



ICAO

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

WORKING PAPER

E/CAR/NTG/5 & E/CAR/RD/3
WP/09
13/10/14

Fifth Eastern Caribbean Network Technical Group (E/CAR/NTG/5) and Third Eastern Caribbean Radar Data Sharing Ad-hoc Group (E/CAR/RD/3) Meetings
Guadeloupe, France, 22 to 24 October 2014

Agenda Item 2: E/CAR AFS Network
2.2 Implementation of Aeronautical Message Handling System (AMHS) and Aeronautical Information Services System (AISS)/Central Flight Data Processing System (FDPS)

IMPLEMENTATION OF AERONAUTICAL MESSAGE HANDLING SYSTEM (AMHS) AND AERONAUTICAL INFORMATION SERVICES SYSTEM (AISS)/CENTRAL FLIGHT DATA PROCESSING SYSTEM (FDPS)

(Presented by Trinidad and Tobago)

EXECUTIVE SUMMARY	
This paper presents the AMHS implementation in the Eastern Caribbean and its impact on the E/CAR AFS Network	
Action:	Suggested actions are given in Section 3.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Environmental Protection
<i>References:</i>	<ul style="list-style-type: none">• First Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG/1), Martinique, French Antilles, France, 19 - 21 June 2013.

1. Introduction

1.1 In keeping with Global Plan Initiative (GPI-22) *COMMUNICATION INFRASTRUCTURE: To evolve the aeronautical mobile and fixed communication infrastructure, supporting both voice and data communications, accommodating new functions as well as providing the adequate capacity and quality of service to support ATM requirements.* Trinidad and Tobago Civil Aviation Authority replaced the THALES AFTN Switching System with the AMSS-TT system provided by COMSOFT.

1.2 The AMSS-TT contract was signed with COMSOFT on 3 May 2012 and the System was commissioned on the 22 November 2012.

2. Discussion

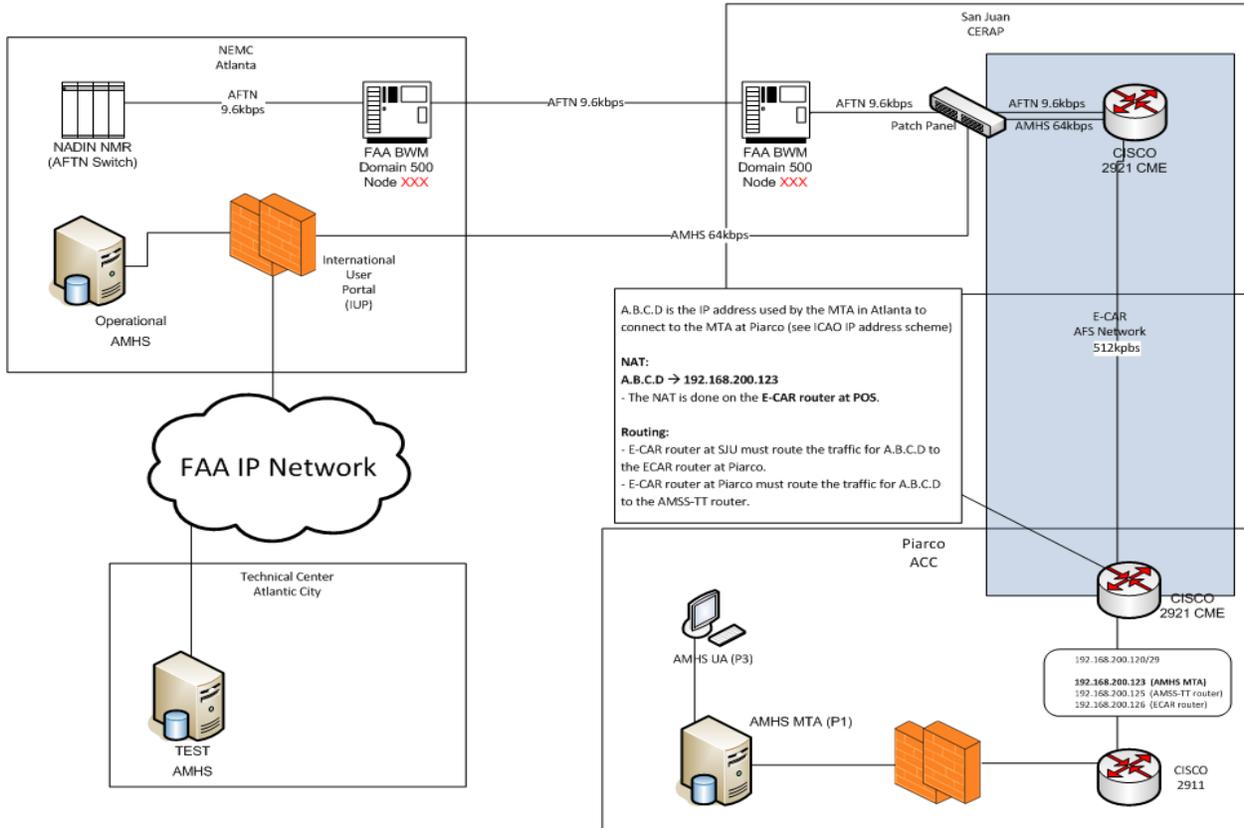
2.1 The AMSS-TT system is composed of the following components:

