



International Civil Aviation Organization

North American, Central American and Caribbean Office

Third Meeting of North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/3)

Punta Cana, Dominican Republic, 8-12 September 2008

NACC/DCA/3 – WP/27

29/08/08

Agenda Item 2: Air Navigation Services
2.1 Air Navigation Matters

**AFFECTATIONS IN ORAL CIRCUITS SERVICE THROUGH MEVA NETWORK BETWEEN
HAVANA AND MIAMI ACC's**

(Presented by Cuba)

SUMMARY

This Working Paper analyzes and describes affectations in oral links through VSAT MEVA station between Miami and Havana.

1. Introduction:

1.1 MEVA network was conceived to improve ATS communications circuits between dependencies of air traffic control (ATC).

1.2 Migration to MEVA II was implemented in 2006, where the established services provider was also changed in order to further increase the quality in the provision of these services.

2. Discussion

2.1 Havana's VSAT station is presently operating in a regular fashion, keeping an updated record of incidents occurred during its operation ever since the acceptance of this station took place under agreement between provider and customer. Some failures in oral-link channels with Miami have been appearing since May, however, and delay in its solution, all of which is absolutely inadmissible. Links through this mean with the rest of the adjacent control centres present no interruptions whatsoever.

2.2 Constant intermittences in the quality of services of all channels with Miami have been occurring; these affectations include noise in the reception and intermittent communications with the corresponding deterioration of the minimal parameters established.

2.3 Interruptions have been reported in all these cases but, although the provider's specialists acknowledge the fact that the problem is located in Miami, a final solution of the problem has not been reached, thus forcing us to pass this service through commercial-commuted telephone and suspend transference of radar identity, constituting these measures an affectation of operational safety in our FIR's Air Traffic Control services.

2.4 Havana's ACC Experts perform a strict record of operational availability in all existing links through MEVA, where service interruptions and their causes are registered, and where the successive affectations to the quality indicators (B.E.R, average of errors transmitted) have been detected in Miami-Havana oral channels. This is coincidental with the existence of noise and intermittences in service, which are unacceptable in the reception of all channels with Miami. These affectations have been immediately reported to both, specialists of Miami and of AGS service provider but, in spite of all diligences and arrangements executed by our part and the actions adopted by AGS, no final solution to eliminate these affectations in services has been reached during these last months.

3. Suggested Actions

3.1 Participants are invited to:

- a) take note of the information contained in this Working Paper.
- b) Request actions through MEVA's Task Force, in order to allow an immediate solution to this problem and an analysis of the best ways to reach final solutions to any affectations that may occur in MEVA II system affecting air traffic control services.