Aeronautical Telecommunications Network Panel
(ATNP)

A Meeting of the Systems Planning and Concept
Working Group 1/5

June 17 - June 20 1996

<u>DRAFT MINUTES</u>

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0. Opening Remarks

0.1   Mr. T. Calow, Rapporteur of Working Group 1 opened the meeting and expressed his appreciation to all the experts who had attended this meeting. He asked Andreas Herber of DFS Germany, and Klaus Peter Graf of ESG, the hosts of this meeting, to advise the members of the administrative arrangements.

0.2   There were 37 experts from 12 countries and 7 International Organizations who attended the meeting. The list of attendees is attached as Appendix A.

0.3   The list of papers submitted for WG1 consideration is in Appendix B.

1. Approval of Agenda and Distribution of Papers

1.1   The draft Agenda (WP 5-1) was introduced and slight changes were suggested.

1.2   The meeting then approved the Agenda which is attached as Appendix C.

1.3   The meeting reviewed WP 5-3, List of Working papers, and all members were issued copies of papers they did not yet have.

2. Adoption of previous Minutes

2.1   The minutes of WG1 were reviewed. It was noted that the minutes possibly didn't cover enough detail on the deliverables of ATNP. It was noted that the minutes contained an explanatory statement with WP reference. This encourages the members to read the WPs for further information. No other Corrections were made.

2.2   The ATNP WG1/4 Final Minutes approved.

3. Review of Action Items from WG1/4 not covered in other Agenda Items

3.1   *Report of ICAO ATNP Secretary*. M. Paydar reviewed the action item that he undertook from Brisbane. As originally scheduled, the dates for ATNP/2 are 4 -16 November in Montreal. It was emphasized that the SARPs validation activities would not be entirely completed by that time. With this information in mind, the meeting of ATNP/2 will continue as planned. Minor amendments can be made after in the form of defect reports and change proposals. It was noted that the provisions for CIDIN must be acknowledged in the ATNP2. This is necessary because it is a widely used system within Europe.

3.2   M. Paydar introduced the new Brazilian member of the ATNP Mr. Luiz Castro.

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3.3 The secretary suggested that before the meeting in November, It would be wise for the 3 rapporteurs to brief the other panel members in a "pre-briefing" meeting. This briefing should be a short and informal pre-briefing.

3.4 ICAO HQ will be moving offices within the Montreal area in October. The new address and a list of hotels for the meeting will be provided by the secretary. This move affects some of the ATNP activities. The areas affected will be the submission of the final deliverables to ICAO for translation. These dates are:

- mid-July for ATNP SARPs
- 30 August for 6 page review WPs

3.5 It was guaranteed that the new building WOULD be ready for the ATNP/2 meeting. However, no contingency plan has been considered.

3.6 It was suggested that the members of WG1 have copies of the ANC reports and activities. This would give guidelines to SARP writers.   The paper was written 3 May 1996 and copies were made available to WG1.

3.7 *ATNP workplan.* The members of WG1 were asked to provide comments on the ATNP workplan which was distributed to members. It was stated that this agenda had been accepted by the ANC and that any comments would have to be made via submission of a WP to ATNP/2

3.8 *24 bit address.* T. Calow reported on the action item to request information on the 24 bit address, the data address for the aircraft, from the ADSP. The ADSP meeting report from Dakar requested that the ATNP provide a technical paper to ADSP before their next Panel meeting to help justify the need for the 24 bit address to be included in the flight plan. From an ATNP point of view, the justification is:

- for correlation in logon/registration
- minimum changes to the address of flight plan.

It was noted that correlation between flight plan and logon must be made. Some concerns were:

1. change of aircraft with the same flight plan.
2. mandatory use of the 24 bit address in a flight plan when the aircraft has no data link capability

The Rapporteur will provide information to the Secretary for onward transmission to the ADSP Secretary.

