



ICAO

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North American, Central American and Caribbean Office

WORKING PAPER

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Tenth North American, Central American and Caribbean Working Group Meeting (NACC/WG/10)
Tulum, Mexico, from 8 to 12 September 2025

Agenda Item 4: Presentation of NACC/WG Task Forces

COMM TASK FORCE ACTIVITIES IN THE PERIOD 2024-2025

(Presented by the TF COMM Rapporteur)

EXECUTIVE SUMMARY	
This note tracks the activities carried out by the COMM Task Force from August 2024 to September 2025.	
Action:	<ul style="list-style-type: none">• Suggested actions are listed in section 3.
Goals Strategic:	<ul style="list-style-type: none">• Operational Safety• Air Navigation Capacity and Efficiency
References:	<ul style="list-style-type: none">• Second Meeting of Rapporteurs of the North American, Central American and Caribbean Working Group (NACC/WG/RAP/02), Mexico City, Mexico, March 28-31, 2023• Thirty-ninth Meeting of the Communications Task Force of the North American, Central American and Caribbean Working Group (NACC/WG/COMM/TF/39) Mexico City, Mexico, May 7-10, 2024• Ninth Meeting of the North American, Central American and Caribbean Working Group (NACC/WG/09) Mexico City, Mexico, September 30 to October 4, 2024• Third Meeting of Rapporteurs of the North American, Central American and Caribbean Working Group (NACC/WG/RAP/03)• Twenty-Second Meeting of the Regional Planning and Implementation Group for the Caribbean and South America (GREPECAS/22)

1. Introduction

1.1. During the 2024-2025 period, the Communications Task Force of the North American, Central American, and Caribbean Working Group (NACC/WG/COMM/TF) has been closely monitoring the performance and operation of the MEVA III network. It has also focused its efforts on supporting the process of preparing and signing contracts with **Frequentis**, the company that won the tender for Project RLA22801, “Caribbean Air Navigation Services Network (CANSNET).”

1.2. The Thirty-Ninth Meeting of the Communications Task Force (NACC/WG/COMM/TF/39) analyzed the operation and performance of the MEVA III network with the service provider, placing special emphasis on the situation created by the outage of the MEVA III node in Bogotá, Colombia, South American State responsible for supporting voice communications for ATS coordination with the Caribbean States of Jamaica, Curaçao and Panama.

1.3. During the Third Meeting of Rapporteurs of the Working Group on North America, Central America, and the Caribbean (NACC/WG/RAP/03), the Action Plans of the Task Forces were updated, including the analysis and monitoring of Air Navigation Services (ANS) indicators and the implementation status of each ASBU element, taking into account the operational status of each of its enablers.

2. Discussion

2.1. During the Thirty-Ninth Meeting of the Communications Task Force (NACC/WG/COMM/TF/39), Frequentis offered all MEVA III members one-year extensions, from April 1, 2025, to March 31, 2026. During Q4 2024, members of the Communications Task Force of the North American, Central American, and Caribbean Working Group (NACC/WG/COMM/TF) signed these extensions in compliance with Decision COMM/TF/EXT_210923/01.

2.2. In response to Decision NACC/WG/COMM/TF/39/02, Frequentis, together with COCESNA, REDDIG, and the States of Jamaica and Curaçao, designed and implemented solutions on the MEVA III - COCESNA-REEDIG II networks, which enabled the safe, sustainable, and more economical restoration of voice communications between Colombia and the aforementioned CAR states.

2.3. The Kingston, Jamaica - Barranquilla, Colombia voice channel was implemented on 27 November 2024, with a testing period that allowed it to be successfully incorporated into the service. This channel was implemented directly from a CISCO router on COCESNA's internal network installed in Jamaica to a similar terminal device in Bogotá, passing through MEVA III and REDDIG II. Once in Bogotá, Colombia, the traffic was routed to Barranquilla (**Appendix A**).

2.4. In the case of the voice line between Curaçao and Barranquilla, Colombia, it was successfully implemented on 27 March 2025, with a one-week testing period to ensure proper operation. This link was implemented via an FXS-FXS channel using MEVA's NetPerformer equipment and then interconnected to REDDIG by implementing an FXO-FXS channel to reach Colombia, where this traffic was routed to Barranquilla using the same connectivity solution as the Jamaica link.

2.5. As for the Curaçao–Colombia (Bogotá) voice channel, an additional FXS card is required to implement the line in a similar way to Barranquilla. This is being coordinated with Frequentis through the ICAO NACC Regional Office.

2.6. During the period analysed, the average availability of the MEVA III network was 99.99%, exceeding the agreed SLA (99.90%). Annual maintenance on the nodes has been carried out as scheduled, with the exception of Haiti. In the case of the Haiti node, Frequentis has been unable to perform this work due to the impossibility of traveling to that state due to the local situation. However, it provides the necessary support with the assistance of local technicians.

2.7. During the NACC/WG/COMM/TF/39 meeting, ICAO-CDI presented the results of the tender for Project RLA22801 'Caribbean Air Navigation Services Network (CANSNET)', initiating the process of preparing and signing the associated contracts.

