



Aeronautical Fixed Services

Sustainment, enhancement and contribution to SWIM

2016-2021

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System Sustainment

1. Comsoft AIDA-NG, CADAS and ATN routers commissioned 2007; hardware refresh needed before 2017:
 - Refresh same physical footprint (27 servers across 3 instances)
 - Full virtualisation using VMware (12 servers)
 - Partial virtualisation (18 servers)
 - Not considering IaaS or SaaS at this stage (among other things, it would invalidate CRV assumptions and the CBA)
2. Domestic circuits
 - Migrating AFTN/X.25 to AFTN/IP except:
 - Eurocat (AFTN/X.25 sustained until CMATS)
 - NAIPS (software too complex)
 - DOTS (TDM) and MDPDS (Tower MET)
3. International circuits
 - Promina obsolescence (migrate NZ, USA to AMHS before CRV)?

Service Enhancements

1. Domestic Circuits

- SITA AMHS to introduce AFS Type X (AIDX) and sustain AFTN Type B (ACARS) messaging
- AMSA P3 for RCC and CADAS-ATS UA for MCC
- Bureau of MET P3 or MTA web services to support IWXXM delivery
- Additional AFTN/IP to Qantas SITA Aircom (direct reception of Type B)

2. International Circuits

- Both BBIS (Fiji and Singapore) basic AMHS over ATN/OSI
- Need to add FTBP FG of enhanced AMHS for these BBIS circuits
- Indonesia: interim AFTN/IP to Jakarta then AMHS to Makassar
- No plan to change AIDC from AFTN message payload to IP (FMTP)

3. AIDA-NG

- AIDA-FPL converts DOC4444 2012 flight plans for legacy systems (migrating AFTN to AMHS rather than implementing change permitted by amendment 90 to annex 10)
- Expose SOAP web services from MTA (core service message mediation that provides the SWIM gateway depicted in figure 14 of DOC10039)