

CORRIGENDUM TO THE FINAL REPORT OF THE MEVA II / REDDIG INTERCONNECTION TASK FORCE MEETING

Agenda Item 1:

DRAFT

CONCLUSION 1/1

TECHNICAL OPERATIONAL AND COST-BENEFIT FEASIBILITY OF THE MEVA II / REDDIG HOMOGENEOUS INTERCONNECTION /INTEROPERATION SOLUTION

That, based on the analysis carried out ~~on~~ the total homogeneous interconnection /interoperation solution of the VSAT MEVA II and REDDIG networks:

- a) from the technical-operational point of view and in accordance with the cost/benefit analysis results *contained in this part of the Report*, ~~this solution~~ is feasible and would report important benefits to provide the communications for the air navigation systems/services performance between NAM, CAR and SAM Regions; and
- b) a initial stage could be transitory to achieve the consolidation ~~stage~~, which would be the final target of both networks for the integration process, ~~in order~~ *however*, to achieve its implementation ~~as soon as possible~~, the pertinent institutional arrangements should be adopted which are dealt ~~with under~~ *in the* Agenda ~~Item~~ 3 to this Report.

Agenda Item 2:

2.4 Regarding the three above-mentioned options, the Meeting noted that these were mainly based in the following aspects; Option A through the installation of the MEVA II Linkway MODEMS in the REDDIG nodes of Brazil, Colombia, Ecuador, Peru and Venezuela; Option B through the implementation of REDDIG Linkway MODEMS in the MEVA II nodes in Aruba, Curacao, COCESNA (Honduras), Jamaica, Panama and Puerto Rico and finally Option C involving the installation of MEVA II modems in the REDDIG nodes of Colombia and Venezuela and the REDDIG MODEMS installation in the MEVA II nodes of COCESNA, *Miami* and Puerto Rico.

2.5 With the implementation of the REDDIG in the MEVA II nodes in *Miami and* Puerto Rico, the Meeting took note that the FAA security requirements should be considered which are mentioned in Agenda Item 3 of this Meeting.

Agenda Item 3:

3.5 At the initial stage, both MEVA II and REDDIG Managements will continue with its respective Service Provider, i.e, REDDIG would keep with RLA/03/901 project and MEVA II with AGS during the complete initial stage. Under this regulatory framework, the Meeting also proposed that a joint agreement should be established between AGS and the REDDIG Administrator under ICAO's coordination, as regards to the network control, either through the applications of one of the following alternatives:

- a) One alternation, for a determined period of time, between the main NCC and the alternate NCC.
- b) AGS *be the main NCC* and the REDDIG *be the alternate NCC*.
- c) ~~The~~ REDDIG *be the* main NCC and the AGS alternate NCC.

Note: The AGS representative indicated during the Meeting that they could only support option b)