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WORKING PAPER

E/CAR/NTG/7 & E/CAR/RD/5 — WP/02
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**Seventh Eastern Caribbean Network Technical Group (E/CAR/NTG/7) and
Fifth Eastern Caribbean Radar Data Sharing Ad hoc Group (E/CAR/RD/5)**
St. Kitts and Nevis, 17 – 18 October 2016

- Agenda Item 2: Review of Valid Conclusions from E/CAR/NTG/06-RDS/04, E/CAR/CATG/02
and ECAR/DCA/26 Meetings related to the Work of the NTG and RDS**
2.1 Follow-up on previous E/CAR/NTG-RD Conclusions and Decisions

FOLLOW-UP TO VALID CONCLUSIONS AND DECISIONS OF THE E/CAR/NTG-RDS MEETINGS

(Presented by E/CAR/NTG Rapporteur)

EXECUTIVE SUMMARY	
This paper examines the actions taken regarding the valid conclusions from previous E/CAR/NTG Meetings, as well as the conclusions and decisions formulated by the E/CAR/NTG/6 and E/CAR/RD/4 Meetings.	
Action:	The suggested actions are presented in Section 3.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency
<i>References:</i>	<ul style="list-style-type: none">• Sixth Eastern Caribbean Network Technical Group (E/CAR/NTG/6) and Fourth Eastern Caribbean Radar Data Sharing Ad-hoc Group (E/CAR/RD/4) Meetings, Miami, United States, 13 - 14 July 2015

1. Introduction

1.1 The Sixth Eastern Caribbean Network Technical Group (E/CAR/NTG/6) and Fourth Eastern Caribbean Radar Data Sharing Ad-hoc Group (E/CAR/RD/4) meetings were held at the Hyatt Regency Coral Gables Hotel in Coral Gables, Miami, from 13 to 14 July 2015. The Meeting was attended by nine (9) States/Territories from the Eastern Caribbean, one (1) International Organization, and the industry totalling thirty-one (31) delegates.

1.2 The E/CAR/NTG/6-RD/4 Meeting reviewed the valid conclusions and decisions from the previous E/CAR/NTG meetings and concluded the following:

- a) All conclusions and decisions were considered completed or superseded except for: *Decision E/CAR/NTG/5/8 and Decision E/CAR/NTG/5/12*;
- b) To facilitate the homogeneous application of the E/CAR AFS Network contingency procedures, *Decision E/CAR/NTG/5/5* was superseded by *Decision E/CAR/NTG/6-RD/4/1*

1.3 As result of the meeting deliberations, eight (8) conclusions and two (2) decisions were formulated.

2. Discussion

2.1 The follow-up to the E/CAR/NTG and E/CAR/RD valid conclusions/decisions is presented at the **Appendix** to this paper.

3. Suggested actions

3.1 The Meeting is invited to:

- a) review the actions taken and report on the valid E/CAR/NTG and E/CAR/RD conclusions and decisions; and
- b) agree to any other actions as deemed appropriate.

APPENDIX

**FOLLOW UP TO CONCLUSIONS AND DECISIONS - SIXTH EASTERN CARIBBEAN NETWORK TECHNICAL GROUP MEETING (E/CAR/NTG/6) AND
FOURTH EASTERN CARIBBEAN RADAR DATA SHARING ADHOC GROUP MEETING (E/CAR/RD/4)**

Conclusion/Decision	Description	Follow-up	Status
<p>CONCLUSION E/CAR/NTG/5/5 E/CAR AFS Network Contingency Procedures was superseded by)</p> <p>DECISION E/CAR/NTG/6/1 E/CAR AFS Network Contingency Procedures Inclusion To Operational Procedures</p>	<p>In order to make official and homogeneously apply the E/CAR AFS Network contingency procedures, E/CAR AFS Members should implement/include the following procedures by the E/CAR/DCA/26 Meeting in their operational procedures:</p> <p>a) In case the E/CAR network is not available for voice communications: use of PSTN phones; and b) In case E/CAR Network is not available for data: use of SPATIA Web for NOTAM and flight plans.</p>	<p>E/CAR AFS Members are expected to confirmed this implementation during the E/CAR/NTG/6 Meeting.</p>	<p>Completed</p>
<p>DECISION E/CAR/NTG/5/8 Completion of E/CAR AFS Network Standard Operations Procedures (SOP):</p>	<p>That, in order to complete the SOP and start its application, the E/CAR/NTG Rapporteur finalize the compilation of the E/CAR AFS Network Standard Operations Procedures (SOPs): MPLS maintenance procedure and Service Level of Agreement, including the inputs from France, United States, ECCAA and TSTT, and present this final draft document at the follow-up teleconference in February 2015.</p>	<p>Work is on-going</p>	<p>Valid</p>
<p>DECISION E/CAR/NTG/5/12 Surveillance Data sharing implementation Action Plan</p>	<p>That, to show the latest progress and next future action on surveillance matters, France, Trinidad and Tobago, United States, and ECCAA to develop an update for the surveillance data sharing action Plan including the agreed milestones by:</p> <p>a) Drafting this update for the next Radar Data Sharing teleconference of January 2015; and b) Complete this update for its presentation for the E/CAR/DCA/26 Meeting.</p>	<p>An update to the Surveillance Data Sharing Implementation Action Plan was given at the E/CAR/DCA/26 Meeting in 2015.</p> <p>The surveillance data sharing action plan with the agreed milestones will be updated at the E/CAR/RD/5 meeting.</p>	<p>a) completed b) completed</p>

