International Civil Aviation Organization
South American Regional Office
Twenty Seventh Workshop/Meeting of the SAM Implementation Group SAM (SAM/IG/27) – Regional Project RLA/06/901
(Virtual, 31 May to 03 June 2022)

SAM/IG/27-WP/3.3
05/20/2022

Agenda
Item 3: **Report of activities and deliverables of the Interop TF and Subgroups**

ACTIVITIES EXECUTED BY THE CNS/AMHS SUBGROUP

(Presented by the Secretariat)

SUMMARY

This working paper presents the activities carried out by the CNS/AMHS Subgroup of the Interoperability Task Force (Interop TF), since the last Meeting of the SAM Region Implementation Group (SAM/IG) to date.

References

- Final Report of SAM/IG/26 Meeting (Virtual, 20 to 23 September 2021); and
- Summary of Discussions of the INTEROP TF/3 Meeting (Virtual, 14 to 17 March 2022).

ICAO Strategic Objectives:	*A – Safety* *B – Air Navigation Capacity y Efficiency* *ASBU: AMET-B0/4 (IWXXM), ASUR-B0/1 (ADS-B), ASUR-B1/1 (SB ADS-B), COMI-B0/7 (AMHS) y FICE-B0/1 (AIDC)*

1. INTRODUCTION

1.1 The SAM Region Implementation Group (SAM/IG) has formed the Interoperability Task Force (Interop TF) to support and promote air navigation services modernization initiatives and ensure interoperability between automated systems used by AIM, ATM, ATFM, CNS and MET users, with a view to:

a) facilitate the exchange of information between the systems implemented by the States, reducing the time and problems of interconnection between the systems;
b) promote a coordinated and homogeneous transition to the new services and elements indicated in the GANP; and
c) encourage the multidisciplinary participation of air navigation services professionals in support of the SAM Region Implementation Group (SAM/IG) for the planning and execution of the interconnection works of the systems implemented in the South American Region.

1.2 The CNS/AMHS Subgroup is aimed at establishing AMHS interconnections between the COM Centers in the Region and with the COM Centers in other ICAO regions.

2. ANALYSIS

2.1 CNS/AMHS SUBGROUP

Not implemented AMHS (P1) interconnections

2.1.1 During the INTEROP TF/3 Meeting (Virtual, 14-17 March 2022), participants were informed that, of the 28 intraregional interconnections, only 2 were not yet established:

- Brasilia COM Center –Montevideo COM Center (SBBR – SUMU); and
- Ezeiza COM Center – Montevideo COM Center (SAEZ – SUMU).

2.1.2 Uruguay reported that a new system has already been acquired for the COM AMHS Center of Montevideo, and the installation must occur in the first semester, and should be operational in the second half of 2022.

2.1.3 With regard to interregional interconnections, the following need to be implemented:

- Caracas COM Center – Curaçao COM Center (SVCA – TNCC);
- Caracas COM Center – Madrid COM Center (SVCA – LEEE);
- Ezeiza COM Center – Johannesburg COM Center (SAEZ – FAOR);
- Gerogetown COM Center –Piarco COM Center (SYCJ – TTPP).

2.1.4 The graph below presents the implementation situation in the States of the SAM Region:

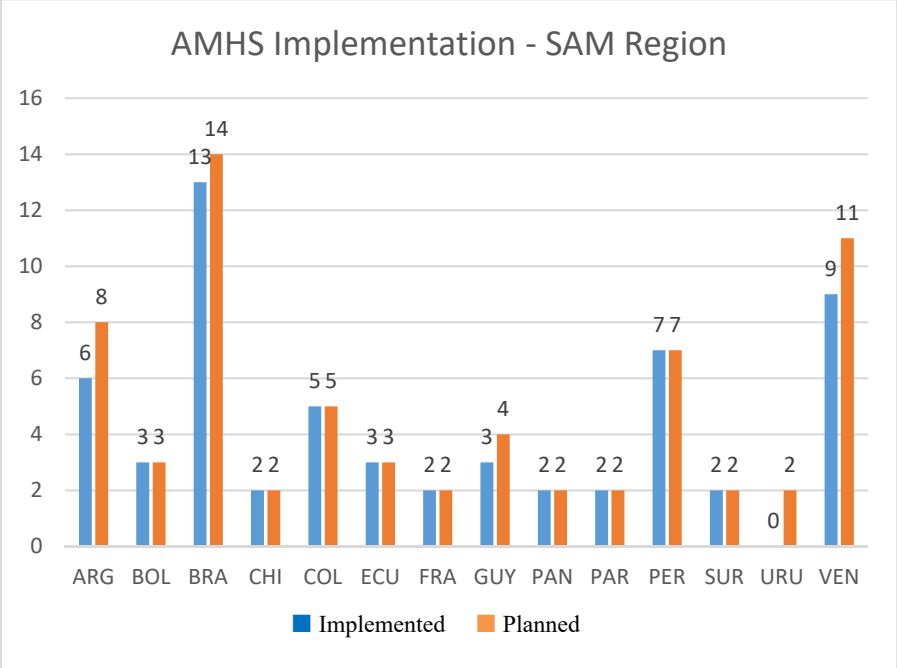

Figure 1 – AMHS Implementation in the SAM Region

Additional AMHS (P1) interconnections

2.1.5 Argentina has already expressed interest in implementing the following interconnections additionally, with Spain and Venezuela:

- Ezeiza COM Center – Caracas COM Center (SAEZ – SVCA); and
- Ezeiza COM Center – Madrid COM Center (SAEZ – LEEE).

2.1.6 Brazil has reported that it has carried out successful tests to establish an AMHS (P1) interconnection with Portugal and awaits the completion of the contracting procedures of the definitive communication link:

- Brasilia COM Center – Lisbon COM Center (SBBR – LPPT).

2.1.7 Colombia has also expressed its intention to establish an interconnection with the United States (Atlanta):

- Bogota COM Center –Atlanta COM Center (SKED – KATL).

2.1.8 The additional connections should be treated in common agreement between the States involved and if they are not planned (extra plan), the respective amendment to the Regional Air Navigation Plan (ANP CAR/SAM) should be requested.

2.1.9 It should also highlight the need for States to migrate all users (human and automated) from the AFTN environment to the AMHS context.

2.1.10 Chile has reported that the AMHS system (AIDA-NG) was installed in 2019, in the premises of the Santiago ACC, as well as the OPMET/NOTAM Data Bank implemented in 2012. The topology is in the star, with AMHS servers (AIDA-NG) and CADAS servers centralized in Santiago.

2.1.11 Regarding the progress of the replacement of the WINIAT application (AFTN) by CADAS terminals (AMHS) in Chile, of the 100 terminals to be installed nationwide, 86 are already installed, leaving only 14 to be installed.

3. SUGGESTED ACTION

3.1 The Meeting is invited to:

a) Take note of the activities carried out in the Subgroup CNS/AMHS; and

b) Analyze other considerations that the Meeting deems pertinent.

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