

ACTION PLAN - 1

- Draft IATA policy statement
 - obtain CIWG endorsement; and confirm support by IAOPA & IBAC
 - email endorsement by FOC within 20 days
 - email endorsement by OPC by end-October
- Present IATA Information Paper to AMCP WG-A, WG-B & WG-D SEP 14, 1999
- Present IATA Working Paper to WG1-16 for endorsement and presentation at ATNP/3 in February 2000

ACTION PLAN - 2

- Formal correspondence and follow up with ATA, AEA, etc. and with RCGs, to obtain endorsement of the IATA policy from States and ICAO Regional Planning Groups
- Formal correspondence to ICAO ANC about the IATA policy and consequences

ATN A/G SUBNETWORKS TOPOLOGY - 1

- The following IATA Policy is enacted to achieve the goal of a safe, global, seamless and cost effective ATN for ATSC traffic exchange, and to permit airspace users the choice of ATN service providers and routing of ATSC traffic:

ATN A/G SUBNETWORKS TOPOLOGY - 2

- Aircraft operators, including IATA Airlines, shall not be constrained in their choice of ATN service providers and routing of ATSC traffic exchange
- States shall approve the use of air/ground routers from all ATN service providers that meet the performance requirements for ATSC traffic exchange
- ATSOs shall not require the exclusive use of any specific ATN air/ground router for ATSC traffic exchange

ATN A/G SUBNETWORKS TOPOLOGY - 3

- Any aircraft shall be able to exchange ATSC traffic, through any air/ground router, with any ATSO offering compatible services
- Functional interconnection for ATSC traffic exchange shall be provided among all ATN routers directly supporting ATSC end-systems, and with all air/ground routers supporting AINSC traffic exchange

RATIONALE AND JUSTIFICATION

- Conserves RF Spectrum
- Lessens Economic Impact
 - Minimizes Costly Ground Infrastructure
 - Encourages Competition among ATN Service Providers
 - Enables Resource Sharing among ATSC and AINSC Users
- Improves Performance
- Reduces Technical Complexity
- Guarantees Global Interconnectivity