

**INTERNATIONAL CIVIL AVIATION ORGANIZATION
NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN OFFICE**

**TWENTY-SIXTH EASTERN CARIBBEAN INFORMAL WORKING GROUP MEETING
(26TH E/CAR IWG)**

(Barbados, 3 to 7 June 2002)

Agenda Item 4: **CNS Developments**

**4.1 Implementation management of the E/CAR Digital Network and its
interconnection with other regional networks**

STATUS OF E/CAR DIGITAL AFS NETWORK

(Working Paper presented by InterCaribbean Aeronautical Communications Limited (IACL))

SUMMARY	
This Working Paper serves to report on actions taken by IACL with a view to providing a properly managed and effectively performing AFS network for the ATS units of the Eastern Caribbean Region.	
REFERENCES	
•	Conclusion 25/11 of 25 th E/CAR IWG Meeting
•	Conclusion 17/4 of 17 th E/CAR DCA's Meeting

1 Background

1.1 Telecommunication Services of Trinidad and Tobago (TSTT) have not been able to deliver an AFS Network with the high degree of reliability as required for Air Traffic Services since the initial installation of the network during the last quarter of 1999. TSTT, since that time have not convinced IACL that they have the required resources to manage a network that serves the region and this has prevented IACL from signing any final agreements with the company. IACL eventually sought to find an alternate provider to whom we could transfer the network management as smoothly as possible.

1.2 The meeting of the 25th E/CAR IWG acknowledged the deficiencies of the E/CAR Digital AFS Network and its recurring problems and an Ad-Hoc committee developed a 4-point plan which was presented to the Meeting and adopted as Conclusion 25/11.

2. Defining Network Problems

2.1 A comprehensive list of network deficiencies was compiled from the summaries of weekly reports provided by the ATS units and this was submitted to TSTT as the basis for a concerted effort on their part to correct the deficiencies of the network. A number of teleconferences were also held with the users of the network to review what actions were being taken to address problems and also identify the results.

3. Resolution Deadline

3.1 At a meeting convened in Barbados by IACL on 14th March 2001, at which all the parties involved (TSTT; Service Provider, Cable & Wireless; regional Carrier, ATS Units of the Region and IACL) were present, TSTT was given an ultimatum to have all the chronic problems of the AFS Network resolved by 30th June 2001. TSTT agreed to this without any objections.

3.2 TSTT subsequently sent out technical crews to visit all the islands, assess the network performance and take corrective action immediately. This program was started on 27th June 2001.

4. Alternate Service Provider

4.1. There being no noticeable improvements in the performance of the network, IACL convened a follow-up meeting in Barbados on 26th July, 2001 at which IACL proposed to relinquish TSTT of the responsibilities of managing the E/CAR AFS Network and seek the services of Cable & Wireless, who were in a much better position as far as presence and in-house resources/expertise were concerned, to carry out the function. This proposal found favour with the meeting and IACL immediately started discussions with Cable & Wireless for a possible take-over.

4.2 Due to the relationship between TSTT and Cable & Wireless this process was taking some time because of financial implications and the need to have the transition as transparent as possible.

5. DCAs' Directive

5.1 At the 17th Meeting of the E/CAR DCAs in December 2001, in Port-of-Spain, the Directors agreed and directed IACL to accelerate the process of finding an alternate service provider by sending out RFP's to Cable & Wireless and Satellite Communication Services Inc. for the provision of an E/CAR Digital AFS Network. This decision formed Conclusion 17/4 of the said meeting.

5.2 The RFPs were sent out on December 28, 2001 and responses were received from the proponents by 18th January 2002. In accordance with Resolution 17/4, IACL reviewed and assessed the proposals and submitted to all the DCAs a detailed evaluation with recommendations on 5th February 2002.

5.3 To date, a formal response has only been received from the Technical Director, Aviation Barbados, while the Director General in Trinidad has expressed certain concerns. Apart from receiving a copy of a letter expressing some concern directed by DRAC, French Antilles to the other Directors, the process is at a virtual standstill.

6. Conclusion

6.1 It has become necessary for IACL to use its initiative and bring all the players together and outline its position as it relates to:

- Serving the interests of its shareholders – the airlines.
- Providing a satisfactory service for the ATS providers of the Region in the shortest possible time.
- Its relationship with the Region's carrier and Service Provider.
- Its concerns regarding the financial implications arising there from.

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