



ICAO

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North American, Central American and Caribbean Office
INFORMATION PAPER

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**Thirty Fourth MEVA Technical Management Group Meeting
(MEVA/TMG/34)**

Miami, United States, 11 to 13 June 2019

**Agenda Item 3: Use of Current Aeronautical Frequencies and Their Future
3.3 Aeronautical Frequencies Management MEVA/Ad hoc**

RADAR DATA SHARING AND VHF COMMUNICATION WITH PTT SERVICES

(Presented by TF Rapporteur)

EXECUTIVE SUMMARY

This information paper comments on the experience of sharing Radar data between COCESNA and Jamaica.

<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">• MEVA III Node performance

1. Introduction

1.1 The Jamaica Civil Aviation Authority and COCESNA entered into an agreement to share radar data from its site at Puerto Cabezas, Nicaragua, and the supply, installation, maintenance of AMS VHF Radio located at the same site. After extensive test the radar data was integrated into the Jamaica system on March 27, 2018.

1.2 Ongoing discussions between Jamaica and COCESNA continued during the period under review and the integration of Grand Cayman radar data (For testing purposes) was carried out on May 3, 2018. The test results are indeed encouraging, and final negotiation/discussions are now taking place to include the Grand Cayman radar data feed in the 5year contract signed between Jamaica and COCESNA.

2. Discussion

2.1 With the signing of this agreement and the resulting successful integration and implementation, a longstanding concern of the ICAO in terms of the lack of VHF and radar coverage in the South-Western section of the Kingston FIR has been resolved. Please see fig. 1.

