



- Agenda Item 4: Air Navigation Matters**
- 4.2 Follow-up on the Implementation of the NAM/CAR Regional Performance Based Air Navigation Plan (RPBANIP)**
- **Progress reports of the former Sub-regional Working Groups on AIM, ATM and CNS areas.**

MEVA III Transition Process Update

(Presented by MEVA TMG Coordinator)

SUMMARY	
This information paper presents information on the transition to MEVA III Tender Process.	
References:	
<ul style="list-style-type: none">• 22nd through 26th MEVA TMG Meetings• TMG Task Force Meetings	
Strategic Objectives	<i>This working paper is related to Strategic Objectives: A. Safety – Enhance global civil aviation safety C. Environmental Protection and Sustainable Development of Air Transport</i>

1. Introduction

1.1 MEVA Satellite architecture was selected for the MEVA Network in the Central Caribbean because it bypassed issues associated with last-mile and high cost of services running on underwater cables. The MEVA II Network was fully implemented in 2007 and has seen an increase in services since its inception. In 2011, the MEVA Technical Management Group (TMG) identified the need to review the MEVA architecture and services to ensure that the network will support emerging requirements in a cost effective manner.

1.2 The MEVA members with the assistance of the ICAO NACC Regional Office are currently conducting a tender process for the best qualified service provider for providing the third generation of MEVA services under the terms of a new five-year service agreement. This Tender Process denoted MEVA III Tender was a result of the MEVA III RFI Process carried out in 2012 and the MEVA Members requests for new services in a cost-effective manner. The MEVA II nodes are located at the following locations:

- Miami, FL
- Woodbine, MD
- Freeport, Bahamas
- Georgetown, Cayman Islands
- Panama City, Panama
- Havana, Cuba
- Port-au-Prince, Haiti
- Kingston, Jamaica
- Santo Domingo, Dominican Republic
- Merida, Mexico
- Atlanta, GA
- Nassau, Bahamas
- COCESNA (Tegucigalpa, Honduras)
- San Juan, Puerto Rico
- Phillipsburg, St. Maarten
- Curacao, Netherland Antilles
- Oranjestad, Aruba
- Bogota, Colombia
- Caracas, Venezuela

2. Discussion

2.1 In past years, technology has evolved, and new telecommunication services have been implemented. The MEVA II Satellite Network implemented in the Central Caribbean started operations in 2005 completing full implementation in 2007 and has been performing according to expectations and requirements.

2.2 During the 22nd MEVA Telecommunications Management Group Meeting (TMG/22) carried out in 2011, the current network infrastructure, operations, performance and status of the contract of each MEVA Member were reviewed and the TMG considered that:

- a) several critical elements of the node infrastructure are no longer manufactured such as, MEMOTEC, LINKWAY and SUNBLADE;
- b) existing bandwidth remaining is not enough to accommodate the existing and future requirements such as AMHS, radar data sharing, etc;
- c) there are more efficient and cost-effective technologies available; and
- d) there are bandwidth optimization techniques available and more open system and COTS

2.3 It was agreed under MEVA TMG CONCLUSION 22/10 to initiate the necessary steps for transitioning to MEVA III. Such Steps included:

- a) Letter of Intent (LOI) to be signed by all MEVA Members
- b) Project Work Plan and Schedule (WBS)
- c) Generate and issue a Request for Information (RFI)
- d) Generate and issue a Request for Proposal (RFP)
- e) Update the existing Document of Agreement

2.4 Letter of Intent - The Directors of Civil Aviation members of MEVA approved the MEVA III process through the Letter of Intent on May 2012. To facilitate and based on previous experiences with the MEVA and MEVA II tender process, the MEVA TMG/23 approved in March 2012 the creation of a MEVA III Task Force to draft, review, and modify the MEVA III RFI and update as needed the WBS. MEVA III TF is composed of representatives of the Civil Aviation Authorities of Haiti, Jamaica, Panama, United States and COCESNA and technically assisted by the ICAO NACC Regional Office.

2.5 Request for Information - For the completion of the Request for Information “RFI” document, and considering the importance of exchanging information for a regional interconnection/integration of modernized networks, the Eastern Caribbean Network Technical Group (E/CAR/NTG) was invited, represented by the Civil Aviation Authority of Trinidad and Tobago. The work of the Task Force was presented and approved by the MEVA TMG. The RFI document was completed and issue to industry on September 2012.

2.6 Four companies provided presentations to the TMG Task Force for their RFI responses. This up-to-date technical information assisted the MEVA TMG and MEVA III Task Force in fulfilling the technical specification needed for the Request for Proposal Drafting. Presentations were very productive providing up-to-date technical information that would assist the MEVA TMG and the MEVA III Task Force in fulfilling the technical specification needed for the Request for Proposal (RFP) drafting.

2.7 Request for Proposal – During MEVA II TMG/24 in August 2012, ICAO Technical Cooperation Bureau (TCB) presented a proposal for providing procurement assistance to the MEVA III Transition Tender Process including the Network Request for Proposal (RFP) preparation and issuance and the Request for Information activities. Such proposal included the following services for the MEVA III transition process:

- a) publish RFI on ICAO NACC RO website and receive responses in the ICAO NACC Regional Office (RO);
- b) RFP - Tender process assistance to States in preparing documentation;
- c) publish the tender on ICAO TCB Procurement website and receive the tender submissions at ICAO HQ (TCB);
- d) TMG will evaluate tender responses and make the final selection of Service Provider; and
- e) contracts with Service Provider will be directly with MEVA States/Organizations without ICAO involvement.

2.8 The MEVA TMG accepted the proposal. The MEVA TMG and its Task Force is actively working with the ICAO TCB through the process. MEVA TMG Task Force drafted the Technical Specification of the Tender Package and presented it during TMG/26 for approval. Once approved the Tender Package was released by ICAO TCB on 14 June 2013.

2.9 The current schedule for the MEVA III transition is as follows:

1. RFP Issued (ICAO TCB Website) - 14 June 2013
 - i. This action was completed and the Tender Package can be downloaded from the ICAO Website. Vendors must registered with ICAO

2. RFP Vendors' Proposal Due – 6 September 2013
 - i. All Tender Package responses from Vendors must be in no later than 6 September 2013.
3. MEVA III Task Force Meeting to review Proposals – 9-13 September 2013
 - i. TMG Task Force will meet to review the responses from Industry and select a vendor based on a selection criteria approved by MEVA TMG Members. The result will be presented to the MEVA TMG Members for approval.
4. MEVA TMG/27 to approved selection – 1-3 October 2013
5. ICAO to announce winner – 18 October 2013
6. MEVA III Document of Agreement finalized – 23 October 2013
7. Contractual Agreement with Vendor – 23 December 2013
8. Network Implementation – 24 Dec 2013 through 19 June 2014

2.10 The MEVA III Tender announcement was been made also through some MEVA Members Websites like the one in FAA and COCESNA and the MEVA TF is currently working in the Question and Answer period of the Tender. Site Visit coordination is ongoing for the 1 to 26 July timeframe.

3. **Conclusion**

3.1 The MEVA III Tender process is an ongoing collective effort by all MEVA Members to modernize the existing MEVA II Network and implement the new ATN Network for Air Navigation in the region.