



ICAO

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

WORKING PAPER

MEVA/TMG/33 — WP/02
24/04/18

Thirty-third MEVA Technical Management Group Meeting (MEVA/TMG/33)
Willemstad, Curaçao, 29 – 31 May 2018

Agenda Item 1: Approval of Meeting Agenda, Work Method and Schedule

**REVIEW OF CONCLUSIONS AND ACTIONS FROM PREVIOUS MEVA/TMG MEETINGS AND FROM
NACC/WG MEETINGS**

(Presented by TMG Coordinator)

EXECUTIVE SUMMARY	
This working paper presents a follow-up and summary concerning the conclusions from MEVA/TMG/31 Meeting and from the ANI/WG/3.	
Action:	Suggested actions are listed in Section 3.
<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">• Thirty Second MEVA Technical Management Group Meeting (MEVA/TMG/32), K Havana, Cuba, 10 – 12 May 2017• Fifth North American, Central American and Caribbean Working Group Meeting (NACC/WG/5), Port of Spain, Trinidad and Tobago, 22-26 May 2017• MEVA II and III Teleconferences for Monthly reports ANI/WG/03 Meeting.

1. Introduction

1.1 The Thirty Second MEVA Technical Management Group Meeting (MEVA/TMG/32) was held in Havana, Cuba, 10 – 12 May 2017. In this meeting the conclusions from previous meetings were reviewed and updated accordingly, concluding that all previous valid MEVA TMG conclusions were completed or superseded.

2. Discussion

2.1 **Appendix** to this paper presents a follow-up to the conclusions of the MEVA/TMG/32 and the NACC/WG/5 Meetings. Actions are suggested in this follow-up.

3. Suggested Actions

3.1 The Meeting is invited to

- a) review the follow-up of the valid conclusions shown under the Appendix;
- b) inform on actions and activities regarding each conclusion;
- c) incorporate better monitoring mechanisms; and
- d) take appropriate action as needed.

**FOLLOW UP TO VALID CONCLUSIONS FROM THE MEVA TMG/32 AND NACC/WG/5 MEETINGS
NAM/CAR AIR NAVIGATION IMPLEMENTATION**

MEVA TMG/32 MEETING

Conclusions	Description	Remarks	Status
<p>CONCLUSION MEVA TMG/32/1 INVOICE DETAILS</p>	<p>That, to improve the understanding of the monthly MEVA III invoice, particularly on charge changes, the MEVA Service Provider:</p> <p>a) submit a formal communication to all MEVA users of the cost they are currently charged for bandwidth;</p> <p>b) notify the users henceforth every time the monthly amount charged in the invoice changes, especially if the increase affects all users; and</p> <p>c) provide a formal communication and the breakdown of the invoice to all MEVA Members by July 2017.</p>	<p>MEVA Service Provider</p> <p>a) Close b) Close c) Pending</p>	<p>VALID</p>
<p>CONCLUSION MEVA TMG/32/2 VOICE AND DATA CHANNEL WITHOUT OPERATION</p>	<p>That,</p> <p>a) States with assigned channels that are not operational promote within their State the use of the same and their commissioning as soon as possible, for this they will forward the implementation plan for the services to the MEVA Coordinator no later than 30 August 2017; and</p> <p>b) States carry on the necessary test and operational agreements to ensure that the channels will be operational by the end of 2017.</p>	<p>States</p> <p>It is necessary that the States review this Appendix WP with the objective of reviewing the channels that do need to be updated and the channels that are not necessary. All according to the needs and real capacity.</p>	<p>VALID</p>
<p>CONCLUSION MEVA TMG/32/3 NON OPERATIONAL CHANNEL</p>	<p>That, if the necessary actions are not taken to carry out the activities under Conclusion MEVA/TMG/32/2, the State analyze if channels are not required and request to the MEVA Coordinator to cancel the channel by 15 December 2017.</p>		<p>VALID</p>

