

PATNP WGA/2-DP/01a

07/03/01

AERONAUTICAL TELECOMMUNICATIONS NETWORK PANEL (ATNP)

WG A – APPLICATIONS AND IMPLEMENTATION – 2ND MEETING

Honolulu, 2 – 7 March 2001

Report of ATNP WGA/02 meeting

Presented by Jean-Yves Piram

Summary

This document is the approved ATNP WGA/02 meeting report.

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1. AGENDA ITEM 1: MEETING ORGANIZATIONAL ISSUES

- 1.1 The Working Group Rapporteur, Jean-Yves Piram, welcomed the participants to the 2nd meeting of Working Group A. The list of participants is included as Attachment B to this report.
- 1.2 Jean-Yves Piram said that the organization of the set of ATNP meetings which had been agreed in Berlin might be slightly amended for the 2nd week, in co-ordination with Working Group B.

2. AGENDA ITEM 2: APPROVAL OF AGENDA

- 2.1 Jean-Yves Piram presented WP01, which was the agenda of the meeting. This was approved without comments. The agenda is included as Attachment A to this report.

3. COORDINATION WITH / INPUTS FROM OTHER BODIES

3.1. Co-ordination with the OPLINK Panel

- 3.1.1 Jean-Yves Piram presented WP19 (Liaison with OPLINK Panel). This paper was related to the intended changes in AIDC.
- 3.1.2 A discussion then took place, based on inputs from Mike Asbury and Claude Leclerc, about co-ordination with the OPLINK Panel. Such co-ordination was already on-going, but the need for closer co-operation was strongly emphasized, due to the variations observed in the operational requirements expressed by the OPLINK Panel, sometimes also as a result of its own co-ordination with the METLINK Study Group. This would apply in particular for the FIS application. It was identified that whilst such formal co-ordination would certainly need to be improved, intra-State synchronization could also only be beneficial. Jean-Yves Piram also emphasized that the ultimate goal of this whole work was to produce specifications which can be implemented by the aeronautical industry. Instability of requirements, when occurring, could only lead to delays in systems development, and eventually to systems not being implemented. It was highlighted that for airborne systems, due to certification constraints, modifications were very difficult to handle.
- 3.1.3 The conclusion was that the Working Group should write a Communiqué to the ATMC, OPLINK Panels and possibly METLINK Study Group to emphasize the need for better co-ordination and feedback between the Working Groups of these Panels. This was further progressed before the end of the meeting, as reported in section 6.

3.2. Co-ordination with the AMCP

- 3.2.1 Considering that the subject was relevant to both working groups, it was agreed to address this sub-agenda item in the joint WG A and WG B working session.

3.3. Co-ordination with the CCB

3.3.1 It was agreed that co-ordination with the CCB would be addressed in the joint WG A and WG B working session.

3.4. Update from the Panel Secretary

3.4.1 Masoud Paydar presented WP24 (an update from the Panel Secretary).

3.4.2 He informed the Working Group that the proposed Amendments to Annex 10, Vol. II and Vol. III, in particular concerning the CIDIN, were expected to be adopted by the Council (as part of Amendment 76 to Annex 10) on 9th March 2001.

3.4.3 Regarding information to be reported to the ANC about ATN implementation, the Panel Secretary noted that implementation efforts should also be reported officially to ICAO Regional Offices, so that the ICAO Secretariat could be in a position to produce the annual report on CNS/ATM implementation. This would need to be in addition to the information provided during the Panel meetings. Several participants said that such reporting processes were already in place.

3.4.4 Masoud Paydar finally asked that any material directed to the ICAO Secretariat, or to be put on ICAO web sites should be passed to him through the Rapporteurs, rather than through direct communication.

4. AGENDA ITEM 4: AIR-GROUND APPLICATIONS

4.1. Subgroup A2 progress report

4.1.1 Mike Asbury presented WP06 (Report of ATNP WGA SGA2 meetings). He explained that the subgroup had held two meetings, but he had provided only the report of the recent Honolulu meeting (2nd meeting of SG A2, held from 27th February to 1st March 2001, because this was an appropriate wrap-up of the overall work which had been performed during the 1st and 2nd meetings. The main work items had been the initial analysis of new potential operational requirements, maintenance of Doc 9705 Sub-Volume II including in particular the D-ATIS Version 1 applicability issue, ATN profiling and P/OICS maintenance. The update of Guidance Material for A/G applications had been completed in the 1st meeting so as to meet the 31st Dec. 2000 target set by the ICAO Secretariat.

