



Australian AMHS

Airservices' AMHS Implementation Status

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Technical Authority, AIS

Planning & Integration, TAS

Achievements to Date:

- 1. 2007 - Australian Aeronautical Messaging System (AAMS) commissioned**

**Comsoft AIDA-NG MTA, CADAS UA, AFTN/AMHS Gateway, ATN routers
AMHS capable, but only used operationally for AFTN to date**

- 2. 2008 - All internal Airservices AFTN users (ATC, Towers etc.) transferred to Comsoft Aeronautical Data Access System (CADAS)**
- 3. 2009 - Domestic AFTN users (airlines, Bureau of MET, Defence etc.) and Airservices' systems transferred from asynchronous/X.25 to IP
AMSA have X.400 MTA**

No other external users/systems have announced any plans to move to AMHS

- 4. 2009 - Comsoft issued Airservices with a Declaration of Conformity Certificate against AMHS Conformance Testing Manual Version 1.0, Annex B**

Guarantee to connecting states of AAMS's Interoperability

Upcoming AMHS Implementation Activities:

- 1. February 2010 – Establish IPLC with Fiji and start AMHS Interoperability testing (IOT)**
During Fiji AMHS SAT while Comsoft on site
- 2. March 2010 – AAMS Maintenance Release 3 (MR3) commissioned**
AMC import/export, CADAS AMHS address copy/paste, automatically open binary messages
- 3. Q1 2010 – Migrate AFTN to Singapore from X.25 to IP over existing IPLC (Bi-lateral agreement)**
Will facilitate AMHS IOT on excess bandwidth of IPLC
- 4. Q1 2010 - Set-up VPN with USA to progress IOT**
- 5. 2011 – new AMHS-enabled AIS (Mercury)**
- 6. 2012 - Establish IPLC with Japan for IOT**
- 7. 2013 – new AMHS-enabled ODS (NAIPS-NG)**

Challenges and Issues:

- 1. AAMS project will be closed when MR3 is commissioned**
 - Implementation tasks are not funded
 - Engineering, operational and network staff resources are scarce
 - Business Case for migration of BBIS connections with Singapore, USA and Fiji
- 2. No technical/networking OSI expertise**
 - Strong preference to use ATN over IPS
- 3. No operator AMHS/AMC training**

Questions & discussion