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Regional Collaboration: MEVA III Aeronautical Communications Network





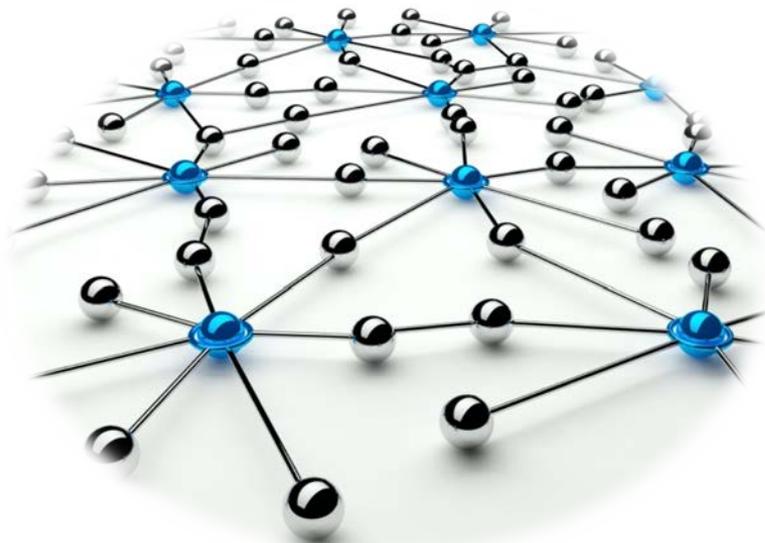
WHY REGIONAL NETWORKS?

Difficulties:

- Coverage
- Quality

Regional solution

- Dedicate network
- ICAO SARPS compliant
- 1995 MEVA





CONTINUOUS IMPROVEMENT

- Based on:
 - Cost/Benefit Analysis
 - MEVA Network three upgrades



MEVA network is interconnected to other regional networks:

- Full Pan-American aviation telecommunication service.



MEVA III started operation first quarter of 2015



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MEVA III NETWORK





MEVA: NETWORK OVERVIEW



- To improve the regional reliability of the AFS telecommunications service
- To help increase the **efficiency, reliability and regularity of operations** for Caribbean States and territories
- Single Service Provider: equipment owner
- Collaborative Supervision by States members: MEVA Technical Management Group
- States: only pay for service received
- ICAO NACC Office: Network Coordinator



Maintenance and operation

- Satellite-based voice and data communication services : Service Level of Agreement
- leased service where Members share the cost.