2.8. As established in the CANSNET Project Document, ProDoc RLA22801, participating Member States/Organizations shall establish and sign individual contracts with the winning supplier, Frequentis, with the exception of Cuba and Panama. ICAO shall be responsible for preparing the contracts for Cuba and Panama. In the case of Cuba, ICAO will sign as an observer to the agreement between that State and the aforementioned supplier; in the case of Panama, ICAO will be responsible for signing on behalf of Panama.

2.9. After several months of joint work, the technical/administrative/legal staff of the CANSNET Member States/International Organizations, the NACC/WG COMM/TF, and the winning company of the project finalized the documents that define the general framework on which the network will operate for all CANSNET Member States and International Organizations.

2.10. The documentation that forms the CANSNET reference framework was sent to its members in an official letter with Ref.: NT-N1-3.7, NT-NE57-3 — **E.OSG-NACC114896**, dated 4 March, 2025, and consists of:

- Framework agreement for the provision of the Caribbean Air Navigation Services Network (CANSNET).
- Service Level Agreement relating to the Caribbean Air Navigation Services Network (CANSNET).
- Agreement document on the participation, administration and joint provision of services of the Caribbean Air Navigation Services Network (CANSNET).

2.11. Based on the agreed CANSNET framework, Frequentis submitted the financial proposals of each member of the regional network as a starting point for the customization process and the signing of individual contracts as participants in the CANSNET project. A deadline of two months was set for the signing of the contracts, to be completed by 30 May 2025, at the latest.

2.12. The CANSNET implementation schedule was proposed by Frequentis based on the time required for network installations and deployment, taking into account that it must be completed before March 2026, when the current MEVA III extension contract expires.

2.13. At this time, several contracts have been signed without the process being completed for all members. Only once all contracts are signed can project implementation begin.

State / Organization	Signed contract	
	Yes	No
Aruba	x	
Bahamas	x	
Cayman Islands	x	
Cuba		x
Curaçao		x
Dominican Republic		x
Haiti	x	
Jamaica	x	
Mexico		x
Panama		x
Sint Maarten		x
United States (FAA)		x
COCESNA	x	

2.14. In compliance with Conclusion NACC/WG/09/05 'IMPLEMENTATION OF OPMET EXCHANGE UNDER IWXXM' (ICAO Weather Information Exchange Model), the activities of its Action Plan, based on DECISION NACC/WG/RAP/02/07 UPDATE OF INFORMATION ON INDICATORS THAT MEASURE THE LEVEL OF IMPLEMENTATION OF AIR NAVIGATION SERVICES, and in support of the completion of the GREPECAS Dashboard, the COMM Task Force, together with the MET Task Force, managed the current status of the implementation of:

- Aeronautical Message Handling System (AMHS), taking into account:
 - AMHS systems capacity to manage FTBP in support of IWXXM exchange.
- Dissemination of operational meteorological (OPMET) data in accordance with the ICAO Meteorological Information Exchange Model (IWXXM), taking into account:
 - ability of States/Organizations to encode OPMET data according to the IWXXM model,
 - ability of States/Organizations to consume/provide OPMET IWXXM data through the SWIM infrastructure.
 - ability of States/Organizations to disseminate OPMET data according to the IWXXM model through the AMHS.

2.15. Appendix B of this note shows the information that has been identified through the support of the Point of Contacts (PoCs) of the COMM/TF, the MET/TF, and the rapporteur of the E/CAR/NTG.

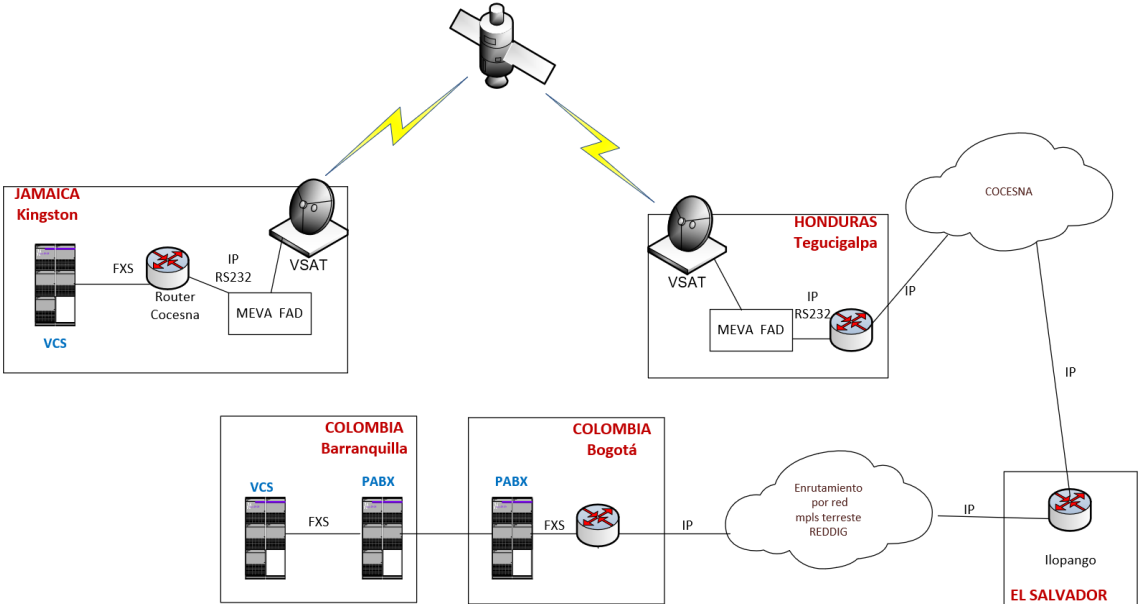
2.16. To date, progress toward the availability of IWXXM and associated exchange has been slow. Action is needed in the CAR region to accelerate the dissemination of IWXXM data in preparation for the plan to eliminate the OPMET dissemination according to Traditional Alphanumeric Codes (TAC) as standard in future amendments to Annex 3.