4.1.2 A discussion took place about the development of new applications related to RTA (Required Time of Arrival). This was considered to be a major evolution, from both an operational and a technical viewpoint.

4.1.3 A concern was expressed by Kors van den Boogaard about the envisioned topic of sunset dates for Version 1, highlighting that Version 1 was not yet implemented and that it might be detrimental to Version 1 implementers, to already plan or discuss sunset dates for Version 1. It was considered that such aspects could even be discouraging implementers and severely impacting the credibility of ATN applications. Mike Asbury replied that the very existence of Version 2 was the factor which would be leading to the need for sunset dates. The working group and subgroup at this stage could only work on the basis of the earlier decision of the ATN Panel to specify and implement Version 2. The driver for Version 2 was believed to be the need for security, which when generalized would by itself render obsolete Version 1 implementations.

- 4.1.4 Frédéric Picard presented WP26 (Applicability of D-ATIS Version 1). The paper proposes two options to resolve the issue raised by D-ATIS Version 1, which was not operationally valid and as such cannot be expected to be implemented. One option was the withdrawal of Version 1 from the SARPs, thereby mandating the direct implementation of Version 2, including also D-METAR and Security. The second option is to upgrade Version 1 by means of a significant PDR, in which Version 1 of the D-ATIS ASN.1 would be “upgraded” to include the same ASN.1 as Version 2. The general advantage of this solution would be to keep the benefit of Version 1 validation concerning the protocol machine. Subgroup A2 recommended to follow the second option. Masoud Paydar clarified that in general, only the latest Edition of an ICAO Manual is valid at a moment in time. However, by exception to this principle, Doc 9705 Edition 2 would remain in circulation even when Edition 3 is published. After a thorough discussion, it was agreed that the PDR would be submitted against Edition 2, thereby informing implementers that the existing Version 1 was not valid any more and also allowing for direct inclusion of this upgraded version 1 in the forthcoming Edition 3 of Doc 9705.
- 4.1.5 Greg Saccone presented WP30 (ATN Application Profiling). The paper aimed at identifying issues and proposing solutions in relation with the management of the ATN application profiles selected in actual implementations. The relationship to institutional issues was pointed out. The difficulty of certification in an environment composed of a high number of such profiles was also mentioned. It was however noted that there was probably no choice but address the issue, because this was the way things were developing, particularly in the Baseline 1 project involving Miami and Maastricht, or at RTCA/Eurocae. Masoud Paydar indicated that the ICAO web site was available for posting the PICS/OICS proforma, if needed. An additional proposal in the paper was to include the completed profiles in Sub-Volume IX to ensure the uniqueness of the identifiers. The use of the ICAO web site and of Sub-Volume IX was agreed by the meeting.
- 4.1.6 Frédéric Picard presented WP29 (SME2 Report). The report included a copy of all the PDRs being active. A copy of the files provided as “cover sheets” for the ASN.1 text files stored on the ATNP Archive was also provided. The goal of these files was to state, for each application, the PDRs taken into account and applicable for each A/G application. Frédéric Picard said that all the PDRs included in the report should be progressed to

4.2. Guidance Material for A/G applications

- 4.2.1 Mike Asbury explained that the Guidance Material documents were very bulky, and for this reason, would be provided only in soft copy. He presented the short working papers introducing these updates to Edition 1 of Doc 9739 (WP08a, WP11a, WP12a, WP13a). A minor update was still expected in relation with the PDRs to be discussed in the Honolulu CCB meeting. He requested a procedure to be defined for the upgrading of GM, whenever considered appropriate, either as the result of SARPs PDRs or in case of amendments needed for clarification of the GM themselves.
- 4.2.2 The updates to Guidance Material for A/G applications were approved by the meeting, and their inclusion in Document 9739 Edition 2 was recommended to the ICAO Secretariat.

4.3. Post Doc 9705 Edition 3 activities

- 4.3.1 Mike Asbury came back on the report included in WP06. He said that there still was a lot to do, particularly in the area of enhancements based on implementation. He also said that validation activities would probably be replaced by implementation activities which would provide an equivalent for validation results, in a very practical fashion.

- 4.3.2 Mike Asbury presented WP16A (Update to P/OICS). Claude Leclerc added that AIDC P/OICS were also available and should be joined to the A/G application P/OICS before being passed to ICAO for posting on the ICAO web site.

