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WORKING PAPER

E/CAR/NTG/10 & E/CAR/RD/8 — WP/03
01/09/21

**Tenth Eastern Caribbean Network Technical Group and Eighth Eastern Caribbean Radar Data Sharing
Ad hoc Group Meetings (E/CAR/NTG/10 & E/CAR/RD/8)**
Online, 6 to 7 September 2021

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

GENERAL FEEDBACK OF THE FRENCH WEST INDIES

(Presented by France)

EXECUTIVE SUMMARY	
This paper presents the situation in FWI and identifies possible improvement	
Action:	Suggested actions are presented in Section 4.
<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">• Eighth Eastern Caribbean Network Technical Group (E/CAR/NTG/9) and Sixth Eastern Caribbean Radar Data Sharing Ad hoc Group (E/CAR/RD/7) Online, 14 - 15 July 2020

1. Introduction

- 1.1 The E/CAR/AFS network is globally compliant with operational requirements
- 1.2 Securing FWI E/CAR/AFS network connection is achieved through dual access: Guadeloupe (Antigua, Martinique) and Martinique (Trinidad & Tobago, Guadeloupe).
- 1.3 In addition of the ECAR network, a link between Martinique and Trinidad & Tobago supports radar data and two (2) phone lines.

2. Status of the FWI Nodes

- 2.1 FWI appreciates the access to the E/CAR network by different kind of links: copper cable and optical fiber. They provided a better redundancy. This new architecture significantly reduces the loss of connections to the E/CAR network.

2.2 Guadeloupe and Martinique have two (2) routers (one main, one spare) each fully equipped. Only the main is connected to the network and can be monitored by TSTT.

2.3 Due to COVID restriction, the periodic maintenance on the E/CAR router (check system and align configuration) were not carried out this year.

2.4 Guadeloupe: Since the change of our AFTN switch (March 2020), we noticed that many messages were rejected by our system. The new one is less permissive than the old one. After different tests in Guadeloupe and Trinidad & Tobago, the problem was not found. The number of rejected leads was still in the order of a hundred per day. On October 2020, we decided to route the traffic via our private Martinique link. All the Guadeloupe AFTN messages goes through ECAR Node of Martinique. It is working correctly. We decided to wait for the switch to AMHS to return to the nominal link.

3. Evolutions

3.1 The AMHS links between TTCAA and FWI do not yet work. TTCAA and FWI have some difficulty creating these links. We are optimistic that these issues will be resolved in September 2021. Therefore, we can put these links into services by the end of 2021

3.2 Associated tools to ECAR network: July 28, TTCAA has switched from SPATIA to CRONOS We knew this change was going to happen but no date had been set. An email sent on July 27 informing us of this change. The address of the French recipients of this message was incomplete. The notice was too short to allow the change to be properly taken into account by the site (information, documentation, technical requirements, etc.). The few faults observed (ie: emergency menu was absent) when commissioning CRONOS were quickly corrected by TTCAA

4. Suggested actions

4.1 The meeting is invited to:

- a) Decide to reschedule the periodic maintenance on site of the ECAR equipment in a difficult health context; and
- b) provide feedback on the CRONOS switchover to improve the planning of future changes.