Conclusions	Description	Remarks	Status
CONCLUSION MEVA TMG/32/4 DEDICATED VOICE CIRCUITS- HOTLINES/SHOULINES/RADAR	That, considering that several dedicated voice circuits are not fully operational in the MEVA Network and to provide the use of these circuits, Aruba, Curacao, Dominican Republic, Jamaica and ICAO review and complete the use of the hotlines/shoutlines that are not in use by August 2017.	Aruba, Curacao, Dominican Republic, Jamaica and ICAO	VALID
CONCLUSION MEVA/TMG/32/5 FAULT REPORTING AND TROUBLESHOOTING PROCEDURES	That, a) States use the 2400 line to check the fault reporting and troubleshooting procedures implemented by The Service MEVA Provider through this service line; and b) States report their results of operation to the Task Force Coordinator for follow-up on its correct functioning by 31 October 2017.	States Cuba, Cayman Islands, Dominican Republic, Haiti and United States, indicated that the procedure is working properly. It is necessary to have the validation from other States.	VALID
CONCLUSION MEVA TMG/32/6 MEVA SWITCHING SYSTEM LINE INCREASE	That, in order to maintain the Service Level Agreement (SLA) for switched lines: a) the MEVA Service Provider add another trunk line at no extra cost for the MEVA Members by July 2017; and Cuba and the MEVA Service Provider evaluate the switched line performance once the additional trunk line is added and report it to the MEVA/TMG by December 2017.	Cuba and the MEVA Service Provider. Frequency added the 7 line and the performance of the switched lines have been improved as requested.	CLOSED
CONCLUSION MEVA TMG/32/7 MEVA III-REDDIG II NEW INTERCONNECTIONS	That, Trinidad and Tobago, United States and COCESNA inform on any progress made on the MEVA III-REDDIG interconnection and take a decision by December 2017.	Trinidad and Tobago, United States and COCESNA	VALID

Conclusions	Description	Remarks	Status
CONCLUSION MEVA TMG/32/8 IMPLEMENTATION OF THIRD PARTY SERVICES	<p>That, the Rapporteur of the MEVA Task Force, States wishing to participate, and ICAO:</p> <p>a) carry out an analysis of the request made by Curaçao with the aim of determining the technical and operational requirements necessary to use the MEVA network as means of communication to provide the ADS-B data to the States;</p> <p>b) analyze and determine the role that the service provider of the communications service will play in the implementation of third party services; and</p> <p>c) present the study by August 2017 to the directors of the Civil Aviation Authorities of the States for approval.</p>	<p>Rapporteur of the MEVA Task Force, States wishing to participate, and ICAO</p> <p>Closed</p> <p>Procedure was developed by the FAA and ICAO, and sent to the MEVA members for comments</p>	<p>CLOSED</p> <p>State Letter Ref: E.OSG - NACC72869 dated 13 April 2018</p> <p>State Letter Ref: E.OSG - E.OSG - NACC72920 dated 20 April 2018</p>
CONCLUSION MEVA TMG/32/9 INTEGRATION OF BRITISH VIRGIN ISLANDS ON MEVA	<p>That, ICAO communicates by 30 June 2017 the British Virgin Islands (BVI) the approval by the Meeting of its integration to the MEVA network.</p>	<p>ICAO</p>	<p>CLOSED</p> <p>State Letter Ref: E.OSG - NACC67278 dated 28 June 2017</p>
CONCLUSION MEVA TMG/32/10 REPLACEMENT OF AFTN WITH AMHS LINES	<p>That, in order to formalize the decommissioning cost, the MEVA Service Provider officially provides MEVA Members the proposed cost and process for decommissioning AFTN lines replacing them with AMHS by July 2017.</p>	<p>MEVA Service Provider</p>	<p>CLOSED</p>
CONCLUSION MEVA TMG/32/11 ACTIONS BEFORE THE ITU WORLD RADIOCOMMUNICATION CONFERENCE 2019 (WRC-19)	<p>That, ICAO and the MEVA TMG carry out an action plan to ensure that States develop the protection of frequencies necessary in their territories to maintain current and future aeronautical services before the ITU World Radiocommunication Conference 2019, to be presented at and followed-up by the MEVA/TMG/33.</p>	<p>ICAO and the MEVA TMG</p>	<p>VALID</p>
CONCLUSION MEVA TMG/32/12 DECOMMISSIONING OF X.25 NETWORK IN UNITED STATES	<p>That, in order to allow United States to complete the decommissioning of its X.25 network, the remaining States using X.25:</p> <p>a) share their anticipated schedule for AMHS transition with the MEVA/TMG Coordinator by 30 June 2017;</p> <p>b) work with United States to determine whether transition to temporary X.25 support is required; and</p> <p>c) begin plans for appropriate testing as required.</p>	<p>States</p>	<p>VALID</p>

Conclusions	Description	Remarks	Status
ANI/WG/3/3 - PROTECTION AND RECOGNITION OF C BAND SPECTRUM USAGE	<p>That, in order to take the technical and regulatory actions to support existing and future operation of the fixed satellite service earth stations within the band 3 400 – 4 200 MHz, as an aid to the safe operation of aircraft and reliable distribution of meteorological information in some States, NAM/CAR States take the appropriate measures in order to ensure the protection of the satellite C-band operated by the National and Regional VSAT networks:</p> <p>a) registration of the aeronautical VSAT frequencies in the States register held by the national authorities of regulation of telecommunication; and</p> <p>b) follow-up with the concerned authorities in the States to further register the frequencies in the ITU Master International Frequency Register (MIFR) by February 2017.</p>	<p>MEVA Members will act and follow-up with their National Spectrum Authority</p>	<p>VALID</p>