3.9 ADSP WG minutes. The Rapporteur will make any ADSP minutes he receives available to WG1 through E-mail. S. Pearce has the ADSP info in electronic form and it is also available via the STEL web site.

4. Status Reports from WG2 and WG3 Rapporteurs

4.1 WG 3

4.1.1 R. Jones, Rapporteur of WG3, reported on the status of the WG3 activities. The WG3 met in Brisbane (Feb 96) and Brussels (April 96). The main topics covered were the validation activities, the completion of SARP material and final WG3 timeline. In general, the material produced at the end of the meeting was editorially and technically sound.

4.1.2 ICC (AIDC). A number of tasks were accomplished since Brussels editorially. Some changes to the services were made and version 1.0z will be reviewed at the WG3 meeting in Munich. MHS is currently undergoing validation activities in the US.

4.1.3 *Air/ground*. These SARPs had an initial baseline in Banff. Editorial changes have been incorporated since. The ADSP has unofficially proposed some changes to these SARPs. After their panel meeting in September we will be aware of any changes. However, the ATNP will have to decide upon these issues at a later date. <u>Downstream clearance and forwarding</u>. WG3 are adding a new chapter called "sub-set rules" in the form of state tables. This will provide provisions for the non-use of DSC.

4.1.4 *ULA SARPs*. They are relatively stable. The reference to ISO was used instead of ITU documents because:

1. defects have been found in ITU documents
2. ISO standards have incorporated the changes to these known defects

4.1.5 *Validation of A/G and ULA*. The following are the validation activities that have been recorded:

1. type A gateway implementation that incorporates ULA (US)
2. ULA in support of A/G applications (US)
3. validation of 3 of 4 A/G applications as well as ULA(Eurocontrol)

The General feeling is that:
- ULA will be up and running by ATNP/2
- CM will be validated in time for ATNP/2
- ADS has the potential to be validated in time for ATNP/2
- CPDLC is unlikely to be validated in time for ATNP/2
- The ATIS application is a "mirror" of what the ADS is capable of providing. This would validate ATIS with ADS activities.

4.1.5.1 It is recommended that an overall "WG of the Whole" report be submitted to ATNP/2 on validation results that are complete after our meeting in September.

4.1.5.2 The editors of WG3 material have been asked to remain available after these Munich meetings to editorially clean up the WG3 SARPs. Furthermore, conversion to WordPerfect 6.1 and COREL Presentation must be completed before final submission of the SARP's to ICAO.

4.1.6 *Guidance Material for WG3*. The Guidance Material is still "immature". The ULA is in good form but requires some additional work. A/G has no current Guidance Material. G/G has initial set of GM.

4.2 **WG 2**.

4.2.1 WP5-8 was presented by Brian Dennis on behalf of the WG2 Rapporteur, A. Sharma. He provided a brief overview of the report which details the past two WG2 meetings (Brisbane and Brussels). The following topics were covered:

1. Sub-Volume 1 was reviewed by WG2 and suggestions were passed on to WG1 (i.e. ATSC traffic types).
2. WG2 decided that there were no deficiencies in the alignment of the SARPs
3. ATNSI alignment with Sub-Volume 5 SARPs.
4. Optional non-use of IDRP (editorial impact) it would remain with info in GM
5. Congestion management/ CLNP priority
6. CIDIN SNDCF SARPs. WG2 provisions in Sub-Volume 5 are adequate
7. VDL SNDCF SARPs are possibly being produced in 2 separate panels
8. address registration. ATNP/2 establish the appropriate method with ICAO
9. Validation objectives. In the process of being compiled
10. CNS/ATM-2 requirements are listed in WP5-8
11. ATSC routing policies. All inconstancies have been address and are included in WP5-8
12. WG1 is to ensure that the final ATNP/2 WPs are in line with final plans.

13. Sub-Volume 5 SARPs will be finalized after Munich meeting
14. Guidance Material. It is suggested that it be presented as an ICAO manual.
15. Validation database and VOs. These subjects are on-going.

