



International Civil Aviation Organization

NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN OFFICE

Twenty-Ninth Eastern Caribbean Working Group Meeting (29 E/CAR WG)

Saint Vincent and the Grenadines, 9 to 13 May 2005

29 E/CAR WG – WP/24

03/05/05

Agenda Item 3

Specific Air Navigation Activities and Developments

3.6 Communications, Navigation and Surveillance (CNS)

HF COMMUNICATION (PIARCO FIR)

(Presented by Trinidad and Tobago)

SUMMARY

This working paper advises the E/CAR WG of the progress thus far by Trinidad and Tobago with regards to the resolution of identified deficiency in communication using HF/SSB within the Piarco FIR.

References:

- Summary of Discussions and Conclusions 28th Eastern Caribbean Informal Working Group Meeting, Montserrat, 2004
- 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

1. Introduction

1.1 The following is reiterated for the benefit of the Meeting.

Discussion as stated in para. 4.4 of the Report of the 26th Meeting of the Eastern Caribbean Informal Working Group held in Barbados on 3-7 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 be achieved in a timely manner with respect to procurement of HF SSB equipment for Piarco FIR.

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 28th E/CAR/WG via WP 17.

2.2 In that Working Paper it would be recalled that Trinidad and Tobago held discussions with ICAO and subsequently after open tendering procedures awarded a contract to Thales Systems Canada (TSC) on September 30, 2002 for the supply and delivery of HF SSB equipment with SELCAL to meet the responsibilities of the Piarco FIR/UIR for HF Communications.

2.3 The complete system was to have been delivered and commissioned in eighteen (18) months with a then projected date in the first quarter of 2004.

2.4 At the Factory Acceptance Tests (FAT) on the contractor's premises in February 2004, a number of deficiencies were identified relating to the tendered technical specifications and intent of operation of the equipment. The major deficiency involving redundancy of the receiver equipment was considered major and delayed the acceptance of the equipment.

2.5 The deficiencies were rectified and a Supplementary FAT (SFAT) was held in October 2004. The equipment met the intended technical specifications and was accepted.

2.6 The equipment was subsequently shipped to Trinidad and installed. During the Operator training in December 2004, live contact with aircraft indicated some problems with reception of aircraft within the Piarco FIR. These problems have since been rectified.

2.7 Meanwhile, considerable discussions were held on the Site Acceptance Tests (SAT) documents involving the tests that would be conducted during the SAT. It was mutually agreed at the SFAT that a number of additional ICAO requested tests would be deferred to the SAT. Consensus on the tests was eventually reached and the SAT was scheduled for April 11-22, 2005.

2.8 The project has since then run into unexpected delays, with the equipment itself and unexpected delays, completely outside the control of the Trinidad and Tobago Civil Aviation Authority, was also encountered in the customs clearance of several test equipment to Trinidad to facilitate additional tests to be conducted at the SAT.

2.9 The TTCAA has been given the assurance of TSC that the obstacles are now behind us and they are ready for the SAT. The SAT has now been rescheduled to commence on the week of April 25, 2005.

2.10 In the meanwhile, there continues to exist with New York Aeronautical Radio Inc. Communications Centre (ARINC), an arrangement for the relay and delivery of ATC clearances. AIP NOTAM Summary Series A – A0248 dated March 30, 2005 refers.

3. Conclusion

3.1 Trinidad and Tobago is fully aware of the critical nature of the HF SSB and accepts responsibility for the provision of a safe and reliable service in the airspace entrusted to it, as custodian of the Piarco FIR/UIR.

3.2 While the Trinidad and Tobago Civil Aviation Authority reaffirms its commitment to the users and bordering FIRs, 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 information presented in this working paper.