41 Meeting of the North American, Central American and Caribbean Working Group Communications Task Force (COMM/TF/41)

Online, 3-4 December 2025

SUMMARY OF DISCUSSIONS

ii.1 Place and Date of the Meeting

The 41 Meeting of the North American, Central American and Caribbean Working Group (NACC/WG) Communications Task Force (COMM/TF/41) was held online from 3 to 4 December 2025.

ii.2 Opening Ceremony

Mrs. Layla Rodríguez, COMM/TF Rapporteur, highlighted the importance of the Meeting for analysing the progress made by the Communications Group in fulfilling its work programme, with emphasis on the operation and performance of the new Network over the last year, planning for the next service provision period, as well as monitoring activities related to the implementation of the new network for air navigation services (ANS) and updating contingency plans among Member States. She also urged the Group to discuss the regional strategy to support the transition to digital meteorological data exchange in accordance with the Global Air Navigation Plan (GANP). The Rapporteur also indicated that, in order to facilitate the work, working papers had been prepared as a basis for discussion and, finally, she invited States to participate actively, raise questions and contribute to the technical analysis to ensure solid and consensual results.

Mrs. Mayda Ávila, Regional Officer, Communications, Navigation and Surveillance (RO/CNS) on behalf of the North American, Central American and Caribbean (NACC) Office of the International Civil Aviation Organization (ICAO) thanked all participants for attending the meeting.

ICAO indicated that COMM/TF/41 aims to follow up on the strategy to modernise the aeronautical communications infrastructure in the NAM/CAR Regions. The following priorities for 2025-2026 were highlighted: consolidation of the Caribbean Air Navigation Services Network (CANSNET), transition and extension of the Air Traffic Services Voice Link Enhancement Network (MEVA III) and strengthening of voice and data system interoperability. The COMM/TF reaffirmed its role in the digitisation of communications, the implementation of new services through CANSNET, and spectrum management, and recognised the commitment of States, experts and partners to move towards a more secure, resilient and efficient regional network.

ii.3 Officers of the Meeting

The COMM/TF/41 meeting was held with the participation of the Mrs. Rodriguez, COMM/TF Rapporteur, who chaired the plenary session. Mrs. Mayda Ávila RO/CNS from the ICAO NACC Regional Office served as Secretary of the meeting.

ii.4 Working Languages

The working languages of the Meeting were English and Spanish. The working papers, information papers, as well as presentations and draft report of the meeting were available to participants in both languages.

ii.5 Schedule and Working Arrangements

It was agreed that the working hours for the sessions of the meeting would be from 09:00 to 13:00 hours daily with adequate breaks.

ii.6 Agenda

Agenda Item 1: Adoption of the Provisional Agenda, Schedule and Work Modality

Agenda Item 2: MEVA III Network Operations and Performance
2.1 MEVA Network Operation and Performance 06/2024 – 11/30/2025
2.2 Monitoring and reporting of MEVA III
2.3 Operation of the MEVA III network for the remainder of its current contract
2.4 MEVA III contract extension

Agenda Item 3: Caribbean Air Navigation Services Network Project (CANSNET)
3.1 Status of implementation of the CANSNET Project
3.2 Updating the Execution Schedule
3.3 Defining Project Implementation Planning Process Dates

Agenda Item 4: Group Activities within the NACC/WG
4.1 NACC/WG/COMM Action Plan
4.2 Presentation of the Group's results to NACC/WG/10

Agenda Item 5: Contingency Development Process in CAR Communications
5.1 Contingency Program Update
5.2 Contingency planning for natural disasters

Agenda Item 6: **Interoperability Testing for AMHS Dissemination of OPMET IWXXM Data to OPMET Regional Center (ROC) in Washington**
6.1 Dissemination of OPMET data according to the ICAO Meteorological Information Exchange Model (IWXXM)
6.2 Strategy for the Execution of Interoperability Tests in Preparation for the Regional Dissemination of OPMET IWXXM Data on AMHS

Agenda Item 7: **Other Business**

ii.7 Attendance

The Meeting was attended by **12** States/Territories from the CAR Region, **one** International Organisation, and **two** companies from aviation industry, totalling **60** delegates as indicated in the list of participants contained in the **Appendix A.**

ii.8 Draft Conclusions and Decisions

The Meeting recorded its activities as Draft Conclusions and Decisions as follows:

DRAFT CONCLUSIONS: Activities requiring endorsement by the Directors of Civil Aviation of North America, Central America and Caribbean (NACC/DCA).