Conclusions	Description	Remarks	Status
<p>ANI/WG/3/6 - AMHS IMPLEMENTATION PROCESS IN THE CAR REGION</p>	<p>c) carry on with the additional task of testing the transmission of XML data through AMHS syst</p>	<p>MEVA TMG Coordinator to keep the MEVA Members involved on the need for MEVA Network capabilities and circuits.</p> <p>ANI/WG/3/6(c) – AMHS Implementation Process in the CAR Region</p> <p>(c) carry on with the additional task of testing the transmission of XML data through the AMHS system, coordinating these activities with the AMHS TF.</p> <p>The FAA has previously demonstrated the transport of XML data in the AMHS message body (i.e. the equivalent of the AFTN message body). Recent recommendations from Europe propose an AMHS profile to transport XML data as an AMHS File Transfer Body Part (FTBP) – akin to an email attachment.</p> <p>Since TMG31, the FAA has verified support for FTBP in its test systems. It should be noted that FTBP is a feature of “AMHS Enhanced Services”, but it should be clarified that support for FTBP does not imply support of other Enhances Services features.</p> <p>Demonstration of XML transport using FTBP should ideally be conducted using XML data supplied by a Met group since the transport of IWXXM information is expected to be the first requirement.</p> <p>The FAA is ready to test with partners using non-operational systems.</p> <p>Looking toward future implementation, there is concern regarding use of FTBP in a mixed AFTN/AMHS network, since any routing (including alternate routing) via an AFTN node will block the FTBP transport.</p>	<p>VALID</p>

Conclusions	Description	Remarks	Status
TMG/31/3 - OPERATIONAL USE OF MEVA III CIRCUITS	That, in order to ensure the operational use of all the contracted MEVA III circuits (SDD listed), all the MEVA Members with pending circuits to be operational perform the necessary actions (operational agreement, procedure, etc.) and report the completion of this task or its progress status to the MEVA TMG Coordinator and ICAO by 30 September 2016.	All Members to report The conclusion is following though the conclusions 32/2 and 32/3	CLOSED
TMG/31/4 - COMPLETION OF MEVA III NODE INFRASTRUCTURE IN MIAMI	That, in order to complete the necessary infrastructure in the MEVA III node in Miami, United States coordinate with the MEVA Service Provider to conduct the arrangement to complete the full independency of the T1 lines and report the MEVA/TMG/32 Meeting accordingly.	United States (FAA) As of today, Frequentis is providing three T-1 lines where two are operational. The third T-1 diversity problem has not been resolved.	VALID
TMG/31/6 - FOLLOWUP TO IMPLEMENTATION OF MEVA III – REDDIG II INTERCONNECTION CIRCUIT REQUIREMENTS	That, in order to conduct a follow-up of the MEVA III-REDDIG II Interconnection circuits requirements, a) MEVA Service Provider resolve the problems identified in the PAD equipment; b) Curaçao, Panama and United States continue the operational/technical coordination with Colombia, Venezuela and the respective SAM States for the implementation of the radar data sharing and AMHS circuits; c) Trinidad and Tobago and COCESNA follow-up on the cost/technical aspects for deciding the best solution for the implementation of the PIARCO-Atlanta AMHS circuit, including Letter of agreement updates as needed; and d) the progress and updates to this implementation be reported to the MEVA/TMG/32, applying the MEVA III additional circuit process.	Frequentis; Curacao, Panama, United States, COCESNA, and Trinidad & Tobago The provider indicated that: The PAD packet transfer relies on proper packet acknowledgement by end-user equipment – nothing to update on PAD configuration. Inconsistent window size programming on PAD still on place. Adapting put on hold in accordance with the agreement with FAA for Aruba PAD.	VALID
TMG/31/7 - E/CAR AFS - MEVA III NETWORK INTERCONNECTION TROUBLESHOOTING MANAGEMENT AND COORDINATION PROCEDURE	That, in order to improve the coordination and management actions for trouble shooting failures involving the interconnection of E/CAR AFS and MEVA III Network, the MEVA III TF, the MEVA Service Provider and the ECAR NTG Rapporteur develop by 30 July 2016, a draft Troubleshooting management and coordination procedure for approval of the MEVA Members and the E/CAR AFS Members.	MEVA Task Force, MEVA Service Provider, and E/CAR/NTG Rapporteur A draft trouble shooting procedure is being developed by Trinidad and Tobago and reviewed or MEVA Member.	CLOSED