4.2.2 A discussion ensued over the inclusion of the AMCP VDL SNDCF requirements. It was suggested that it was not necessary because it was "ATS safety" related and package 1 does not include these requirements. This info can be found in the AMCP report. The problem arises because of the number of SVCs and the fast select option in ground networks. X.75 does not implement fast select which means one will have a problem with implementation. M. Paydar noted that it would be realistic to submit changes to the AMCP SARPs even after panel conditional acceptance. It may be that the VDL issue is pure speculation with regards to validation activities. ARINC may be capable of testing the performance of SNDCF as opposed to the technical aspects. As ICAO wishes to avoid divergence of standards and duplication of material and since there appears that there is a conflict between ATNP SARP's and AMCP VDL SARPs, WG2 will be asked to create solutions during their meeting next week

4.3   SARP's Freeze after ATNP/2

4.3.1 The segment of the SARPs that have been validated will be frozen. However, activities will be ongoing for those aspects not yet validated and final inputs to the ANC will be made at the Working Group of the Whole meeting in Feb/March 1997. In reality, the validation will be on-going for the next 3 years.

4.3.2 The freeze stops the requirements at a satisfactory functional level and aids in the stability of the implementation. WP 5-24 will discuss how to track and monitor the SARPs after ATNP/2 with respect to defect reports and change proposals.

5. Status of Specific WG1 Work Items/Deliverables

5.1 WG1-14

5.1.1 M. Paydar presented WP1-25 to the meeting. This paper highlights the inaccuracies, inconsistencies and obsolete provisions which exist in Annex 10 Volume II. It proposes the acceptance of the editorial changes proposed to the Annex. The WG1 meeting proposed further changes to the Annex and requested that the editor include these changes with his proposal to ATNP/2.

5.2 WG1-06

5.2.1 B. Gosselin introduced the Drafting Group report and the WWP to the meeting (WP5-18). The Drafting Group meeting in Ottawa incorporated the comments from WG1 members and rearranged the structure of the document.

5.2.2 The secretary of the panel stated that there are no definite guidelines to writing this document. To date, WG 1 has 2 vehicles to the distribution of this material:

1. ICAO Manual (requires updating)
2. ICAO circular (set and final)

Whether the plan is a circular or manual does not affect the priority of publication. As background material, the secretary noted that the ATN Manual will more than likely not be published due to obsolescence.

5.2.3 The main issues of concern during the initial discussions were:

- Should the WWP be a manual or circular
- CNS/ATM packages versus ATN

- schedules for transition to ATN
- overall philosophy of the guidelines
- lack of an operational concept

5.2.4 By the end of the WG1/4 meeting, the document had been segmented into 4 parts:

1. background and purpose of ATN
2. benefits and operation of ATN
3. concept of operations
4. transition and implementation

The editor reviewed the 4 sections of the document and stated that he wishes to incorporate all WG1 comments by close of business for this week. He also stated that a discussion during the Ottawa meeting clarified that there are no direct benefits to implementing just the ATN. The overall benefits arise from the use of the ATN in conjunction with existing infrastructures and emerging technologies.

5.2.5 As new applications will emerge as requirements evolve, there should be a methodology for implementation which will allow interoperability between adjacent States and between organizations. The philosophy espoused in the WWP is that generic guidelines have been provided to assist States and organizations that have agreed to the implementation of the ATN and the applications that would most likely be used by member states

5.2.6 After a drafting group meeting, B. Gosselin presented the updated WWP. WP5-18a incorporated the suggestions and comments from the members of WG1/5. The guidelines set out in flimsy 5 ("philosophy of WWP") were followed.

5.2.6.1 A discussion occurred on the "cost/benefit" section of the Plan (section 2.3). Flimsy #14 was created to improve the section to emphasize the cost benefit considerations of the ATN.

5.2.6.2 The title was debated and suggestions should be submitted to the editor. It was agreed that the reference to "World-Wide" should be eliminated.