5. AGENDA ITEM 5: GROUND-GROUND APPLICATIONS

5.1. Subgroup A3 progress report

- 5.1.1 Jean-Marc Vacher presented WP07 (Report of WGA / SGA3). He explained that the subgroup had held two meetings, one in Toulouse in December 2000 and the other in Honolulu before the current WGA meeting. The main focus of the meetings had been on the completion and review of the updated Guidance Material, on AMHS addressing, AMHS subsetting rules and on the way to proceed in the specification of AIDC Version 2.
- 5.1.2 Based on inputs from regional groups involved in AMHS implementation planning such as the APANPIRG ATN Transition Task Force (ATNTTF), Subgroup A3 had recognized the need for a common worldwide AMHS MF addressing scheme. Such an addressing scheme had been agreed by the subgroup, and was submitted to the Working Group for approval.
- 5.1.3 There was a discussion which further clarified the proposed addressing scheme. The main question related to the relationship between the definition of the PRMD-name in the addressing scheme and the organization or Air Traffic Services in a given ICAO Member State. It was explained that this aspect of the scheme was a framework, in which States were free to declare to ICAO one or several PRMD-name values depending on such an organization in their country. The PRMD-name values were not constrained at all, except in size by the base standard (16 characters maximum) and the need for uniqueness within the ICAO environment. Another question was related to the interoperability of the AMHS with other messaging systems, e.g. those belonging to Aeronautical Industry communications. Jean-Marc Vacher recalled that the SARPs had been developed with the clear intention of ensuring interoperability with other (non ICAO) MHS management domains, e.g. implemented by airlines. The definition of the common worldwide AMHS MF-addressing scheme would not prevent such interoperability, since the latter was based on the use of common (MHS/X.400) base standards.
- 5.1.4 With the clarifications above, the proposed addressing scheme was approved by the meeting. It was finally reported that this would be taken into account in the ATN documentation by means of a PDR being currently progressed through the CCB procedures. The agreed addressing scheme is included as Attachment D to this report.
- 5.1.5 Subgroup A3 had identified the potential need for AMHS subsetting rules, in view of the two available levels of service, and of functional groups such as Security and Use of Directory. This was seen as a future subgroup work item, subject to this approach being approved by the working group. Mike Asbury drew the attention of the meeting on the fact that the subsetting rules developed by subgroup A2 and the former WG3/SG2 were being superseded by the application profiles defined by implementers, whilst it had been a considerable work to defined such rules. The working group agreed that subgroup A3 would continue investigating the subject, without putting too much effort in it before being assured of the actual need for AMHS subsetting rules.
- 5.1.6 Subgroup A3 had discussed the opportunity to proceed with the specification of AIDC Version 2, based on the recent updates performed by the OPLINK panel. The main issue arising from the analysis of these changes was a question about the status of the document outcoming from the OPLINK Panel. This status was unclear and some

of the changes seemed to be not fully mature, so the subgroup was looking for guidance from Working Group A. It was considered that this would be resolved through appropriate co-ordination between the OPLINKP and the ATNP, this being addressed under agenda item 3.

5.2. Guidance Material for G/G applications

- 5.2.1 It was explained that the Guidance Material documents were very bulky, and for this reason, would be provided only in soft copy. Claude Leclerc presented the short working paper (WP9a) introducing these updates to Edition 1 of Doc 9739 for AIDC (Part III, Chapter 7). Jean-Marc Vacher then presented the short working paper (WP10a) introducing these updates to Edition 1 of Doc 9739 for ATSMHS (Part III, Chapter 6).
- 5.2.2 The updates to Guidance Material for G/G applications were approved by the meeting, and their inclusion in Document 9739 Edition 2 was recommended to the ICAO Secretariat.

5.3. Post Doc 9705 Edition 3 activities

- 5.3.1 In the absence of working papers there was no specific work under this sub-agenda item. The main post Doc 9705 Edition 3 activities of the subgroup, namely AMHS subsetting rules and AIDC Version 2, had been discussed earlier as reported above.
- 5.3.2 The subgroup had among its list of deliverables the development of technical provisions and guidance material concerning ICC applications extending beyond AIDC. This could be done only when stable operational requirements are available. It was highlighted that there was no information at all about such requirements being worked at by OPLINK Panel, and therefore subgroup A3 was planning no work on the subject for the next few meetings.
- 5.3.3 It was recognized that there was a need for simplification of the terminology included in the ATSMHS SARPs, in particular due to the redundancy between the terms “ATS Message Handling Services” and “ATS Message -existence was mostly historical and was not justified any more. However, this was seen as a task of lower priority, which should be completed by ATNP/4 only, rather than for the forthcoming publication of Doc 9705 Edition 3.

