



International Civil Aviation Organization

**THE FIFTH MEETING OF AERONAUTICAL
TELECOMMUNICATION NETWORK (ATN)
IMPLEMENTATION CO-ORDINATION GROUP
OF APANPIRG (ATNICG/5)**



Kuala Lumpur, Malaysia, 31 May – 4 June 2010

Agenda Item 16: Any other business

PROPOSING THE AFTN ROUTING CHANGE BETWEEN RUSSIA AND JAPAN

(Presented by Japan)

SUMMARY

This paper is to inform the members that Japan and Russia propose the routing change among Moscow, Khabarovsk and Fukuoka after the recent modernization of the AFTN link between Moscow and Fukuoka.

1. Introduction

1.1 Aeronautical Fixed Telecommunication link between Russia and Japan is one of the most important link which connects Europe and Asia/Pacific region. It had been coordinated bilaterally that we Russia and Japan should solve the issue that the AFTN loading late between Russia and Japan have been too high since middle of 1990s. Even though the circuit between Khabarovsk and Tokyo was upgraded to 2,400bps from 200B at April 2000, the link between Moscow and Tokyo still stayed to analog low speed. After the continuous coordination, Russia and Japan have roughly agreed to the modernization plan as follows at 2005:

- a. Organize a Moscow-Tokyo data transmission circuit;
- b. Carry out trials on interoperability between the AFTN centres of Moscow and Tokyo over the data transmission circuit using the development and testing system;
- c. Switch over the data transmission circuit to real traffic exchange;
- d. Undertake corresponding routing changes in the AFTN centres of Moscow and Tokyo; and
- e. Close down the telegraphic Moscow –Tokyo circuit and Khabarovsk-Tokyo data transmission circuit.

1.2 Based on it, the circuit between Moscow and Fukuoka was upgraded from analog low speed 200B to digital high speed 64kbps by the continuous effort of relating stats and corporation of the ICAO Asia/Pacific regional office at 14th January 2009. The operating status has been stable and the statistics of AFTN loading is less than 6 percent since the switchover.

2. Present status of Moscow–Fukuoka and Khabarovsk –Fukuoka links

2.1 When the circuits were analog low speed, we use these two links complementarily to each other in order to maintain the stable AFS operation. But after switching over of the new circuit between Moscow and Fukuoka in January 2009, we have been operating it very stable and the latest monitoring session of the circuit occupancy of the Moscow-Fukuoka link has demonstrated that during the rush hours it does not exceed 1%. Also, delays in the information exchange between the communication centres of Russia and Japan do not exist.

3. Proposal of routing change

3.1 Considering the stable operation of Moscow and Fukuoka, Russia and Japan would propose the routing change of UUUU-RJJJ, UHHH-RJJJ. (see Appendix-A) Also, after a certain period of the time, we would close down the circuit between Khabarovsk and Fukuoka.

