International Civil Aviation Organization
NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN OFFICE
Thirtieth Eastern Caribbean Working Group Meeting (30 E/CAR WG)
Castries, Saint Lucia, 7-11 August 2006

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

E/CAR NETWORK STATUS

(Presented by France)

SUMMARY
This WP presents the assessment by France of the status of the ECAR digital communications network.

1. Introduction

1.1 Ground to ground communications in the E/CAR region are done through the E/CAR network. For a long time, this network's quality, reliability and availability have been assessed as not satisfactory by France.

2. Discussion

Current network

2.1 The current network is managed by TTCAA. The quality of the current network has not been significantly improved. The actual synopsis has not been provided by TTCAA.

Failure report procedure

2.1.1 However, France noted with satisfaction that the number of acknowledged failure reports is increasing. Some acknowledgments seem to be addressed to non appropriate destinations (example: acknowledgment sent to Martinique for a failure report from Guadeloupe and vice versa). France reminds in annex to this working paper the fax numbers where to send the acknowledgements and treatment information to French ATS units. The effort is to be continued to systematically advise France by TTCAA of the knowledge of the failure, its handling and of the restoration time. France proposes that failure reports and acknowledgements can also be sent by mail.

Dominica link failures

2.1.2 Telephone and AFTN problems have been reported for a long time between Dominica and Guadeloupe. They reach such a level that they deeply reduce and frequently do not allow the ground communications. TTCAA and Dominica reported that new AFTN equipment was delivered in Melville Hall. The last assessment (July the 10th) quote that the phone is unserviceable but the AFTN is better. It should be noted that some human factors (AFTN messages syntax errors) appear to make the global situation worse in Dominica when the AFTN is operational. France is planning to drive directly some actions in Dominica to reduce the number of syntax errors. Two samples of troublemaker FPLs are shown in **Appendix A** to this working paper.

However, the meeting is advised that France requests:

- that the technical situation in Dominica be fully upgraded to get the network services constant; and
- that appropriate measures be taken by all the concerned CAAs, for the training of the AIS officers in Dominica.

Dedicated Lines

2.1.3 Due to the poor availability of the phone communication through the E/CAR network, France and Trinidad are putting in place some dedicated direct phone lines between Piarco ACC and each of the 2 French Approach Units.

2.2 Future network

2.2.1 During the last FIR Policy Group held in Martinique in May 2006, TTCAA informed the States/Organizations that a RFP had been launched to get a new regional network, possibly based on VSAT.

2.2.2 The meeting is advised that France requests to be informed of and associated with the evolution of this project.

3. Suggested action

The meeting is invited to:

3.1 Take note of the information provided in this working paper; and to adopt the following:

That,

a) concerned CAAs take appropriate action to fully upgrade the network and end equipment in order to provide constant high quality service in Dominica;
b) concerned CAAs take appropriate action to give the appropriate training of AIS officers in Dominica;
c) TTCAA keep the E/CAR ANSPs advised of the plans and progresses of the plans and implementation of the future E/CAR telecommunication network; and
d) network failure reports be sent and acknowledged by mail in parallel with the Fax procedure as shown in **Appendix B** to this working paper.

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APPENDIX A

SYNTAX ERRORS IN FPLS

Sample one: J8VAY

line 1 No opening parenthesis Change of line (return) missing after VN and before -AC50 Line 2 Change of line (return) missing after 2010 and before -N0170 Non authorized Change of line (return) before DCT line 3 Change of line (return) and hyphen missing after DCT and before TVSV	06 Jun 06 11:36 Aviation Civile CA 0590482100 p.4 SIGMA BDP1 01/06/06 TFFR MESSAGE RSFTA 20:09 Date: 060601 Canal: ZPS Numero: 0308 Sens: R Type: TXT FF TFFRZPZX 012002 TDPDYFYX -FPL-J8VAY-VN-AC50/L-S/C -TDCF2010-N0170A085 -DCT TVSV0100 -DOF/060601)

Sample two: GFI771

line 1 Non authorized space between I and S Line 2 What is 01D? ICAO aircraft code is DH8A or B or C. DHC8 is not ICAO. Non authorized space between M and the hyphen line 3 Non authorized space between TDPD and 1025 line 4 Non authorized space between 0250 and F FL 170 instead of F170 (with a Non authorized L and also anon authorized space between L an 170) line 5 Non authorized space between TBPB and 0100	06 Jun 06 11:36 Aviation Civile CA 0590482100 p.3 SIGMA TFFR 10:25 BDP1 MESSAGE RSFTA 02/06/06 Date: 060602 Canal: ZPS Numero: 0106 Sens: R Type: FPL FF TFFRZTZX 021022 TDPDYFYX (FPL-GFI771-I S -01D DHC8/M -S/C -TDPD 1025 -N0250 FL 170 DOM A312 FOF A555 BGI -TBPB 0100 TGPY TLPL 0)

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APPENDIX B

French ANSP Contacts for Network Failure Report Acknowledge

Martinique :
Fax : 596 596 42 26 32 and 596 596 42 26 92

Guadeloupe :
Fax : 590 590 48 20 30 and 590 590 48 20 05

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