



*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/27

03/05/05

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**Agenda Item 3**

**Specific Air Navigation Activities and Developments**

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

**REDDIG NODE FOR TRINIDAD**

(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 voice and data communication by the implementation of a REDDIG node.

**References:**

- Summary of Discussions and Conclusions 28th Eastern Caribbean Informal Working Group Meeting, Montserrat, 2004
- Summary of Discussions and Conclusions Special E/CAR Communication, Navigation and Surveillance Meeting, Trinidad, 20-22 October, 2004
- Second Meeting of the Informal Coordination Group of the East Caribbean and North Eastern South America, Caracas, 1-5 December, 2003
- E/CAR/DCA/18, Trinidad, December 2003
- First CAR/SAM AIS/ATM/CNS 02/00 Informal Meeting

**1. Introduction**

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

Discussion as stated in para. 2.8 of the Report of the Second Meeting of the Informal Coordination Group of the East Caribbean and North Eastern South America, Caracas, 1-5 December, 2003.

1.2 At the first CAR/SAM AIS/ATM/CNS 02/00 Informal Meeting, Conclusion 1/15 to overcome the deficiency in communication services between Maiquetia and Piarco called for the implementation by both States of a 64-bit/sec digital circuit to replace the existing analogue circuit.

1.3 At the E-CAR/SAM-NE ICG/2 the Meeting was presented with two proposals in the WP 30 from Trinidad and Tobago: the first in agreement with conclusion 1/15 from CAR/SAM AIS/ATM/CNS 02/00 and the second, the implementation of a REDDIG node in Trinidad. Venezuela stated at that Meeting that they would cease supporting the land lines between Trinidad and Tobago since they were connected to REDDIG and it was not economical to support land lines in addition to the REDDIG.

1.4 By default and analysis Conclusion 2/10 of E-CAR/SAM-NE ICG/2 was adopted for Trinidad to implement a REDDIG node to meet the AFS service requirements between the Piarco ACC and the ACCs of Georgetown, Maiquetia, Paramaribo and Rochambeau as the most suitable option.

## **2. Discussion**

2.1 Trinidad and Tobago acknowledges the need to have reliable communication with Maiquetia, Georgetown, Paramaribo and Rochambeau.

2.2 At the S-E/CAR CNS Meeting it was suggested that procurement of the VSAT node be made through ICAO Technical Cooperation Bureau since the initial REDDIG project was procured by ICAO and remains administered by ICAO.

2.3 Acting on that advice, a request for proposal was submitted to ICAO Procurement Office in Montreal.

2.4 A response proposal was received from ICAO and is currently being reviewed by Trinidad and Tobago.

2.5 The initial commitment for the implementation within the last quarter of 2004 has been delayed. However, funds have been identified for the project and implementation is anticipated within the last quarter of 2005.

## **3. Conclusion**

3.1 Trinidad and Tobago accepts its responsibility for the provision of reliable voice and data communications with its bordering FIRs and is fully committed to fulfilling this obligation in the shortest possible time period.

## **4. Suggested action**

4.1 The meeting is invited to take note of the information presented in this working paper.