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WORKING PAPER

E/CAR/NTG/5 & E/CAR/RD/3

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Fifth Eastern Caribbean Network Technical Group (E/CAR/NTG/5) and Third Eastern Caribbean Radar Data Sharing Ad-hoc Group (E/CAR/RD/3) Meetings
Guadeloupe, France, 22 to 24 October 2014

Agenda Item 2: E/CAR AFS Network
2.3 E/CAR AFS Network Interconnection to the MEVA Network

MEVA II-E/CAR AFS NETWORK INTERCONNECTION ACTIVITIES

(Presented by the MEVA TMG Coordinator)

EXECUTIVE SUMMARY	
This Working paper presents the progress and results of the work of the E/CAR/NTG and the MEVA Technical Management Group (TMG) regarding the E/CAR – MEVA II interconnectivity.	
Action:	The suggested actions are given in Section 3.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Environmental Protection
<i>References:</i>	<ul style="list-style-type: none">• 5th 6th and 7th teleconferences held on 11, 18 and 30 June 2014

1. Introduction

1.1 During the MEVA TMG/22 Meeting the importance to start exchanging information for the interoperation of the MEVA II and the E/CAR AFS Network was proposed and Conclusion TMG/22/09 – *Regional Interconnection/ Integration with the E/CAR Network* was formulated.

1.2 It was agreed that San Juan, Puerto Rico would be the point of interconnection for both networks, since San Juan has both a MEVA node and an E/CAR AFS Network node. The interconnectivity would allow Sint Maarten to share their radar with Trinidad and Tobago as part of the radar feeds that will support the Radar Data Server project to be implemented for the E/CAR States/Territories in addition to the exchange of radar between Sint Maarten and San Juan. Conclusion TMG/25/09 - *MEVA II-E/CAR AFS Network Interconnection* was formulated.

2. Discussion

2.1 The following table depicts the up-to date list of telecommunication requirements for the MEVA II – E/CAR Network interconnection agreed from the teleconferences:

	ATS Units	Interconnection MEVA II- E/CAR AFS Network (San Juan)		Technical details
SINT MAARTEN/ JULIANA APP	Anguilla (Clayton J. Lloyd International)	√		2 PBX service from ECAR-analog voice line
	Antigua (V. C. Bird APP)	√	√	Serial line, RS232-V.35
	Saint Kitts (Robert L. Bradshaw TWR)	√		
	PIARCO ACC		√	3 available Serial lines, RS232-V.35

2.2 A new dedicated data serial circuit was required for the radar exchange between San Juan and Sint Maarten and following is the update:

- The MEVA II equipment for the circuit was installed in Sint Maarten.
- The FAA did not order the MEVA II equipment because the Radar Sharing MOA between the FAA and Sint Maarten is not yet signed.
- It was agreed that the FAA will send the radar data from San Juan in the Common Digitizer-2 (CD2) format and Sint Maarten will provide their radar feed in ASTERIX format.

2.3 During the 7th MEVAIII-E/CAR AFS Network interconnection Teleconference held on 30 June 2014, the following evaluation on the implementation of the voice and data circuits was made:

- a) *Evaluation of activities for voice circuits*
- Trinidad and Tobago, St. Maarten and Anguilla agreed to identify the best cost-effective solution for the implementation of the ATS voice circuits Sint Maarten – Anguilla (ATS communication through Sint Maarten network or through E/CAR AFS Network).
 - Sint Maarten informed on the implementation status of the ATS voice circuits through San Juan to communicate with the E/CAR (2 with Anguilla, 1 with Antigua and 1 with St. Kitts).

- Sint Maarten ordered the equipment to support 4 voices lines and the MEVA II Service Provider installed the equipment needed.
- United States will coordinate with the MEVA Service Provider the implementation of the ATS circuits from Sint Maarten to San Juan. United States will review the necessary new equipment/modules in the San Juan MEVA node and inform the participants of its results.
 - The purchase order for the San Juan equipment and services was not issued because financial responsibility was not determined before the 7th teleconference. It was agreed during the 7th teleconference that Sint Maartin will be financially responsible for the NRC and MRC for the 4 voice lines.
 - Trinidad and Tobago indicated the need for an additional card in the E/CAR AFS router in San Juan. In this regard, Trinidad and Tobago implemented the necessary equipment in the San Juan ECAR AFS node (equipment and site visit) to support the 4 voice lines on the E-CAR router in San Juan.

b) Evaluation of activities for data circuits

- Radar agreement - The ANS and Radar Data Sharing Agreement has been prepared. However, the FAA has been unable to sign it without funding for implementation. No other arrangements have been made in the mean time for not having the radar circuit in place.

2.4 The MEVA II – E/CAR AFS Network interconnection requirements discussed have been included in the MEVA III Tender Package version 1.0 for the MEVA III Tender process.

3. Suggested action

3.1 The meeting is invited to:

- a) take note of the information contained in this working paper;
- b) Urge Trinidad and Tobago as representative of the E/CAR region to continue the definition and implementation of this interconnection; and
- c) agree to any other actions, as deemed appropriate.