



Agenda Item 3: CNS Developments
3.1: Follow-up on the status of the E/CAR AFS and MEVA II digital
networks and their related inter and intra-regional
interconnection/integration

CURRENT STATUS OF TELECOMMUNICATIONS BETWEEN EASTERN CARIBBEAN
NETWORK AND SAN JUAN, P.R.

(Presented by the United States)

SUMMARY

This working paper presents information on the current status of telecommunications between the Eastern Caribbean Network (E-CAR) and the United States of America (USA).

1. Introduction

1.1 This working paper presents a summary of the current status of the United States Federal Aviation Administration's (FAA) telecommunications connectivity to the Eastern Caribbean Network (E-CAR). At the present time the FAA is connected to the E-CAR Network through the CERAP facility in San Juan, P.R. via the FAA Bandwidth Manager (BWM) Network.

2. San Juan CERAP to E-CAR Network Connection.

2.1 Telecommunications between the San Juan CERAP and the E-CAR Network was disrupted last March for more than a week. Troubleshooting by FAA technicians in San Juan isolated the trouble to a Tellab T1 echo cancellation module that had been inadvertently reseated in a card cage while troubleshooting a power surge condition. The node has been rewired, bypassing the Tellab T1 echo cancellation card cage to ensure that this will not happen again. Service has been restored. Everything is working without problems.

3. E-CAR Network Firmware Revision Level Concern

3.1 The FAA BWM firmware revision 2.X1.05 will be upgraded to revision 3.X7.02 in late June 2007. The E-CAR Network is currently running under the same revision 2.X1.05. It is our concern that, once FAA upgrades the firmware to revision 3.X7.02, the difference between the revisions level could result in communications failures.

3.2 In order to eliminate such possible communications failures that might be caused by discrepancies in firmware, FAA is recommending that E-CAR Network Manager considers upgrading the BWM firmware to revision 3.X7.02 this year in coordination with FAA.

4. E-CAR Operations Manual

4.1 The proposed E-CAR Operations Manual has not been finalized. Time has elapsed since such manual was prepared, and there are changes being developed in the E-CAR and FAA Networks. It is therefore recommended that the outdated draft manual be discarded and new operations manual be developed addressing the current status of the E-CAR Network, its connectivity to the FAA BWM Network, and the FAA's transition to new telecommunications infrastructures.

5. E-CAR / FAA AFTN Reconfiguration

5.1 The T & T AFTN switch is capable of performing X.25 protocol functions and no longer requires the X.25 Packet Assembler Disassembler (PAD) that is in the current configuration. The interoperability test plan for the Thales X.25 protocol is being developed at the FAA's Tech Center. Once completed, T & T and FAA will be performing interoperability testing between switches. The protocol and communications path will remain the same. Coordination will continue until the test is successfully completed and a transition is made.

6. Piarco to New York Air Route Traffic Control Center voice line

6.1 The FAA and T & T plan to move the Piarco to New York Air Route Traffic Control Center (ZNY) speech circuit presently on a dedicated international circuit, to the infrastructure provided by the FAA Bandwidth Manager. This circuit will be transition to BWM once the E-CAR / FAA AFTN Reconfiguration Project is completed.

7. Action Suggested

7.1 The Meeting is invited to:

- a) Take note of the information presented in this working paper;
- b) Take into consideration the following recommendations:
 - a. Upgrade the existing E-CAR Network BWM firmware to revision 3.X7.02 in coordination with FAA.
 - b. Develop a new E-CAR Operation Manual addressing the current status of the E-CAR Network, its connectivity to the FAA BWM Network, and the FAA's transition to new telecommunications infrastructures.