DECISIONS: Internal activities of the NACC/WG Communications Task Force

ii.9 List of Conclusions and Decisions

Draft conclusions

Number	Title	Page
01	***UPDATE OF DISTRIBUTION LIST AND CLOSURE OF MEVA TICKETS***	6
02	***EXTENSION OF THE MEVA III SERVICE CONTRACT (1 APRIL 2026 – 31 MARCH 2027)***	7
03	***IMPLEMENTATION OF VOICE LINKS BETWEEN THE STATES OF CARACAS AND VENEZUELA, THROUGH THE TECHNICAL INFRASTRUCTURE OF MEVA III, COCESNA AND REDDIG.***	11

Decisions

Número	Título	Página
04	***UPDATE TO THE REGIONAL VOICE AND DATA COMMUNICATIONS CONTINGENCY PLAN***	13

ii.9 List of Working and Information Papers and Presentations

Refer to the Meeting web page:
https://portal.icao.int/CANSNET/Pages/mevatmg41.aspx

WORKING PAPERS				
Number	**Agenda Item**	**Title**	**Date**	**Prepared and presented by**
WP/01	1	Adoption of the Provisional Agenda, Schedule, and Working Method, Presented by the Secretariat.	04/11/25	Secretariat
WP/02	4	Action Plan for the Communications Task Force of the North America, Central America and Caribbean Working Group.	10/11/25	COMM/TF Rapporteur.
WP/03	4	Presentation of Group Results to NACC/WG/10	12/11/25	COMM/TF Rapporteur.
WP/04	5	Update of contacts and contingency mechanisms in the event of communications failure.	02/12/25	Secretariat
WP/05	6	Regional Strategy in Preparation for the Operational Distribution of IWXXM OPMET Data via AMHS to the Regional OPMET Center (ROC) in Washington.	10/11/25	COMM/TF Rapporteur.

INFORMATION PAPERS				
Number	**Agenda Item**	**Title**	**Date**	**Prepared and presented by**
IP/01	--	List of working, information papers and presentations	04/12/25	Secretariat

PRESENTATIONS			
Number	**Agenda Item**	**Title**	**Presented by**
P/01	2 & 3	MEVA III Operations and CANSNET Status	FREQUENTIS.
P/02	6	Interoperability test of IWXXM OPMET data dissemination over AMHS between the United States and CAR Region States/Organizations	COMM/TF Rapporteur.
P/03	4	Implementation of voice channels between Colombia and Curaçao, and between Colombia and Jamaica *(only in Spanish).*	COCESNA

Agenda Item 1: Adoption of the Provisional Agenda, Schedule and Work Modality

1.1 Under WP/01, the Secretariat invited the Meeting to approve the provisional agenda and schedule. The Meeting approved the agenda as presented and agreed to extend its working hours from 9:00 to 13:00 hrs.

Agenda Item 2: MEVA III Network Operations and Performance

2.1 Under presentation P/01, the company FREQUENTIS provided a report on the operations and performance of the MEVA III network.

2.1.1 Operation and performance of the MEVA Network (03/2024–12/2025): it was reported that the MEVA Network experienced interruptions during the period, mainly associated with failures of the Block up-converter (BUC) in Haiti, batteries and chassis of the Uninterruptible Power Supply (UPS) close to failure, and problems with the external unit of a radio frequency communications system (ODU) in Mérida due to overpowering and electrical discharges. In total, the ticket system recorded 57 incidents, reminding States of the importance of closing their own tickets to ensure proper follow-up.

2.1.2 T1 backup: It was confirmed that T1 link failures are backed up by the Atlanta station, using United States Federal Aviation Administration (FAA) lines for voice traffic routing. The tests carried out have been successful and guarantee service continuity in the event of interruptions.

2.1.3 Space segment (IS14 satellite / IS35e transition): It was reported that the IS14 satellite will reach the end of its useful life in mid-2026. FREQUENTIS is working with INTELSAT company to migrate to an alternate satellite, with IS35e identified as the best option. The transition will require antenna reorientation and ODU hardware adjustments, while maintaining compatibility with current equipment.

2.1.4 It was indicated that, due to the situation in Haiti, FREQUENTIS will provide all necessary support for the satellite change and antenna repointing, either remotely or, if conditions permit, with on-site visits.

2.1.5 It was indicated that the switch to the new satellite (EPIC 34.5°W) and the repointing of antennas is planned for the second quarter of 2026, maintaining service continuity.

2.1.6 MEVA III monitoring and reporting: Monthly reports have been delivered on time and are available both on the MEVA website and by mail. It was noted that the distribution list is pending confirmation by ICAO, with a single official address requested for centralised management. Online monitoring and the ticket system remain available to all members.

