



ICAO

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

WORKING PAPER

E/CAR/NTG/10 & E/CAR/RD/8 — WP/05

24/08/21

**Tenth Eastern Caribbean Network Technical Group and Eighth Eastern Caribbean Radar Data Sharing
Ad hoc Group Meetings (E/CAR/NTG/10 & E/CAR/RD/8)**

Online, 6 to 7 September 2021

Agenda Item 3: Operation and Performance of the E/CAR Aeronautical Fixed Services (AFS) Network

3.4 South American Digital Network (REDDIG) status and PIARCO interconnection

PROPOSED AMHS INTERCONNECTION BETWEEN FAA AND TCAAC USING REDDIG

(Presented by United States)

EXECUTIVE SUMMARY	
This paper presents information on network connectivity between the Federal Aviation Administration (FAA), South America Red Digital (REDDIG) MPLS network and Eastern Caribbean Network.	
Action:	Suggested actions are presented in Section 3.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Economic Development of Air Transport
<i>References:</i>	<ul style="list-style-type: none">• e-ANP Volumen II, Interconecction between CAR and SAM Regions

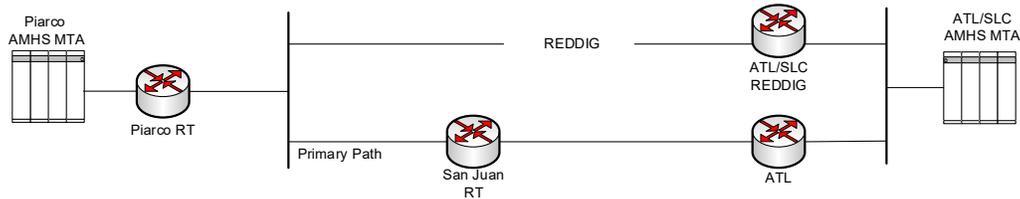
1. Introduction

1.1 This paper shares information on a secondary connection between the FAA and the ECAR network for AMHS traffic.

2. Discussion

2.1 At present, the Federal Aviation Administration (FAA) maintains a connection between the Atlanta NEMC and the ECAR network via a point of presence located in San Juan, PR. In 2020, a connection to the REDDIG network from our Network Enterprise Management Center (NEMC) located in Atlanta and Salt Lake City was implemented. The newly proposed connection will create a secondary path between Atlanta and Piarco using the REDDIG network and will represent a significant improvement in network redundancy and reliability.

2.2 The FAA and the EAR networks will maintain a primary connection using the existing circuit between Atlanta and Piarco via San Juan. Network Edge devices at Atlanta and Piarco will enable SLA services to verify primary path availability. If the primary path becomes unavailable, its route will be removed and the REDDIG route will become the active path. Edge devices will continue to monitor the primary path and switch automatically path when the circuit becomes available.



2.3 This additional path should provide enhanced availability of AMHS service between Atlanta and Piarco that have been susceptible to undersea cable breaks and other interruptions.

3. Suggested actions

3.1 The meeting is invited to:

- a) Take note of the information provided in this working paper; and
- b) support any necessary activities during implementation of this connection.