



**Agenda Item 2:                      Air Navigation Issues**  
**2.3 Other Air Navigation Issues**

**CURRENT STATUS OF THE FEDERAL AVIATION ADMINISTRATION  
TELECOMMUNICATIONS PROGRAMS**

(Presented by the United States)

<b>Summary</b> This Information Paper presents information on the current status of the FAA's Telecommunications Programs.
<b>References</b> <ul style="list-style-type: none"><li>▪ MEVA TMG reports</li><li>▪ MEVA/REDDIG Interconnection Meetings reports</li><li>▪ MEVA/REDDIG Task Force report</li></ul>

**1.                      Introduction**

1.1                      The Federal Aviation Administration is in the midst of a reorganization of its telecommunication resources to streamline and make a more efficient use of assets. This Information Paper presents a synopsis of the current status of the FAA's Programs and activities in the Central Caribbean.

**2.                      MEVA II Implementation Status.**

2.1                      Americom Government Services (AGS) has begun the implementation of the MEVA II network. MEVA II equipment is been integrated in AGS facility in Hagerstown, Maryland and will be delivered to the Miami ARTCC facility in late May. The Miami ARTCC and the two nodes in the Bahamas will be the 1<sup>st</sup> implemented as indicated in the schedule of the MEVA II Transition Plan. These nodes can become operational without sharing RF equipment with the MEVA Network. The nodes in Jamaica and Sint Maarten have also been identified as been in the same situation.

2.2                      The FAA supports a proposal to amend the MEVA II Transition Plan that will be presented during the next MEVA II Telecommunication Management Group (TMG) meeting, so that the nodes identified above are implemented, tested, and rendered operation before the rest of the Network is transitioned. The next TMG Meeting is tentatively scheduled for the end of June 2006.

### **3. MEVA II / REDDIG Interconnection**

3.1 The FAA participated in the 2<sup>nd</sup> MEVA/REDDIG Interconnection Meeting held in Lima, Peru on 20-22 March 2006. During this meeting it was agreed to establish a Task Force under the coordination of ICAO composed by the following States, International Organization and enterprise: Argentina, Brazil, Colombia, United States, Venezuela, COCESNA, Americom Government Services (AGS), and the REDDIG Administrator, to analyze aspects related with control and technical-operational management, financial, security, and other institutional aspects. This Task Force held its 1<sup>st</sup> meeting in the NACC ICAO Office in Mexico City on 3-5 May 2006.

3.2 The FAA supports the interconnection of the networks because it would satisfy the commitments to the CAR/SAM Aeronautical Community in a cost effective manner. MEVA II is technologically compatible with REDDIG, rendering the interconnection easily feasible. The solution chosen should not reduce the performance of MEVA II - The Service Level Agreement (SLA) that the Service Provider agreed upon is the guarantee that the network will perform according to specifications.

### **4. AMHS Implementation**

4.1 FAA has an Automatic Message Handling System (AMHS) prototype installed in Salt Lake City, Utah, which has been operational since 2005. For the long-term solution FAA is working closely with EUROCONTROL and will implement AMHS in the NADIN Network that will support OSI for upper layers and TCP-IP using RFC 1006 for lower layers in early 2007.

### **5. Eastern Caribbean Interconnection**

5.1 The Trinidad and Tobago Civil Aviation Authority and United States Federal Aviation Administration have begun a project to reconfigure the Aeronautical Fixed Telecommunications Network (AFTN) between the two countries.

5.2 The first phase of the process will remove the X.25 protocol Packet Assembler Disassembler (PAD) that is currently in front of the Trinidad Thales AFTN Switch. Once this PAD is removed the switch in Trinidad will communicate with the FAA NADIN Network through the legacy telecommunications connectivity.

5.3 The second phase of the process will begin in late summer of 2006 and will consist of a change from X.25 protocol to Transmission Control Protocol / Internet Protocol (TCP/IP) and will terminate at the new US FAA NADIN MSN which is also multi-protocol capable. This phase is in the engineering and planning stage, and the telecommunications path has not been determined at this time.

### **6. Conclusion**

6.1 The FAA is actively involved in the CAR/SAM Region and supports the proliferation of new technology that can improve the existing telecommunication systems in support of Air Traffic Services.