International Civil Aviation Organization
North American, Central American and Caribbean Office

ICAO

INFORMATION PAPER

Fourth North American, Central American and Caribbean Working Group Meeting
(NACC/WG/4)
Ottawa, Canada, 24 to 28 March 2014

Agenda Item 3:   **Follow-up on the NAM/CAR Regional Performance-Based Air Navigation**
Implementation Plan (NAM/CAR RPBANIP) Progress
3.3   ANI/WG and other regional group progress reports

THE MEVA III NETWORK

(Presented by MEVA TMG Rapporteur)

EXECUTIVE SUMMARY		
This information paper presents the MEVA III Network implementation activities. The MEVA Network is the regional telecommunication network serving as the Communication, Navigation and Surveillance infrastructure for Air navigation and as the future Aeronautical telecommunication Network (ATN) for the CAR region.		
Strategic Objectives:	• Safety • Air Navigation Capacity and Efficiency • Economic Development of Air Transport	
References:	• MEVA III RFI Process • MEVA III Tender Process	

1.   Introduction

1.1   The MEVA Satellite Network has been fully operational since 1999, consisting of a C-band DAMA-VSAT satellite network providing integrated voice and data (mainlyX.25 packet-switched AFTN messaging) services between ICAO Member States/Organizations airports and air traffic control facilities throughout a designated coverage zone of the Central Caribbean Region. The MEVA network replaced the less reliable and costlier undersea leased telecommunications cables that had been used in the past.

1.2   The MEVA II Network was implemented in 2005 under a ten year contract – five fix and five optional. The Network has been performing according to expectations and requirements, and has seen an increase in services carried over the network since its inception. The contract is coming to an end and new technology is available to accommodate new telecommunications demands.

1.3   The current MEVA Members are representatives from Civil Aviation Authorities/Service Providers of the Governments of Aruba, the Commonwealth of the Bahamas, the Cayman Islands, Cuba, Curacao, the Dominican Republic, Haiti, Jamaica, Mexico, Panamá, the United States of America, the organization of COCESNA and the current nodes and future MEVA III nodes are located at the following locations:

- Miami, FL
- Woodbine, MD
- Mosh Town, Bahamas
- Freeport, Bahamas
- Georgetown, Cayman Islands
- Panama City, Panama
- Havana, Cuba
- Port-au-Prince, Haiti
- Kingston, Jamaica
- Santo Domingo, Dominican Republic
- Merida, Mexico

- Atlanta, GA
- Nassau, Bahamas
- Marsh Harbor, Bahamas
- COCESNA (Tegucigalpa, Honduras)
- San Juan, Puerto Rico
- Phillipsburg, St. Maarten
- Curacao, Curacao
- Oranjestad, Aruba
- Bogota, Colombia
- Caracas, Venezuela
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2. Discussion

2.1   In 2011, the Central Caribbean States/Organizations members of the MEVA Network identified the need to review the MEVA architecture and services to ensure that the network will support emerging requirements in a cost effective manner. A Request for Information (RFI) was released to the industry in 2012 to explore solutions currently offered by the telecommunication industry that would meet the present and future requirements of the MEVA community. The MEVA Members analysed the responses to the RFI, and agreed on the architecture for the MEVA III Network.

2.2   In 2013, the MEVA Technical Management Group (TMG) created a Task Force entrusted with drafting the MEVA III RFP for the MEVA III Tender Process. This document was finalized and agreed upon by the TMG, and in June 2013, the MEVA III Tender was released to the industry through the ICAO Technical Cooperation Bureau (TCB) Office. The Task Force was also entrusted with reviewing and grading the proposals received in response to the Tender, and to recommend to the TMG a Service Provider for the MEVA III Network. The MEVA III Service Provider was chosen by the TMG Members in October 2013. Each MEVA Members will sign individual contracts with the MEVA III Service Provider. Currently negotiations and signature of the individual contracts are ongoing.

2.3   Through the years the technological requirements placed on the MEVA Network have increased in terms of bandwidth, protocol, and number of nodes. Despite these increases, the MEVA Members have successfully managed to reduce the cost to each Member while increasing the overall availability of the Network.

2.4   The implementation of the MEVA III Network is planned to start in the summer of 2014. The new system will be a TDMA/MF satellite network providing Internet Protocol and legacy interface support. It will carry ATC voice and data services between Area Control Centers (ACC) in the Central Caribbean Region. The MEVA III network also deliver voice and data services to select countries in South America through an interconnection between the MEVA and the REDDIG (a similar network covering South America) networks.

2.5   The MEVA III is projected to support all the ATN requirements for the CAR Region with its interconnection with the adjacent ICAO regions in a cost-effective way.

3. Conclusion

3.1   The Meeting is invited to review the information presented in this paper.

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