

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

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**Working Paper**

**IATA Policy on  
ATN Subnetwork Topology**

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**Summary**

**Working Group 1 is invited to note the draft IATA policy on ATN Subnetwork Topology, and to endorse it for presentation at ATNP/3 as a solution to several institutional issues.**

# **1 Introduction**

## **1.1 Background**

During recent Airlines Electronic Engineering Committee (AEEC) working group meetings convened to draft specifications for ATN avionics, it was noted that some ATN implementation programs assumed certain States expected to mandate use of their air/ground routers for the exchange of ATSC traffic.

## **1.2 Resulting Activities**

An IATA policy on the subject, and an action plan to implement that policy, was concluded at the IATA Communications Infrastructure Working Group (CIWG/3) meeting in Montreal (25-26 August 99).

# **2. Conclusion**

## **2.1 Draft IATA Policy**

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:

**Policy:**

- 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
- 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

**Reasons:**

- 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

**2.2 IATA Action Plan**

- 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 Papers 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
- 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

### 3 Recommendation

Working Group 1 is invited to note the IATA policy, and to endorse it for presentation at ATNP/3 as a solution to the institutional issues of:

- Universal accessibility to air navigation safety services must be available without discrimination
- Institutional arrangements should not prevent competition among different service providers that comply with ICAO Standards and Recommended Practices (SARPs)
- Adequate arrangements should be made for service recovery in the event of significant malfunction within the system
- Arrangements should not preclude that ATC, AOC, AAC and APC can be made available to the appropriate end user
- Arrangements should not preclude the integration of existing communications networks and infrastructure into the ATN where these are adequate