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 3: Aeronautical Fixed Service

FAA/JCAB ATN/AMHS IMPLEMENTATION ACTIVITIES

(Presented by the United States of America)

SUMMARY

ATN/AMHS service will be initially implemented during March 2004 in the Asia/Pacific region between the US (FAA) and Japan, Japan Civil Aviation Bureau (JCAB). Interoperability testing and proof of concept was completed in November 2001. This activity demonstrated that the routers deployed to support AMHS trials successfully communicated between each other using the ATN protocols. The US and Japan are entering the final phases of the coordination process leading to the implementation of AMHS and the discontinuation of AFTN service between both States.

1. BACKGROUND

1.1 The FAA and JCAB have agreed to commence Air Traffic Message Handling Services (AMHS) service between the USA and Japan in March 2004. This will be the initial implementation of AMHS in the Asia/Pacific region. The telecommunication connection between the US and Japan will be a point-point 64 kilobytes per second (kbps) circuit. It is planned to have both the AMHS and aeronautical fixed telecommunications network (AFTN) service operating in parallel in the event AHMS service is disturbed or interrupted. This service will be implemented between the FAA, Salt Lake Facility and Tokyo area control center (ACC) -Narita airport.

2. DISCUSSION

2.1 The FAA and JCAB met in January 2003 to continue the coordination process for the implementation and the initiation of AMHS service. This meeting generated a revised schedule and activities to meet the service implementation date of March 2004. The FAA and JCAB have scheduled pre-operational tests for late 2003 and early 2004. Test procedures for the ATN router and AMHS application will be revised to stress the bandwidth and the functionality of the systems backup. The coordination process for this portion of the implementation is to be completed by August 2003. It is important for both States to meet these dates because Japan will have connection testing with Hong Kong after JCAB completes the initiation of AMHS service with the FAA. Support has been received to include the FAA in the system connection configuration for the Japan/Hong Kong AMHS operational trials.

2.2 The FAA and JCAB are establishing Network Management and Coordination Procedures to allow for the growth, diversity and dynamics of the system. Local operational monitor and control capability will include system logs, procedural manuals, and operator consoles and trouble ticket system. Network management issues will not initially impact AMHS service because of the direct connection configuration. Presently discussions/papers describing the alternate routing issues that need to be developed for a US/Japan/Hong Kong connection are being prepared. During the ATN/AMHS transition, traffic will not be sent via AFTN without prior coordination.

2.3 Disconnection of the AFTN circuit between Salt Lake City and Tokyo ACC is planned for September 2004. Decommissioning of the AFTN services is contingent upon satisfactory arrangement between the US/Japan and a third party (CAA, Service Provider or another State).

3. CONCLUSION

3.1 The meeting is invited to consider the information provided in this paper.

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