



Agenda Item 4: Specific Air Navigation Activities and Developments
4.5 Communications, Navigation and Surveillance (CNS)

CNS –AERONAUTICAL FIXED TELECOMMUNICATIONS NETWORK (AFTN)

(Presented by Trinidad and Tobago)

SUMMARY

This information paper advises the E/CAR WG of the progress thus far by Trinidad and Tobago with regards to the resolution of AFTN deficiencies within the E/CAR States.

References:

- Summary of Discussions and Conclusion 29th Eastern Caribbean Working Group Meeting, Saint Vincent, 2005.

1. Introduction

1.1 The following is reiterated for the benefit of the Meeting.

1.2 In keeping with the E/CAR ATM/CNS Transition Plan for improved and increased AFTN system functionalities with technologically advanced connectivity protocols, Trinidad and Tobago is committed to fulfilling its responsibilities for the Aeronautical Information Service (AIS) as the International NOTAM Office (NOF) within the Piarco Flight Information Region (FIR), the French Territories and two stations of the British Virgin Islands outside the Piarco FIR and as the appointed and mandated AFTN Switching Centre within the Piarco FIR including the French Territories.

2. Discussion

2.1 The present AFTN workstations on the Eastern Caribbean States of Antigua, Anguilla, Barbados, Dominica, Grenada, Nevis, Montserrat, Saint Lucia, Saint Kitts and Saint Vincent are fitted with Intel Pentium 2 processors and operate with DSA software that runs on Microsoft Windows 98 platform. This hardware is now obsolete and the software is unreliable.

2.2 Trinidad and Tobago proposes a solution using an Intelligent AFTN Terminal (IAT) developed by Thales, France. The workstation comprises a Dell Optiplex GX270D computer fitted with

an Intel Pentium 4 processor. The IAT application software includes the appropriate tools for AFTN traffic generation, retrieval and re-processing. The operating COTS platform used is Microsoft Windows XP professional.

2.3 The IAT workstations are fully compatible with the AFTN and IAT workstations supplied to Trinidad and Tobago under ICAO Contract 030584 in October 2004. The existing license agreement with Thales, France limits the operation of the IAT to within Trinidad and Tobago.

2.4 After discussions with Thales, France, Thales has granted permission to Trinidad and Tobago to install one of our IAT workstations in Dominica for a period of thirty (30) days for the purpose of conducting testing and evaluation over the E/CAR AFS network.

2.5 The Dominica (Melville Hall) IAT workstation installation is scheduled for May 2006. Melville Hall will be supplied with a flat panel IAT workstation with keyboard and optical mouse, dot matrix printer and in line UPS.

2.6 The IAT installation and Operator training will be conducted by TTCAA personnel. This evaluation will provide useful information on the training needs of the E/CAR for the IAT workstations.

2.7 The TTCAA has requested a technical and financial proposal from Thales, France on the procurement of IAT workstations, dot Matrix printers, UPS, IAT software and relevant licenses for all of the E/CAR States with appropriate spares. After this proposal is received, evaluated a definite implementation schedule will be forwarded to the E/CAR States. It is envisaged that Operator training will directly follow the installation.

2.8 In the interests of commonality of the equipment supplied to all States, the TTCAA is requesting that a 110V 60Hz standard electrical outlet be provided at the workstation site.

2.9 Prior to the installation a site visit will be conducted by the TTCAA to ensure that all is in readiness for the installation in order to circumvent undue delays to the project.

3.0 The TTCAA further proposes to train the Eastern Caribbean Civil Aviation Authority (ECCAA) technicians to carry out first line maintenance of the delivered equipment. Additional maintenance will be carried out by the TTCAA with scheduled periodic visits to sites. Two spare sets of equipment will be left with the ECCAA and one set with the TTCAA. The first line maintenance course will be conducted prior to the installation of the equipment preferably to be held in Trinidad.

3. Conclusion

3.1 Trinidad and Tobago is fully aware of its obligations to provide reliable AFTN service within the E/CAR and is aware of the existing problems faced by States. The TTCAA intends to fulfill its obligations in a responsible, economical and efficient manner with the proposal to replace the existing obsolete AFTN workstations.

4. Suggested action

The meeting is invited to take note of the information presented in this information paper.