5.2.6.3 Slight changes were suggested by the meeting and will be incorporated into the next draft prior to submission to ICAO for ATNP/2.

5.3 WG1-08

5.3.1 M. Adnams presented WP 5-29, the Overall Systems Management Concept. The changes that have been made since Banff are:

1. re-numbered the main points and called them "systems management statements"
2. specifically noted the reference to the ATN Manual

Mr. Adnams stated that there is still a need to validate the statements in this paper. We must also consider the operational concept as the paper makes assumptions that must be validated. A method needs to be found as to how we can transition to a systems management concept for Package 2. It is expected that this paper will be an appendix to the ATNP/2 and we should recommend that ATNP/2 accept further development as part of the future work program leading up to ATNP/3.

5.3.2 Since the ATN Manual will not be published, the references to the Manual should be replaced by the actually extracting the information from the manual. In particular this is chapter 12 and the related appendices of the ATN Manual.

5.3.3 M.Paydar suggested that a "to be developed" section be left in the Chapter 3 SARPs to address this topic within the SARPs.

5.3.4 Aside from a few editorial changes this paper will be considered a final output of this WG for ATNP/2.

5.3.5 This paper will not be debated at ATNP/2; WP5-28, a compilation of the main issues, the main methods of systems management and the management structure, will provide the overview of the deliverable..

5.4 WG1-19

5.4.1 M.Paydar was invited by the chairman to introduce Flimsy #2 which states the guidelines from the ANC to the panels on SARPs writing procedures. Annex 10 is becoming non-user friendly as it increases in complexity and size and ICAO's intention is to shorten the Annex by removing the technical details. It has been requested by the ANC that the panels divide the SARPs in 2 parts:

1. Part 1 which contains a general overview of the system easily understood by management with adequate references to the Appendix.
2. An Appendix of detailed technical material (ATN SARPs Sub-Volume 1-5)

It was decided that for our understanding, we would call the parts "Core part" and "Appendix". The Appendix is also considered SARPs and must be a stand alone document. ICAO is attempting to have the States evaluate, and ICAO translate, the core part only. A clarification on the location of the ATN SARPs material is defined in Flimsy#13.

5.4.2 A lengthy discussion ensued with regards to the purpose and the content of the core part. Overall, the core part becomes a contractual document for States and organizations. WG1 decided that the document should be as mature as possible for submission given the limited amount of drafting and acceptance time.

5.4.3 T. Calow presented the first draft of the core of Chapter 3, WP5-10, to the meeting. The discussion generated comments and suggestions that provided adequate input for a concurrent drafting group meeting. Major changes included:

- Re-organization of chapter 2 by changing the placement of the ATN conceptual model and the inclusion of "shalls"
- Chapter 3 changed to include a description of the functional requirements, low level requirements and system level requirements. The figure has been removed as it explains the philosophy of the derivation of Requirements for the ATN.
- 3.1.3 was modified in order to portray the use of UTC in the ATN
- 3.1.4 had a change of wording (it was noted that this wording relates to only one small aspect of CPDLC)
- Section 4 was editorially modified.

5.4.4 A discussion ensued on the phraseology of the SARPs. i.e. "shall optionally" was discussed. It was noted that all statements in the SARPs have "shall" statements but are considered optional to use if so deemed by a State who files an exception but once a state accepts SARP's the become mandatory.

5.4.5 The new draft of Chapter 3 was distributed to the meeting for additional and final comment. Flimsy #9 provided direction for the system level requirements for the ATN and the philosophy for the development of the core document of Chapter 3. The meeting was asked to review the requirements and provide input and further explanations later in the meeting.

5.4.6 A drafting group meeting ran concurrently with WG1/5. This meeting produced WP5-10a which was presented as the next draft to the meeting. Some of the changes include:

- the introduction was modified to reflect the concerns of WG1/5
- scope of SARPs captured in a brief and concise document

These changes will be reflected in the next draft.

