



*International Civil Aviation Organization*

**AMHS/SWIM SEMINAR AND THE SEVENTH MEETING OF  
AERONAUTICAL TELECOMMUNICATION NETWORK  
(ATN) IMPLEMENTATION CO-ORDINATION GROUP OF  
APANPIRG (ATNICG/7)**



Chiang Mai, Thailand, 5 – 9 March 2012

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**Agenda Item 6: Review and update Subject/Tasks List, Performance Framework Form (Objective 8), Action Items List etc.**

**REVIEW OF PERFORMANCE FRAMEWORK FORM FOR ATN**

(Presented by the Secretariat)

**SUMMARY**

This paper presents the Performance Framework Form for the Implementation of ATN in Asia and Pacific Region updated in the last ATNICG meeting for review. The Form was prepared in line with the guidance provided by ICAO headquarters. The form provides information on various tasks to be completed for the implementation and also provides information on the implementation schedule and status. The meeting is invited to review the form and update it wherever required.

This paper relates to -

**Strategic Objective:**

D. Efficiency – enhance the efficiency of aviation operations

**Global Plan Initiative:**

GPI-22 – Communication Infrastructure

**1. Introduction**

1.1 Aviation environment, including ICAO, industry and the States have been steadily moving towards a performance based approach to planning. In this approach, planning is expected to be directed towards one or more of the eleven ATM Community Expectations included in the Global ATM Operational Concept (Doc 9854). These expectations are also referred to as Key Performance Areas (KPAs). To support this approach, Manual on Global Performance of the Air Navigation System (Doc 9883) has been developed, which provides a step by step approach to performance based planning on the basis of the KPAs identified in the operational concept.

1.2 These forms updated from time to time will be used for the assessment of progress in meeting the plan objectives and will also reflect the changing requirements.

## **2. DISCUSSION**

2.1 Performance Framework Form for the implementation of Aeronautical Telecommunication Network (ATN) for Asia Pacific Region was developed to cater to the regional Objective 8 and was reviewed by ATNICG in its last meeting. It is now proposed to review the PFF once again in light of the developments that have taken place subsequently.

2.2 ICAO, through its Sate Letter dated 14 April, 2009 circulated the short term procedure for Global AMHS address communication developed by Air Traffic Services (ATS) Inter-Regional Coordination Team (IRC Team) with the endorsement of European Air Navigation Planning Group (EANPG). The letter, through its attachment defined the coordination procedure required to be adopted by the States. Coordination procedures circulated through SL 14 April, 2009 was accommodated in the PFF in the last ATNICG meeting. The amended PFF also includes regional plans for the implementation of AMHS connectivity between the BBIS hubs and the BIS hubs as the next step.

2.3 The meeting is invited to review the information provided in the Performance Framework Form placed at Attachment to this paper and formulate following Draft Decision recommending the adoption of this PFF by APANPIRG through CNS/MET SG.

### **Draft Decision 7/x: ATN Implementation in Asia/Pacific Region – PFF**

That, the draft Performance Framework Form (PFF) for the “Implementation of Aeronautical Telecommunication Network (ATN) for Ground-Ground Network” placed at Attachment be adopted.

## **3. ACTION BY THE MEETING**

3.1 The meeting is invited to review the PFF provided at Attachment to this paper and formulate the Draft Decision in paragraph 2.3