2.1.7 The Meeting identified the need to update information relating to the management and monitoring of the MEVA III network and approved FREQUENTIS' request to update the distribution lists for monthly reports and close tickets where faults have already been resolved. In this regard, the Meeting suggested the following draft conclusion:

<table>
<tr><td colspan="3">DRAFT CONCLUSION
COMM/TF/41/01 UPDATE OF DISTRIBUTION LIST AND CLOSURE OF MEVA TICKETS</td></tr>
<tr><td colspan="2">That:
a) the Secretariat update and consolidate the distribution list for MEVA monthly reports, ensuring that it includes the technical, operational and administrative focal points designated by each State/Organisation.
b) MEVA Member review and update the status of all open tickets on the MEVA support platform, closing those incidents that have already been resolved and keeping only those that are still being monitored active.</td><td>Expected Impact:
☐ Political / Global
☐ Inter-regional
☐ Economic
☐ Environmental
☒ Technical/Operational</td></tr>
<tr><td colspan="3">Why:
The correct distribution of reports ensures the timely flow of technical and administrative information, facilitating the monitoring of network performance and informed decision-making.</td></tr>
<tr><td>When: 30 January 2026</td><td colspan="2">Status: ☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td>Who: ☒ States ☒ ICAO ☐ Others:</td><td colspan="2">MEVA Member, ICAO</td></tr>
</table>

2.1.8 Operation of MEVA III during the rest of the contract: Changes in FREQUENTIS personnel were reported, including a new Project Manager and contact points. In addition, it was reported that the migration of redundant stations to the Terrasat solution has progressed significantly (Miami Teleport, Atlanta, Aruba, Dominican Republic, Puerto Rico), with Haiti pending due to the political situation.

2.1.9 Extension of the MEVA III contract: The current contracts expire on 31 March 2026. Options for a nine-month or one-year extension were evaluated. FREQUENTIS guaranteed that if CANSNET becomes operational before the extended deadlines, the States will not pay for two networks. The evaluation of the new satellite and preparations for antenna reorientation and system adjustments are also continuing. Formal bids will be sent in the coming weeks.

2.1.10 During the session, it was emphasised that the extension of the MEVA III contract is directly linked to the CANSNET implementation schedule, which depends on all States finalising and submitting their purchase orders and contracts.

2.1.11 FREQUENTIS explained that it is facing time and price pressures from suppliers (BT, INTELSAT, NDSATCOM, etc.), which requires signing before the end of the year to maintain rates, and proposed a one-year extension, until March 2027, without the risk of 'double billing': when CANSNET becomes operational, MEVA will no longer be billed, even if the extension remains in effect.

2.1.12 MEVA Members recognise the need for the MEVA III network to continue operations until the CANSNET communications network becomes operational. In this regard, the group proposed the following conclusion:

<table>
<tr><td colspan="3">DRAFT CONCLUSION
COMM/TF/41/02 EXTENSION OF THE MEVA III SERVICE CONTRACT
(1 APRIL 2026 – 31 MARCH 2027)</td></tr>
<tr><td colspan="2">That:
The members of the MEVA III network approve the extension of the MEVA III Network service provision contract, guaranteeing the continuity of the voice and data links used for ATS coordination between Members. This entails signing the MEVA III extension contract for an additional period from 1 April 2026 to 31 March 2027.</td><td>Expected Impact:
☐ Political / Global
☐ Inter-regional
☐ Economic
☐ Environmental
☒ Technical/Operational</td></tr>
<tr><td colspan="3">Why:
Because the implementation process for the new CANSNET network has not yet been completed for all States/Organisations, and it is necessary to maintain stable, secure and continuous operation of regional aeronautical telecommunications services, which entails the need to extend the current MEVA III network services contract. The extension ensures operational resilience, avoids critical disruptions in coordination between Area control centres (ACCs) and allows for an orderly transition to CANSNET without affecting air traffic management.</td></tr>
<tr><td>When: 20 March 2026</td><td colspan="2">Status: ☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td>Who: ☒ States ☐ ICAO ☐ Others:</td><td colspan="2">MEVA Members</td></tr>
</table>

Agenda Item 3: Caribbean Air Navigation Services Network Project (CANSNET)

3.1 FREQUENTIS provided an update on the status of the CANSNET Project, listing the Members that have already signed: Aruba, Bahamas, Curaçao, Dominican Republic, Haiti, Jamaica, St. Maarten, and COCESNA.

3.2 Cuba and Panama are awaiting completion of their contract signing, both under the responsibility of ICAO. In the case of Cuba, ICAO is participating as an observer and is awaiting export licences for Cuba, for which the United States is providing support. The United States and Mexico are also awaiting contract signing.

3.3 FREQUENTIS indicated that implementation will begin with five main sites Cuba, Haiti Jamaica, Sint Maarten, and Miami Teleport. The Teleport will serve as the central point of integration for MEVA–CANSNET. The aim is to ensure permanent connectivity by adopting schemes that allow for redundancy between both networks. On-site activities are scheduled to begin in Q3 2026, with operations starting on 1 January 2027.

3.4 It was clarified that although some States have already signed the transition contract to CANSNET, implementation can only begin once all States have signed, given the regional nature of the project: a delay by one affect all.

3.5 The Meeting discussed the need for contracts to be signed within the specified time limits so that delays do not impact project execution.