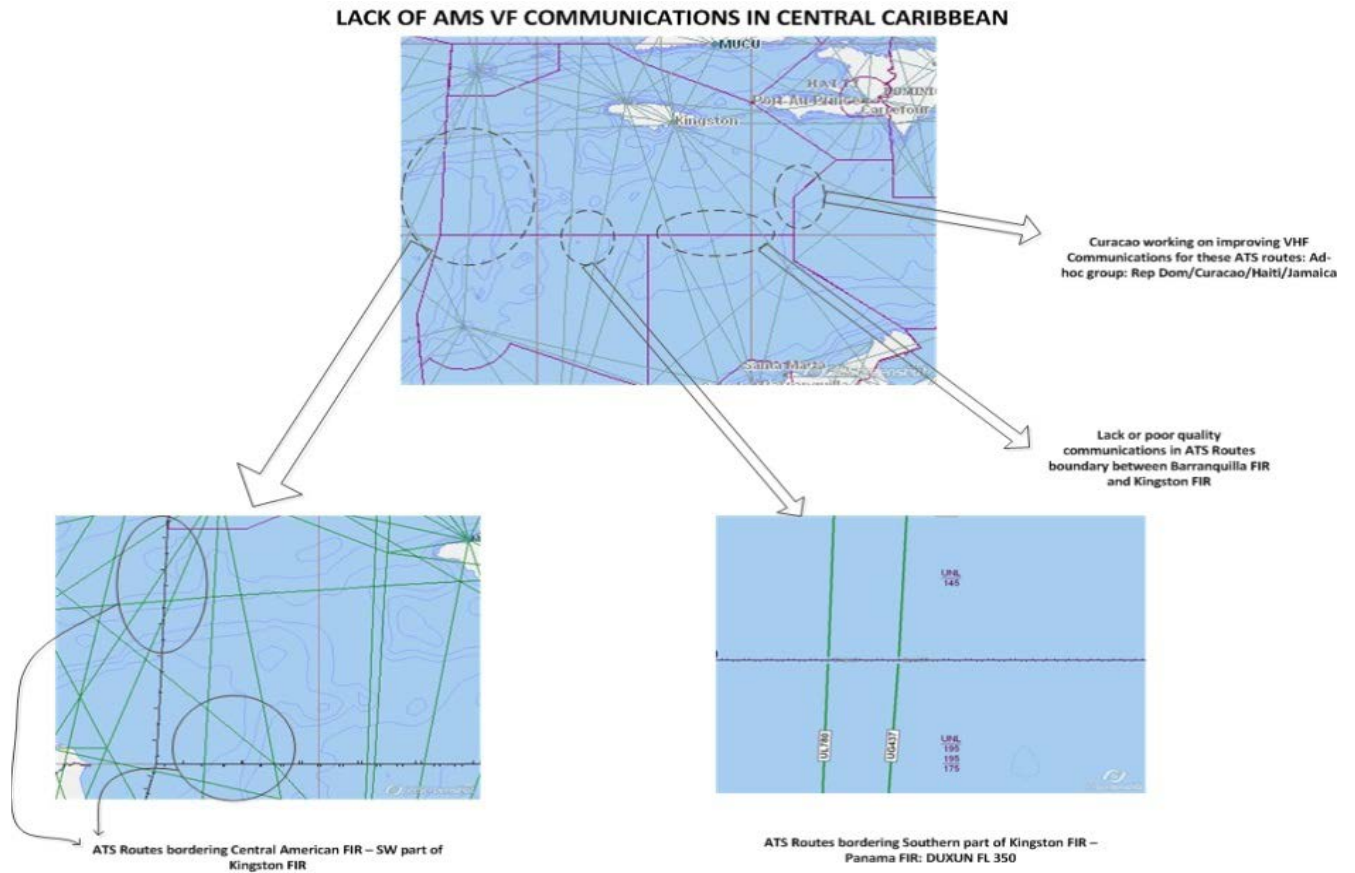


Fig.1 ATS Routes bordering Central American FIR – SW part of the Kingston FIR.

2.2 Over the period under review an assessment was carried out, that is full radar coverage of the KFIR and based on these assessments we have seen improved coverage between Panama and the Barranquilla FIR significantly improving safety at these boundaries. Please see fig.2 FIR screen shot taken May 14, 2019.

