



*International Civil Aviation Organization*

**Seventh Meeting of CNS/MET Sub-Group of APANPIRG and  
Tenth Meeting of CNS/ATM IC Sub-Group of APANPIRG**

Bangkok, Thailand, 15 – 21 July 2003

**Agenda Item: 2      Action on the report of CNS/MET/SG/6 meeting of APANPIRG**

**IMPLEMENTATION STATUS OF AERONAUTICAL FIXED SERVICES LINKS**

(Presented by India)

**SUMMARY**

This information paper presents the progress on implementation of AFS links in India.

**1.      Introduction**

1.1      The sixth meeting of CNS/MET Sub group of APANPIRG reviewed the implementation status of AFTN circuits in ASIA/PAC region based on the report of 4<sup>th</sup> ATN Transition Task Force meeting and the COM coordination meeting.

1.2      Draft Conclusion 6/2 recommended up gradation of the circuits capacity within the target dates established in the AFTN Plan.

**2.      Progress**

2.1      Status on up-gradation of AFTN circuits as per CNS1A table is as follows:

<b>Circuit details</b>	<b>Status</b>
2.1.1 Mumbai-Bangkok	Presently operating on 2.4 Kbps/X.25/IA-5. To be upgraded to 64 Kbps/X.25/IA-5 by 2005 as per the ATN Plan. India has proposed to upgrade it immediately in the ATN Transition Task Force meeting held at Phuket, Thailand in June 2003.
2.1.2 Mumbai-Colombo	Upgraded to 64 Kbps in March 2003
2.1.3 Mumbai-Paro	Not yet implemented. Expect to implement by December 2003.

Circuit details	Status
2.1.4 Mumbai-Karachi	Although there is no plan for up gradation of this circuit working on 200 bps/ITA2/no protocol, India has proposed to Pakistan to upgrade it to 64 Kbps/X.25/IA-5. As per CAA Pakistan, it can be implemented once AMSS switch at Karachi is replaced with new AMSS having capability of X.25 connectivity. CAA, Pakistan has proposed to terminate Mumbai/ Karachi DSC/AFTN, Ahmedabad/Karachi DSC and Delhi/Karachi DSC on the same 64 Kbps link between Mumbai/Karachi by using compatible MUX at each end. The matter is being coordinated with VSNL and CAA Pakistan for implementation.
2.1.5 Mumbai-Nairobi	Matter is being coordinated with CAA, Kenya, through ICAO Bangkok for 64 Kbps/X.25/IA-5
2.1.6 Mumbai-Muscat	Presently operating on 300 bps/ITA-2/no protocol. Up- gradation of this circuit is not immediately required as per CAA, Oman due to channel occupancy less than 40%.
2.1.7 Mumbai-Kathmandu	Presently operating on 50 bps/ITA-2/no protocol. There is no plan for up-gradation.
2.1.8 Mumbai-Kolkata	Upgraded to 9.6 Kbps data circuit by using 64 Kbps link for both voice and data
2.1.9 Mumbai-Delhi	-do-
Mumbai-Chennai	-do-
Chennai-Kolkata	-do-
Delhi-Kolkata	-do-
2.1.10 Chennai-Kuala Lumpur	Upgraded in March 2003 to 9.6 Kbps data link through 64 Kbps circuit. This circuit is used for voice also by using compatible MUX at each end.
2.1.11 Kolkata-Dhaka	Routing of AFTN traffic between Kolkata/Dhaka via Mumbai-Bangkok has been implemented. Both India and Bangladesh have registered demand for 64 Kbps direct circuit between Kolkata/Dhaka with their respective Telecom Service Providers. Target date for implementation of direct AFTN link between Kolkata - Dhaka is Nov. 2003.

2.2 Status on implementation of DSC/Hotlines for ATS coordination as per CNS1E table is as follows:

2.2.1 IDD hotlines have been provided between Kolkata/Dhaka and Guwahati/Dhaka in December 2002 and January 2003 respectively which were working one way from India. In May 2003, CAA Bangladesh has implemented these hotlines from their side also and these hotlines are operating both-ways now.

2.2.2 IDD hotline between Agartala-Dhaka has been commissioned in June 2003.

2.2.3 IDD hotline between Chennai-Medan (Indonesia) has been provided in December 2002 on implementation of EMARSSH route structure.

2.2.4 IDD hotline between Varanasi/Kathmandu for ATS coordination has been provided in OCT 1999 but status has not been updated by ICAO in CNS-1E table (ATS/DSC).

### **3. Action of the Conference**

3.1 The conference is invited to note the information contained in this paper.

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