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

WORKING PAPER

E/CAR/NTG/8 & E/CAR/RD/6 — WP/09
17/08/18

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 4: **Surveillance Sharing Activities**
4.1 Review of Surveillance Sharing Letters of Agreement (LOAs)/Memorandum of Understanding (MOUs): Barbados, France, Sint Maarten and Trinidad and Tobago

REVIEW OF SURVEILLANCE SHARING LETTERS OF AGREEMENT (LOAS)/MEMORANDUM OF UNDERSTANDING (MOUS): BARBADOS, FRANCE, SINT MAARTEN AND TRINIDAD AND TOBAGO

(Presented by E/CAR/NTG Rapporteur)

EXECUTIVE SUMMARY

This paper presents updated information on the Letters of Agreement between Trinidad and Tobago and Barbados, the Service de la Navigation Aerienne Antilles Guyane and Sint Maarten.

Action:	The suggested actions are presented in Section 3
Strategic Objectives:	• Safety • Air Navigation Capacity and Efficiency
References:	• Seventh Eastern Caribbean Network Technical Group (E/CAR/NTG/7) and Fifth Eastern Caribbean Radar Data Sharing Ad hoc Group (E/CAR/RD/5) Meetings.

1. Introduction

1.1 At the Twenty-Second Eastern Caribbean (E/CAR) Working Group (E/CWG/22) Meeting (Barbados, August 1998), the Radar Sharing Task Force (RSTF) was established to treat with the establishment of a common seamless radar surveillance in the Region. Radar data from the combined radars of Martinique and Guadeloupe, was transported via a dedicated International Private Leased Circuit (IPLC) and successfully displayed at the Piarco Area Control Centre (ACC) on 10th June 2009

1.2 In April 2013, the Barbados radar was integrated into the Piarco Air Traffic Management (ATM) System, but not in the Piarco MRT. This means that it is possible to see it by selecting bypass from the Controller Working Position (CWP) at Piarco, but it is not contributing to the Piarco MRT.

1.3 Accordingly, Letters of Agreement (LOA) were signed between Trinidad and Tobago and the Service de la Navigation Aerienne Antilles Guyane (French Civil Aviation) on October 4, 2007 with updates to the Annexes on August 10, 2015. A LOA signed between Trinidad and Tobago and Barbados on November 17, 2006, dealt with the remoting of radar data from Barbados to Trinidad and Tobago.

2. Discussion

2.1 A bilateral agreement between the United States and Trinidad and Tobago was signed for flight data exchange in keeping with the objectives of Air Traffic Flow Management (ATFM), utilizing the System Wide Information Management (SWIM) concept. The agreement incorporates the Federal Aviation Administration (FAA) Traffic Flow Management data into the Trinidad and Tobago ATFM system. The FAA has requested the Piarco Multi Radar Tracker (MRT) data, which presently comprises the Piarco radar and the French Dacota (Martinique and Guadeloupe radars MRT) in order to combine and display the data on the Aircraft Situation Display (ASD) for the Caribbean.

2.2 In this regard, the LoA between the Service de la Navigation Aerienne Antilles Guyane and the Trinidad and Tobago Civil Aviation Authority was revised earlier this year to allow the TTCAA to distribute the MRT tracks enriched with French radar data to FAA for the sole use of ATFM initiative. The revised LoA includes the provision of radar data from the ATS Units of Martinique Aimé Césaire and Guadeloupe, for the benefit of member States of the E/CAR AFS Network. These States are Antigua and Barbuda, Barbados, the Commonwealth of Dominica, Grenada, the United Kingdom (Anguilla and Montserrat), the kingdom of the Netherlands (Sint Maarten), Saint Lucia, Saint Kitts and Nevis, Saint Vincent and the Grenadines and Trinidad and Tobago.

2.3 The revision of the LoA with Barbados to include ADS-B and MLAT data to Trinidad and Tobago and the authorization to redistribute this data as part of the Piarco MRT data is in progress.

2.4 The Meeting will recall that the FAA is supporting the exchange of RADAR between St. Maarten and Trinidad through an interconnection of the E/CAR Network to the MEVA III Network at the ZSU CERAP. A proof of concept testing was done in 2016 between San Juan and St. Maarten through the MEVA III Network. The proof of concept testing showed that the 64kbps output of the RADAR could be sent using the 9.6 MEVA service for transport between MEVA sites in San Juan and St Maarten. The Asterix format could be converted to CD2 format for possible future use at ZSU using Sunhillo Real Time Interface and Conversation Item (RICI) boxes for compression and conversion.

2.5 Following the destruction of ANS infrastructure on Sint Maarten including the Sunhillo RICI box in the wake of hurricane IRMA in September 2017, the LoA between Trinidad and Tobago and Sint Maarten has been put on hold until Sint Maarten's infrastructure including the MEVA node and the radar services are restored.

3. Suggested actions

3.1 The meeting is invited to:

Take note of the information presented and agree to any other actions as deemed appropriate.

— END —