6. CONCLUSION ON CO-ORDINATION WITH OTHER PANELS

6.1. Communiqué about the revision of the requirements input to the ATNP

- 6.1.1 Klauspeter Hauf presented Flimsy 1, which summarized the concerns of the Working Group about the high rate of modifications to the ATN and GM caused by the continuing revision of existing requirements and adding new requirements from other ICAO bodies.
- 6.1.2 There was a general support for the contents of the flimsy and for the need to send such a communiqué to other Panels. It was emphasized that such a text would allow the introduction of the idea of freezing the ATN requirements, so as to ease the ATN implementation on board the aircraft and on the ground. The detailed wording of the communiqué was reviewed and a final version agreed. The ICAO Secretariat would determine which body should be a recipient of this communiqué. The proposed the meeting and is provided as Attachment E to this report.

6.2. Response to the METLINKSG comments on Draft Edition 3 of Doc 9705

- 6.2.1 Frédéric Picard presented Flimsy 2, which summarized the ATNP WGA responses to the METLINKSG comments on Draft Edition 3 of Doc 9705. The detailed wording of the communiqué was reviewed and a final version agreed. The ATNP Secretary would send this communiqué to the METLINKSG Secretary. The final ting and is provided as Attachment F to this report.

7. AGENDA ITEM 6: NON-TECHNICAL ISSUES

7.1. Institutional issues

- 7.1.1 Jean-Yves Piram informed the meeting that the SG A1 chair was still vacant, and said he would be willing to receive proposals to resolve this issue. In the absence of working papers there was no specific work under this agenda item.

7.2. Economical / financial ATN accounting

- 7.2.1 The same issue as reported above for institutional issues was reported by Jean-Yves Piram about economical and financial issues. He said that at first the WG list of deliverables to ATNP/4 about this subject should be established. It was also mentioned that a starting point should be the work already done by the former WG1. The FANS/2 meeting report was also identified as a potential source of information.

7.3. Monitoring of ATN Implementation

- 7.3.1 Claude Leclerc presented WP14 (ECG Status). The paper aimed at informing the Working Group about the work currently in progress under the aegis of Eurocontrol Agency, about the dual development of a portable software package
- 7.3.2 Naoto Sakaue presented WP22 (Proposed Draft AMHS ICD in Asia/Pacific Region). He asked for comments to be provided by Working Group participants, if appropriate.
- 7.3.3 Craig Head presented WP25 (ASIA/PAC ATN Ground Transition plan). The paper aimed at providing information about the work taking place in the ASIA/PAC Region for the definition of the forthcoming transition to the ATN, and at collecting comments, if needed, about the proposed Plan.
- 7.3.4 Fayez Halawani presented IP02 (ATN Implementation Plan in Saudi Arabia). The paper was aimed at providing information about the current status of activities and future plans for ATN implementation in Saudi Arabia. This was expected to take place in the framework of the plan for a new Area Control Center which will have a fully integrated Air Traffic Management (CNS/ATM) system. The project for this new Center would be implemented over a five (5) years plan starting Year 2002.
- 7.3.5 Saleh Al-Ghamdi presented IP01 (Cost Benefit Analysis of VHF vs. Mode-S Air/Ground Data Links). The paper was a summary of a comprehensive analysis study on the alternative A/G datalinks for delivering Air Traffic Services (ATS), including Air Traffic Control (ATC) and Flight Information Services (FIS) for the Saudi Arabian airspace. VDL was seen as the optimal means of communication in support of data link.

- 7.3.6 Jack McConnell presented briefly WP27 (ASIA/PAC regional ATN addressing plan) and WP28 (ASIA/PAC ATN routing architecture plan), saying that like WP25, these papers were also aimed at providing information about the work taking place in the ASIA/PAC Region, and were an input to the work of the ATN Transition Task Force. He wanted to make the Working Group aware of this work, and he invited the meeting participants to provide comments about these documents, if considered appropriate.
- 7.3.7 Claude Leclerc presented WP23 (Update on SPACE project). The project had been presented at several opportunities in the past, so the focus of the paper was mostly on the recent progress of the project. This included in particular the already discussed addressing considerations, including address conversion issues, work on the technical design of the European AMHS, and on the use of third-party service providers.

