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

WORKING PAPER

**Thirteenth Eastern Caribbean Network Technical Group (E/CAR/NTG/13) and Eleventh Eastern Caribbean Radar Data Sharing Ad hoc Group (E/CAR/RD/11) Meetings**
Miami, United States, 21 October 2024

**Agenda Item 3:**      **Operation and Performance of the E/CAR Aeronautical Fixed Services (AFS) Network**

**ECAR NETWORK PERFORMANCE**

(Presented by ECCAA)

| EXECUTIVE SUMMARY |
|---|
| This paper summarizes the performance of the E/CAR/AFS Network in the OECS states, including Montserrat and Anguilla. |

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|---|---|
| **Action:** | The suggested actions are stated in Section 4. |
| *Strategic Objectives:* | • Safety<br>• Air Navigation Capacity and Efficiency<br>• Economic Development of Air Transport<br>• Environmental Protection |
| *References:* | • E/CAR/AFS failure reports |

**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 AFS network as it pertains to airports in the OECS, currently supports the following communications.

1) Direct speech circuits between ATS units.

2) Data communications between CADAS and CRONOS terminals.

3) Surveillance data sharing used mostly for situational awareness.

**2.        Discussion**

**Analysis of performance of the network**

2.1        There were challenges with the network meeting its objective during the past twelve months in terms of availability, reliability, and stability. While some faults were transient and were resolved within 24 to 48 hours, there were periods of prolonged outages at several airports.

2.2        The node equipment, including routers, switches, and computer terminals, at most airports was serviceable.

2.3        The exception to the above were, Maurice Bishop, Hewanorra, George Charles and Osborne airports where prolonged outages were experienced. These outages were due to failure of node equipment on site as well as interconnecting circuits.

**3.        Conclusions/Recommendations**

3.1        New node equipment are currently on site at the airports awaiting installation.

3.2        ATM systems were recently installed at Maurice Bishop and V C Bird airports, Interface Control Documents (ICDs) were shared with TTCAA concerning connecting these systems to the network.

**4.        Suggested actions**

4.1        The Meeting is invited to:

    a)  take note of the information presented in this paper;

    b)  analyse the failure reports for identifying improvements; and

    c)  take any other action that the meeting considers appropriate.

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