5.5 WG1-16

5.5.1 Addressing Concept, WP 5-22, a deliverable of WG1, was presented by K.P Graf. It overviews the addressing concept and registration.

5.5.2 The Rapporteur thanked the author for the diligent work that was done on the deliverable. The meeting proposed slight editorial changes that were accepted to be included in the final deliverable. This information will be provided to ATNP/2 as a WG1 input with a covering short WP which will describe the Naming and Addressing and will contain a recommendation that the entire WP 5-22 be attached to the ATNP/2 report.

5.5.3 It was suggested that this material might be better accommodated in the WWP or even captured in Part 1 or Sub-Volume 1, as regular SARP's or as Guidance material.

5.5.4 Further discussions ensued with regards to the 24 bit ICAO address and which body is responsible to assign the overall addresses. The Rapporteur of WG1 will ask the Rapporteur of WG2 and WG3 SG 2 to ensure that the naming and addressing sections of the SARP's are unambiguous and also determine if they will continue the assignation of the addresses, as they have done in the past, after ATNP/2.

5.6 WG1-15

5.6.1 A. Herber introduced WP 5-21 which is another deliverable of WG1. A general update is required for the Lexicon as the WG has had a "paradigm shift" with regards to the understanding of several definitions (i.e. ATN). The question was asked as to whether or not the Lexicon should be merged into Part 1 or Sub-Volume 1. A. Herber suggested that the Lexicon exists for clarification purposes. The meeting agreed that the material is provided for assistance in understanding the concepts (i.e. CNS/ATM). The lexicon exists as a resting place for definition and terms until an existing ICAO (ATN) document publishes the term at which time the term will be removed. A glossary of ICAO terms is published as a Manual by ICAO and translated into the official languages. Eventually the lexicon will no longer exist.

5.6.2 The ICAO secretary noted that the ATN definitions are considered "understanding of the ATN". He proposed that we attach the Lexicon to the ATNP/2 meeting report as a "we designed the SARPs in accordance with these definitions".

5.6.3 It was noted that the ICAO SARPs have a different use today than in the past in that they will be more used as the standard for the development and creation of the ATN. The general structure of the ICAO documents includes acronyms, definition of terms and a glossary. As many definitions as possible should be kept in the SARPs themselves to provide the definitions in the appropriate places.

5.6.3.1 The Rapporteur stated that if a term is defined elsewhere there is no place for the definition in the lexicon. The editor of the lexicon was asked to work with the editors of the Core and Sub-volume 1 to not only remove defined terms from the lexicon but to also ensure that the SARP's use the terms consistent with the lexicon.

5.6.4 The following terms were discussed or modified:
- functional requirement
- operational concept (both definitions…create only 1)
- operational trial

Flimsy #12 was created to provide a single and concise definition of operational concept. The following definition was accepted by the meeting:

Operational Concept [of ATN]

Top level description of the infrastructure capable of meeting an approved set of user requirements. The ATN operational Concept is composed of general operational procedures, operational requirements, system capabilities as well as expected level of [minimum] performance requirements (including the system's prerequisites and limitations/constraints).

The ATN Operational Concept addresses issues of the services to be delivered to the user by the system and interactions between the user and the system.[*alternatively, the ATN service provider*].

5.7 WG 1-19

5.7.1 S.Van Trees presented the Drafting Group 1 Meeting Report (WP 5-9) of their meeting in Reston Virginia on 3-7 June 1996. The aim of this drafting group session was to finish the work on Sub-Volume 1 and the associated guidance material. The group also accepted the task of completing Part 1 and the associated green pages as part of the new directives from the ANC. Further direction came from the members of WG1 and WG2 and were incorporated into both Part 1 and Sub-Volume 1. A total of 8 papers resulted from this meeting to be presented to WG1/5. They are as follows:

