



*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/26

03/05/05

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## **Agenda Item 3**

### **Specific Air Navigation Activities and Developments**

#### **3.6 Communications, Navigation and Surveillance (CNS)**

#### **RADAR REMOTING TO PIARCO ACC**

(Presented by Trinidad and Tobago)

<b>SUMMARY</b>
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This working paper advises the E/CAR WG of the progress by Trinidad and Tobago with regards to regional radar remoting to Piarco ACC
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<b>References:</b>
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| <ul style="list-style-type: none"><li>• 28<sup>th</sup> Eastern Caribbean Informal Working Group Meeting, Montserrat, 2004</li><li>• 3<sup>rd</sup> E/CAR Radar Sharing Task Force, Trinidad 18-19, 2004</li><li>• 22<sup>nd</sup> E/CAR Meeting, Barbados August 1998</li></ul> |
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## **1. Introduction**

1.1 Trinidad and Tobago reaffirms its commitment to the establishment of a common seamless radar image for all States and Territories in the Piarco FIR, and fully endorses the French integration of multiple radar sources in the Dacota Surveillance Data Processing and Distribution System.

1.2 Trinidad and Tobago, as provider of Air Traffic Services within the Piarco FIR, further acknowledges the imperative for significantly improved surveillance in the airspace managed by Piarco ACC, and proposes that this can best be achieved, in the short term, by the independent remoting of the Barbados and French integrated (Martinique and Guadeloupe) radars to Trinidad and Tobago.

1.3 At the 22nd E/CAR Meeting held in Barbados in August 1998, the Radar Sharing Task Force was established to develop, coordinate and implement a common seamless radar surveillance image in the Eastern Caribbean. The RSTF met in June 1999, November 2002 and October 2004.

## **2. Discussion**

2.1 Since the establishment of the RSTF, many new developments have taken place, which impact directly on the operations of the Piarco ACC, which continues to provide non-radar services in most of the controlled airspace.

2.2 The Trinidad SSR radar has been unserviceable since 26 July 2004. Due to obsolescence, limited spare parts inventory and the unavailability of new spares, the equipment was restored but still not available for ATS use. Only one channel is available with no redundant sub-systems including the power system at the remote site.

2.3 With no available redundancy of equipment, reliability of the operational status cannot be guaranteed in the event of future equipment failure.

2.4 In light of the foregoing, Trinidad and Tobago has taken a prudent decision to seek urgent and immediate implementation of radar remoting of the Barbados and French integrated (Martinique and Guadeloupe) radars to Trinidad and Tobago.

2.5 It would be recalled that this matter was brought up at the 3rd E/CAR Radar Sharing Task Force, Trinidad 18-19 October 2004. Both France and Barbados were in agreement with the current assessment of the situation in Trinidad and unhesitatingly supported the initiative of remoting radar information.

2.7 At the RSTF 3 Meeting, Trinidad presented WP 4 detailing a proposed action plan to accomplish this task. In keeping with this plan, a request for proposal was submitted to a company and a response proposal was received. A meeting was subsequently held with that company and the TTCAA to further discuss the details of the project. A phased approach to implementation is envisioned. A contract has not yet been awarded.

2.8 The TTCAA is in the process of identifying funds to cover the cost of this project. It is projected that phase one of the project can be accomplished within three months from time zero.

### **3. Conclusion**

3.1 Trinidad and Tobago acknowledges that because of the nature of the radar remoting proposal, it may be necessary to enter into bilateral arrangements with France and Barbados.

3.2 Trinidad and Tobago maintains that in the efficient discharge of its regional and international obligations to airspace users, it is imperative that early and available benefits are sought to improve the radar surveillance and control functions in the Piarco controlled airspace.

### **4. Suggested action**

4.1 The meeting is invited to take note of the information presented in this Working Paper.