



International Civil Aviation Organization

**SPECIAL IMPLEMENTATION PROJECT (SIP) ON ATS
INTER-FACILITY DATA COMMUNICATION
IMPLEMENTATION SEMINAR**

Bangkok, Thailand, 12-13 October 2010

Agenda Item 6: Technical Development on status of development of ATN AIDC

STATUS OF DEVELOPMENT OF IP AND ATN BASED AIDC

(Presented by the Thailand)

SUMMARY

This paper presents the current status of development of ATN based AIDC by the ATNICG of APANPIRG. It also reviewed relevant discussions at ATNICG and relevant development of ATN AIDC technical provisions by Panels.

1. INTRODUCTION

1.1 It is recalled that APANPIRG/14 meeting in 2003 noted current communication infrastructure used to support existing AIDC was based on AFTN procedures. The meeting also noted that the implementation of the ground element of ATN in the ASIA/PAC Region was initiated in the Region. The meeting identified the need for supporting the current AIDC service as specified in the ASIA/PAC ICD for AIDC during the transition period.

1.2 The development of ATN based ICD for AIDC is one of the tasks adopted by ANPIRG/17 for ATN Transition Implementation Coordination Group (ATNICG).

2. DISCUSSION

ICD for ATN based AIDC

2.1 The ATNTTF/7 meeting in 2005 noted that the Task Force was expected to complete development of ICD for the ATN AIDC. However, it was recognized that it would be premature to proceed with the development of the ICD based on ATN AIDC Version 1 as specified in the Doc9705 ATN Technical Provisions Manual. It was desirable to wait for the new version of AIDC technical provisions as follow-up action to expected outcome of OPLINKP/1 on AIDC. It was also considered that delaying work on the ICD was not expected to have an adverse impact on the deployment of AIDC in the ASIA/PAC region as existing operational requirements are currently being met by APANPIRG AIDC based on AFTN procedure. In view of the above the ATNTTF/7 meeting reached the following decision.

Decision 7/13 - Development of the ICD for AIDC

That, the work on the Interface Control Document for the ATN AIDC be delayed until performance criteria have been properly addressed by the appropriate bodies within ICAO.

2.1.1 The development of ICD for ATN AIDC was expected to progress as required by Decision 7/13, upon completion of the work by OPLINKP and ACP.

2.1.2 Thailand was requested by ATNICG/1 in May 2006 to proceed with the development of an ICD for ATN AIDC for presentation at ATNICG/2 at end of May 2007.

2.1.3 The ATNICG WG meeting held early December 2006 agreed that the development of ATN based AIDC ICD should be put on hold pending the development of ATN AIDC technical provisions being developed.

The status of the ATN AIDC Technical Provisions

2.6 Based on the progress made through a number of OPLINKP working group meetings, OPLINKP/1 completed its task regarding the AIDC operational requirements – AIDC messages in September 2005. The output of OPLINKP/1 was distributed to States for comments on 28 April 2006 (State Letter SP52/4-06/41 refers). The associated amendments to the ATN technical provisions based on the output of OPLINKP/1 was initiated by Aerothai and discussed at ACP SGN3 in June and WGN6 meeting in July of 2006. The consequential updates to technical provisions for AIDC was further reviewed, discussed at ACP SGN3 and WGN7 meetings held in Bangkok from 22 January to 2 February 2007. As a result, ATN AIDC technical provisions including definition and terminology to be aligned with Doc 9694 was agreed. The Technical Provisions for AIDC will be in process of publication in a new ICAO Doc 9880 which will be issued in the same CD as ICAO Doc 9705.

2.7 As of the present, the updated ATN AIDC standard was published in ICAO Doc 9880 as UNEDITED ADVANCE DOC 9880 – PART IIA. The status of the standard was then discussed again in the ACP WGM 14th Meeting in Brussels, Belgium during June 2nd -5th 2009. The meeting decided that “...to keep that option of ATN/AIDC open in Doc. 9880 pending the Oplink Panel recommendation.”

2.8 Also discussed the ACP WGM 14th Meeting, the use of Flight Message Transfer Protocol (FMTP) was recommended by the Eurocontrol representative. FMTP is the communication control protocol used to setup the connection between two automation systems. Once the FMTP connection has been established, the flight coordination / transfer messages can be exchanged. With this implementation, the use of AIDC protocols can be decided independently based on bi-lateral agreement.

3. CONCLUSION

3.1 The meeting is invited to note the information provided in this paper.
