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WORKING PAPER

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

Agenda Item 2: Operation and Performance of the MEVA III Network
2.5 Surveillance data sharing

DATA RADAR SHARING BETWEEN CUBA AND JAMAICA

(Presented by Cuba)

EXECUTIVE SUMMARY	
Experiences obtained in the implementation of radar data sharing between Jamaica and Cuba	
Action:	a) take note of the information in this paper; and b) take appropriate action as needed
<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 first MEVA Technical Management Group Meeting (MEVA/TMG/31), Kingston, Jamaica 24-26 May 2016• Thirty second MEVA Technical Management Group Meeting (MEVA/TMG/32), Havana, Cuba 10-12 May 2017

1. Introduction

1.1 In compliance with regional agreements to encourage the sharing of radar data between neighbouring States, Jamaica and Cuba agreed to exchange information on two of their respective secondary radars, in order to achieve greater efficiency in the utilization Of the surveillance facilities in use and improve the situational awareness of the air traffic Control of their respective ACC, using for this the excellent support provided by the MEVA network in our geographic area.

2. Implementation process.

2.1 This process was carried out by the both side using the MEVA channel without difficulties. Currently, Cuba is technically available to deliver the information in the different categories (1, 2, 34, 48). In the case of the reception we have the limitation of the intermediate hardware element developed by us, the same obsolescence of the ATC system in use prevents that more sources of surveillance can be added as input data and therefore we do not have at hand an available tool to validate that the data received from Jamaica are correct. In short time we must have the requested hardware similar to the one that Jamaica has so we will be able to carry out new tests both in transmission and in reception and we hope to obtain some results.

3. Failures that arose.

3.1 The main failures that we consider are associated with organizational elements and coordination because we do not have validation feedback of the data we are transmitting at the moment, We think it should be coordinated some teleconferencing to organize the issue and clearly define the contact points and the periodicity of checking the information.

4. Testing process

4.1 In the test process to define if our transmitted information is valid, the interfaces used with COCESNA have been exchanged and they have reported that they receive the information without problems however we have not received this same confirmation from Jamaica.

5. Lessons learned

5.1 We must strengthen the exchange links and adequately define the contact points for the new development of the ATC system in Jamaica and Cuba to exchange surveillance data and improve the conditions of the air traffic control of both dependencies.

6. Suggested Actions

6.1 The Meeting is invited to

- a) Take note of the information in this paper; and
- b) take appropriate action as needed