



ICAO

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

INFORMATION PAPER

ANI/WG/3 — IP/07

04/03/16

Third NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/3)

Mexico City, Mexico, 4 to 6 April 2016

Agenda Item 4: Follow-up, Performance Evaluation and Monitoring of the NAM/CAR Regional Performance Based Air Navigation Implementation Plan (NAM/CAR RPBANIP) Targets

4.1 Progress Reports of the Task Forces and the ANI/WG

MEVA III NETWORK OVERVIEW

(Presented by MEVA TMG Coordinator)

EXECUTIVE SUMMARY	
This Working Paper presents an overview of the MEVA III Network.	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Security & Facilitation• Economic Development of Air Transport• Environmental Protection
<i>References:</i>	<ul style="list-style-type: none">• MEVA III Implementation• NAM/CAR Regional Performance Based Air Navigation Implementation Plan (RPBANIP) Version 3.1

1. Introduction

1.1 The MEVA III Network implementation was successfully completed by COMSOFT Satellite Services on 31 March 2015 with nodes located at the following sites:

- Miami, Florida, United States
- Atlanta, Georgia, United States
- Nassau, Bahamas
- Freeport, Bahamas
- COCESNA (Tegucigalpa, Honduras)
- Grand Cayman, Cayman Islands
- San Juan, Puerto Rico
- Panama City, Panama
- Phillipsburg, St. Maarten
- Havana, Cuba
- Willemstad, Curacao
- Port-au-Prince, Haiti
- Oranjestad, Aruba
- Kingston, Jamaica
- Merida, Mexico (in process)
- Santo Domingo, Dominican Republic

1.2 Additionally MEVA III equipment was installed at the REDDIG sites in Caracas, Venezuela and Bogota, Colombia in order to complete the MEVA III and REDDIG interconnection.

1.3 On 29 October 2015, MEVA Members received a letter indicating that COMSOFT GmbH filed for insolvency proceedings. The company was acquired by Frequentis in January 2016. The name COMSOFT remained and service has been unaffected. Frequentis acquired from COMSOFT all MEVA related duties and obligations regarding the satellite services (INMARSAT) to guarantee no interruption for all services.

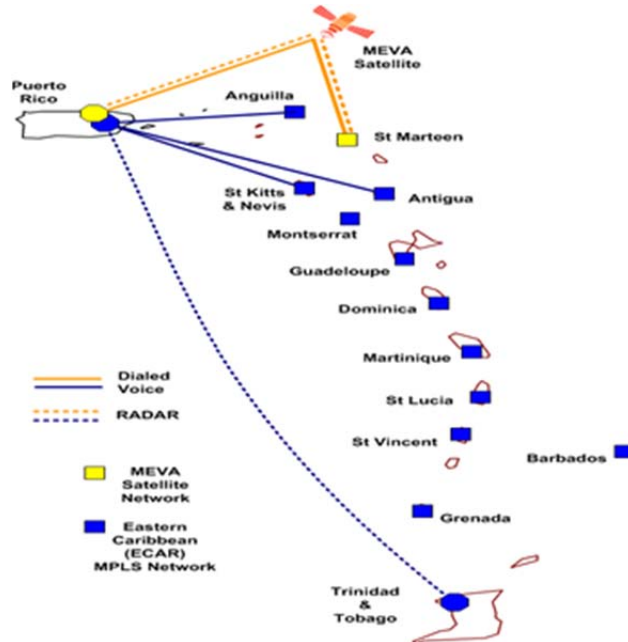
2. Discussion

2.1 The aeronautical telecommunication services transitioned to MEVA III network include:

- ATC voice telecommunication services between Area Control Centers (ACCs)
- Messaging services (Flight plans, NOTAMs, AIDC, etc...)
- Radar data sharing services
- Remote radio connectivity services

2.2 Also completed on November 2015 was the interconnection in San Juan, Puerto Rico between MEVA III station located in St Maarten and E/CAR Network station located in Piarco, T&T.

2.3 This interconnection allows St Maarten to better communicate with Anguilla, Antigua, and St Kitts through the E/CAR Network.



2.4 MEVA III Network allows the CAAs of the C-CAR region to continue transitioning older systems to newer IP based systems; implement new services such as radar sharing and remote radios while maintaining cost at the sustainable level.

3. Conclusion

3.1 The MEVA III Network continues to be a bandwidth efficient Network, easy to maintain as well as manage allowing the CAAs of the C-CAR region to continue transitioning older systems such to new IP based systems as well as implementing new services such as radar data sharing and remote radios while maintaining cost at a sustainable level.

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