appropriate authority.</i></p> <p>c) <i>The task force identified the need for a legal entity to coordinate and operate this radar system. This issue will be discussed at the next meeting of the task force and a proposal submitted to the E/CAR DCAs</i></p>	<p>a) ON GOING</p> <p>b) ON GOING</p> <p>c) ON GOING</p>
CONCLUSION 1/14	
LOAs (RSTF/1, § 4-2)	
<p><i>Participants will review the proposed draft LOA and present their draft version to the next meeting. Three of them are expected :</i></p> <ul style="list-style-type: none"> • <i>Legal entity / Trinidad</i> • <i>Legal entity / Barbados</i> • <i>Legal entity / Antigua</i> 	ON GOING

STATUS OF RADAR SHARING TASK FORCE MEETINGS CONCLUSIONS**RSTF2 MEETING**

(Trois Ilets, Fort de France, Martinique, 13 – 15 November 2002)

CONCLUSIONS	STATUS
CONCLUSION 2/1	
<i>That the meeting comply with the amended Regional Guidelines on Radar Data Sharing</i>	
CONCLUSION 2/2	
<i>That the Task Force carries on its task as mandated by the DCAs</i>	
CONCLUSION 2/3	
<i>That any State/Territory shall assess the needs related to personnel and training in the view to implement radar services.</i>	
CONCLUSION 2/4	
<i>That Trinidad and Tobago and OECS (And Barbados partially) commit themselves to transmit missing data by the end of February 2003 as requested in Conclusion RSFT1/3</i>	
CONCLUSION 2/5	
<i>That Trinidad and Tobago transmit their antenna coordinates in WGS 84 and integrate GPS stamping in their equipment.</i>	
CONCLUSION 2/6	
<i>That States/Territories/Organizations comply with elements included in appendix 4 to this report</i>	
CONCLUSION 2/7	
<i>That the requirements, contact, documentation and block diagrams here above quoted be transmitted not later than February 2003.</i>	
CONCLUSION 2/8	
<i>That a cost /benefit analysis concerning the implementation of an alternate be done by the French STNA.</i>	
CONCLUSION 2/9	
<i>That the attached documents (Draft Protocol between States/Organization and Draft Carib Radar Regulation) be presented for the approval of the DCAs.</i>	
CONCLUSION 2/10	
<i>That Barbados provide the Task Force with the radar courses outlines and duration.</i>	