8. AGENDA ITEM 7: ANY OTHER BUSINESS

- 8.1 Jean-Yves Piram informed the meeting that this would be further discussed during the joint session of WGA and WGB.
- 8.2 On behalf of the group, he thanked the FAA for the excellent facilities made available to the Working Group, and in particular for the support provided by Ben, Denise and Donna in the meeting secretariat.

9. ATTACHMENT A : AGENDA AS APPROVED BY THE MEETING

1. Meeting organizational issues
2. Approval of the agenda
3. Co-ordination with / Inputs from other bodies
 - 3.1 OPLINK Panel
 - 3.2 AMCP
 - 3.3 CCB
 - 3.4 ATN implementation bodies (ALLPIRG, Regional PIRGs, ATN Impl. TF...)
4. Air-ground applications
 - 4.1 Subgroup A2 progress report
 - 4.2 Guidance Material for A/G applications
 - 4.3 Post Doc 9705 Ed3 activities
5. Ground-ground applications
 - 5.1 Subgroup A3 progress report
 - 5.2 Guidance Material for G/G applications
 - 5.3 Post Doc 9705 Ed3 activities
6. Non technical Issues
 - 6.1 Institutional issues
 - 6.2 Economical / financial ATN accounting
 - 6.3 Monitoring of ATN Implementation and expert advice where required (including existing AFS)
7. A.O.B

10. ATTACHMENT B : LIST OF PARTICIPANTS

NAME	TITLE/ORGANIZATION NAME	ADDRESS	CITY/STATE/ZIP COUNTRY	PHONE	FAX	E-MAIL
ADELSON, Edward	ARINC	3 Harbour Heights Dr.	Annapolis, Md, 21401 USA	+1 410 266 5194	+1 410 266 2047	eadelson@alum.mit.edu
AL-GHAMDI, Saleh H	PCA, Airways Engineering	SED/AEB PO Box 15441	Jeddah 21444, SAUDI ARABIA	+966 2671 7717	+966 2671 9041	dc97sha@hotmail.com
ALOMARI, Ahmed O	PCA, ATS Comms	PCA-ATS PO Box 929	Jeddah 21421, SAUDI ARABIA	+966 2640 5000 Ext 5564	+966 2640 3876	alomari_abubander@yahoo.com
ASBURY, Michael	Infrastructure Services, UK National Air Traffic Services	19 Easterton Lane,	PEWSEY, Wiltshire UK SN9 5BP	+44 1672 562617	+44 1672 562617	MikeAsbury@aol.com
BROWN, Mark	OKI Electric Industry Co. Ltd.	4-10-3 Shibaura, Minato-ku	Tokyo 108-8551 JAPAN	+81 3 3454 2111	+81 3 3798 7623	mark667@oki.co.jp
DEDRYVERE, Arnaud	DNA	50 rue Henri Farman	75720 Paris Cedex 15, FRANCE	+33 1 58 09 47 35	+33 1 58 09 36 09	dedryvere_arnaud@dna.dgac.fr
DELPERDANGE, Olivier	ITT / FAA	600 Maryland Ave, Suite 305E	Washington, DC 2024 U.S.A.	1 202 863 7372		olivier.delperdange@itt.com
GOBBO, Gilles	EADS	316 route de Bayonne	31060 Toulouse Cedex FRANCE	33 5 61 18 09 89	33 5 61 93 80 90	gilles.gobbo@aeromatra.airbus.com
HALAWANI, Fayez O	PCA, Airways Engineering	SED/AEB PO Box 15441	Jeddah 21444, SAUDI ARABIA	+966 2671 7717	+966 2671 9041	fh19@hotmail.com
HAUF, Klauspeter	DFS, Germany	Kaiserleistr. 29-35	63067 Offenbach am Main Germany	+49 69 8054 2430	+49 69 8054 2495	Klauspeter.Hauf@dfs.de
HEAD, Craig	Air Services Australia	GPO Box 367	Canberra 2601 AUSTRALIA	+61 2 6268 4510	+61 2 6268 5950	craig.head@airservices.gov.au
HOLT, Jim	FAA / GGASMO, TM&O Telecommunications	5125 Central Avenue	Fremont CA 94536 USA	+1 510 745 3325	+1 510 745 3429	jim.holt@faa.gov
LAM, Henry	FAA/ITT Industries	600 Maryland Ave SW, Suite 305E	Washington DC, 20024, USA	+1 202 314 4579	+1 202 863 7333	henry.ctr.lam@faa.gov
LECLERC, Claude	EUROCONTROL	DIS/COM Rue de la Fusée 96	1130 BRUSSELS, Belgium	32 2 729 3355	32 2 729 3511	claud.leclerc@eurocontrol.be
LENZ, Jim	FAA/AUA-200	800 Independence Ave, SW	Washington, DC 20591 USA	1-202-267-8468		jim.lenz@faa.gov

