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WORKING PAPER

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Fourth NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/4)
Miami, United States, 21-24 August 2018

Agenda Item 4: Follow-up, Performance Evaluation and Monitoring of the CAR Regional Performance Based Air Navigation Implementation Plan
4.1 Progress Reports of the Task Forces of the ANI WG

**ANI/WG AERONAUTICAL MESSAGE HANDLING SYSTEM (AMHS) IMPLEMENTATION TASK FORCE
PROGRESS REPORT**

(Presented by ANI/WG AMHS Task Force Rapporteur)

EXECUTIVE SUMMARY	
<p>This working paper presents the progress achieved by the AMHS Task Force since its creation in the ANI/WG/1 Meeting. Following the work programme of the Task Force and its deliverables, the note includes the results for these deliverables and recommendations for actions to be taken by the Task Force while improving the Task Force function and coordination.</p>	
Action:	The suggested actions are presented in Section 3
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency
<i>References:</i>	<ul style="list-style-type: none">• CAR Regional Performance-Based Air Navigation Implementation Plan (RPBANIP)• Third NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/3), Mexico City, Mexico, 4-6 April 2016• Fifth North American, Central American and Caribbean Working Group Meeting (NACC/WG/5), Trinidad and Tobago, 22-26 May 2017.

1. Introduction

1.1 The AMHS Task Force was formed in order to streamline activities related to air navigation implementation. Implementation of AMHS shall be completed in accordance with the Regional AMHS Implementation Plan.

2. Discussion

2.1 Since the last ANI/WG/3 Meeting, held in Mexico City, Mexico, 4-6 April 2016, the process has improved tremendously with 9 States transitioning in the NAM/CAR Regions. The table below shows the current FAA AMHS transition status. For MEVA users the status is: 8 operational AMHS and 6 remaining on AFTN/X.25. 4. MEVA users have transitioned to AMHS since the last MEVA/TMG 32 meeting.

OPERATIONAL (AMHS)		TESTING (AMHS)		REMAINING (X.25)	
Aruba*	(MEVA)	Mexico	(Landline)	Bahamas ²	(MEVA)
Canada	(Landline)			Brazil	(MEVA/REDDIG)
Cayman Is. *	(MEVA)			Curacao ²	(MEVA)
COCESNA	(MEVA)			Haiti ²	(MEVA)
Cuba	(MEVA)			Peru	(MEVA/REDDIG)
Dominican Rep.	(MEVA)			Venezuela	(MEVA/REDDIG)
Jamaica*	(MEVA)				
Panama*	(MEVA)				
Sint Maarten ¹	(MEVA)				
Trinidad	(Landline)				

* Country transitioned to AMHS since MEVA TMG 32, 2017.

¹ Sint Maarten transitioned to AMHS but not operational since Hurricane Irma.

² Makes and receives X.25 calls (the operation will change in future)

2.2 Please note there are six remaining States that have not transitioned to AMHS and must complete transition quickly. The current FAA X.25 network is beyond the End of Life and has no active vendor maintenance. The network will be terminated in 2018. Similarly, the FAA's AFTN messages switch will not support X.25 interfaces beyond 2018 so that essential server upgrades can be performed.

2.3 Several MEVA III users will need X.25 AFTN support after the decommissioning of the FAA's network this year (2018) and before their migration to AMHS.

3. Conclusion

3.1 Continued support for X.25 AFTN is rapidly becoming impractical and may cease to be available soon. It is critical that remaining States that have not yet transitioned to AMHS begin the execution of their plans immediately or risk the possibility of disruption of AFTN message service.

3. Suggested Action

3.1 The Meeting is invited to

- a) review the information presented in the working paper;
- b) review and update the AMHS Implementation matrix shown in the **Appendix**; and
- c) take note and coordinate with the AMHS Task Force on actions identified under paragraph 2.3.
