ICAO ATN PANEL (ATNP)
WORKING GROUP 1
WORKING GROUP 2

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DELETE OPTIONAL NON-USE OF AIRBORNE IDRP FROM DRAFT SUB-VOLUME V SARPS

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Summary

Events have overtaken the primary reason why optional non-use of the inter-domain routing protocol (IDRP), ISO standard 10747, on airplanes exists in draft SARPS. IATA recommends this option be removed, and associated validation activities cease.

BACKGROUND

During 1994, significant airline and state expectations existed for a mid-1997 operational implementation of ATN (i.e., the CNS/ATM-1 Package) in the North Atlantic. Surveys of avionics vendors at that time indicated a total inability to provide certifiable airborne IDRP in the mid-1997 timeframe. Among other considerations, this led to the draft OPTIONAL NON-USE OF IDRP ON AIRPLANES alternative solution currently in draft SARPS.

SUBSEQUENT EVENTS

Two events have occurred since that decision which obviate the need for the OPTIONAL NON-USE OF AIRBORNE IDRP alternative solution, namely:

o   Airlines and states have agreed that mid-1998 is a more realistic date for the first operational implementation of ATN (i.e., the CNS/ATM-1 Package) in the North Atlantic region, and

o   A US government (FAA) - airline industry (ATN Systems Inc.) cooperative agreement has been enacted to fund the development of a certifiable IDRP avionics solution by mid-1998.

RATIONAL FOR AIRBORNE IDRP

o   IDRP on airplanes is an international standards based, airline industry standard solution which is significantly more cost efficient than any ROLL YOUR OWN routing methodology;

o   IDRP on airplanes results in automatic reconfiguration (as new services/end systems come online, minimal airborne changes are necessary to accommodate);

o   IDRP on airplanes results in automatic route recovery (saves having to program for worst case scenarios); and

o   IDRP on airplanes results in airborne knowledge of ground connectivities to support safety critical services (specifically, to know when next generation safety critical services can be supported).

CONCLUSION

It is unnecessary, unproductive and inappropriate to continue with the OPTIONAL NON-USE OF AIRBORNE IDRP as an alternative solution in draft ATNP sub-volume V SARPS. All airlines planning to equip for the 1998 CNS/ATM-1 Package operational implementation in the North Atlantic region intend to use airborne IDRP. IATA feels that validation efforts are wasted, and that any implementation of such an alternative option is counter-productive to the desires and goals of the airline community.