

NEPAL AMHS IMPLEMENTATION STATUS REPORT

Background:

1.1 The existing Aeronautical Message Switching System(AMSS)

- Nepal currently has an AFTN system (called AMSS) which due to aging hardware and lack of availability of spares is close to the end of its viable lifetime.
- The AMSS system supports two types of connections:
- **1. International connections:**
 - Two serial connections:
 - China(Beijing)
 - India(Mumbai)

2. Domestic connections:

All domestic connections are to dedicated AFTN User terminals (AUT) within Kathmandu. There are currently 15 AUTs in operation. Some of these are IP based connections and other are serial connections (1200 or 2400 baud)

There are no 'automated systems' (eg ATM, MET or AIS systems) connected to the AMSS system.

1.2 Plans for the initial transition from AFTN to AMHS

- The Civil Aviation Authority of Nepal (CAAN) has started the process of replacing the aging AFTN system at the end of 2010.
- CAAN like to explore the opportunity of transitioning directly to AHMS rather than first operating an AFTN/AMHS system in AFTN mode. The ability to do this will depend on the availability of operational AMHS MTA at BBIS sites i.e(China and India).


- . CAAN would like to implement the AMHS system completely with IP- based connections , both domestically and internationally, as this will eliminate the need for serial-based connections which requires proprietary hardware such as serial line switching units.
- The existing VSAT link between Kathmandu and Beijing which is used to support a slow speed AFTN connections (in addition to a voice circuit) will need to be upgraded to provide at least a 19.2 K baud link for the AMHS connection.

1.3 Plan for the longer term expansion of Nepal domestic AMHS network.

- It is planned to have a phased implementation of AMHS User Agent throughout Nepal.
- Initially about 30 User Agents will be deployed to various CAAN offices within Kathmandu.
- Then gradually other domestic airports throughout the country will have the User Agents .
- VSAT connectivity can be made for the remote airports for User Agent, having no possibility of fiber-optic links .

2. Implementation Roadmap

- Issue of Request for Proposal (REP) – 1 April 2010
- Tender closes – 15 May
- Tender evaluation and selection of supplier – May/ June 2010.
- Contract signing – 1 July 2010.
- Critical Design Review – 15 July 2010.
- Factory training and Acceptance Testing – August / September 2010.
- Site Installation – October / 2010
- Training (technical and operational) – October / November 2010

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- Site Acceptance Testing – November 2010
 - Initial Operational Commissioning – December 2010
 - Interoperability testing and commissioning of AMHS links to China and India – 1st quarter of 2010.
 - Phased rollout of UA to domestic airports and airline offices – January to December 2011.
 - Fully Operational – December 2011.