MEVA III: SERVICES AND BENEFITS



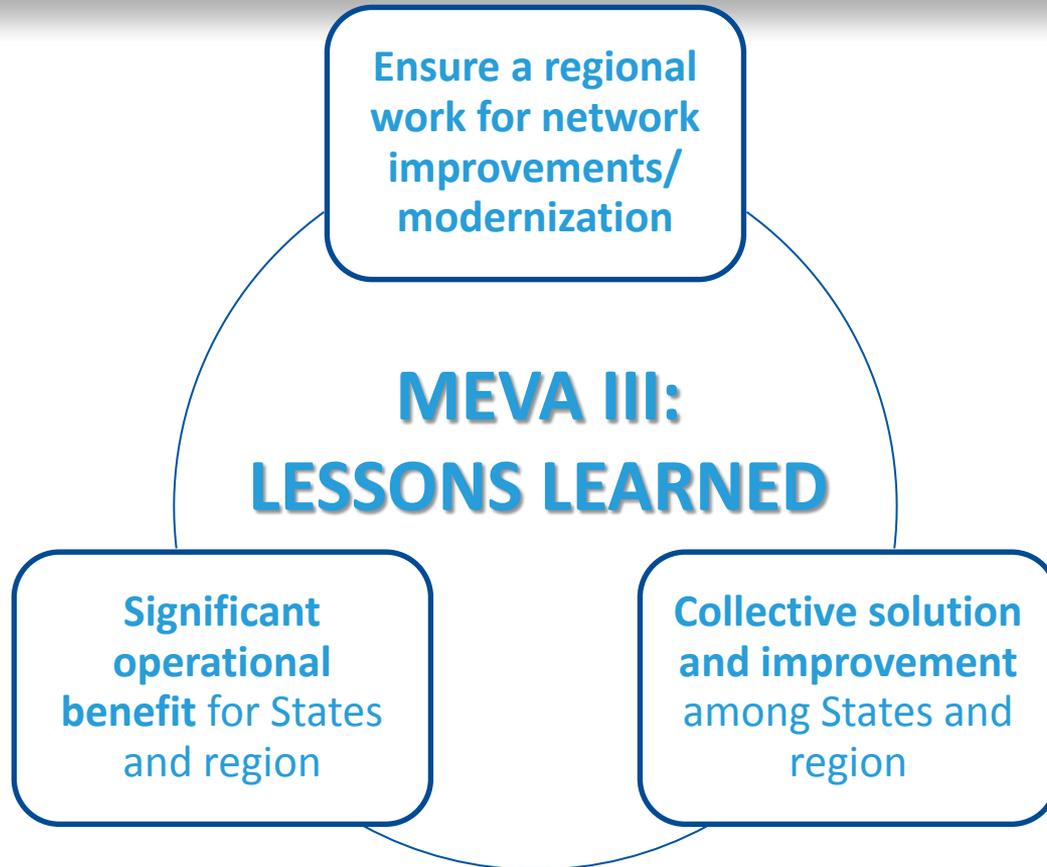
SERVICES

- 24/7/365 Service
- 99.9% reliability
- ATC voice
- Messaging services (flight plans, NOTAMs, etc) - AFTN and AMHS connections
- Radar data sharing
- Remote radio connectivity services



BENEFITS

- Highest level of availability and reliability
- Future ATC communications
- Seamless, optimized & flexible network
- Long-term hardware support with continuous performance upgrades
- Lower costs





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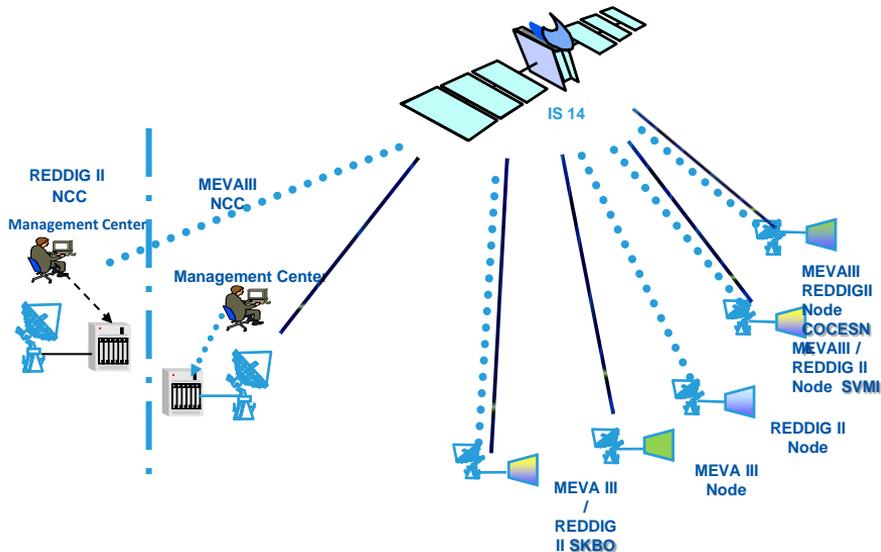


MEVAIII /REDDIG II NETWORK INTERCONNECTION





MEVA III-REDDIG II NETWORK INTERCONNECTION OVERVIEW



- MEVA-REDDIG interconnection started its operation in 2010.
- Fully compliant with ICAO technical considerations to support air navigation services.

Achieved a full CAR/SAM aviation telecommunication service.



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Bangkok

Thank You