

ATN-PANEL-WORKING GROUP
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THE AIRLINES POSITION ON ATN FOR NON-ATC APPLICATIONS

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Introduction:

The airlines are in full support of the concept of ATN since it allows ground, air-ground and avionics data sub-networks to inter-operate by adopting common interfaces, services and protocols based on OSI standards.

This paper is to inform the meeting of the airline's position regarding the use of ATN for non-ATC applications.

IATA Policy

An IATA policy was established on January 1, 1993. The airline's needs for a global ATN beyond its support for CNS/ATM were identified as follows:

- a) ATN should provide the assurance that safety communications have absolute priority over other aeronautical non-safety communications in accordance with ITU regulation. Since the AMSS is the first aeronautical air-ground communication service which acknowledges the need for sharing facilities between safety and non-safety communication a distinction in QOS between safety communications (ATC and AOC) and non-safety communications (AAC and APC) is required within the ATN.
- b) ATN should provide global-interconnectivity within the Aeronautical Administrative Domain between ground and airborne end-systems. To provide full interconnectivity on a global scale it is essential that ATN provide connectivity between airborne systems, airline host computers and ATC host computers.
- c) ICAO should develop the ATN with a focus on standardization of ATS applications and the sub-networks carrying its communications traffic without ignoring the airlines need to carry their applications over the same facilities.