

**International Civil Aviation Organization
Aeronautical Telecommunication Network Panel (ATNP)
Working Group Meetings
Gran Canaria (Spain)**

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Working Paper

**IATA Reply to ATNP WG2 Communiqué on
Airline Requirement for Subnetwork Selection**

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Summary

IATA concludes that air/ground subnetwork selection is evolving, and that it is premature to request ICAO to change ATN SARPs at this time. Working Group 2 is invited to defer any CNS/ATM-2 Package SARPs enhancements for AINSC air/ground subnetwork selection to a post-ATNP/3 work program.

1 Introduction

1.1 Background

At the ATN Panel, WG2/18 meeting in Naples, Italy (18-21 May 1999), it was determined that the complete IATA requirement for AOC/AAC/APC air/ground subnetwork routing preference was necessary in order to design suitable ATN SARPs and Guidance Material enhancements for the CNS/ATM-2 Package.

Subject matter experts in attendance agreed that, to the best of their knowledge, the following represented this IATA requirement, and WG2 requested that the ICAO ATN Panel Secretary obtain an IATA confirmation before September 1999.

"AOC/AAC/APC routing must be able to specify on a by-message basis, in both the uplink or downlink direction by specific aircraft, no preference (select based on other criteria e.g., policy) OR a single physical subnetwork preference to ONLY be used, OR an ordered list from a total list of all available subnetworks, noting subnetworks are unique by technology and service providers, and noting that no more than eight subnetworks are ever active on any one aircraft."

Note that the uplink route selection process affects all routers on the ground, whereas the downlink route selection process affects only the airborne routers.

1.2 Resulting Activities

For the ATNP Secretariat, Mr. Judimar Chagas, Chief of the ICAO Communications, Navigation and Surveillance (CNS) Section wrote to Mr. Mike Comber, IATA Director of ICAO Relations and the IATA ANC observer conveying the communiqué.

Subsequently, the matter was discussed extensively at the Airlines Electronic Engineering Committee (AEEC), Datalink Users Forum (10 June 99) and at the AEEC Datalink Systems Subcommittee (23 July 99), as well as at various AEEC working group meetings.

A draft consensus position was finally presented to the IATA Communications Infrastructure Working Group (CIWG/3) meeting in Montreal (25-26 August 99).

2 Conclusion

IATA agreed that:

- Whereas existing ICAO ATN SARPs and Guidance Material offer multiple opportunities for air/ground subnetwork selection (i.e., routing policy and use of the Security Label), and
- Whereas both the AEEC 637A and 631A Specifications have largely left the matter of the Subnetwork - System Management Entity (SN-SME) to local implementation,
- Therefore IATA concludes that air/ground subnetwork selection is evolving, and that it is premature to request ICAO to change ATN SARPs at this time.

3 Recommendation

Working Group 2 is invited to note the IATA response to their communiqué, and to defer any CNS/ATM-2 Package SARPs enhancements for AINSC air/ground subnetwork selection to a post-ATNP/3 work program.