



ICAO

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WORKING PAPER

MEVA/TMG/31 — WP/04  
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**Thirty first MEVA Technical Management Group Meeting (MEVA/TMG/31)**  
Kingston, Jamaica, 24 to 26 May 2016

**Agenda Item 3: Operation and Performance of the MEVA III Network**  
**3.4 Improvements to MEVA III node performance**

**JAMAICA EXPERIENCE OF THE MEVA III NODE PERFORMANCE**

(Presented by Jamaica)

<b>EXECUTIVE SUMMARY</b>	
This paper comments on the Jamaica experience with provisioning of the MEVA III system.	
<b>Action:</b>	Suggested actions presented in section 3
<b>Strategic Objectives:</b>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li></ul>
<b>References:</b>	<ul style="list-style-type: none"><li>• MEVA III Node performance</li></ul>

**1. Introduction**

1.1 During the period June 2015 to April 2016, the MEVA III service provider, Frequentis performed satisfactory with no major outage on the network from Jamaica's perspective.

1.2 COMSOFT underwent insolvency proceedings and was acquired by Frequentis in 2015, however, the transition was rather smooth and did not affect the performance of the network nor the service that was provided by the new service provider.

1.3 The MEVA III VSAT and node equipment is located at the facilities of the KATCC. Subcontractor Bob Parker of SPC Engineer out of Atlanta GA USA made contact advising that the BUC is to be replaced during the first week of May 2016.

**2. Discussion**

Update of Pending Issues

2.1 The following issues were achieved:

- Spare Satellite Modem has been received from Frequentis and is now in the spares pool
- Radar data is now being shared between Jamaica and Cuba however the Asterix is not integrated into our automation system.
- Implementation of PTT line between Jamaica and COCESNA was tested successfully however the service is not yet implemented.
- Jamaica and COCESNA is actively engaged in discussions for COCESNA to provide radar data from PZA and the Cayman Islands.

### Outstanding Issues

2.2 The following is an outstanding issue:

- The shout down circuit between Jamaica and Curacao was tested end-to-end and is working satisfactory however it is presently not being used by the end users. This is of growing concern due to the poor radar and VHF radio coverage that continue to affect this section of the FIR. This has led to several issues such as:
  - ✓ Inability to make contact with Curacao using dialup as it is constantly busy, this has led to
  - ✓ Poor coordination at the boundary
  - ✓ Added to the KATCC staff stress level

### Conclusion

2.3 The performance of the network over the period under review was creditable and should form a good platform going forward for the testing and implementation of services such as AMHS, AIDC.

2.4 The ongoing coordination issues being faced between Jamaica and Curacao can be resolved by implementation of AIDC and Jamaica is on track to implement a new automation system to be supplied by Thales and should be implemented by the 3rd Q of 2017.

## **3. Suggested Action**

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

- a) Note the information provided in this working Paper; and
- b) take the necessary actions as appropriate.