3.6 FREQUENTIS explained the difficulties of negotiating 13 different contracts, the delays associated with special clauses and obtaining the export licence for Cuba, as well as the contractual particularities with the United States. However, the status of Cuba, Mexico, Panama and the United States are in its final stages. The aim is to launch CANSNET in early January and complete implementation by the end of 2026.

3.7 The deployment plan was described (Miami teleport, parallel work on Multiprotocol Label Switching (MPLS)/satellite, factory testing, Factory Acceptance Test (FAT), documentation). ICAO reminded States to allow for additional resources for travel and participation in training (factory, FAT, technical meetings in Vienna and theoretical meetings at the NACC Regional Office).

3.8 The project schedule shows a detailed sequence of activities from 5 January to December 2026, including network design, manufacturing, integration, FAT/SAT testing, documentation, certificate delivery, as-built update and final system transition. The ultimate goal is to complete the transition and activate the network before 2027. However, these dates are tentative and depend on Members who have not yet signed their contract doing so before 31 December 2025.

Agenda Item 4 Group Activities within the NACC/WG

4.1 Under WP/02, the Rapporteur presented the priority activities of the COMM/TF, focusing on the performance of the MEVA III Network, progress in the process of signing CANSNET contracts, and preparations for the transition to this new regional aeronautical telecommunications infrastructure. She also highlighted the need to accelerate the migration of operational meteorological data exchange (OPMET) from traditional formats (TAC) to the ICAO Meteorological Information Exchange Model (IWXXM), in close coordination with the NACC/WG Meteorology Task Force (MET/TF), to ensure the availability of meteorological information within the System-Wide Information Management (SWIM) environment by 2030.

4.2 The meeting noted that due to delays in the signing of CANSNET contracts by several States, it will be necessary to extend MEVA III services beyond March 2026. It also highlights the follow-up results on the implementation of the Air Traffic Services Message Handling System (AMHS) and FG FTBP in States/Organisations, which will serve to guide actions during 2025–2026. Finally, the document presents detailed information on the Action Plan, which includes key activities such as keeping States informed, improving MEVA operations, supporting the transition to CANSNET, updating contingency procedures, strengthening AMHS–SWIM interoperability, and promoting regional adoption of IWXXM through testing, seminars, and systematic monitoring of ASBU indicators. The COMM/TF Action Plan is presented in **Appendix B** of this **SoD.**

4.3 Under WP/03, the results and progress of the COMM/TF during the period August 2024 to August 2025 were presented, highlighting the priority attention given to the performance of the MEVA III network and the ongoing support for the process of preparing, negotiating and signing the CANSNET project contracts with FREQUENTIS. During COMM/TF/39, the impacts of the MEVA III node in Bogotá going out of operation were analysed and, as a result, technical solutions were designed to restore voice communications between Colombia and several Caribbean States, which made it possible to successfully reactivate the Jamaica-Barranquilla and Curaçao-Barranquilla links in 2024 and 2025, through integrations between MEVA III, COCESNA and the South American Digital Network (REDDIG II).

4.4 Likewise, the CANSNET reference framework, comprising the Framework Agreement, the service level agreement (SLA) and the Administrative Agreement Document, was consolidated and officially sent to the States in March 2025. FREQUENTIS also submitted the customised financial proposals, initiating the process of signing individual contracts; however, the consolidated table of *States with signed contracts* (page 3) shows that several members have not yet completed the process, which is affecting the progress of the project.

4.5 Finally, WP/03 invited the Meeting to review this progress, urge the remaining States to sign their CANSNET contracts as soon as possible, and take any additional measures to facilitate the continuity of the project.

4.6 Under P/03, COCESNA presented temporary communication solutions for the Jamaica–Colombia and Curaçao–Colombia routes. Jamaica uses direct conversion to Internet Protocol (IP); Curaçao requires analogue extraction via MEVA. Both solutions are operational.

4.7 Jamaica–Colombia has been operational since November 2024. Curaçao–Colombia since March 2025. A new FXS card will enable the implementation of the second Curaçao–Bogotá line. All solutions will remain temporary until migration to the new MEVA satellite and full reconnection with REDDIG.

4.8 The following table presents a technical summary of the established Temporary Communication Solutions, which are operational until the CASNSNET network becomes operational:

Route	Technical Method	Status	Notes
Jamaica–Colombia	An analogue-to-IP conversion; uses existing router	Operational from November 2024	Most efficient solution
Curaçao–Colombia	Analogue extraction via MEVA; two conversions	Operational since March 2025	No degradation reported
Curaçao–Bogotá (2nd line)	Pending; requires new FXS card	Scheduled for December 2025	Enabled by FREQUENTIS card

4.9 The meeting also discussed the impact of the risk posed by Venezuela's departure from the MEVA network in March 2026 at the end of the MEVA III network expansion contract. In this regard, discussions have been held with the ICAO South American Regional Office (SAM) through REDDIG coordination to implement a temporary solution similar to that used between Colombia and the CAR States. COCESNA could serve as a bridge if the States and FREQUENTIS agree.

