



*International Civil Aviation Organization*

**Seventh Meeting of CNS/MET Sub-Group of APANPIRG and  
Tenth Meeting of CNS/ATM IC Sub-Group of APANPIRG**

Bangkok, Thailand, 15 – 21 July 2003

**Agenda item 13: Review developments, research, trial and demonstration relating to  
CNS/ATM**

**CAA CHINA/FIJI/PAPUA NEW GUINEA/FAA COMMUNICATIONS  
UPGRADES AND TRIALS**

(Presented by the United States of America)

**SUMMARY**

This paper describes the activities between the United States of America and the Civil Aviation Authorities of China and Papua New Guinea and the Airports of Fiji, Limited. These activities support the ATN trials under consideration between Fiji and China and voice improvements to reduce toll charges between Papua New Guinea and the Oakland Center.

**1. CHINA**

1.1 Initial discussions with China began in April 2002 with a teleconference between CAA China and FAA where the goals and objectives of this trial were discussed. It was realized early in these discussions that this effort would need to be formalized, to capitalize on the cooperation and planning that would take place. The group agreed to and did meet in Beijing in August 2002. By mutual agreement four activities, similar to the conclusions of the teleconference, were identified to be the foundation of this working conference. The major item discussed was the initial verification of the compatibility of the Air Traffic Message Handling Service (AMHS) application by testing Message Transfer Agent (MTA) to MTA using Connection List Network Protocol (CLNP) and the General Administration of Civil Aviation of China (CAAC) MTA connection to the ARINC network in China. Other subjects included AMHS testing between CAAC and the FAA to include configuration and test procedures, long term planning for aeronautical telecommunications network (ATN) implementation and using the information derived from both meetings to develop a formal agreement that would be the basis to continue with the trial.

1.2 During the meeting in Beijing the CAAC AMHS capability was explored which included a CAAC/FAA AMHS application testing over a local area network (LAN) connection, validation of the interface requirements together with the test approach and test configuration, schedule of future dial-up tests, test schedule and an agreement to continue to discuss technical issues as required. The group also prepared a draft Technical Memorandum of Cooperation (TMC) as the formal document between both States. This document contained many of the activities mentioned above.

1.3 The TMC has since been modified and is now a Technical Letter between the FAA and Peoples Republic of China, General Administration of Civil Aviation of China for the ATN Air Traffic Service Message Handling Service (AMHS) Trial.

1.4 FAA and China AMHS trials are planned for May 2004. If this trial is successfully completed, the diversity connection with permanent address schemes is tentatively scheduled for ATN operational service by 2005.

## **2. FIJI**

2.1 Fiji established an enhanced connectivity of 64 kilobytes per second (kbps), upgraded from 9.6kbps, with the U.S. in December 2003. This now accommodates voice, aeronautical fixed telecommunications network (AFTN) data, and allocations for meteorological data and bandwidth allocations for AMHS and ATN testing.

2.2 The Fiji and US have initiated informal technical discussions to begin AMHS trials in 2004.

## **3. PAPUA New Guinea (PNG)**

3.1 The US is attempting to reduce the ATC telephone toll charges between Oakland ACC and Honiara flight information service (FIS). Currently air traffic control is coordinated by dial-up service between centers. Calls are averaging 183 minutes per month. PNG (Port Moresby) has proposed a direct speech and AFTN circuit through the Brisbane Communication (Australia) on to Oakland in an attempt to lower the direct speech costs between both centers and to expand the flexibility/diversity of the AFTN network in the Asia/Pacific region.

3.2 The US supports this proposal and would do what is appropriate to facilitate the termination of such a circuit to the proper operator consoles.

## **4. CONCLUSION**

4.1 The meeting is invited to review the information in this paper.

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