



ICAO

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WORKING PAPER

E/CAR/CATG/10 — WP/05
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Tenth Eastern Caribbean Civil Aviation Technical Group Meeting (E/CAR/CATG/10)
Fort-de-France, Martinique, 15 to 17 July 2026

Agenda Item 4: Follow-up of the activities of the E/CAR/CATG
4.5 Progress report of the Communications Navigation and Surveillance (CNS) Committee

Network Performances and General Aspects - General feedback of the French West Indies

(Presented by France)

EXECUTIVE SUMMARY	
This Working Paper presents the situation in French West Indies (FWI) and identifies possible improvement	
Action:	The suggested actions are presented in Section 5.
<i>Strategic Objectives:</i>	• Every Flight is Safe and Secure • Aviation is Environmentally Sustainable • Aviation Delivers Seamless, Accessible, and Reliable Mobility for All • No Country Left Behind
<i>References:</i>	• Twelfth Eastern Caribbean Network Technical Group (E/CAR/NTG/12) and Tenth Eastern Caribbean Radar Data Sharing Ad hoc Group (E/CAR/RD/10) Miami, United States, 24-25 July 2023

1. Introduction

1.1 The Eastern Caribbean Aeronautical Fixed Service (E/CAR/AFS) network is overall compliant with operational requirements.

1.2 The resilience of the French West Indies (FWI) connection to the E/CAR/AFS network is ensured through dual access architecture:

- Via Guadeloupe (connected to Antigua and Martinique), and
- Via Martinique (connected to Trinidad & Tobago and Guadeloupe).

1.3 In addition to the E/CAR network, a dedicated link between Martinique and Trinidad & Tobago supports:

- Radar data exchange, and
- Two operational voice communication lines.

2. Status of the FWI Nodes

2.1 France acknowledges the availability of multiple types of connectivity to the E/CAR network, including copper-based links and optical fiber. This diversified architecture enhances redundancy and has significantly reduced the number of connection losses to the network.

2.2 Both Guadeloupe and Martinique are equipped with two routers each (one primary and one backup), fully configured. Currently, only the primary router is connected to the network and remotely monitored by Telecommunications Services of Trinidad and Tobago (TSTT).

2.3 Since 2020, periodic on-site maintenance of the E/CAR routers (including system checks and configuration alignment) has no longer been performed.

2.4 Overall, the E/CAR network operates satisfactorily in Martinique and Guadeloupe. However, the following issues have been observed:

- Intermittent unavailability of telephone lines:
 - One or more of the four voice circuits on the E/CAR router may become unavailable. Resolving this issue requires a remote router reset, which is not immediate. As a result, controllers are sometimes required to place multiple calls before successfully establishing communication.
- Call handling issues in Guadeloupe:
 - Controllers previously experienced difficulties answering incoming calls. The issue has been resolved through router configuration updates.
 - However, the backup router still requires reconfiguration to ensure full consistency.

3. Evolution and Upgrades

3.1 France acknowledges and appreciates the efforts made by Trinidad and Tobago Civil Aviation Authority (TTCAA) to enhance the E/CAR network, as well as its support in funding the deployment. The upgraded equipment was delivered and installed in Martinique and Guadeloupe in 2025.

3.2 Following the E/CAR network upgrade and migration, a noticeable reduction in outages affecting telephony services has been observed.

4. Service Level

4.1 The need to establish performance indicators for both AMHS and telephony services is recognized.

4.2 For instance, in 2022, Guadeloupe reported network availability of 99.93%; however, during the same period, the site experienced an AMHS service outage lasting more than one month. This demonstrates that, while network availability indicators are important, they should be supplemented by service-level performance metrics that reflect the actual status and continuity of transmitted operational data.

5. Suggested Actions

5.1 The meeting is invited to:

- a) Suggest TTCAA to reinstate periodic on-site maintenance of E/CAR equipment and regain access to the E/CAR node monitoring software.
- b) Recommend TTCAA to initiate actions to improve router reset response times to enable faster resolution of voice communication issues and reconfigure the backup switch.
- c) Request TSTT, through TTCAA, to communicate to all States detailed planning and technical constraints related to future network upgrades.
- d) Leverage the deployment of the new E/CAR architecture to establish Letters of Agreement (LoAs) between participating States.
- e) Collaborate to establish performance indicators for both AMHS and telephony services in the E/CAR.
- f) Suggest any other action deemed necessary.

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