4.10 The meeting highlighted the need to clarify who will bear the cost of the satellite segment if Venezuela stops using the interconnection. The States indicated the need to define financial responsibilities. FREQUENTIS should assume responsibility for the transfer or reconfiguration of the equipment. Technical and financial responsibilities must be clearly defined.

4.11 If Venezuela does not renew its contract with MEVA III for the period from 1 April 2026 to 31 March 2027, FREQUENTIS indicated that it intends to support the implementation of the solution, as it did to resolve communications with Colombia, and to maintain the same costs as at present.

4.12 FREQUENTIS also indicated that they are working on the final definition of prices for all MEVA III members, and that the exchange rate from US dollars (USD) to euros could influence the cost of the one-year extension. FREQUENTIS will make every effort to send the financial proposals as soon as possible.

4.13 Based on the above information, the Meeting took the following Draft Conclusion:

<table>
<tr><td colspan="3">DRAFT CONCLUSION
COMM/TF/41/03</td><td colspan="2">IMPLEMENTATION OF VOICE LINKS BETWEEN THE STATES OF CARACAS AND VENEZUELA, THROUGH THE TECHNICAL INFRASTRUCTURE OF MEVA III, COCESNA AND REDDIG.</td></tr>
<tr><td colspan="3">What:
Considering that the MEVA III node implemented in Venezuela will not be available as of March 2026, the oral channels for ATS communication supported by this node through the MEVA III, COCESNA, and REDDIG networks should be implemented on a temporary basis until the new CANSNET network is operational. To this end, the following activities must be carried out:

a) Request Venezuela to formally communicate (by official letter) its intention not to renew its contract with MEVA III for the period from April 2025 to March 2027.
b) identify the voice channels necessary for coordination between Venezuela and the CAR Region states and, with this, the technical requirements for implementing the solution.
c) define costs and responsibilities for the establishment, maintenance and servicing of the new voice channel interconnection solution between SAM and CAR.
d) establish responsibility for the relocation and commissioning of FAD (NetPerformer) equipment from the MEVA III node in Venezuela to the COCESNA facilities.</td><td colspan="2">Expected impact:
☐ Political / Global
☒ Inter-regional
☐ Economic
☐ Environmental
☒ Operational/Technical</td></tr>
<tr><td colspan="5">Why:
It is necessary to ensure that oral communication services between the ATS centres of the Caribbean States and Venezuela continue to operate safely and reliably until the regional network supporting Caribbean Air Navigation Services, CANSNET, is operational and interconnected with REDDIG.</td></tr>
<tr><td colspan="2">When: 31 March 2026</td><td colspan="3">Status: ☐ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td colspan="2">Who: ☒ States ☒ ICAO ☐ Other:</td><td colspan="3">States involved, COCESNA, FREQUENTIS, REDDIG.</td></tr>
</table>

Agenda Item 5 Contingency Development Process in CAR Communications

5.1 Under WP/04, the Secretariat highlighted the urgent need to update and consolidate the communications contingency plans of MEVA Members, due to the significant operational impact of failures in the voice and data links used between Area Control Centres (ACC). It explained that, although local operations continue, the lack of MEVA connectivity limits inter-centre ATS coordination, affecting traffic transfers, estimates, flight levels and tactical procedures, which increases delays, workload and reduces regional efficiency. The Secretariat emphasised that MEVA III will continue to operate for at least another year and that it is essential to strengthen contingency planning by considering alternative links, degraded procedures, technical redundancy and joint exercises.

5.2 The Secretariat recommended that Members identify disaster scenarios, vulnerabilities and the operational impact of MEVA failures, and the MEVA Contingency Matrix **(Appendix C)** is presented as a standardised tool for collecting and comparing regional information.

5.3 The Meeting, following up on the recommendations made by the Secretariat in the Working Paper, received a proposal to create an Ad Hoc Group to lead, develop and finalise this activity, composed of:

1. Bahamas: Mr. Elton Joseph
2. Cuba: Mr. Ruslán Segredo Subit
3. Dominican Republic: Mr. Jonathan Méndez.
4. Haiti: Ms. Nadia Leopold
5. United States: Mr. Will Turner

