



International Civil Aviation Organization
North American, Central American and Caribbean Office (NACC)
**Fourth Eastern Caribbean Network Technical Group and Second Eastern
Caribbean Radar Data Sharing Adhoc Group Meetings**
(E/CAR/NTG/4- E/CAR/RD/2)
Martinique, French Antilles, France, 17 to 18 June 2013

Agenda Item 2: E/CAR AFS Network

2.1 E/CAR AFS Network Performance and General Aspects

ANALYSYS OF PERFORMANCE OF THE NETWORK

(Presented by the ECCAA)

SUMMARY

The E/CAR AFS Network from the point of view of most of the OECS States can only be described as fair. Some states reported intermittent failures while others experienced major failures which were attributed to end equipment problems that resulted in speech and data outages for extended periods. There is a need for more speedy resolution of problems when they occur

***Strategic
Objectives***

*This working paper is related to Strategic Objectives:
A. Safety – Enhance global civil aviation safety
C. Environmental Protection and Sustainable
Development of Air Transport*

1. Introduction

1.1 This working paper seeks to provide a performance evaluation of the E/CAR AFS Network in the OECS States over the past twelve months. While some states reported that the network has been working well, others have complained of intermittent failures.

2. Discussion

2.1 There seems to be some conflict between TSTT and Jamaica as LIME in Jamaica has been contacting Antigua and St. Kitts as regards to reported failures on the network. Lack of feedback continued to be a problem after faults were reported.

2.2 Detail Performance Report

2.2.1 ***Grenada***

2.2.1.2 December 3, 2012, AIS reported that the AFTN was unserviceable. There was no documented cause of the fault and when it was resolved.

2.2.1.3 December 7, 2012 @ 1725Z. AIS reported receiving traffic intermittently on the AFTN. The system was partially restored December 10, 2012 @ 1845Z and fully restored January 2, 2013.

2.2.1.4 February 18, 2013. Spatia system reported to be malfunctioning. System was restored February 20, 2013.

2.2.1.5 April 11, 2013 @ 1257Z. ATC reported unable to contact Piarco on speech lines. Contact was restored April 12, 2013 @ 0055Z.

2.2.2 **St. Vincent**

2.2.2.1 ATCOs have been reporting intermittent dropouts of calls on the speech lines. This has been an ongoing problem for the past four months. The cause of the problem is currently under investigation.

2.2.2.2 The data circuit has been functioning satisfactorily.

2.2.3 **St. Lucia –Hewanorra**

2.2.3.1 The operation of the network at Hewanorra has been quite satisfactory as reported by the SATCO. There were no serious issues that required technical intervention.

2.2.4 **St. Lucia - George Charles**

2.2.4.1 The Data circuit at George Charles has been experiencing problems over the past six months. There have been daily intermittent failures on the Spatia Web system. Though not as frequent, the CADAS system has also had failures.

2.2.4.2 The speech lines have been working satisfactorily.

2.2.5 **Dominica**

2.2.5.1 Both Data and Speech lines have been functioning satisfactorily at both airports over the past twelve months.

2.2.6 **Montserrat**

2.2.6.1 Both Data and Speech lines have been serviceable over the past six months. However, the CADAS system has been unserviceable from the time of installation.

2.2.7 **Antigua**

2.2.7.1 The system has been very unstable and constantly required resetting. The reasons for the reported outages have not been established.

2.2.8 **St. Kitts/Nevis**

2.2.8.1 From all reports both Data and Speech lines have been functioning satisfactorily.

2.2.9 **Anguilla**

2.2.9.1 The speech lines have been functioning satisfactorily, however the data circuit has not been functioning intermittently. The fault appeared to be related to end equipment problems.

3. Fault Reporting/Recommendations

3.1 Most of the OECS States have been utilizing the Top Desk reporting tool for documenting faults.

3.2 ATC/AIS report all faults to the ECCAA TS who in turn logs the fault on Top Desk.

3.3 In the States where there is no TS, the AIS officer logs the fault on Top Desk or reports directly via telephone to AIS/TTCAA

3.4 When faults occurred in Antigua and St. Kitts, there had been times when LIME/Jamaica contacts the ECCAA TS or the AIS officer. In this regard, there needs to be some form of clarification as to what Jamaica's involvement is in the E/CAR AFS Network.

3.5 Feedback after faults are reported, feedback rarely occurs and needs to be addressed.

4. Suggested action

4.1 The Meeting is invited to:

- a) take note of the information presented in this paper, and
- b) agree actions for recommendation in 3.3