

**AERONAUTICAL TELECOMMUNICATIONS NETWORK PANEL**

**WORKING GROUP 3 MEETING**

**Phuket, Thailand, 4 - 6 March 1997**

**Agenda Item 4: VALIDATION OF SUB-VOLUME 2**

**4.3 DEFECT REPORTS AND CHANGE PARAGRAPHS - AIR/GROUND APPLICATIONS.**

Presented by M J A Asbury

**1. INTRODUCTION**

1.1 The four air/ground applications cover by this short paper are -

- Context Management (CM)
- Automatic Dependent Surveillance (ADS)
- Controller Pilot Data Link Communications (CPDLC), and
- Flight Information Systems (FIS)

**2. DEFECT REPORTS**

2.1 Defect Reports arising from elements of the validation programme for the four air/ground applications are attached. Proposed changes agreed by SG2 are noted on the defect reports. Where possible, changes to the SARPs arising from defects have been made which also allow for compatibility with the existing FANS-1 system. No changes have been made purely to accommodate FANS-1 procedures.

2.2 In addition, change paragraphs have been produced for each application SARPs, assuming that the work of the SG is approved.

2.3 Full copies of the SARPs have not been prepared at this stage, but will be assembled after appropriate changes have been accepted by WG 3, and will be submitted for approval by the Working Group of the Whole.

**3. PAGE NUMBERING**

3.1 Because the Air/ground applications are presented in one volume of 568 pages, any page changes early in the document could ripple through, making page reference useless after very few amendments. For this reason, SG 2 propose to adopt a block numbering basis, allocating a block of pages for each application SARPs, the last page of which will refer to block pages not yet used.

3.2 The page allocations proposed are -

- CMA - Pages 1 - 100
- ADS - Pages 101 - 300
- CPC - Pages 301 - 500
- FIS - Pages 501 - 600

#### **4. RECOMMENDATION**

4.1 The WG is asked to approve the changes resulting from the defects, and the subsequent changed paragraphs.

4.2 The WG is also asked to approve the block page numbering, for stability of the document during the validation and pre ICAO publication phase.