Conclusions	Description	Remarks	Status
TMG/31/9 - ACTION PLAN AND AGREEMENT FOR MIGRATION OF AFTN LINES TO AMHS LINES	<p>That, in order to optimize the cost and use of the network bandwidth, without violating the original contracts of the network, for those Members that are requesting that existing AFTN lines to migrate to AMHS circuits, the MEVA III TF develop a draft Action Plan and Agreement to allow this migration by 30 September 2016.</p>	<p>MEVA III Task Force Frequentis will provide a copy of draft agreement on migration of AFTN lines to AMHS by June 2017 to be reviewed by MEVA Members.</p>	<p>CLOSED</p>
TMG/31/10 - IMPLEMENTATION OF NEW MEVA III CIRCUITS	<p>That, in order to ensure the operational need and a realistic date for the implementation of the new circuits listed in Table 3 of the MEVA TF/31 Report, the MEVA Members involved in the new circuits:</p> <ul style="list-style-type: none"> a) evaluate these needs with their corresponding operational counterparts; b) apply the “MEVA III Additional circuit” procedure; and c) inform the MEVA/TMG/32 Meeting. 	<p>MEVA Members</p>	<p>VALID (Derrick Grant)</p>
TMG/31/11 - CHANGING X.25 CONFIGURATION TO X.25 SVC CONNECTIONS	<p>That, considering that United States X.25 network is beyond the end of life and has no active vendor maintenance with difficult continued sustainment and to complete decommissioning of its X.25 network,</p> <ul style="list-style-type: none"> a) MEVA III TF evaluate the impact for the change (X.25 configuration to receive X.25 SVC connections) reporting the MEVA Members by 30 August 2016; and b) CAR States having legacy X.25 AFTN circuit migrate to a TCP/IP to X.25 conversion capability by 30 November 2017. 	<p>MEVA Members</p>	<p>VALID</p>
TMG/31/12 - REVIEW OF CAR/SAM eANP VOLUME II CNS REQUIREMENTS	<p>That, in order to ensure that the CAR/SAM eANP Volume II has the CNS requirements reflecting the best practices and updates identified in the MEVA III Network, the MEVA III TF:</p> <ul style="list-style-type: none"> c) conduct a revision of these requirements, particularly on the ATN architecture and A/G and G/G Communications; and d) report their recommendations to the MEVA TMG/32 Meeting. 	<p>MEVA III Task Force</p>	<p>VALID</p>

NACC/WG/5 MEETING

Conclusions	Description	Remarks	Status
NEW CONCLUSION NACC/WG/5			
DRAFT CONCLUSION NACC/WG/5/7 RADAR DATA SHARING FOR IMPROVING SAFETY OF OPERATIONS	That, to improve the safety of operations on the safety hot spots identified by the GREPECAS GTE, Curaçao-Dominican Republic-Jamaica, COCESNA-Ecuador, Mexico-Cuba begin to share radar data with the adjacent FIRs as soon as possible providing their action plan for this purpose to the ANI/WG by 31 October 2017.	Curaçao-Dominican Republic-Jamaica, COCESNA-Ecuador, Mexico-Cuba	VALID
DRAFT CONCLUSION NACC/WG/5/9 XML TESTING OVER AMHS	That, in order to test the XML capacity of the CAR regional networks, Cuba, Dominican Republic and United States coordinate for XML testing over AMHS reporting their progress by 30 December 2017.	Cuba, Dominican Republic and United States	VALID
DRAFT CONCLUSION NACC/WG/5/23 ACTIVE SUPPORT FROM STATES FOR ICAO ITU WRC-2019 POSITION	<p>That, in order to ensure their active support for the ICAO WRC-19 position for the protection of the aeronautical frequency spectrum and future satisfaction of frequency spectrum aviation needs, NAM/CAR States/Territories:</p> <p>a) include the main points addressed by the ICAO position in the International Telecommunication Union (ITU) World Radio-communication Conference (WRC) International Telecommunication Union (ITU) WRC-19 for the protection of the C-band when used for aeronautical purposes and the ICAO WRC-19 position as a whole, including any amendments, when preparing national ITU WRC-19 proposals in coordination with the National Spectrum Management Authority;</p> <p>b) include representatives from civil aviation administrations and aviation experts from national delegations, to the extent possible, when participating in the ITU- Radio and regional preparatory activities for WRC-19; and</p> <p>c) register the aeronautical Very Small Aperture Terminal (VSAT) frequencies of your State/Territory with the respective National Authority of the Spectrum to officially register them in the ITU Master International Frequency Register (MIFR) by the ANI/WG/5 meeting.</p>	NAM/CAR States/Territories	VALID