- **AIDA-NG (Aeronautical Integrated Data Exchange Agent – Next Generation)**
 - Advanced and fully integrated AFTN/AMHS message switching system product, including a universal gateway for all types of aeronautical messages.
- **CADAS ATS (COMSOFT Aeronautical Data Access System – Air Traffic Services)**
 - Client/Server system, providing full ATS end user services
 - Supports the operation of AFTN client terminals and AMHS User Agent client terminals in parallel, allowing a smooth transition from AFTN to AMHS
- **CADIR (COMSOFT Directory)**
 - X.500 directory service, which provides access to the AMHS addressing scheme.
- **CISECA (COMSOFT Internet Security Appliance)**
 - Provides reverse proxy functionality for external clients
- **EFG (Email/FAX Gateway)**
 - Which in combination with AIDA-NG allows sending of ATS messages to Fax and email recipients.
- **CCMS (COMSOFT Configuration Management Suite)**
 - Provides configuration management features for the different hardware and software components of the AMSS-TT System).

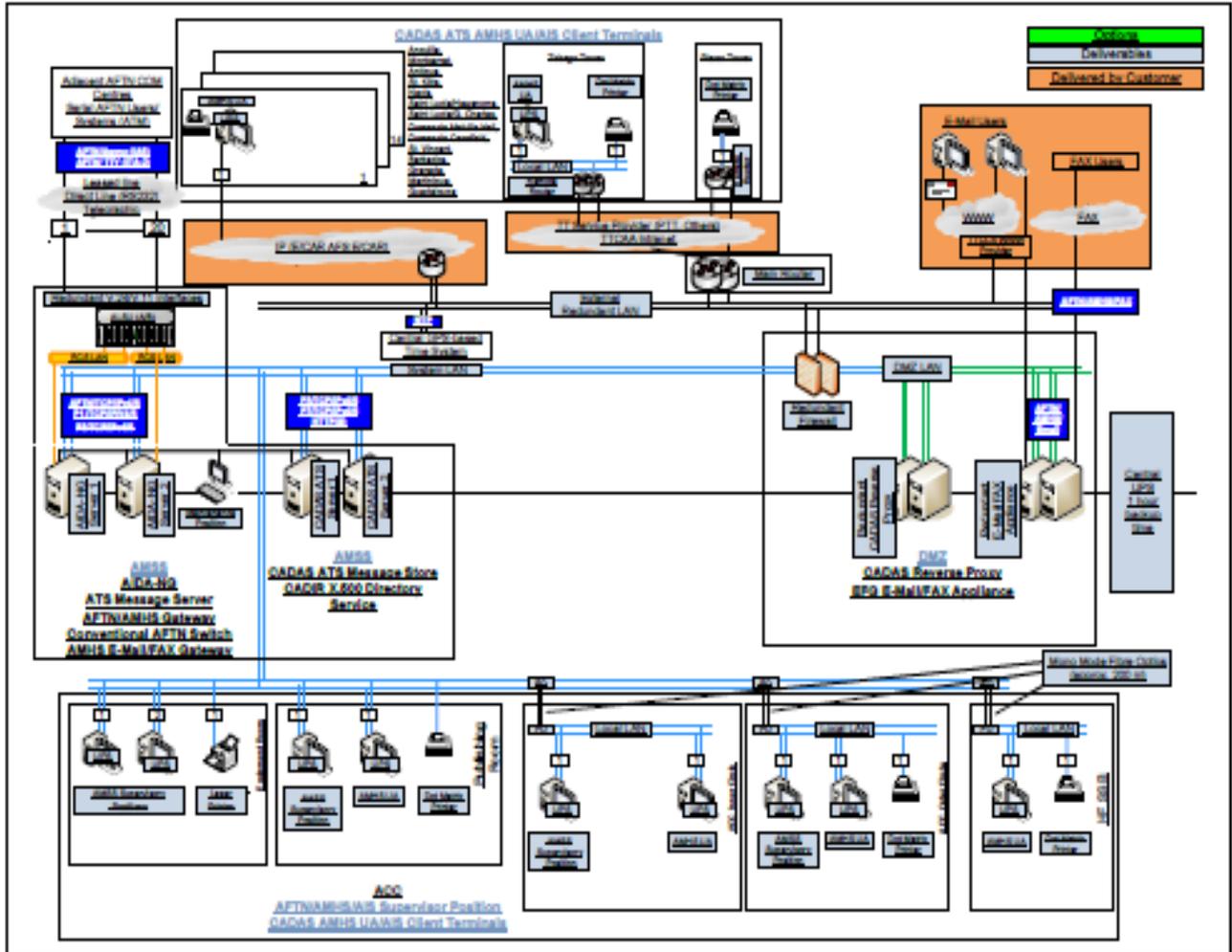
2.2 Installation and training of the CADAS-ATS commenced on 4 January 2013 and was completed on 1 March 2013 in the following states:

- Anguilla
- Antigua
- Barbados
- Dominica/ Canefield
- Dominica/Melville Hall
- Grenada
- Guadeloupe
- Martinique
- Montserrat
- Nevis
- St. Kitts
- St. Lucia/Castries
- St. Lucia/ Hewanorra
- St. Vincent

2.3 The AMSS-TT system is currently functioning in AFTN mode. The Trinidad and Tobago Civil Aviation Authority (TTCAA) has completed the Technical Letter of Agreement for the Interconnection of AMHS Systems with the Federal Aviation Administration (FAA). Testing with the FAA began in February 2014 and cutover is expected to be completed by the end of December 2014.



2.4 Cutover of the CADAS-ATS in the Eastern Caribbean States to AMHS is scheduled to begin by the middle of January 2015 and be completed by the end of the First Quarter 2015. The TTCAA will continue to provide AFTN connectivity with ATS Systems in states that are not AMHS ready for example Venezuela. The drawing below shows a detailed overview of the AMSS system.



2.5 The transition to AMHS will be seamless to the network. The work that is required is only configuration changes on the AMHS equipment.

3. **Suggested action**

3.1 The meeting is invited to:

- a) take note of the information provided in this paper;
- b) report any network issue, if any, when migrating CADAS-ATS in the Eastern Caribbean States to AMHS; and
- c) agree to any other actions as deemed appropriate.