McCONNELL, Jack	FAA/ITT Industries	600 Maryland Ave SW, Suite 305E	Washington DC, 20024, USA	+1 202 863 7327	+1 202 319 7419	jack.j.mcconnell@itt.com
MIZOGUCHI, Tetsuo	Iwate Pref. University			+81 19 694 2612	+81 19 694 2501	mizo@soft.iwate-pu.ac.jp
PICARD, Frederic	Sofréavia/STNA	1 Avenue du Docteur Maurice Grynfolgel - BP 1084	31035 Toulouse Cedex FRANCE	33-5-62-14-55-33	33-5-62-14-54-01	PICARD_Frederic@stna.dgac.fr
PIRAM, Jean-Yves	STNA Chef Subdivision Messagerie Ops	1 Avenue du Docteur Maurice Grynfolgel - BP 1084,	31035 Toulouse Cedex FRANCE	33-5-62-14-54-70	33-5-62-14-54-01	Piram_Jean-Yves@stna.dgac.fr
RONGTHONG, Somnuk	AEROTHAI	102 Ngamduplee, Tung Mahamek, Sathorn	Bangkok 10120, THAILAND	+662-285-9904	+662-285-9253	somnuk@aerothai.or.th
SACCONI, Greg	ONS/FAA	22636 Glenn Dr, Suite 305	Sterling, VA 20164 USA	+604 681 5829	+604 681 5820	gsaccone@ons.com
SAKAUE, Naoto	Mitsubishi Electric	Kamimachiya 325,	Kamakura, Kanagawa JAPAN	+81-467-41-3531	+81-467-41-3508	sakaue@siden.cow.melco.co.jp
SHAMI, M. S.	PCA, ATS	ATS PO Box 929	Jeddah 21421, SAUDI ARABIA	+966 2640 5000 Ext 5564	+966 2640 1477	
SUPANUNDHA, Nuttawat	AEROTHAI	102 SDI Ngamduplee, Tung Mahamek, Sathorn	Bangkok 10120, THAILAND	662-285-9216	+662-285-9253	nuttawat@aerothai.or.th
TRAN, Hoang	FAA / AOP-600	800 Independence Ave, SW	Washington, DC 20591 USA	1-202-493-5914		hoang.tran@faa.gov
VACHER, Jean-Marc	ON-X Consulting/STNA	56, Boulevard de l'Embouchure	31200 Toulouse, FRANCE	33-5-62-14-54-74	33-5-62-14-54-01	Vacher_Jean-Marc@stna.dgac.fr
VAN DEN BOOGAARD, Kors	IATA	800 Place Victoria, PO Box 113	Montreal, Quebec CANADA H421M1	1 514 874 0202	1 514 874 2661	Kors@iata.org

11. ATTACHMENT C : LIST OF WORKING, INFORMATION AND DISCUSSION PAPERS

Paper Number	Agenda Item	Presenter	Title
WGA02-WP01	1	J.Y. Piram	Agenda
02	1	J.Y. Piram	List of Working Papers
03	1	J.Y. Piram	List of Attendees
04		J.Y. Piram	Report of 1 st Meeting, Berlin
05	6.1		Non available
06	4.1	M. Asbury	Report of WGA /SGA2 (Air/Ground Applications)
07	5.1	J.M. Vacher	Report of WGA /SGA3 (Ground/Ground Applications)
08	4.2	M Asbury	ADS Guidance Material
08a		M Asbury	Cover paper for Air / Ground Applications
09/09a	5.2	C. Leclerc	AIDC Guidance Material
10/10a	5.2	J.M. Vacher	AMHS Guidance Material
11	4.2	M. Asbury	CM Guidance Material
12	4.2	M. Asbury	CPDLC Guidance Material
13	4.2	M. Asbury	FIS Guidance Material
14	6.3	C. Leclerc	ECG status
15	3.2	Jim Lenz	AMCP / Grp M Communiqué
16	4	M. Asbury	Update P/OICS
17			Removed
18			Removed
19	3.1	J.F. Grout	Liaison with OPLINK Panel
20			Removed
21	6.1		Removed
22	6..3	N. Sakaue	ICD for AMHS in Asia/Pacific Region
23	6.3	C. Leclerc	Update on the SPACE Project (AMHS)
24	3.4	M. Paydar	Update from Panel Secretary
25	6.3	C. Head	Asia/Pac ATN Ground Transition Plan
26	4.2	F. Picard	Applicability of D-Atis version 01
27	6.3	J. Moulton	Asia/Pac regional ATN addressing plan
28	6.3	J. Moulton	Asia/Pac ATN routing architecture plan

