



ICAO

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

WORKING PAPER

E/CAR/NTG/9 & E/CAR/RD/7 — WP/04
08/07/20

**Ninth Eastern Caribbean Network Technical Group (E/CAR/NTG/9) and
Seventh Eastern Caribbean Radar Data Sharing Ad hoc Group (E/CAR/RD/7) Meetings**
On-line, 14 and 15 July 2020

Agenda Item 3: E/CAR Aeronautical Fixed Services (AFS) Network Performance and Operation
3.1 Network Performance and general aspects

PERFORMANCE EVALUATION OVERVIEW OF THE E/CAR AFS NETWORK UNDER THE ECCAA

(Presented by ECCAA)

EXECUTIVE SUMMARY	
This Paper provides an overview performance evaluation of the E/CAR AFS network under the ECCAA.	
Action:	Suggested actions are presented in Section 4.
Strategic Objectives:	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency
References:	<ul style="list-style-type: none">• Future meeting Eight Eastern Caribbean Network Technical Group (E/CAR/NTG/8) and Sixth Eastern Caribbean Radar Data Sharing Ad hoc Group (E/CAR/RD6) Meetings.

1. Introduction

1.1 This working paper provides an overview performance evaluation of the E/CAR AFS network for the past twelve (12) months as it pertains to the OECS States including Anguilla and Montserrat.

1.2 The E/CAR network performed well during the period under review; availability figures for speech and data circuits were better than 98% for all airports except Hewanorra where there was a prolonged outage period from 15 April 2020 to 10 June 2020 due to unserviceable node equipment at that airport.

2.1 Analysis of performance of the network: As indicated in the introduction, the network performed well and was stable for the review period with acceptable availability figures for both voice and data circuits.

2.2 There was a prolonged outage at Hewanorra airport due to the loss of node equipment. Both the main and secondary routers at that airport were unserviceable. It was determined that the environmental conditions where the equipment was housed contributed to the premature failure of the routers, that has since been rectified and conditions are more conducive to housing sensitive electronic equipment.

2.3 The secondary router from George Charles airport was reconfigured and is now in service at Hewanorra airport. There are now no redundant routers at either airport.

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3.1 The current node equipment are at their end of life and a replacement plan is in place.

4.1 The Meeting is invited to:

- a) take note of the information presented in this working paper;
- b) analyse the failure reports for identifying improvements; and
- c) take any other action that the Meeting considers appropriate.