Conclusion/Decision	Description	Follow-up	Status
<p>CONCLUSION E/CAR/NTG/6-RD/4/2 Improvement to E/CAR AFS network in technical and procedural aspects</p>	<p>That, in order to improve the existing E/CAR AFS operation and procedural aspects, TSTT to conduct the following improvements by 15 October 2015:</p> <ul style="list-style-type: none"> a) To complete Guadeloupe routers hardware and to replace fan tray b) To order a France Telecom (Orange) Internet Protocol (IP) line between Guadeloupe and Martinique c) To improve communication (failure feedback) with end users d) To analyze the feasibility to have both routers connected with automatic switch over in case of failure 	<p>c) SCF to implement redundant copper links and replace all termination equipment. Expected date of completion Oct 30, 2016</p> <p>To be reviewed under Agenda Item 3.1</p>	<ul style="list-style-type: none"> a) Completed b) Valid c) On going d) On going
<p>CONCLUSION E/CAR/NTG/6-RD/4/3 Local monitoring implementation</p>	<p>That, considering the kind offer by France on a local monitoring tool of the E/CAR AFS nodes:</p> <ul style="list-style-type: none"> a) France complete Guadeloupe E/CAR monitoring and editing Tool manual; b) States that wish to implement the local SNMP supervision tool send their request to the NTG Rapporteur by December 2015; c) Trinidad and Tobago and the Network Service Provider, TSTT, analyze the integration of the monitoring tool into the web portal, including Pings and Simple Network Management Protocol (SNMP) router interrogations. 	<p>a) France has completed Guadeloupe E/CAR monitoring and editing Tool manual. FWI still need rights on routers and switch to complete the monitoring proposed tool. These authorizations have not been received yet.</p> <p>France to provide referred manual.</p> <p>b) No requests received. To be reviewed under agenda 3.1</p> <p>c) TSTT can provide access to the related sites via the web portal. A network view of layer 1 to layer 3 status of the services will be provided. TTCAA/TSTT cannot integrate the network test tool to this service since it may compromise the security and stability of the network.</p> <p>To be reviewed under agenda item 3.1</p>	<ul style="list-style-type: none"> a) Partially completed b) Valid c) Valid

Conclusion/Decision	Description	Follow-up	Status
<p>CONCLUSION E/CAR/NTG/6-RD/4/4 MEVA III-ECAR AFS NETWORK interconnection - voice circuits</p>	<p>That, to complete the voice circuits implementation in the MEVA III – E/CAR AFS Network interconnection:</p> <ul style="list-style-type: none"> a) Trinidad and Tobago replace the routers in Anguilla by July 2015; b) United States complete the wiring between the MEVA III and E/CAR AFS Node by 14 August 2015 after the routers in Anguilla are replaced; and c) For the testing, Anguilla, Antigua, Saint Kitts and Nevis, Sint Maarten, Trinidad and Tobago, United States, COMSOFT and TSTT coordinate the corresponding actions. 	<p>Voice circuits have been implemented</p>	<ul style="list-style-type: none"> a) Completed b) Completed c) Completed
<p>CONCLUSION E/CAR/NTG/6-RD/4/5 French RADAR/DAKOTA data adjustments</p>	<p>That, in order to show the correlated flight plan and radar data in the Radar Data displays with Dakota Data feed from the E/CAR AFS Network, by 21 August 2015 France coordinate with TTCAA and Saint Lucia to:</p> <ul style="list-style-type: none"> a) transfer the radar back to the International Private Leased Circuits (IPLCs) while the issue of the Flight ID is being resolved; and b) conduct latency checks of the data and data adjustments. 	<ul style="list-style-type: none"> a) IPLC abandoned and E/CAR network used to transmit radar data to St Lucia. FID sent to St Lucia for labelling radar tracks through E/CAR network. b) Basic measurements achieved with success. No accurate measurements required for RASA use. 	<ul style="list-style-type: none"> a) Completed b) Completed
<p>CONCLUSION E/CAR/NTG/6-RD/4/6 Signing of LOA regarding the French radar CPUS</p>	<p>That, in order to complete the corresponding LoA for the Radar CPU implementation, Anguilla and Montserrat (UK-ASSI) to complete the LoA for the delivery of the IRMA computers under the terms and conditions of the French radar donation by the E/CAR/DCA/26 Meeting.</p>		<p>Completed</p>

