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WORKING PAPER

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**Thirtieth MEVA Technical Management Group Meeting (MEVA/TMG/30)**  
Oranjestad, Aruba, 27 to 29 May 2015

**Agenda Item 3: Operation and Performance of the MEVA III Network and Pending Transition Matters**

**3.3 Review of Transition Issues**

**JAMAICA EXPERIENCE OF THE MEVA III INSTALLATION**

(Presented by the JCAA)

EXECUTIVE SUMMARY	
This paper comments on the JCAA experience with provisioning of the MEVA III system.	
<b>Action:</b>	Suggested actions presented in section 3
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• MEVA III Installation matters</li></ul>

**1. Introduction**

1.1 COMSOFT GmbH performed testing, installation, and transition to the MEVA III system between the period of December 2014 to March 2015.

1.2 The MEVA II contract between the Jamaica Civil Aviation Authority and SES expired on March 31, 2015. COMSOFT was able to successfully transition to MEVA III network with minimal interruption to air-traffic services in the Kingston Air-Traffic Center.

1.3 The JCAA MEVA III equipment located at Kingston Air Traffic Control Centre (KATCC) in Kinston Jamaica:

- a) During the transition the MEVA III rack was installed immediately beside the MEVA II rack therefore the transition of all communication lines including AFTN was carried out quite easily. The first task was to replace the BUC with the replacement provided by COMSOFT, it was however found to be failing (intermittent) and hence a decision was taken to revert to using the original MEVA II BUC until a replacement was provided by COMSOFT. It was later revealed that the new BUCs supplied by COMSOFT had a factory fault.

## 2. Discussion

2.1 Issues arose during each phase of the project; comments are presented below.

### Factory Acceptance Testing

2.2 Factory Acceptance testing (FAT) was executed on the assembled MEVA III system at COMSOFT laboratory facilities in Germany during December 2015. Jamaica had planned to send a team of 2 Engineers to observe the FAT however travel plan fell through at the last minute and the trip was aborted.

### Delivery

2.3 COMSOFT sent the shipping documents electronically in early December 2014 in advance of the equipment arriving in Jamaica. There seemed to have been a misunderstanding in terms of whether COMSOFT or Jamaica was responsible for custom clearance of the equipment. The JCAA engaged its customs brokers who were able to clear the equipment from customs and delivered it to the JCAA on February 20, 2015.

### Installation and Site Acceptance Testing

2.4 The electrical installation was carried out quite easily with only minor modifications required. The MEVA III rack was not ordered with a UPS, therefore the UPS in the MEVA II rack was reconfigured and installed in the MEVA III rack during final cut-over on March 31, 2015.

2.5 Installation of the MEVA III equipment rack was completed on March 9, 2015. Lack of proper data interface cable prevented the smooth transition of some circuits. The JCAA had to procure/build these cables for transition to take place.

### Transition

2.6 Generally there was good coordination between the states that needed to conduct test between each other. However, calls to the conference bridge were regularly answered and placed on hold for an extended period of time as person on the bridge was busy with other issue/users.

### Outstanding Issues

2.7 The following are outstanding issues:

- Spare Satellite Modem has not yet been received from COMSOFT.
- Completion of Radar data sharing circuit to Cuba
- Implementation of PTT line between Jamaica and COCESNA.

### **Conclusion**

2.8 COMSOFT successfully delivered the MEVA III system on time against a very aggressive schedule. However, improvement required in planning and coordination of project of this magnitude and complexity. Commendation is given to Mr. Markus Tenbeck for his commitment, excellent technical support and availability during the implementation and transitioning of MEVA III.

### **3. Suggested Action**

3.1 The Meeting is invited to review the information presented in this working paper and request COMSOFT to:

- a) provide in-depth training to its subcontractors;
- b) improvement required in Coordination and Planning; and
- c) improvement required in Communication.