



ICAO

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WORKING PAPER

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**Thirty Fourth MEVA Technical Management Group Meeting  
(MEVA/TMG/34)**

Miami, United States, 11 to 13 June 2019

**Agenda Item 2: Operation and Performance of the MEVA III Network**

**2.3 Aeronautical Message Handling System (AMHS) connections**

**FAA TRANSITIONS TO AMHS**

(Presented by United States)

<b>EXECUTIVE SUMMARY</b>	
This working paper presents the progress of FAA transitions to AMHS.	
<b>Action:</b>	Suggested actions are listed in Section 4.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• CAR Regional Performance-Based Air Navigation Implementation Plan (RPBANIP)</li><li>• Fourth NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/4), Miami, U.S.A., 21-24 August 2018</li></ul>

**1. Introduction**

a) At the Thirty-Third meeting of the MEVA Technical Management Group, the FAA reported progress on transitions to IP-based Air Traffic Services Message Handling System (AMHS) service from X.25-based Aeronautical Fixed Telecommunications Network (AFTN). This is an update.

**2. Discussion**

2.1 Since the last TMG/33 Meeting, held in Willemstad, Curaçao, 29-31 May 2018, the NAM/CAR Region has continued to make progress in transition to AMHS although FAA effort was diverted to counter the 'sun-setting' of telecommunication carriers' Time-Division Multiplexing (TDM) circuits on which other voice and data services depend.

2.2 The table below shows the FAA's progress toward AMHS. Eighteen AMHS links are operational including support for the SITA service provider.

2.3 Three countries are in the Testing phase with Brazil and Mexico largely complete and expected to become operational in the near future. Testing with the Bahamas is beginning.

2.4 For the three Remaining States that have not transitioned to AMHS, FAA is pleased to note that the transition process has commenced with the exchange of a Technical Letters indicating readiness. FAA expects that transition activities will be underway before the end of 2019.

OPERATIONAL (AMHS)	
Australia*	(CRV)
Aruba	(MEVA)
Canada	(Landline)
Cayman Is.	(MEVA)
COCESNA	(MEVA)
Cuba	(MEVA)
Curacao*	(MEVA)
Dominican Rep.	(MEVA)
Fiji*	(CRV)

OPERATIONAL (AMHS)	
Jamaica	(MEVA)
Japan*	(CRV)
New Zealand*	(CRV)
Panama*	(MEVA)
Portugal	(Landline)
Sint Maarten <sup>1</sup>	(MEVA)
SITA*	(private)
Trinidad	(Landline)
U.K. NATS	(Landline)

TESTING (AMHS)	
Bahamas	(MEVA)
Brazil	(MEVA/REDDIG)
Mexico	(Landline)

REMAINING (AFTN)	
Haiti	(MEVA)
Peru	(MEVA/REDDIG)
Venezuela	(MEVA/REDDIG)

\* Country transitioned to AMHS since TMG/33, 2018.

<sup>1</sup>Sint Maarten AMHS service was recovered in December 2018 following Hurricane Irma.

2.5 The FAA was particularly pleased to be able to restore AMHS service to Sint Maarten in December 2018 following severe damage from Hurricane Irma.

2.6 Of note is the introduction of the Common Aeronautical Virtual (CRV) network in the Asia-Pacific region. This is a Multi-Protocol Label Switching (MPLS) network following the MEVA organizational model with countries in the Region contracting services from a common network provider. It supports both data and voice connections. The table shows four countries that were migrated from obsolete TDM services to the CRV network. AMHS connections to additional countries, not previously connected by AFTN, are planned.

### 3. Conclusion

3.1 With the last countries now embarking on project activities, the FAA can anticipate achieving the goal of complete transition from AFTN to AMHS possibly within the next year's timeframe.

### 4. Suggested Action

4.1 The Meeting is invited to:

- a) encourage remaining States to continue towards completion of transition.