29	4	F. Picard	SME2 report
30	4	G. Saccone	ATN application profile
WGA/02-DP01		J.Y. Piram	Draft Report of the 2 nd WGA Meeting
WGA/02-DP01a		J.Y. Piram	Report of the 2 nd WGA Meeting
WGA02-IP01	6.3	S. H. Al Ghamdi	Cost benefit analysis of VHF vs Mode S A/G data links
02	6.3	F.O. Halawani	ATN Implementation plan in Saudi Arabia
WGA-FL01		K. Hauf	Communiqué to other Panels (Proposal)
FL01a		K. Hauf	Communiqué to other Panels (Proposal)
FL02		F. Picard	ATNP WGA Responses to the METLINKSG comments on Doc 9705 draft Edition 3 (Proposal)
FL02a		F. Picard	ATNP WGA Responses to the METLINKSG comments on Doc 9705 draft Edition 3 (Proposal)

12. ATTACHMENT D: COMMON WORLDWIDE AMHS MF-ADDRESSING SCHEME

Attribute	Name of attribute	Assigned by	Registered by	Value	Comment
C	Country-name	ITU-T	ITU-T	'XX'	
A	ADMD-name	ICAO	ITU-T	'ICAO'	
P	PRMD-name	ATSO	ICAO	To be defined by each ATSO	To be declared to ICAO
O	Organisation-name	ATSO	ATSO	Representing local/national geographical information, e.g. a "region" within a country, to be defined by each ATSO.	
OU1	Organisational-unit names 1	ATSO	ATSO	4-character ICAO Location Indicator	As specified in Doc 7910
CN	Common name	ATSO	ATSO	Either: i) 8-character AFTN address; or ii) CIDIN Ax address.	

13. ATTACHMENT E: PROPOSED COMMUNIQUÉ TO OTHER PANELS (FLIMSY 1A)

1. Introduction

The 4th meeting of the ATNP Working Group of the Whole held in Berlin, Germany from 28 to 30 August 2000 reviewed and approved the Third Edition of Doc 9705 and the Second Edition of the Comprehensive ATN Manual (Doc 9739) and forwarded it for publication.

Since then there have been several updates identified to the documents often caused by a change in requirements from other ICAO bodies.

It has been brought to the attention of the Working Group that States and industry are hesitating to start the implementation of ATN based systems while the ATN specification is still being frequently updated.

This fact threatens to slow down the implementation of ATN in its support of the highly demanded improvements to the ATM/CNS system. There is a growing concern within the Working Group that the instability of the requirements might even hinder the implementation of the ATN.

2. Discussion

Throughout the course of the development for ATN provisions there have been numerous occasions where work of other ICAO bodies, e.g. the METLINK Study Group, the OPLINK Panel and the AMCP have caused significant changes to the ATN technical specifications.

States and industry bodies involved in the development and implementation of the ATN have clearly indicated, that this continued update of the ATN material (both operational and technical) stops them from implementing the ATN services. There is an increasing demand among the implementers, e.g. airframe and avionics manufacturers, aeronautical communication service providers, airlines and air navigation service providers to freeze the ATN requirements as soon as possible in order to allow an efficient, effective and consistent implementation on board the aircraft and on the ground.

The ATNP would therefore appreciate if a consulting process could be established prior to the approval/submission of proposed changes by other ICAO bodies to identify the potential impact of such modifications to the ATN material. This process should not stop other bodies from improving their specification, but is intended to allow them to consider the consequences to the ATN systems implementation and development caused by such proposals and to co-ordinate the changes between panels.

The ATNP would further suggest, that new or modified requirements will not be get implemented into the ATN material for a to be specified period of time, e.g. 3 to 5 years in order to allow for a quick and efficient implementation of ATN systems.

The ATNP would invite other ICAO bodies to comment and support the principle of this proposal for the establishment of an up-front consultant process and would welcome any response.

