



*International Civil Aviation Organization*

## **Fourth ATN Transition Task Force Meeting**

Mumbai, 8-12 April 2002

### **Agenda Item 5: Review Status of Implementation of AFTN Plan and Evaluate Circuit Capacity.**

#### **REVIEW OF AFTN CIRCUITS PERFORMANCE**

(Presented by the Secretariat)

##### **SUMMARY**

This paper presents performance status of some AFTN circuits for review by the meeting.

### **1. Introduction**

1.1 The AFTN circuit loading statistics are regularly reviewed and analysed by ATN Transition Task Force meetings. Recommendations are made to upgrade circuits, in a timely manner, based on the evaluation of circuit loading statistics and APANPIRG Conclusions.

### **2. Discussion**

2.1 On the basis of the review of AFTN circuit loading statistics, the APANPIRG/12 identified the need to closely monitor the performance of some AFTN circuits and endorsed the following conclusion:

#### **Conclusion 12/12 - Need to monitor AFTN circuit performance**

That, States concerned closely monitor performance of the following AFTN circuits and coordinate upgrading the circuits capacity, in accordance with the AFTN plan.

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|-------------------------|-------------------------|
| 1. *Manila/Singapore    | 6. *Hong Kong/Manila    |
| 2. **Nadi/Apia Faleolo  | 7. Kuala Lumpur/Chennai |
| 3. Mumbai/Colombo       | 8. Colombo/Singapore    |
| 4. Christchurch/Papeete | 9. Tokyo/Singapore      |
| 5. Mumbai/Nairobi       | 10. Colombo/Male        |

\* Upgraded.

\*\*Requirement has been changed to Apia  
- American Samoa – USA circuit

2.2 The need to upgrade capacity of the circuits listed in para 2.1 has been specified in Table CNS-1A of FASID. The meeting is expected to review the current implementation status.

2.3 A COM Special Coordination Meeting is being considered to thoroughly discuss issues affecting timely upgrading of the circuits in the Bay of Bengal area.

2.4 The implementation of the AFTN circuit between Beijing/Yangon was expected by the end of 2001 upon the restoration of the VSAT at Yangon. The circuit has not been implemented. This issue will also be a subject of a discussion at the Special COM Coordination Meeting.

2.5 The Mumbai/Paro circuit was scheduled to be implemented upon commissioning of the new AFTN switch at Paro in 2002. The Singapore/Tokyo circuit is scheduled to be upgraded to 9600 bps immediately after completing test in April 2002 and Singapore/Brunei circuit will be upgraded by October 2002. The meeting is expected to update the status.

2.6 Based on the loading statistics conducted by Japan in 2001, circuit loading on the circuit between Tokyo and Moscow had reached as high as 60 percent. However, in the mean time the loading between Tokyo and Khavaroovsk was only 4 percent. The meeting is expected to review the progress of implementation of sharing the load by two circuits.

2.7 To upgrade the capacity of the USA-Brisbane, Nadi and Tokyo AFTN circuits was discussed at ATNTTF/3 meeting. States concerned were urged to analyse the loading statistics and take timely action to upgrade circuits to avoid any performance deficiency.

### **3. Inter-regional AFTN Circuit**

3.1 The Thirteenth African Planning and Implementation Regional Group (APIRG/13) Meeting in its Conclusion 13/9 proposed to add a requirement for the change in the AFI-ASIA/PAC entry/exit point from Mauritius to Johannesburg. The ICAO AFI Regional Office had advised the ASIA/PAC Office on 6 February 2002 of South Africa's intention to implement the inter-regional circuit and request designation of a location for entry/exit point in the ASIA/PAC Region. The AFI Office was advised that this proposal will be referred to the Fourth Transition Task Force Meeting for appropriate recommendation. It is, therefore, required to review the above proposal.

### **4. Action by the Meeting**

4.1 The meeting is expected to

- a) review the circuit performance and circuit loading statistics of concerned AFTN circuits; and
- b) make appropriate recommendations.

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