3. Recommended Actions

3.1. The Meeting is kindly invited to:

- a) review the information presented in this Work Paper
- b) urge States/Organizations that have not signed the CANSNET contract to complete the process in order to begin implementation of the new network with sufficient time to ensure that it is ready by March 2026; and
- c) take any other action deemed appropriate.

Appendix A Kingston, Jamaica - Barranquilla, Colombia voice channel



Appendix B
Implementation of the Aeronautical Message Management System (AMHS)
Air Navigation Services (ANS) Indicators

Component	Year	State / Organization	Planned 0: No 1: Yes	Implemented 0: No 1: Yes 2: under test	Progress	FTBP FG Available 0: No 1: Yes
AMHS	2025	Aruba	1	1	1	1
AMHS	2025	Antigua and Barbuda	1	0	0	0
AMHS	2025	Bahamas	1	1	1	1
AMHS	2025	Barbados	1	1	1	0
AMHS		Belize (COCESNA)	1	1	1	1
AMHS	2025	Cayman Islands	1	1	1	0
		Cuba	1	1	1	1
AMHS	2025	Costa Rica (COCESNA)	1	1	1	1
AMHS	2025	Curacao	1	1	1	1
AMHS	2025	Dominica	1	0	0	0
AMHS	2025	Dominican Republic	1	1	1	1
AMHS	2025	El Salvador (COCESNA)	1	1	1	1
AMHS	2025	Grenada	1	0	0	0
AMHS	2025	Guatemala (COCESNA)	1	1	1	1
AMHS	2025	Haiti	1	2	0	0
AMHS	2025	Honduras (COCESNA)	1	1	1	1
AMHS	2025	Jamaica	1	1	1	1
AMHS	2025	Mexico	1	1	1	1
AMHS	2025	Nicaragua (COCESNA)	1	1	1	1
AMHS	2025	Saint Kitts and Nevis	1	0	0	0
AMHS	2025	Saint Lucia	1	0	0	0
AMHS	2025	Saint Vincent and the Grenadines	1	0	0	0
AMHS	2025	Trinidad and Tobago	1	1	1	0
AMHS	2025	San Martin	1	1	1	0
AMHS	2025	United States (FAA)	1	1	1	1

(_) Indicates that no information has been received from States/Organisations

Dissemination of OPMET data according to the ICAO IWXXM model

OPMET Data Codification	Year	State	Planned 0: No 1: Yes	Implemented 0: No 1: Yes 2: Under test (version)	Progress	Communication Support 0: None 1: AMHS 2: SWIM Services 3: Both
IWXXM	2025	Aruba	1	0	0	1
IWXXM	2025	Ancient and Barbuda				
IWXXM	2025	Bahamas	0	0	0	0
IWXXM	2025	Barbados				
IWXXM	2025	Belize (COCESNA)	1	0	0	1
IWXXM	2025	Cayman Island	0	0	0	0
IWXXM	2025	Cuba	1	1* (v3.0.0)	1	1
IWXXM	2025	Costa Rica (COCESNA)	1	0	0	1
IWXXM	2025	Curacao	1 (2026)	0	0	3
IWXXM	2025	Dominica				
IWXXM	2025	Dominican Republic	1	0	0	1
IWXXM	2025	El Salvador (COCESNA)	1	0	0	1
IWXXM	2025	Grenada				
IWXXM	2025	Guatemala (COCESNA)	1	0	0	1
IWXXM	2025	Haiti	0	0	0	0
IWXXM	2025	Honduras (COCESNA)	1	0	0	1
IWXXM	2025	Jamaica	1	0	0	0
IWXXM	2025	Mexico	1	0	0	1
IWXXM	2025	Nicaragua (COCESNA)	1	0	0	1
IWXXM	2025	Saint Kitts and Nevis				
IWXXM	2025	Saint Lucia				
IWXXM	2025	Saint Vincent and the Grenadines				
IWXXM	2025	Sint Maarten	0	0	0	0
IWXXM	2025	Trinidad and Tobago				
IWXXM	2025	United States (FAA)	1	2	0	1

(*) OPMET IWXXM data is not being disseminated to any recipient.

() Indicates that no information has been received from States/Organisations.