



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

2.4 E/CAR AFS Network Interconnection to MEVA

MEVA II-ECAR AFS NETWORK INTERCONNECTION ACTIVITIES

(Presented by MEVA TMG Coordinator)

SUMMARY	
This Working paper presents the progress and results of the work of the E/CAR/NTG and the MEVA Technical Management Group (TMG) regarding the E/CAR – MEVA II interconnectivity	
References:	
<ul style="list-style-type: none">• Twenty-fifth MEVA Technical Management Group Meeting (MEVA TMG/25) Report, Mexico City, Mexico, 8-11 January 2013.• Third Meeting of the Eastern Caribbean Network Technical Group (E/CAR/NTG/3) Report, Christ Church, Barbados (5-6 June 2012)• 3rd and 4th MEVA II – E/CAR Network Interconnection Teleconferences	
Strategic Objectives	<i>This working paper is related to Strategic Objectives: A. Safety – Enhance global civil aviation safety C. Environmental Protection and Sustainable Development of Air Transport</i>

1. Introduction

1.1 During the MEVA TMG/22 Meeting the importance to start exchanging information for the interoperation of the MEVA II and the E/CAR AFS Network was proposed and Conclusion TMG/22/09 – *Regional Interconnection/ Integration with the E/CAR Network was formulated.*

1.2 Similarly the E/CAR/NTG/03 Meeting identified the importance to discuss how the interconnection between the existing MEVA II Network and the E/CAR AFS Network could be achieved. In this regard the meeting proposed a teleconference between Sint Maarten, United States and the E/CAR rapporteur with the assistance of ICAO to discuss initial ideas for this interconnection. This teleconference will be held on June hosted by ICAO. Decision E/CAR/NTG/3/02 *Regional Interconnection of the MEVA III and the E/CAR Networks* was formulated to promote the exchange of information for this regional interconnection between the E/CAR and the MEVA Network (MEVA III).

1.3 During the MEVA TMG/25 Meeting, the E/CAR/NTG Rapporteur presented the progress and results of the work of the E/CAR/NTG and the MEVA regarding the E/CAR AFS – MEVA II network interconnectivity and the progress of the E/CAR Radar sharing project. It was agreed that San Juan, Puerto Rico would be the point of interconnection for both networks, since San Juan has both a MEVA node and an E/CAR AFS Network node. The interconnectivity would allow St. Maarten to share their radar with Trinidad and Tobago as part of the radar feeds that will support the Radar Data Server project to be implemented for the E/CAR States/Territories. In addition to the exchange of radar between St. Maarten and San Juan, Conclusion 25/09 *MEVA II-E/CAR AFS Network Interconnection* was formulated.

2. Discussion

2.1 The up-to date list of telecommunication requirements for the MEVA II – E/CAR Network interconnection agreed from the teleconferences:

	ATS Units	Interconnection MEVA II- E/CAR AFS Network (San Juan)		Technical details
SINT MAARTEN/ JULIANA APP	Anguilla (Clayton J. Lloyd International)	√		2 PBX service from ECAR-analog voice line
	Antigua (V. C. Bird APP)	√	√	Serial line, RS232-V.35
	Saint Kitts (Robert L. Bradshaw TWR)	√		
	PIARCO ACC		√	3 available Serial lines, RS232-V.35

2.2 A new dedicated data serial circuit would be required for the radar exchange between San Juan and St Maarten. Another option would be to use the same radar circuit been used by United States and Sint Maarten for Radar Data.

2.3 Two follow-up teleconferences between United States, St. Maarten, Trinidad and Tobago and ICAO have taken place since the MEVA TMG/25 Meeting. Minutes from such teleconferences are available at <http://www.mexico.icao.int/Meva/MEVAIIINetwork.html>.

2.4 During the 4th MEVAIII-E/CAR AFS Network interconnection Teleconference held on 22 March 2013, the following evaluation on the implementation of the voice and data circuits was made:

a) *Evaluation of activities for voice circuits*

- Trinidad and Tobago, St. Maarten and Anguilla agreed to identify the best cost-effective solution for the implementation of the ATS voice circuits Sint Maarten – Anguilla (ATS communication through Sint Maarten network or through E/CAR AFS Network);
- Sint Maarten informed on the implementation status of the ATS voice circuits through San Juan to communicate with the E/CAR (2 with Anguilla, 1 with Antigua and 1 with St. Kitts). St Maarten placed the order with the MEVA Service Provider and is reviewing the service order provided by the MEVA Service Provider;
- United States will coordinate with the MEVA Service Provider the implementation of the ATS circuits from Sint Maarten to San Juan; United States will review the necessary new equipment/modules in the San Juan MEVA node and informed the participants of its results;
- Trinidad and Tobago indicated the need for an additional card in the E/CAR AFS router in San Juan. Everyone agreed that the goal for implementing all the ATS voice circuits is first semester 2013. In this regard ACT 04/04: Trinidad and Tobago agreed to implement the necessary equipment in the San Juan ECAR AFS node (equipment and site visit) by the end of April; and
- United States informed of the operational need and use of the current AIFSS voice circuits as follows:

SAN JUAN –AIFSS Ext 1861-1863	Montserrat	One way
	Barbados	One way
	Saint Lucia (Hewanorra)	One way
	Martinique	One way
	Dominica – Melville Hall	One way
	Saint Vincent	One way
	Antigua	Two way
	Saint Kitts	Two way
	Piarco	Two way
	Sint Maarten	One way- SJU only receives call and is unable to make calls.

b) *Agreements for radar exchange*

- Sint Maarten sent their theoretical radar data coverage to Trinidad and Tobago and ICAO, which indicated some limitation to the NE part of Sint Maarten but at low flight levels. United States is still evaluating the availability of their radar coverage information. United States will submit their radar theoretical coverage (FL 10, 30, 50, 100, 150, 200 and 300) and radar technical information of San Juan and Virgin Island radars to the rest of participants and ICAO for further evaluation on the effective coverage available for the users.

- The draft MoA between United States and Sint Maarten for radar data sharing is being review by the Legal Department of Sint Maarten. No implementation schedule for the radar data exchange between Sint Maarten and San Juan can be agreed until signature of the MoA;
- Sint Maarten is consulting their System Manufacturer/ Raytheon on the technical implications to share their radar feed and integrate the radar feed from San Juan. Once this information is available an economical proposal for radar data sharing (amplification/duplication of the signal from San Juan) will be submitted to Trinidad and Tobago; and
- Trinidad and Tobago indicated they need at least 1 month notice prior to integrating the radar feed in PIARCO, since the PIARCO System manufacturer is to carry out the integration work.

2.5 The next teleconference for this interconnection is tentatively scheduled for 30 May at 15 UTC.

2.6 The MEVA II – E/CAR AFS Network interconnection requirements discussed, have been included in the MEVA III Tender Package version 1.0 for the MEVA III Tender process.

3. Suggested action

3.1 The meeting is invited to:

- a) take note of the information contained in this working paper;
- b) urge Trinidad and Tobago as representative of the E/CAR region to continue the definition and implementation of this interconnection; and
- c) agree to any other actions as deemed appropriate.