WP5-9	Meeting report
WP5-10	Part 1 of Chapter 3
WP5-11	Part 1 Guidance Material
WP5-12	Sub-Volume 1
WP5-13	Sub-Volume 1 Guidance Material
WP5-14	ATNP/2 Sub-Volume 1 and Guidance Material
WP5-15	ATNP/2 Part 1 and Guidance Material
WP5-16	Derivation of Safety Requirements

5.7.2 T. Kraft introduced WP5-12 as draft 0.7 of Sub-Volume 1. This draft resulted from the comments received during the WG1 Brisbane meeting and the WG1DG1 meeting in Reston. The main changes made or to be made to the document:

- the definition of terms and the acronyms list have been merged
- the definition list refers to the SARPs that uses the acronym/term. The meeting was requested to review those that are deemed "Not Used"
- the system level requirements will be grouped in an appropriate logical order

5.7.3 The meeting expressed some concern with the referencing section. It was agreed that the references should be qualified by the use of a note or "shall" statement. It was also suggested that the reference undergo the same scrutiny that the definitions had viewed. A reference would not be used unless specifically referenced in one of the Sub-Volumes. The reference to

NOCARs, FANS and ADSP/4 will be removed from the reference section as well as all reference to ICAO documentation. It was concluded that if there is an ISO and an ITU reference for the same in the subject, they are mapped to the same standard.

5.7.4 Flimsy #15 was created to parallel all of the system level requirements in Sub-Volume 1 with the understanding in flimsy #9, Ground Rules for System Level Requirements. A small group convened to apply the "ground rules for ATN systems level requirements" to each of the 27 system level requirements in Sub-Volume 1. Further system level requirements have been added to Sub-Volume 1 such as "The applications defined in this document shall use internet services as defined in Sub-Volume 5".

5.7.5 S. Van Trees introduced WP5-26 entitled "matters of style". It is the wish of WG1 that this be endorsed by all the Working Groups. It was suggested that at the end of the WG2 & WG3 meetings on 28 June, the editors are to refrain from making any further changes to the SARPs. The ICAO secretary made it clear that ICAO does NOT have the liberty to make modifications to the SARPs except for only very small editorial changes.

5.7.6 The meeting was reminded of the problems that ICAO has had in the past with converting documents. WG1 was also reminded that some of the figures are actual SARPs. These issues will be addressed during the JWG on 21 June, 1996.

5.8 WG1-11

5.8.1 The Overall Security Concept, WP5-30, was presented by I. Valentine. Only slight modifications had been made since the WG1/4 meeting and it was accepted by the meeting to be a final deliverable of WG1 to ATNP/2.

5.8.2 WP5-27, presented by I. Valentine, is the summary of WP5-30 for presentation to ATNP/2. It highlights the security issues, policies, threats and status. It proposes that the information presented in the paper become available to the necessary bodies outside of ICAO. Some editorial suggestions were made by the meeting. The introduction of the WP should have an explanation of the current provisions for security in "Package 1". It is possible that the ATNP is the correct body for creating guidance on the implementation of the security aspects of the ATN (i.e. key generation).

5.8.3 L. Sayadian presented WP5-6 entitled "Guidance concerning End system connectivity to multiple ground based subnetworks". It will be treated as an information paper within this forum. The paper is proposed as guidance material to either Sub vol 5, or the WWP. It is anticipated that the information in the paper does not conflict with the current SV5 SARPs.

5.9 WG1-13

5.9.1 WP5-31 was introduced by S. Cosgrove as Institutional Issues relating to the ATN. Slight modifications were suggested and the paper was accepted as an ATNP/2 deliverable.

5.9.2 B. Dennis introduced WP5-16, Derivation of Security Requirements, as Safety concerns to CNS/ATM communications systems. After the history behind the introduction of the subject was explained by T. Kraft, the safety assessment and safety objectives in the paper were reviewed. The paper proposed that this information be distributed to the ATN community as an ICAO circular but closer examination of the paper suggests that it would be better suited in a technical manual or another ICAO vehicle that can be updated and easily reviewed. It was recommended that the information be presented to ATNP/2 as part of the future work program.

