International Civil Aviation Organization
North American, Central American and Caribbean Office

WORKING PAPER

MEVA/TMG/31 — WP/08
24/05/16

Thirty first MEVA Technical Management Group Meeting (MEVA/TMG/31)
Kingston, Jamaica, 24 to 26 May 2016

Agenda Item 4: **Network interconnection Activities and new circuits**
4.3 Requirement for new MEVA III circuits

Implementation of New Services

(Presented by Jamaica)

EXECUTIVE SUMMARY	
This paper comments on the Jamaica New circuit requirement for the MEVA III system	
Action:	Suggested actions presented in section 3
Strategic Objectives:	• Safety • Air Navigation Capacity and Efficiency
References:	• Transition from AFTN to AMHS

1. Introduction

1.1 Twenty years ago the MEVA network was designed to support X.25 because it was the protocol upon which AFTN messages were exchanged. Since then, ICAO has published SARPs and guidance material for the next generation of message handling, namely the AMHS. The MEVA Members have agreed to transition their respective AFTN switch to an AMHS System.

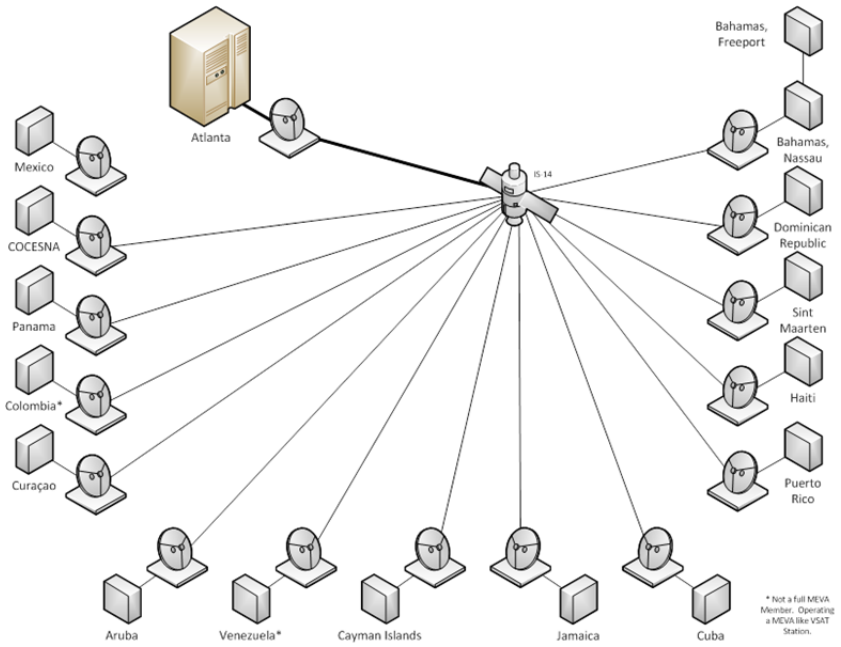
1.2 MEVA Members have begun to work toward this transition, As the ATN backbone framework has been defined, the AMHS SARP's has been published, and more and more MEVA Members are actively working toward completing their transition to AMHS.

2. Discussion

2.1 The FAA is committed to offering X.25 connection for AFTN traffic until all States/Organizations currently connected have transitioned to AMHS over IPv4. However, this support is becoming increasingly expensive. Internally the FAA is transitioning to an IP only architecture and X.25 will be offered through a gateway. This gateway is one off, personnel with the knowledge to configure and maintain are increasingly difficult to find as X.25 is an outdated protocol that is not offered in modern telecommunication systems. Modern telecommunication platforms developed in the last few years are increasingly not supporting X.25.

2.2 Now that the MEVA network has successfully transition to MEVA III the FAA has moved aggressively to implement AMHS service and is now operational to: Japan, UK, Fiji and Dominican Republic. Testing is being carried out: Cayman Islands, Cuba, St. Maarten, New Zealand and Trinidad & Tobago. And in the pipeline is: Brazil, Canada, Honduras, Curacao, Portugal, Jamaica and SITA.

2.3 Data circuits provide end-to-end connectivity for AFTN message traffic between CAA air traffic control centers and the FAA's NADIN II packet switched message network in Atlanta (GA), which are configured as X.25 synchronous PAMA circuits. These X.25 PAMA data circuits provide 9.6 kbps data traffic links for the two-way AFTN message traffic. New ATS Message Handling System (AMHS) are being deployed in the CAR Region. These AMHS applications will connect to the network over IP links using 64 kbps circuits.



2.4 The importance to transition from AFTN to AMHS cannot be overemphasized as the infrastructure to support this technology is rather expensive to maintain with more and more telecommunications service providers is no longer supporting it. In this regard Jamaica is requesting that its AFTN Circuit be migrated to an AMHS circuit by May 31, 2017.

2.5 This announcement represents the start of the application for an addition circuit as established in the MEVA III corresponding procedure.

3. Suggested Action

3.1 The Meeting is invited to:

a) Note of the information provided in this working paper; and

b) consider the transition action necessary to move the current Jamaica circuit from AFTN to AMHS by May 31, 2017.

— END —