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## ASIA/PACIFIC REGION

PERFORMANCE FRAMEWORK FORM  
(REGIONAL)*(Amended in May 2011)*

REGIONAL PERFORMANCE OBJECTIVE: - <u>APAC Objective 8</u>				
IMPLEMENTATION OF AERONUTICAL TELECOMMUNICATION NETWORK (ATN) FOR GROUND – GROUND COMMUNICATION NETWORK				
Benefits				
<b>Safety</b>	<ul style="list-style-type: none"> <li>Will provide reliable means of communication for Air Navigation Services, with the provision of automatic switching capability, in the event of failure of current media</li> </ul>			
<b>Efficiency</b>	<ul style="list-style-type: none"> <li>Routers will have the capability of choosing between different media based on defined criteria.</li> <li>Multiplicity of protocols used for different communication requirements will be avoided;</li> <li>Provision for lower case characters and graphic message included;</li> </ul>			
Strategy Implementation strategy, short term (2009-2012)				
ATM OC COMPONENTS	TASKS	TIME FRAME	RESPONSIBILITY	STATUS
<b>SDM</b> (ATM Service Delivery Management)	Ensure implementation of Ground to Ground Aeronautical Telecommunication Network (ATN) in the Asia and Pacific Regions			
	<ul style="list-style-type: none"> <li><u>Review the ATN Implementation Strategy</u>, revise it when necessary taking into account the current developments.</li> </ul>	2010	ATNICG.	The strategy was updated by ATNICG/5 Meeting held from 31 May to 4 June 2010 and endorsed by the CNS/MET SG/14 in July 2010
	<ul style="list-style-type: none"> <li><u>Review the Status of implementation of ATN at the Backbone Boundary Intermediate System hubs</u></li> </ul>	2011	ATNICG	ATNICG reviewed the progress of ATN Implementation in its Meetings
	<ul style="list-style-type: none"> <li><u>States hosting Backbone Boundary Intermediate Stations</u> to organize Testing of their system on bilateral basis</li> </ul>	2011	States hosting Backbone Boundary Intermediate Systems	States reported the outcome of pre-operational trials/tests carried out by them at the ATNICG meetings
	<ul style="list-style-type: none"> <li><u>Implementation of AMHS Off Line Directory Service</u>. Availability of off-line support by Eurocontrol AMC considered essential for the efficient management of AMHS Addresses. ICAO HQ has directed the States to register the operating personnel with AMC.</li> </ul>	2010	ICAO Asia/Pacific Office, Aerothai.	Progress made in the registration of operators with AMC and entering of data into AMC was reviewed by ATNICG/6.

	<ul style="list-style-type: none"> <li>• <u>States hosting Backbone Boundary Intermediate System hubs to implement dual stack ATN</u> (ATN over OSI and ATN over IPS). APANPIRG, through Conclusion 19/20 urges States to complete the implementation of dual stack ATN by 2011</li> </ul>	2011	Asia and Pacific Region States hosting Backbone Boundary Intermediate Systems	States hosting BBIS hubs have been reminded of APANPIRG Conclusion 19/20 and urged to complete the installation by 2011
	<ul style="list-style-type: none"> <li>• <u>Completion of Networking with the BIS States</u></li> </ul>	2013	Asia and Pacific Regions States	Some States started implementation and conducted operational trials
	<ul style="list-style-type: none"> <li>• <u>Review if implementation objectives have been met.</u></li> </ul>	2009 - 2012	ATNICG	ATNICG to periodically review the status and direction in which the implementation is progressing and to ensure that the implementation efforts are leading towards the defined objectives
<b>GPIs</b>	GPI/17: Data link applications, GPI/22: Communication infrastructure			
<b>References</b>	<ul style="list-style-type: none"> <li>• <i>Annex 10, Aeronautical Telecommunications, Volume III (Part I – Digital Data Communication Systems)</i></li> <li>• <i>Manual on Detailed Technical Specifications for the Aeronautical Telecommunications Network (ATN) using ISO/OSI (Doc 9880)</i></li> <li>• <i>ICAO Aeronautical Telecommunication Network (ATN) Manual for ATN using IPS Standards and Protocols (Doc 9896)</i></li> <li>• <i>Manual on Required Communication Performance (Doc 9869)</i></li> <li>• <i>Manual of Technical Provisions for the Aeronautical Telecommunication Network (Doc 9705)</i></li> <li>• <i>Regional Implementation guidance materials adopted by APANPIRG</i></li> </ul>			