International Civil Aviation Organization

Ninth Meeting of the Aeronautical Communication Services Implementation Coordination Group (ACSICG/9)

Video Tele-Conference, 19 - 21 April 2022

Agenda Item 6: Review and update the AMHS/ATN Implementation Status
6.1 Update status of AMHS implementation

FEDERAL AVIATION ADMINISTRATION AMHS TRAFFIC LOAD SALT LAKE CITY COMMUNICATION CENTER

(Presented by FAA/USA)

SUMMARY

This paper presents the traffic load measured at Salt Lake City Communication center that connects to AMHS at Brisbane, Australia; Nadi, Fiji; Christchurch, New Zealand; Fukuoka, Japan; and Manila, Philippines. The purpose of measurement is to project future traffic load requirement to adjust the network bandwidth as needed.

1. INTRODUCTION

1.1 The FAA routinely measures its traffic load at its communication center to ensure the messages can be distributed with minimum delay.

1.2 When the peak hour measure is 50% or more of assigned bandwidth to a channel routinely. Then action will be taken to increase its bandwidth in compliance with ICAO Annex 10, Volume III, Chapter 8. *AFTN Network*.

2. DISCUSSION

2.1 The FAA Salt Lake City (SLC) Communication Center where its AMHS is located and served as primary access to Asia/Pac region has currently connected to five countries: Australia, Fiji, Japan, New Zealand, and Philippines.

2.2 The FAA SLC AMHS has a bandwidth of 2M provided by CRV. The current average monthly measurement of the bandwidth usage is 27 Kbps for incoming traffic and 35 Kbps for outgoing traffic. The data was taken in early April 2022 at FAA SLC AMHS.

2.3 The table below depicts the traffic load and its associated messages between FAA SLC Communication Center and five Communication Centers in Asia/Pacific region measured from Oct. 2021-Mar. 2022 by PCCW Global.

COMMUNICATION CENTER	AVERAGE MONTHLY INCOMING MESSAGES	AVERAGE MONTHLY OUTGOING MESSAGES
BRISBANE, AUSTRALIA	720K	510K
CHRISTCHURCH, NZ	390K	45K
FUKUOKA, JAPAN	900K	450K
NADI, FIJI	255K	45K
MANILA, PHILIPPINES	33K	2.7K

2.4 Based on the result shown on the table above, the AMHS bandwidth between FAA and Australia and Japan need to be monitored and take action as needed to increase the bandwidth in supporting IWXXM and other XML based messages in the near future.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) note the information contained in this paper; and

b) discuss any relevant matter as appropriate

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