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

WORKING PAPER

MEVA/TMG/33 — WP/15
29/05/18

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

Agenda Item 3: **New Challengers (Services, Aeronautical Information Management (AIM), Air Traffic Flow Management (ATFM), System Wide Information Management (SWIM) and Automatic Dependent Surveillance – Broadcast (ADS- B) Satellite)**
3.1 Update the different States on SWIM, AIM and ATFM

UPDATE DIFFERENT STATES SWIM, AIM & ATFM.

(Presented by TF Rapporteur)

EXECUTIVE SUMMARY	
This paper comments on the different states plans progress in implementing SWIM, AIM and ATFM using the MEVA III Network.	
Action:	Suggested action presented in section 4
Strategic Objectives:	• Safety • Air Navigation Capacity and Efficiency

1. Introduction

1.1 The transition from MEVA II to MEVA III had several distinct advantages in terms of the use of TCP/IP technology and the many new services that can be offered. The network is now in its approximate 4th year of operation and has performed quite stable. The implementation of SWIM, AIM and ATFM are just some of the key services that can be offered to ensure safety as the expected traffic flow in the CAR/SAM region is expected to grow exponentially over the medium term.

2. Discussion

2.2 SWIM consists of standards, infrastructure and governance enabling the management of ATM-related information and its exchange between parties via interoperable services. Interoperability is achieved on a global scale through the use of common information exchange models for information elements of interest, the use of common services for information exchange, and the use of appropriate technology and standards.

2.3 SWIM operates over an interoperable (runtime) infrastructure (ground/ground and air/ground) through which the data and information will be distributed. Its implementation may, depending on the specific needs profile, differ from one stakeholder to another, both in terms of scope and method of implementation. It will offer technical services based as much as possible on mainstream information technologies (IT). It will preferably be based on commercial off-the-shelf (COTS).

Discussions Cont'd AIM

2.4 The upgrading of AIS operation from AIS to AIM has been tasked with the ANI working group formed to support and make the transition and implementation as efficiently as possible according to the roadmap for AIS to AIM as outlined by the ICAO. This group will have to improve processes and coordination among states to ensure that no state gets left behind.

2.25 The transition to AIM will have to be a collaborative effort and a major responsibility of the ANI working group is to assist states with the implementation of Phase 2 and 3 of the ICAO Roadmap, in preparation for the establishment of the System Wide Information Management (SWIM), in consideration of the AIM based on performance.

ATFM

2.5 ATFM (Air traffic Flow Management) or Collaborative decision making is an enabler of Air traffic Management to ensure efficiency and cost- effectiveness in terms of air traffic flow. It also ensures environmental sustainability of an ATM system. It is a major enabler of global interoperability of the air transport industry resulting is several benefits to the industry. The list below is not limited to the following:

- Enhanced Safety
- Increased system operational efficiency and predictability.
- Increase situational awareness.
- Reduced fuel burn and operating cost.
- Reduction of Aviation related greenhouse gas emissions
- Mitigation of the effects of unforeseen events.

2.6 The attached Appendix summarizes response from all the MEVA members as it relates to plans progress in implementing SWIM, AIM and ATFM.

3. Conclusion

3.1 The MEVA III network is now at a mature stage in terms of its operations and its continued stability is expected to continue and uses TCP/IP technology that will form an excellent platform to provide the many new services that the emerging technology is able to accommodate.

4. Suggestions

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

a) Make note of the information provided in this working Paper;

b) review the MEVA Members responses; and

c) take the necessary actions as appropriate.

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BELICE

	Sitio	Frecuencia Tx/Rx	Estado de Operatividad	RESOLUCION	Fecha resolucion	Vigencia
ESTACIONES SATELITALES				Belice in the document "Finacial Agreement for the Adhesion of Belize to the Constitutive Convention of The Central American Corporation of Air Navigation Services" It is agreed as follows: "Belize wil provide for the enjoyment and use without any costo to COCESNA, the buildings, installations, radio electrical frequencies wuth respective frequency band protection.....		
VSAT	GEB	TX=6241.65 MHz,RX=4016.65 MHz	OK	N.A.	N.A.	N.A.

GUATEMALA

	Sitio	Frecuencia Tx/Rx	Estado de Operatividad		RESOLUCION	Fecha resolucion	Vigencia
ESTACIONES SATELITALES							
Estación VSAT CSA	Cerro Santiago	5243.14050 - 6243.19950 MHz (Tierra - Espacio) 4018.14050 - 4018.19950 MHz (Espacio - Tierra)	Operativo	S-000874	753	21-10-16	30-04-21
Estación VSAT NIK	Cerro Niktun	5242.74550 - 6242.81450 MHz (Tierra - Espacio) 4017.74550 - 4017.81450 MHz (Espacio - Tierra)	Operativo	S-000875	754	21-10-16	30-04-21
Estación VSAT AUR	Aurora	5243.68990 - 6243.89010 MHz (Tierra - Espacio) 4018.68990 - 4018.89010 MHz (Espacio - Tierra)	Operativo	S-000876	755	21-10-16	30-04-21

EL SALVADOR

Área o Servicio	Sitio	Enlace	Frecuencia Tx/Rx (MHz)	Estado de Operatividad	Ente Rector	RESOLUCION	Fecha resolucion	Vigencia
ESTACIONES SATELITALES	AEROPUERTO AIES MOARG	VSAT AIES	6242.960	En uso	SIGET	T-0287-2016	08-07-16	30-04-21
			4017.960	En uso	SIGET			
	ILOPANGO	VSAT ILO	6242.515	En uso	SIGET	T-0287-2016	08-07-16	30-04-21
			4017.515					

NICARAGUA

	Sitio	Frecuencia Tx/Rx		Estado de Operatividad		Resolución	Fecha resolución	Vigencia
ESTACIONES SATELITALES								
RTVS Managua	Managua	6.241/4.016 Ghz		Activo 24/7		PER-2016-VSAT-002, A4	05-Julio-2016	30-enero-2021
RTVS Puerto Cabezas	Puerto Cabezas	6.241/4.016 Ghz		Activo 24/7		PER-2016-VSAT-002, A3	05-Julio-2016	30-enero-2021
RTVS Bluefields	Bluefields	6.241/4.016 Ghz		Activo 24/7		PER-2016-VSAT-002, A5	05-Julio-2016	30-enero-2021
RTVS Corn Island	Corn Island	6.241/4.016 Ghz		Activo 24/7		PER-2016-VSAT-002, A2	05-Julio-2016	30-enero-2021
RTVS San Carlos	San Carlos	6.241/4.016 Ghz		Activo 24/7		PER-2016-VSAT-002, A1	05-Julio-2016	30-enero-2021
RTVS San Juan de Nicaragua	San Juan de Nic.	6.241/4.016 Ghz		Activo 24/7		PER-2016-VSAT-002, A6	05-Julio-2016	30-enero-2021

HONDURAS

	Tx/Rx			RESOLUCION	Fecha res	Notificacion	Vigencia
CEN	6371.86/4146.86	MHZ	Renovada	AS 162/17	20-06-17		30-06-20
LMS	6373.99/4148.99	MHZ	Renovada	AS 162/17	20-06-17		30-06-20
LCE	6373.24/4148.24	MHZ	Renovada	AS 162/17	20-06-17		30-06-20
DIX	6372.68/ 4147.68	MHZ	Renovada	AS 162/17	20-06-17		30-06-20