5.4 The Meeting adopted the following decision:

DECISION **COMM/TF/41/04**	**UPDATE TO THE REGIONAL VOICE AND DATA COMMUNICATIONS CONTINGENCY PLAN**
That: The Ad Hoc Group appointed by COMM/TF (Bahamas, Cuba, Dominican Republic, Haiti and United States) shall update the technical and operational information on its nodes, voice and data channels used by the MEVA NETWORK in order to: a) integrate the information received into a consolidated regional database, aiming to provide an up-to-date overview of the MEVA–CANSNET architecture and its contingency capabilities. b) update the Regional Contingency Plan for the voice and data channels used by MEVA, incorporating alternate routes, ATS coordination procedures, and activation/deactivation criteria. c) establish a regional schedule for the validation and testing of the updated Contingency Plan, including inter-centre exercises. d) present the UPDATED Plan to MEVA/CANSNET members no later than 30 March 2026.	**Expected Impact:** ☐ Political / Global ☐ Inter-regional ☒ Economic ☐ Environmental ☒ Technical/Operational
Why: Strengthen the resilience, interoperability, and continuity of ATS communications in the CAR/NAM Region by integrating CANSNET–MEVA information and updating the Regional Contingency Plan that supports ATC coordination between States.	
When: 30 March 2026	**Status:** ☐ Valid / ☐ Superseded / ☐ Completed
Who: ☒ States ☐ ICAO ☐ Others:	Ad-hoc Group, MEVA III Members

Agenda Item 6: Interoperability Testing for AMHS Dissemination of OPMET IWXXM Data to OPMET Regional Center (ROC) in Washington

6.1 Under WP/05, the COMM/TF Rapporteur presented the regional strategy for preparing the operational dissemination of OPMET data in IWXXM format to the Regional OPMET Centre (ROC) in Washington, using the ATS Message Handling System (AMHS).

6.2 The Rapporteur explained that the transition to IWXXM, the digital format standardised by ICAO, requires prior technical verification through interoperability testing between the AMHS centres of the Caribbean States and the United States, especially to demonstrate the use of the FTBP functional group, part of the extended service level of the AMHS.

6.3 It was reported that tests were conducted between Brazil, Cuba, the United States, and COCESNA, using environments described in the following figures:

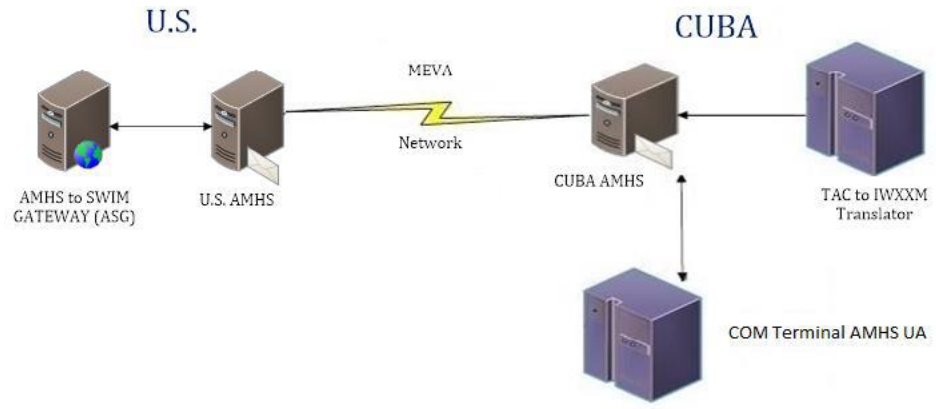

Figure 1: Test environment for OPMET data exchange in accordance with IWXXM, Phases I and II

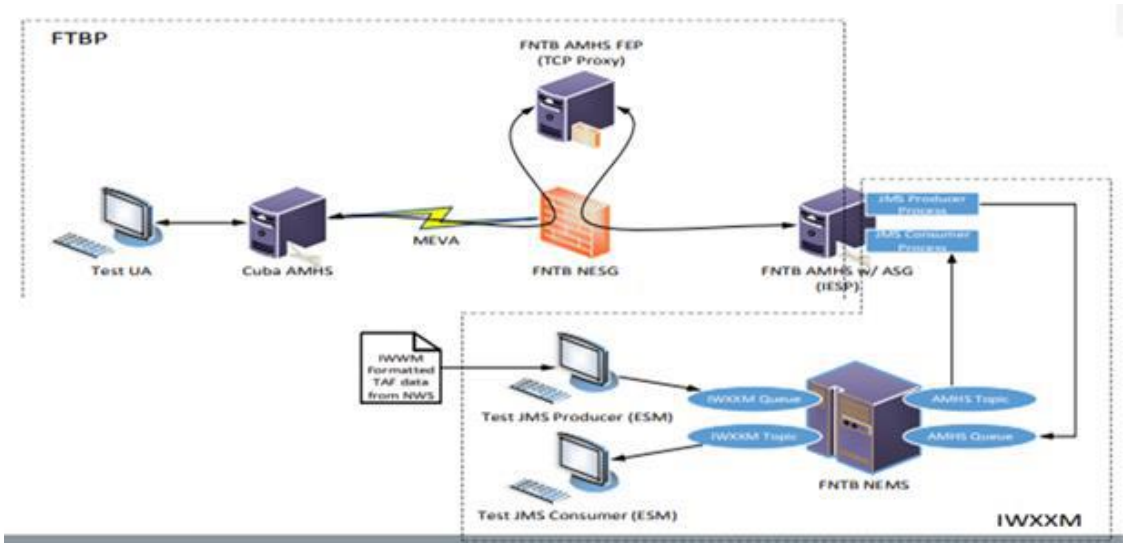

Figure 2: Testing environment for OPMET data exchange in accordance with IWXXM Cuba – FAA phase III.
FAA National Test Bed (FNTB) National Airspace System (NAS) Enterprise Security Gateway (NESG)
National Airspace System (NAS) Enterprise Messaging Service (NEMS)
Integrated Enterprise Services Platform (IESP)