5.9.3 The chairman reminded the WG that submissions to ATNP/2 be only via the following avenues:

1. Formal WP that are endorsed by the WG: or
2. WPs endorsed by individual States

The Chairman stated that this might not be materiel considered as mature enough for a WG working paper and suggested that it be submitted as a State paper. This recommendation was accepted.

6. Validation Activities and Plans for Sub-Volume 1 & GM

6.1   R Jones presented WP5-23 which proposes a format for the ATN SARPs Validation report. This paper will be presented at the Joint Working Group on 21 June 1996.

6.2   A. Burgemeister presented WP5-24 which proposes a method and procedures for dealing with defect reports after ATNP/2 and before ICAO publishes the SARP's. This paper will be presented at the Joint Working Group on 21 June 1996.

7. Identification of Additional WG1 work items

7.1   There were no items for discussion on this topic.

8. Other Business

8.1   T. Calow introduced WP5-5 which proposed an agenda for the Joint Working Group on 21 June 1996 in Munich. Slight changes were made to the agenda which will be added for the meeting.

8.2   R. Jones presented WP5-7 which outlined an ATNP/2 Working Paper to be submitted by the three Rapporteurs as a Joint Working Group submission indicating the success of the validation exercises. It proposes the output of the validation meeting at the end of October in Virginia USA be attached as an Appendix to this paper.

8.3   The ANC has allowed the ATNP to entertain a Working Group of the Whole to make the final (minor) changes to the SARP's resulting from the validation activities between ATNP/2 and the actual approval of the SARP's by the ANC. This meeting must occur on the last week of February 1997 or beginning of March 1997.

8.4   The following are the WG1 papers that will be submitted as WG1 papers to the ATNP/2:

- WP5-10   core part of ATN Chapter 3 SARPs
- WP 5-11   Guidance Material for core part of Chapter 3
- WP 5-12   Sub-Volume 1 SARPs
- WP 5-13   Guidance Material for Sub-Volume 1
- WP 5-14   cover paper for Sub-Volume 1
- WP 5-15   WP for Part 1
- WP 5-17   WG1 Rapporteur report
- WP 5-18a   WWP for ATN
- WP 5-19   cover document for 5-18
- WP 5-21   Lexicon
- WP 5-22   Addressing Concept
- WP 5-22a   Addressing Concept cover paper for 5-22
- WP 5-25   AFTN procedures
- WP 5-27   cover paper for WP5-30
- WP 5-28   cover for WP 5-29
- WP 5-29   Overall Systems Management Concept

- WP 5-30   Overall Security Concept
- WP 5-31   Institutional Issues

The cover papers will be the only documents translated for the meeting. This is a special provision of the ANC.

8.5 The Rapporteur asked that any "future work" issues be E-mailed to him for inclusion in the rapporteurs report to ATNP/2.

9. Arrangements for the Next Meetings

9.1 The WG1 Rapporteur introduced WP5-4 which proposed an additional WG1 meeting in July at Halifax Nova Scotia, Canada. The meeting agreed to the need for this meeting and 20 members of WG1 indicated they will attend. The dates were extended to 4 days in duration 30 July - 2 August 1996.

9.2 R. Jones introduced WP5-20 which outlined the plans for the October Validation meeting which is key in determining which SARP's have been adequately validated. All members implicated in validation activities MUST be present. It is possible that the guidance material may have to be reviewed and accepted at this meeting. The location is in Old Town Alexandria, USA, for the following dates:

- WG3   7 - 15 October
- WG2   7 - 15 October
- WG1   16 October
- JWG   17-18 October

9.3 There being no further business, the Rapporteur expressed the thanks of all members for the excellent preparations and functioning of the meeting by the hosts K. Platz, A. Herber, and K.P. Graft. Particular thanks were given to Ms. Carla Mueller and Mrs. Gertraud Braun who provided the secretarial support to the meeting.

9.4 The Rapporteur then closed the meeting of Working Group 1.