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WORKING PAPER

E/CAR/NTG/8 & E/CAR/RD/6 — WP/06
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**Eighth Eastern Caribbean Network Technical Group (E/CAR/NTG/8) and
Sixth Eastern Caribbean Radar Data Sharing Ad hoc Group (E/CAR/RD/6)**
Saint George's, Grenada, 3 - 5 September 2018

**Agenda Item 3: E/CAR Aeronautical Fixed Services (AFS) Network Performance and
Operation - Network Performance and General Aspects**

GENERAL FEEDBACK OF THE FWI

(Presented by FRANCE)

EXECUTIVE SUMMARY	
This paper presents the situation in FWI and identifies possible improvement	
Action:	The suggested actions are presented in section 5
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency
<i>References:</i>	<ul style="list-style-type: none">• Seventh Eastern Caribbean Network Technical Group (E/CAR/NTG/7) and Fifth Eastern Caribbean Radar Data Sharing Ad hoc Group (E/CAR/RD/5) Basseterre, St. Kitts and Nevis, 17 – 18 October 2016•

1. Introduction

1.1 The E/CAR/AFS network is globally compliant with operational requirements, but some improvements may be needed, both in technical and procedural aspects.

1.2 Securing FWI E/CAR/AFS network connection is achieved through dual access: Guadeloupe (Antigua, Martinique) and Martinique (Trinidad & Tobago, Guadeloupe).

1.3 In addition of the E/CAR network, a link between Martinique and Trinidad & Tobago supports radar data and two (2) phone lines.

2. Status of the FWI Nodes

2.1 The connections of FWI to E/CAR/AFS network have been changed. Since June 2017, the new dual connections DIGICEL have been installed. These connections are made by copper cables. We're waiting the optical fiber for a better redundancy. The optical fiber is delivered but still not connected.

2.2 Guadeloupe and Martinique have two routers each fully equipped.

2.3 Always troubles on the telephone link with results that ATCO has difficulties to answer on E/CAR call. By resetting the router, the problem is resolved but we don't know the origin of the default. A monitoring tool could give the state of the router components. Before resetting, Martinique asks for the authorisation by mail to TTCAA and awaits for the answer. The procedure is long. A simple phone coordination will be appreciated.

2.4 FWI appreciates TTCAA/TSTT visits on site for the periodic maintenance on the E/CAR router (check system and align configuration). The maintenance planning is sent on time.

2.5 FWI still supports the setup of a common maintenance agreement for E/CAR network and associated tools (SPATIA and CADAS). This could be based on TTCAA-SNA AG radar agreement.

3. Evolutions

3.1 FWI will change its AFTN Switch. CAGOU will be replaced by MANGO, a COMSOFT system (AIDA, CADAS-ATS), compliant with AMHS. The new system will be in operation beginning 2020. At this time, FWI will need to get an AMHS IP link.

3.2 FWI will increase its cyber security and safety. All outgoing or incoming data will go through a new system, called NARCISSE. It will be operational in the beginning of 2020.

4. Conclusions

4.1 The ECAR network is globally operating correctly in FWI, and improvements are proposed:

- To finish E/CAR local connections upgrade in FWI then test the physical and logical redundancy.
- To complete maintenance procedure for E/CAR network and associated tools (could be integrated to the Surveillance Sharing LOA).
- To connect the 2 routers to the E/CAR network on each site. Management of routers configurations would be facilitated.
- To organize the management of configurations (access to online version, traceability).
- To monitor the network components.

5. Suggested actions

5.1 The meeting is invited to:

- a) Take action to define maintenance procedure for ECAR network and associated tools;
- b) Take action to finish E/CAR local connections in FWI;
- c) Decide whether a configuration management to perform traceability of changes in router configurations is needed or not.

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