6.4 The tests validated the successful exchange of IWXXM messages in phases I, II, and III. At the NACC/WG/10 meeting, it was established as a regional priority to begin dissemination towards the ROC in Washington, and COMM/TF was instructed to move forward with the necessary actions.

6.5 During the NACC/WG/10 Meeting, the States approved the following decision:

DECISION NACC/WG/10/04—ACTION PLAN FOR IMPLEMENTING THE DISSEMINATION OF OPMET IWXXM DATA:

The Secretariat, together with the COMM/TF and MET/TF groups, will coordinate a schedule of AMHS interoperability tests to support the dissemination of OPMET IWXXM data in NAM/CAR. In addition, it will initiate the process for Cuba to send OPMET IWXXM data to the Washington RODB once interoperability testing with the FAA has been successfully completed.

6.6 The NACC/WG, in coordination with its rapporteurs, will update its work schedule, as well as the work between the COMM/TF and MET/TF task forces, to plan the interoperability testing schedule.

6.7 The COMM/TF Rapporteur requested support for the decision of NACC/WG/10 and the implementation of the interoperability testing schedule between the United States and each State in the NAM/CAR Region that has already implemented FTBP, as well as to begin the dissemination of IWXXM data from Cuba to the ROC (Regional OPMET Centre), given that its tests were successful, as proposed by the NACC/WG.

6.8 The Secretariat clarified that the test planning will take into account the infrastructure currently in operation in Member States, to include those that already have the installed capacity. Member States that do not yet have the capacity will benefit from the lessons learned from the tests carried out.

6.9 The Secretariat recommended that States in the process of acquiring/upgrading their air navigation systems ensure that the technical requirements for IWXXM messaging processing are integrated into their projects.

Agenda Item 7 Other business

7.1 No topics were discussed under this agenda item.

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41 Meeting of the North American, Central American and Caribbean Working Group Communications Task Force
41 Reunión del Grupo de Tarea de Comunicaciones del Grupo de Trabajo de Norteamérica, Centroamérica y el Caribe (COMM/TF/41)

Meeting Online, 3-4 December 2025 / Reunión en línea, del 3 al 4 de diciembre 2025

APPENDIX A / APÉNDICE A
LIST OF PARTICIPANTS / LISTA DE PARTICIPANTES

ARUBA

1. Jeremy Martjin
2. Jose Norberto
3. Joselito Correia de Andrade
4. Ronald Croes

BAHAMAS

5. Calvin McIntosh
6. Conrad Davis
7. Earl Rahming
8. Elton Joseph
9. Ian McKenzie
10. Joshua Hanna
11. Joshua Williams
12. Roger Mckenzie
13. Sheano Dorsett

CAYMAN ISLANS / ISLAS CAYMAN

14. Cleavy Scott

CUBA

15. Adrián Verdecia Cabrera
16. Jesús Padrón
17. Ruslán Segredo Subit
18. Layla Rodriguez

CURAÇAO / CURAZAO

19. James Koeiman

DOMINICAN REPUBLIC / REPÚBLICA DOMINICANA

20. Elvis Collado
21. Eugenio Alberto Neris Mora
22. Felix Jose Peralta Díaz
23. Geurys Reyes
24. Jonathan Franklin Mendez Mercedes
25. Juan Tomás Silverio Cuevas
26. Julio Cesar Mejía Alcántara

HAITI / HAITÍ

27. Emmanuel Jaques
28. Hantz Celestin
29. Nadia Leopold

JAMAICA

30. Derrick Grant
31. Fabian Taylor

MEXICO / MÉXICO

32. Jose Romero Mendez
33. Juan Carlos Sánchez Rivero
34. Lino Eduardo Paramo Molina
35. Miguel Angel Valles
36. Sergio Antonio Perez Rodriguez

PANAMA / PANAMÁ

37. Raymnundo Ledezma

SAINT MARTEEN

38. Richard Hazel

UNITED STATES / ESTADOS UNIDOS

39. Al Oneill
40. Austin Francis
41. Chaya Turner
42. Hoang Tran
43. John Fullerton
44. Karen Shelton-Mur
45. Kristle Newman
46. Margaret Gurbuz
47. Michael Graf
48. Michael McManus
49. Raquel Ramos
50. Rudolph Lawrence
51. Vet Bouttaphanh
52. Will Turner

