



ICAO

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

WORKING PAPER

MEVA/TMG/37 — WP/09
27/07/22

**Thirty Seventh MEVA Technical Management Group Meeting
(MEVA/TMG/37)**

Mexico City, Mexico, 8 to 10 August 2022

Agenda Item 3: CANSNET Project
3.3 Assessment of Regional Requirements and Integration to Other Global Aviation Networks.

OPPORTUNITIES FOR DIVERSIFICATION OF AMHS LINKS WITH CANSNET

(Presented by the United States)

EXECUTIVE SUMMARY	
CANSNET provides opportunities for greater diversification of AMHS links.	
Action:	Suggested actions are presented in Section 4.
<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">• Thirty Sixth MEVA Technical Management Group Meeting (MEVA/TMG/36), June 2021 - https://bit.ly/3OI5Cv4

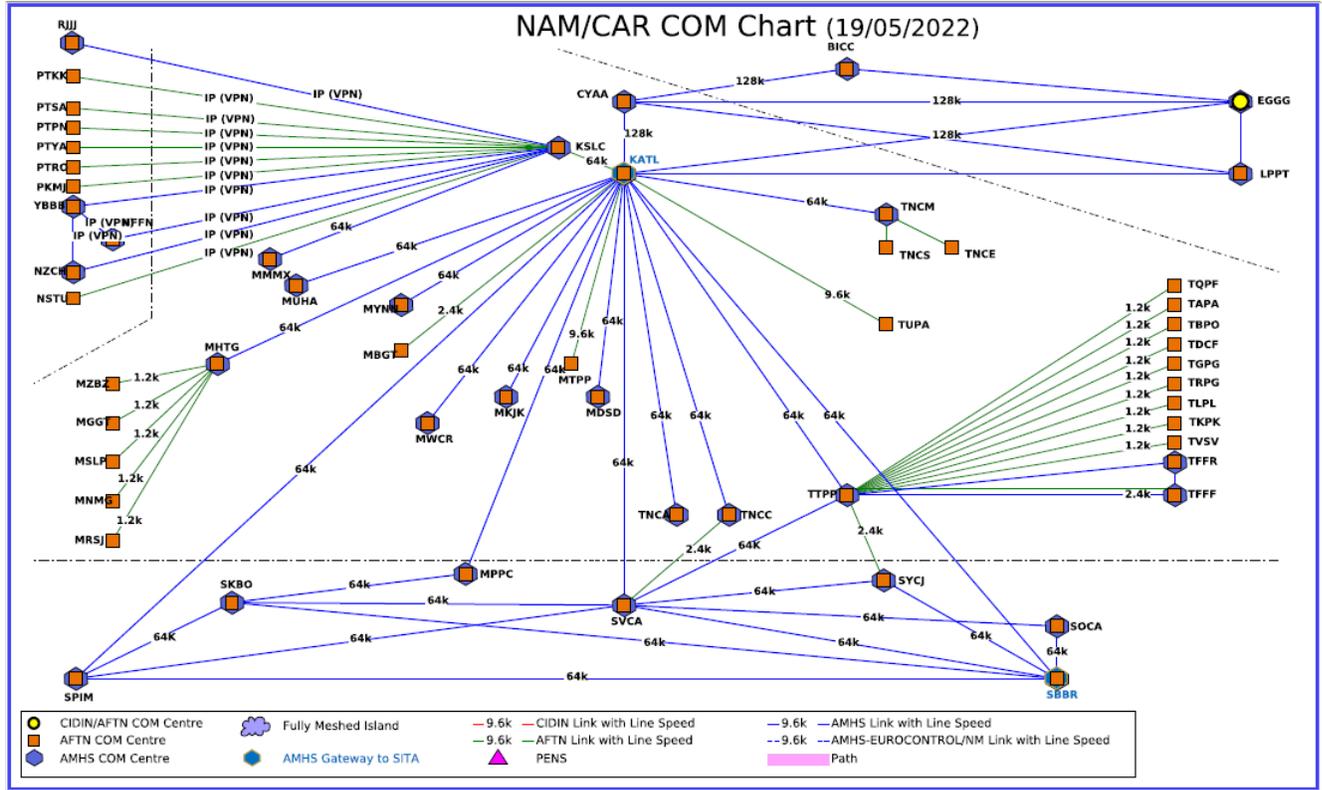
1. Introduction

1.1 Various technologies and their costs gave rise to the existing data connections between States as illustrated by the NAM/CAR COM Chart. As the previous point-to-point circuits are obsoleted in favour of a private IP network, there are opportunities for diversification to allow less reliance on particular States.

2. Discussion

2.1 The cost of previous point-to-point data circuits forced States to minimize their implementation into the most efficient architecture. Since the United States provided access to Canada, Europe and Asia, many of these circuits were focused on the FAA facility in Atlanta, Georgia (KATL).

2.2 When the FAA implemented X.25 networking technology to improve message exchange reliability, Atlanta implemented an X.25 network node and States in the CAR implemented X.25 access lines, thus reinforcing the architecture with Atlanta as a focus.



2.3 The X.25 technology has been replaced with IP connections and States have, largely, implemented Aeronautical Message Handling System (AMHS) services to ensure the reliability of message exchange. Thus, the factors driving the focus of data connections to Atlanta have been removed but much of the data traffic between States still has to traverse through Atlanta.

2.4 As we look to a private IP network, implemented by CANSNET, the opportunity for States to establish direct AMHS interconnections is presented. This should not drive any increase in cost and, in fact, would be more efficient in bandwidth utilization. Importantly, it would begin to remove some of the dependency on Atlanta for intercommunications.

3. Conclusions

3.1 CANSNET provides an opportunity for States to establish direct AMHS communications between them thus reducing some of the dependency on FAA facilities at Atlanta.

4. Suggested actions

4.1 The meeting is respectfully encouraged to:

- a) review the information presented in this Working Paper;
- b) discuss its contents and take appropriate planning actions; and
- c) any other action that apply.