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Agenda Item 2: Air Navigation Services
2.1 Air Navigation Matters

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

(Presented by the United States)

<p style="text-align: center;">Summary</p> <p>This paper presents information on the current status of the FAA's Telecommunications Programmes</p>
<p style="text-align: center;">References</p> <ul style="list-style-type: none">▪ MEVA Telecommunication Management Group (TMG) reports▪ MEVA/REDDIG Interconnection Meetings reports▪ MEVA/REDDIG Task Force report▪ ATM/CNS ATN Task Force

1. Introduction

1.1 This Information Paper presents a synopsis of the current status of the FAA's Telecommunication Programmes and activities in the Caribbean and South American Region (CAR/SAM).

2. MEVA II

2.1 Americom Government Services (AGS) completed the implementation of the MEVA II network in December 2006. The Member States and International Organizations are the Bahamas (Nassau and Freeport), Netherlands Antilles (Curacao and St Maarten), Aruba, Dominican Republic, Haiti, Cuba, Jamaica, Cayman Islands, Panama, COCESNA and the United States (Miami and San Juan).

2.2 The MEVA II network offers bandwidth-on-demand, Voice and TCP/IP interfaces, and fully meshed services. This technology supports the communications, navigation, and surveillance and air traffic management services. It also supports introduction of Aeronautical Telecommunications Network (ATN) Automatic Messages Handling Systems (AMHS); and the MEVA Network interconnection/interoperability achievement with other regional and sub-regional digital networks such as the South American Digital Network (REDDIG). It also accommodates new requirements such as Data Radar Sharing.

3. MEVA II / REDDIG Interconnection

3.1 The FAA supports the interconnection of the MEVA II / REDDIG 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.

3.2 The MEVA II States/Territories/International Organizations that will be part of the interconnection are Aruba, Curacao, Jamaica, Panama, the United States, and COCESNA. The REDDIG States will be Brazil, Colombia, Peru, and Venezuela. The interconnection implementation is now projected for early 2009.

4. AMHS Implementation in the Caribbean and South America

4.1 The FAA has an AMHS installed in Salt Lake City, Utah, which has been operational since 2005 that supports Asia Pacific connections. FAA will expand the AMHS service to the Atlanta Center to support facility and network diversification in September 2008. This will ensure that the Salt Lake City and Atlanta Centers can backup one another. The Atlanta facility will support AMHS service to Europe, Caribbean, and South American regions.

4.2 The ATN Task Force recommended that the CAR/SAM region adopt AMHS over TCP/IP as a replacement for the Aeronautical Fixed Telecommunications Network (AFTN). This recommendation was submitted to the ATM/CNS Group and subsequently approved by GREPECAS. AMHS has been implemented domestically in several States, which are in the process of obtaining AMHS and AMHS/AFTN Gateways.

5. Eastern Caribbean Interconnection

5.1 The Trinidad and Tobago Civil Aviation Authority (TTCAA) and the FAA have begun a project to reconfigure the AFTN between the two countries.

5.2 Technical Representatives from the FAA and TTCAA met in March 2008 in San Juan, Puerto Rico to review the existing and future requirements between the TTCAA and the FAA necessary to satisfy the Air Traffic requests. The meeting exchanged technical information that included TTCAA's planned transition from their existing network to a Satellite network, including the upgrade of the existing connection between Piarco ACC and San Juan CERAP, and the implementation of AMHS.

5.3 The TTCAA and the FAA are in the process of upgrading the existing AFTN line between Piarco and San Juan. Coordination is in process between the FAA Technical Center and Piarco for testing of X.25.

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 which support Air Traffic Services.

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