COCESNA

53. Manuel Flores
54. Roger Perez
55. Yeltsin Mejia
56. Gabriel Quiros

AEROTEL

57. Peter Spence

FREQUENTIS

58. Matthias Gerlich
59. Ernst Poelleritzer

ICAO

60. Mayda Ávila

APPENDIX B
NACC/WG/COMM/TF
ACTION PLAN

Activities to be developed				
ID	**Description**	**Start**	**Termination**	**Responsible**
1	Keep MEVA Members informed about the performance status and operating conditions of the MEVA III Network.	N/A	N/A	COMM/TF
2	Assist MEVA Members in coordinating to solve problems that arise in the operation of the network, as well as in the implementation of services and spare parts.	N/A	N/A	COMM/TF
3	To study and implement technical/operational measures that can be agreed upon to improve the operation and implementation of the MEVA III Network services, without significantly impacting costs, investments, and objectives of the Network.	N/A	N/A	COMM/TF
4	Maintain valid and up-to-date MEVA III Network Contingency Procedures, taking into consideration the contingency plans of each MEVA Member and the Service Provider, in accordance with the CAR Region General Contingency Plan.	N/A	N/A	COMM/TF
5	Assisting MEVA Members in finalizing the implementation of data and voice circuits, according to the requirements shown in the ANP CAR/SAM.	N/A	N/A	COMM/TF
6	Study and propose solutions for AFS connectivity of the MEVA III Network with other regional and national CAR/SAM networks.	N/A	N/A	COMM/TF
7	MEVA Network Service Provider a procedures manual on the management, operation and maintenance of the circuit's telecommunications of the MEVA III Network.	N/A	N/A	COMM/TF
8	To carry out the transition of the MEVA III architecture and services to the new regional private aeronautical fixed services telecommunications network, CANSNET, envisaged in the ICAO CNS/ATM concept, with a terrestrial Internet Protocol (IP) backbone, to ensure that the network supports emerging requirements cost-effectively.	February 2020	December 2026	COMM/TF
8.1	Manage, support and facilitate the establishment of a new contract for the extension of MEVA III services during the period from March 2026 until CANSNET is in operational service.	December 2025	February 2026	COMM/TF
9	Determine and inform the NACC/WG of the implementation status of the ASBU COMI (Communication Infrastructure) and COMS (ATS Communication Service) elements	February 2023	NACC/WG Annual Meeting	COMM/TF
11	Manage and report to the NACC/WG the status of the implementation indicators for the regional Air Navigation Services (ANS) established for:	February 2023	NACC/WG Annual Meeting	COMM/TF

Activities to be developed				
ID	**Description**	**Start**	**Termination**	**Responsible**
	• Implementation of the ICAO Meteorological Information Exchange Model (IWXXM): a) Identify the ability to encode OPMET data according to the IWXXM model. b) Identify capacity to consume/provide OPMET IWXXM data through the SWIM technical (IT) infrastructure. c) Identify the capacity to disseminate OPMET data according to the IWXXM model through AMHS. • Implementation of the Air Traffic Services (ATS) Message Handling System (AMHS) a) Identify the capacity of AMHS systems to manage FTBP in support of IWXXM sharing. (States could update their communications hub capabilities in the AMC application at https://ext.eurocontrol.int/amc/index)			
12	To formulate a proposal that provides recommendations and reflects the actual activities of the application at the regional level of Annex 10, Volume VI, in order to develop and apply a regulatory model to the operations of unmanned aircraft in the region.	August 2023	NACC/WG Meeting September 2024	COMM/TF FREQ/TF
13	Conduct a webinar for States/Organizations to introduce the concept of IWXXM exchange and share lessons learned from IWXXM exchange interoperability testing	March 2025	December 2025	COMM/TF MET/TF
14	Conduct a webinar aimed at States/Organizations to update the implementation status of the Air Traffic Services Message Management System (AMHS) and the ability of AMHS systems to manage FTBP in support of IWXXM exchange by using the AMC application.	March 2025	December 2025	COMM/TF
15	Plan and execute an interoperability testing schedule between the KATL AMHS system and that of each of the AMHS message centers in the NAM/CAR Region whose States/Organizations have implemented the FG FTBP of the extended service level of AMHS in their COMM centre.	November 2025	TBD	COMM/TF
16	Plan and execute an interoperability test schedule for the provision of IWXXM data to SWIM applications in operation, through the AMHS-SWIM gateways available in the NAM/CAR region.	December 2025	TBD	COMM/TF MET/TF

APÉNDICE C
COMM/TF/41
Matriz de Contingencia MEVA

Estado	Punto Focal	Enlaces Alternos	Respaldo Satelital/VSAT	Procedimientos Voz ATS	Procedimientos Datos ATS/AMHS	Operación Degradada	Protocolos Activación	Coordinación FIR	Contingencias 12 meses	Comentarios

— FIN —