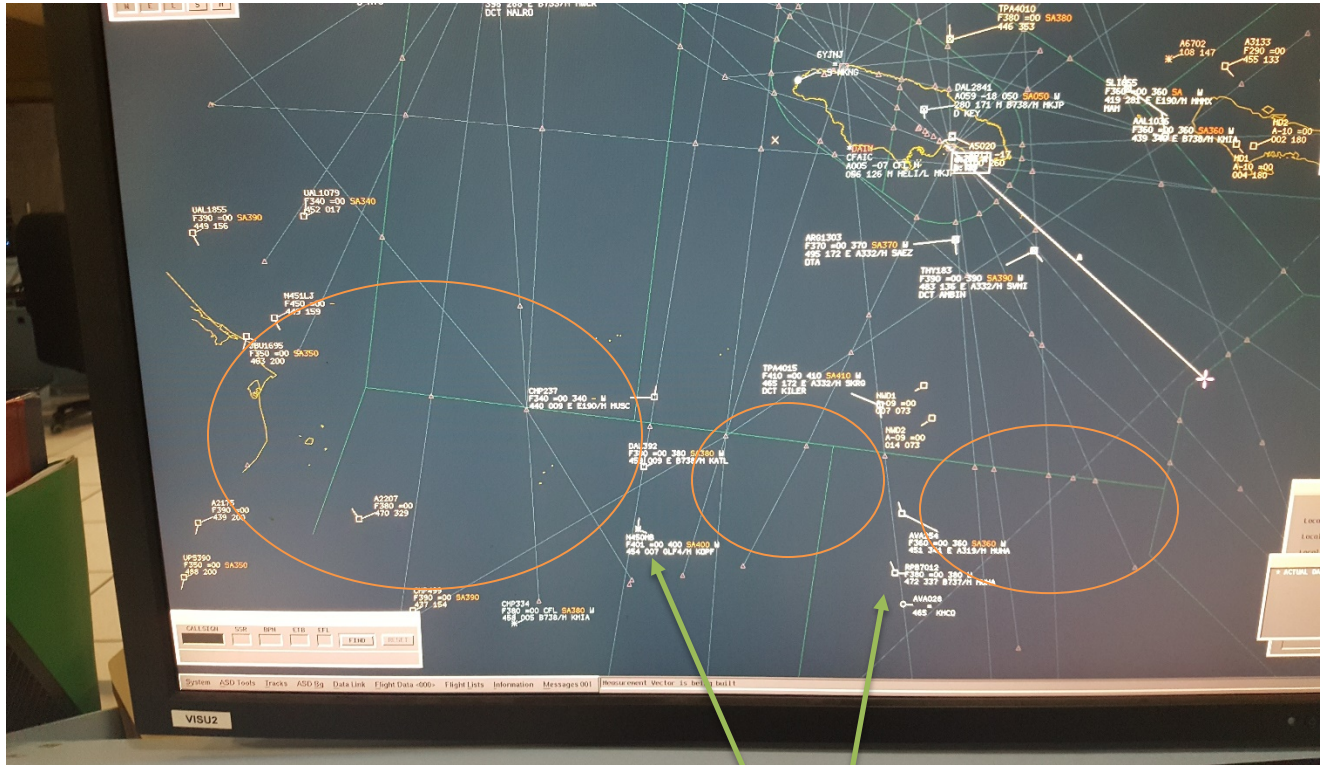


Fig.2. Aircraft well within the FIR for Panama and Barranquilla is now detected by the upgraded radars in Jamaica that is the NMIA radar.

2.3 Screen shot shown in fig.3 below shows aircraft well within the FIR for Curacao.

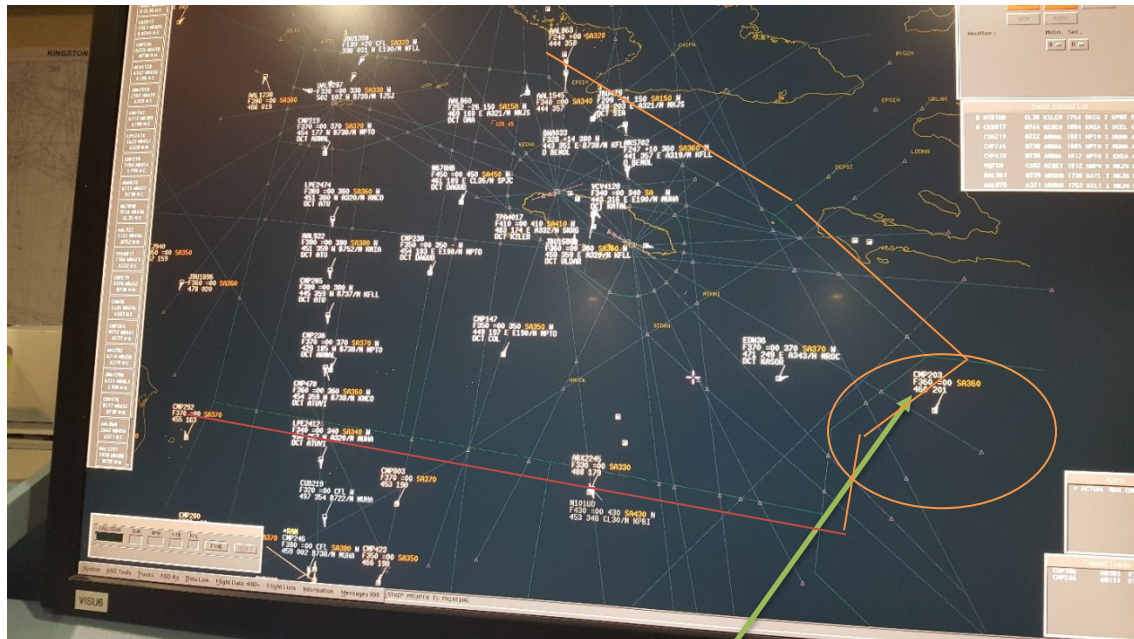


Fig.3. Aircraft in Curacao FIR is detected, (Copa Airlines) this has resulted in increased awareness and hence ultimately increased safety at this boundary.

3. Conclusion

3.1 The quality of the radar data received from COCESNA is good and has significantly improved radar coverage in the KFIR, it has also provided overlapping coverage as well. This will enable us to seamlessly take out any of the local radars for maintenance work due to the level of redundancy that is provided by the PZA and GCM radars.

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