



Agenda Item 2: Air navigation issues

2.1 Review of the Summary of Discussions of the Sixth C/CAR Working Group Meeting

DIFFICULTIES WHILE IMPLEMENTING MEVA II NETWORK IN CUBA

(Presented by Cuba)

SUMMARY
This Working Paper analyzes and describes the difficulties presented to implement MEVA II Network in Cuba.
References: <ul style="list-style-type: none">• Reports of MEVA TMG Meetings.• Final Report of the Sixth Meeting of Central Caribbean Work Group, Havana, 20-24 February, 2006.

1. Introduction

1.1 MEVA Network was conceived with the purpose to satisfy ATS oral communication circuits among the different units of Air Traffic Control (ACC) in the Caribbean Region, due to the critical situation of the operation and implementation of these circuits.

1.2 In 1999 a MEVA Network-VSAT station was implemented in Havana's ACC, with which Cuba integrated this sub-regional Network having, among other things, a permanent voice channel (PAMA) with Kingston's ACC in Jamaica; two with Miami's ARTCC and five commuted channels with capacity to establish this type of communications with the rest of the centers adjacent to Havana's FIR, thus constituting a great improvement in the provision of these communication services.

1.3 During the MEVA/7 Meeting, held in Grand Caiman, **Conclusion 7/15** was reached in reference to the assignment of the task to the MEVA Working Group of reviewing and amplifying the document of agreement on MEVA Network.

1.4 During MEVA/8 Meeting held in Montego Bay, Jamaica, from 24-26 May 2001, the following Conclusions were reached:

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| Conclusion 8/13 / | Elaboration and publication of a reviewed RFI for MEVA II Network |
| Conclusion 8/14 / | Execution of a Work Plan on the transition process to MEVA II Network |
| Conclusion 8/15 / | Transition process of MEVA Network towards MEVA II. |

1.5 The MEVA/9 Meeting in Nassau, Bahamas from June 30 to July 20, 2003, agreed with Conclusion 9/4 ratifying the continuance of MEVA II process.

1.6 The MEVA/10 Meeting held in Mexico City, from 13-15 December, 2004, selected AGS as the service provider for MEVA II Network. In the context of this event a new document on the network agreement was signed and the states were urged to sign the contracts.

1.7 In compliance with the commitment assumed during MEVA /10 Meeting, Cuba signed the contract elaborated with the ICAO's Technical Cooperation Division, Montreal, on November 2, 2005. AGS, however, left its signature pending to the authorization of the U.S. Treasure Department.

1.8 The TMG/16 Meeting held in Santo Domingo, from 7-9 March, 2006 reviewed the MEVA II network implementation plan, and the previous study for the installation of Cuba's node to be performed on March 20th, 2006 could not be carried out.

1.9 During the whole projection, bidding and elaboration of the letter of agreement processes, Cuba has given its utmost attention and support to MEVA II network, standing in favor of the development of the same at all times with the purpose of complying with ATN projections demanding a more efficient network.

2. Discussion

2.1 During the Sixth Meeting of the Central Caribbean Work Group, the Cuban delegation informed the fact that its state firmly supports the need to conclude the contracting phase of each member with the MEVA II Service Supplier (AGS), since the updating of MEVA Network is an indispensable tool to develop communications and increase operational safety of air traffic control in the Central Caribbean.

2.2 Also, Cuba ratified having executed its MEVA II contracts through ICAO's Technical Cooperation Bureau and its legal representative, Aviaimport and ICAO signed the contract. AGS, however, could not close the contract with its signature due to the fact of being still in the process of diligences related to the Export License to be granted by the U.S. Government and, for this reason, expressed its state's concern for the delay this could represent to the transition process to MEVA II, as well as the increase in costs for other states.

2.3 Considering all the aforementioned, however, six months have elapsed from the date of the contract signature by Cuba and the Treasure Department has not issued the corresponding License yet, in spite of the fact that the ICAO's Technical Cooperation Bureau and the Regional Office have taken note of this problem and expressed their concern in this reference; therefore the Cuban delegation wishes to reaffirm its concern for the sustained delay in the transition process towards a system which is totally and directly related to operational safety and improves communications among adjacent area control centers in the Sub-Region.

2.4 On the other hand, the plan issued during the TMG/16 Meeting, which stated March 20th. as the date to perform the previous study for the installation of the MEVA II node in Cuba, is not being complied with, representing a hazard to the compliance of the network implementation plan, which has among its objectives to conclude before the hurricane season enters its most effective phase, considering the risks involved for the Caribbean States and Territories in this reference.

2.5 Finally, Cuba considers important to express the fact that the departing company, SCSI, presently in charge of MEVA network, replied to a note of ICAO requesting cooperation for the transition to MEVA II, stating that being the contracts individually executed with each state, it would discuss the way to end the service with each of these states separately, based on the contents of these contracts. In the case of Cuba, a term of up to three months is provided for any claim of SCSI after the written notice of services termination from our side.

3. **Actions suggested:**

3.1 Participants in this Meeting are invited to:

- a) take note of the information contained in this Working Paper; and
- b) consider to take an action to urge the Treasure Department of the U.S. Government the acceleration of the license authorization's arrangements necessary to close AGS' MEVA II contract with Cuba.