Conclusion/Decision	Description	Follow-up	Status
<p>CONCLUSION E/CAR/NTG/6-RD/4/7 Surveillance data evaluation tools</p>	<p>That, in order to ensure radar data quality and for its provision into any ATC Automated System, E/CAR States/Territories:</p> <ul style="list-style-type: none"> a) conduct safety assessment by means of the ATC automated assessment capabilities including independent supporting tools; b) consider the use of surveillance data evaluation tools such as RBAT and SASS-C, and the radar feed recommended tests; and c) notify to the E/CAR/NTG - RD groups of the use of these tools and the results of the tests by December 2016. 	<p>a) And b) France: FWI use SASS-C for mono radar performance analysis, with a minimum of 2 full evaluations per year. The analysis is performed by Martinique or by Toulouse air navigation technical center. An evaluation is performed as soon as a change is done on radar with possible impact on radar performances. FWI qualify every 3 years the Dakota radar tracker through a full appraisal process. Additional evaluations are performed on request when necessary. Specific measurements are performed when telecommunication devices are changed (i.e. latency checks). On real time basis:</p> <ul style="list-style-type: none"> • Both radars are monitored by local maintenance through a specific tool (STRASS) • Radars are capable of detecting anomaly through their Built in Test Equipment, then an information is sent through Asterix messages to the ATCO display • Dakota MRT checks radar data. In case of anomaly detected, depending of corruption detected, it can discard the data and/or send a message to the ATCO display (i.e. in red "Loss of 5NM minima"). <p>Other E/CAR States (Barbados, ECCAA, T&T, etc.) are expected to provide their actions under Agenda Item4.2 c) No responses received.</p>	<ul style="list-style-type: none"> a) Valid b) Valid

Conclusion/Decision	Description	Follow-up	Status
<p>DECISION E/CAR/NTG/6-RD/4/8 E/CAR Radar data display RFP document</p>	<p>That, in order to continue the review and complete the end user requirements and the RFP process to be adopted by the E/CAR area, the E/CAR States/Territories involved in the Radar Data Display RFP process use as reference the version 0 of the E/CAR Radar Data Display RFP document (Appendix B to the E/CAR/NTG/6 Report).</p>	<p>To be revisited using the responses to the questionnaire conducted and to be discussed under agenda item 5</p>	<p>Valid</p>
<p>DRAFT CONCLUSION E/CAR/NTG/6-RD/4/9 New E/CAR radar data display acquisition RFP milestones</p>	<p>That, in order to allow the E/CAR States/Territories involved in the Radar Data Display RFP process to include their end-user requirements and express their formal commitment:</p> <ul style="list-style-type: none"> a) ECCAA to coordinate with their OECS States/territories for a formal commitment and process chosen for conducting the RFP process and inform the E/CAR/RD and ICAO by 30 October of this commitment; b) Trinidad and Tobago to conduct teleconference with each involved OECS State/territory for explaining the Radar Data Display and the end user requirements to be defined starting 1 August; and c) Conduct the RFP process with the following new milestones: <ul style="list-style-type: none"> o E/CAR Radar Display Tender-preparation of RFP: October 2015-January 2016 o E/CAR RD Tender- process: March - June 2016 o E/CAR RD Selection: July 2016 o E/CAR RD Implementation: October 2016-March 2017 	<p>a) ECCAA to update- see follow-up to conclusion E/CARDCA/26/10 made in NACC/DCA/6 Meeting- new date for 1 September 2016</p> <p>b) No teleconferences conducted. A questionnaire has been developed and sent out to States for completion. To be discussed during the ad hoc group at the E/CAR/NTG/7 and E/CAR/RD/5</p> <p>c) New milestone dates to be developed at the E/CAR/NTG/7 and E/CAR/RD/5</p>	<p>a) valid b) Valid c) Valid</p>

Conclusion/Decision	Description	Follow-up	Status
CONCLUSION E/CAR/NTG/6-RD/4/10 Approval of E/CAR/NTG Terms of Reference and work programme	That, E/CAR/NTG Terms of reference and Work programme as shown in Appendix C are considered approved.		Completed