4. Action of the meeting

4.1 The meeting is invited to review the proposing routing change among Moscow, Khabarovsk and Fukuoka.

APPENDIX A

A ORIGIN DESTINATION	1		4			
	RJJJ		UH HH		UUUU	
AG	WS	vh	RJ UU	zz zb	RJ	zz n
AN	WS	vh	RJ UU	zz zb	RJ	zz n
AY	WS	vh	RJ UU	zz zb	RJ	zz n
B	KS	ws	UU	n zb	BI	n
C	KS	ws	UU	n zb	EG	n
D	WS	vh	UU	n zb	LF	n
E	WS	vh	UU	n zb	(N)	n
F	WS	vh	UU	n zb	LF	n
G	WS	vh	UU	n zb	LE	n
H	WS	vh	UU	n zb	LG	n
K	KS	ws	RJ UU	zz zb	RJ	zz n
L	WS	vh	UU	n zb	(N)	n
M	KS	ws	UU	n zb	EG	zz n
NC	KS	ws	RJ UU	zz zb	RJ	zz n
NF(EX. NFT)	KS	ws	RJ UU	zz zb	RJ	zz n
NFT	KS	ws	RJ UU	zz zb	RJ	zz n
NG(EX. NGF)	KS	ws	RJ UU	zz zb	RJ	zz n
NGF	KS	ws	RJ UU	zz zb	RJ	zz n
NI	KS	ws	RJ UU	zz zb	RJ	zz n
NL	KS	ws	RJ UU	zz zb	RJ	zz n
NS(EX. NST)	KS	ws	RJ UU	zz zb	RJ	zz n
NST	KS	ws	RJ UU	zz zb	RJ	zz n
NT	KS	ws	RJ UU	zz zb	RJ	zz n
NV	KS	ws	RJ UU	zz zb	RJ	zz n
NW	KS	ws	RJ UU	zz zb	RJ	zz n
NZ	KS	ws	RJ UU	zz zb	RJ	zz n
OA	WS	vh	UU	n	LC	n
OB	WS	vh	UU	n	LC	n
OE	WS	vh	UU	n	LC	n
OI	WS	vh	UU	n	LC	n
OJ	WS	vh	UU	n	LG	n
OK	WS	vh	UU	n	LC	n
OL	WS	vh	UU	n	LC	n
OM	WS	vh	UU	n	LC	n
OO	WS	vh	UU	n	LC	n
OP	WS	vh	UU	n	LC	n
OR	WS	vh	UU	n	LC	n
OS	WS	vh	UU	n	LG	n
OT	WS	vh	UU	n	LC	n
OY	WS	vh	UU	n	LC	n
P	KS	ws	UU	n zb	EG	n
RC	RC	vh	RJ UU	zz zb	RJ	zz n
RJ,RO	(N)	n	RJ UU	zz zb	RJ	zz n
RK	RK	zb	RJ UU	zz zb	RJ	zz n
RP	WS	vh	RJ UU	zz zb	RJ	zz n
S	KS	ws	UU	n zb	LE	n
T	KS	ws	UU	n zb	EG	n
U(EX. UH,UI,UT)	UU	zz zb	(N)	n	(N)	n
UH	zz UU	zz zb	(N)	n	(N)	n
UI	UU	zz zb	(N)	n	(N)	n
UT	UU	zz zb	(N)	n	UA	un
VA	WS	vh	ZB	zz n	zz RJ	uh
VC	WS	vh	ZB	zz n	zz RJ	uh

A	1	4	
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APPENDIX A

A ORIGIN DESTINATION	1		4			
	RJJ		UHHH		UUUU	
VD	VH	ws	ZB	ej n	UH RJ	uh
VE	WS	vh	ZB	ej n	UH RJ	uh
VG	VH	ws	ZB	ej n	UH RJ	uh
VH	VH	ws	ZB	ej n	UH RJ	uh
VI	WS	vh	ZB	ej n	UH RJ	uh
VL	VH	ws	ZB	ej n	UH RJ	uh
VM	VH	ws	ZB	ej n	UH RJ	uh
VN	ZB	ws	ZB	ej n	UH RJ	uh
VO	WS	vh	ZB	ej n	UH RJ	uh
VQ	WS	vh	ZB	ej n	UH RJ	uh
VR	WS	vh	ZB	ej n	UH RJ	uh
VT	VH	ws	ZB	ej n	UH RJ	uh
VV(EX. VVT)	VH	ws	ZB	ej n	UH RJ	uh
VVT	VH	ws	ZB	ej n	UH RJ	uh
VY	VH	ws	ZB	ej n	UH RJ	uh
WA	WS	vh	RJ UU	zb	RJ	uh n
WB(EX. WBA,WBS)	WS	vh	RJ UU	zb	RJ	uh n
WBA,WBS	WS	vh	RJ UU	zb	RJ	uh n
WI	WS	vh	RJ UU	zb	RJ	uh n
WM	WS	vh	RJ UU	zb	RJ	uh n
WP	WS	vh	RJ UU	zb	RJ	uh n
WR	WS	vh	RJ UU	zb	RJ	uh n
WS	WS	vh	RJ UU	zb	RJ	uh n
Y	WS	vh	RJ UU	zb	RJ	uh n
Z(EX. ZG,ZJ,ZK,ZM)	ZB	vh	ZB	ej n	UH RJ	ej uh
ZG	ZB	vh	ZB	ej n	UH RJ	ej uh
ZJ	ZB	vh	ZB	ej n	UH RJ	ej uh
ZK	ZB	vh	ZB	ej n	UH RJ	ej uh
ZM	ZB	vh	UI	zb	UI	