



International Civil Aviation Organization
North American, Central American and Caribbean Office (NACC)
Thirty Third Eastern Caribbean Working Group Meeting (E/CAR/WG/33)
Christ Church, Barbados, 4 to 8 June 2012
**Third Meeting of the Eastern Caribbean Network Technical Group
(E/CAR/NTG3)**
Christ Church, Barbados, 5 to 6 June 2012

E/CAR/WG/33 – WP/26
E/CAR/NTG/3 — WP/11
22/05/12

E/CAR/WG Agenda Item 3

Air Navigation Matters

**3.2 Follow-up on the implementation of the NAM/CAR
Regional Performance Based Air Navigation Plan**

E/CAR/NTG Agenda Item 3

Related Additional NTG Activities

2a) Radar Sharing Ad-hoc Group

Radar Data exchange activities in the E/CAR Region

(Presented by France)

Summary

No significant work has been done since E/CAR/NTG/2 Meeting by the radar sharing ad-hoc group. French radar data can be sent to E/CAR states on request via the E/CAR AFS network and through a letter of agreement, until TTCAA RDPS is operational. The paper also presents the progress made on automation and other surveillance issues by French Guyana and French West Indies (FWI).

ICAO Strategic Objective:	This working paper is related with strategic objective C
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1. Introduction

1.1 Since the E/CAR/NTG/2 meeting, no significant work has been done by France.

2. Current situation

2.1 In FWI, the ATCOs are using IRMA2000 traffic displays (as in St Lucia). These displays are fed by DACOTA RDPS (radar data processing system, from Thales), both in Guadeloupe and Martinique.

2.2 DACOTA RDPS is fed by 2 monopulse radar (Thales RSM970), one located in Guadeloupe Chazeau and the other in Martinique Morne-Vent.

2.3 The scopes of the ATCOs are fed by these 2 MSSR. Normal picture is Dacota, first backup picture is Martinique MSSR (for Martinique and vice versa), 2nd backup picture is Guadeloupe MSSR.

2.4 SIGMA FDPS is correlating the radar data (Mode A) and the flight data (FPL id) for all traffic displays.

2.5 Today, DACOTA multiradar data and the two monoradar data are sent to Trinidad via specific links (one between Martinique and Piarco, in operation, and one between Guadeloupe and Piarco, to be operated soon).

2.6 The same data is sent to St Lucia via direct leased lines. These data should be sent soon via the E/CAR AFS network.

3. Sharing French radar data

3.1 It was decided that in E/CAR region, surveillance data would be delivered by TTCAA, for several reasons:

- FWI failed into integrating other radars into DACOTA.
- TTCAA is validating in the Piarco new control centre a new RDPS that could merge all available radar data in the E/CAR region.
- TTCAA is the central node of the E/CAR AFS network, so the collection of available radar data and the broadcast of merged surveillance data (multiradar) would be quite easy.

3.2 While the TTCAA RDPS becomes operational, FWI can provide to any E/CAR States the same data being provided currently to Trinidad (DACOTA multiradar and/or the 2 monoradar data). All data provided complies with Asterix Eurocontrol format (Dacota data is ASTERIX category 30 and the monoradar data are categories 1 and 2). The only requirements to display the provided data is that each receiving data States should ensure that their radar/traffic displays are capable of processing this type of data, the telecommunication mean through E/CAR AFS Network is available and the corresponding letter of agreement (LOA) is formalized by FWI and the State.

3.3 As explained, DACOTA data is generated from the 2 French MSSR, and currently it is not possible to add more radar feeds to the DACOTA System (i.e. Barbados, Trinidad).

4. Other surveillance matters

4.1 French Guyana:

4.1.1 ADS-C and CPDLC applications are operational since May 2011 using the Aurora-Adacel system, improving safety in the operations. HF communications have been reduced, and all oceanic flights are now displayed, some with ADS-C, some with flight plan routes.

4.1.2 In 2012, a call for tender is prepared to renew all ATM system in Cayenne / French Guyana (surveillance displays, FDPS, SDPS, ADS, new network, recorders, etc.). The system should be installed 2nd half of 2013, and should be in operation beginning 2014, in the next control tower. The new control tower is being installed, and should operational by the end 2012.

4.1.3 ADS-B should be installed in Guyana in 2013, starting with one station, with following objectives:

- Evaluate the equipped fleet
- Promote equipment for local flight in hostiles regions (Amazonia).
- Compensate radar gaps or radar stops (maintenance or failures).

4.2 FWI: Martinique and Guadeloupe:

4.2.1 FDPS (SIGMA system) could be replaced by EGIS VIGIE system (Atalis system improved with FDPS module), but not before mid 2013, due to the new control tower in Guadeloupe and all work being done on SIGMA for the New FPL format compliance.

4.2.2 STCA (Short term conflict alert) has been set up and is operated since May 2012, in addition to MSAW (Minimum Safe Altitude Warning), both in Guadeloupe and Martinique. APW (Area Proximity Warning) could be set-up by the end 2012.

5. Suggested Actions

5.1 The meeting is invited to:

- a) Take note of the information of this paper;
- b) Take action to implement the radar data circuit FWI- St Lucia through the E/CAR AFS Network as indicated in paragraph 2.6;
- c) Evaluate FWI offer to provide radar data meanwhile the Radar Data exchange activities are operational by TTCAA as explained in paragraph 3.2; and
- d) Take or recommend the necessary actions regarding the current status of French Guyana and FWI on automation features and ADS/CPLC applications as detailed in section 4.