3. Recommendation

The working group is invited to comment and complement, if required, the proposed communiqué, and to endorse it for forwarding to the concerned ICAO bodies.

14. ATTACHMENT F: RESPONSE TO THE METLINK SG**WGA/02 – Flimsy_02REVB****ATNP WGA Responses to the METLINKSG comments
on Doc 9705 draft Edition 3****1. Introduction**

The METLINK Study Group provided ATNP with comments on *Doc 9705 - draft Edition 3 - Manual of Technical Provisions for the ATN* (email dated 23/11/00 and message dated 02/01/01), as reproduced below:

Reference is made to the draft Sub-Volume II which was sent to the Secretaries of the relevant panels and study groups for comment.

It is noted with pleasure that the most recent versions (i.e. "Extended MET info" in the case of the ADS message and "Version 2" in the case of FIS messages) have been fully aligned with the Annex 3 - Meteorological Service for International Air Navigation provisions. Therefore, there are few suggestions which are related to the "last-minute" changes introduced as a result of the final review by the Air Navigation Commission (ANC) (Note that the earlier versions were not reviewed and that the comments hereunder refer to the updated versions as it is understood that it would not be possible to amend the earlier versions at this stage):

1. ADS

- a) *Page II-113, item v). It should read: "meteorological information, indicating wind direction, wind speed, temperature and turbulence (intensity), and in version 2, wind direction, wind speed, wind quality flag, temperature, turbulence (index and time of occurrence) and humidity." (reason: the time of occurrence of turbulence cannot be separated from the turbulence index since, as a stand-alone value, it would be of no use);*

2. CPDLC

- b) *Page II-326. The range and resolution of the altimeter(metric) should read "range (850...1100)" and "resolution = 1";*
- c) *Page II-332. According to the Procedures for Air Navigation Services - Rules of the Air and Air Traffic Services (PANS-RAC, Doc 4444), there are only "light", "moderate" and "severe" icing; therefore, the category (0) should be deleted (or labelled "nil");*
- d) *Page II-343. The resolution for "RVR Meters" should be amended to read: 25 m for RVR (0...400); 50 m for RVR (400...800) and 100 m for RVR (800..1500);*

- e) Page II-348. The ranges and resolutions for "Wind Speed English" and "Wind Speed Metric" should read (0...250), resolution = 1 and (0...500), resolution = 2, respectively;
- 3. FIS (only Version 2 commented on)
- f) Page II-513. The ranges for the wind speed should be amended to read (0...399) if expressed in km/h, (0...199) if expressed in kt and (0...99) if expressed in m/s (reason: the ranges were amended as a result of the final review by the ANC);
- g) Pages II-523 and II-524. Under "Extended Runway Designator", provision should be made for the use of code figure "88" (i.e. all runways), which is used in the EUR region. Furthermore, it may be noted that the term "SNOCLO" is used in lieu of the "Runway state" group when the aerodrome is closed due to extreme deposit of snow (note: the latter change was omitted due to an oversight in the initial amendment proposal to Annex 3 but it has since been introduced in Amendment 72 to Annex 3 which will be considered by the ICAO Council in March 2001)

2. ATNP Responses to METLINK SG

These comments were reviewed by WGA – Sub-Group A2 (Air/Ground ATN Applications) and the ATNP Configuration Control Board during the ATNP WG meetings in March 2001. Two Proposed Defect Reports (PDR Numbers M0110002 and M1010002) were created to document the discussion. The following resolutions were agreed:

- 1. ADS: The proposed text will be fully integrated in Doc 9705 Edition 3.
- 2. DFIS: The ASN.1 definition for *Wind Speed*, *Runway State* and *Extended Runway Designator* will be changed as proposed in the METLINKSG comments.
- 3. CPDLC: The ASN.1 definition for *Icing* will be modified to fully align the PANS-RAC definition. There is no need to implement the proposed changes on the range and resolution of *Altimeter*, *RVR* and *Wind Speed*, since the current ASN.1 definition already supports the proposed range and resolution. Doc 9705 is therefore fully compatible with the PANS-RAC operational requirements. Another reason is that implementing these changes would strongly jeopardise the interoperability capability between existing CPDLC version 1 systems and version 2 systems.

3. Recommendation

The METLINKSG is invited to note that all comments made on Doc 9705 so far have been considered by ATNP and have resulted in amendments of the current draft, when applicable, and as described in this flimsy.