

**IBAC Summary Report.**

**Meeting: IATA Communications Infrastructure Working Group, Second Meeting**

**( CIWG/2) , Montreal , 16 –17 February 1999.**

**Attendants: IATA Member Airlines – KLM (Chairman), UAL & UPS;**

**USAF accompanied by experts from MIT Lincoln Laboratories, ARINC, ARINC/AEEC, ESA, INMARSAT, IBAC.**

**Agenda:**

**Results from first Meeting of IATA EUR/NAT-NAM Data Link Facilitation Task Force.**

**Results from ICAO AMCP WG-A, B, D and F.**

**Results from ATNP working group meeting.**

**General considerations for the future communications infrastructure:**

**dedicated or shared systems ( ESA presentation)**

**ATC communication cost recovery mechanisms**

**Integration of airlines' communications needs.**

**CIWG/1 Action Items.**

**IATA Flight Operations Committee/7 (FOC/7), Actions arising.**

**Specific issues:**

**VHF COM labelling**

**IATA position for WRC 2000.**

**Results from first Meeting of IATA EUR/NAT-NAM Data Link Facilitation Task Force ( DLFTF/1).**

DLFTF is joint body of two i.e. EUR and NAT /NAM IATA Regional Co-ordinating Groups. T F Mission is to concentrate its efforts on facilitating airlines' integration into existing and planned data-link trials activities and transition to the operational use of data- links.

Related discussion centred on respective roles and mandates of CIWG and DLFTF and the competing demands on already constrained airlines' expertise resources.

**Results from AMCP WG-A, B, D and F.**

INMARSAT reported that the interoperability issue between INMARSAT and MTSAT has been resolved and that an amendment of ICAO AMSS SARP's has been formulated. To the

satisfaction of airlines and other users, the technical solution involves changes to GES's not avionics. There however remain many non-trivial details to be negotiated. INMARSAT aims to ensure no degradation in service quality or abridgement of functionality with the advent of MTSAT.

It was reported that WG "A" had determined that IRIDIUM met "acceptability criteria" and that the development of SARP's for IRIDIUM can now proceed.

CIWG agreed in principle with the need to improve the VDL Mode 2 spectrum mask but was of the opinion that unless the co-site problem on aircraft can be solved, improvement of the spectrum mask would be futile. Lincoln Laboratories noted that USAF has some major concerns regarding aircraft installation co-site problems.

Notwithstanding progress in WG "D" on VDL Modes 3 and 4, it is not yet possible to define a clear road map for a future VHF communication system beyond VDL Mode 2.

Comments were invited, by 15 March, on the draft report of a study by Lincoln Laboratories commissioned by USAF of various VHF options and as a basis for a road map for the future.

Regarding WG "F", concern was expressed on the lack of activity to date given the critical importance of its task of preparing the defence of the aviation position for ITU WRC 2000.

#### **Results from ATNP working group meeting.**

Based on an evaluation of the VDL Mode 2 SARP's it has been concluded at the Working Group level in the ATNP that amendment of these SARP's is required to eliminate possible hand-over problems and other deficiencies. IATA will submit a working paper to AMCP/ 6 proposing and recommending such amendments.

#### **General considerations for the future communications infrastructure:**

##### **-dedicated or shared systems (ESA presentation).**

Claude Loisy (ESA) presented an overview of an ESA study on a possible future generation satellite communication system solely for aeronautical safety services, this included, for comparison a dedicated system and a system shared with non-aeronautical users of non-safety service communications. The opportunistic use of shared space segment is contemplated.

The study also envisions a strict division between safety i. e. ATC communications and AOC communications, the latter albeit officially recognized by both ITU and ICAO as included within the safety service.

Significant, and of particular note, is the envisaged use of VSAT-type terminals to be located at each ATC Centre / FIC.

Although not explicitly stated in the presentation, the system proposal contemplates the use of CDMA modulation which is the subject of ongoing studies and upon which a demonstration system will likely be based.

#### **ATC communication cost recovery mechanisms.**

Item not mature, carried over to CIWG/3.

Note: Intention is to reformulate a policy proposal, previous proposal did not achieve acceptance. Issue relates to the future structure of contractual arrangements for ATC communications between airlines, data communications service providers and ATC Service providers.

Heretofore, airlines have individually entered in to contractual arrangements with communications service providers i.e. either ARINC or SITA for **all** a-g communications needs i.e. ATC, AOC, & AAC.

### **Integration of airlines communications needs.**

Item not mature, carried over to CIWG/3.

### **CIWG/1 Action Items.**

The IATA Secretariat reported that a first draft proposal on the administrative process to administer ATN addresses for non-ATSC users had been circulated 4 November 1998, that no comments had been subsequently received and that agreement of the CIWG was requested in order for the proposal to be submitted to the IATA Flight Operations Committee.

**The IBAC representative advised the CIWG that the proposal remained under advisement within IBAC and that he anticipated being in a position to comment formally in the near future.**

**However, CIWG concurred with principles suggested for pricing the service i.e. that pricing should be cost-based, non-discriminatory and financially transparent.**

### **FOC/7 Actions Arising.**

Nothing of significance to report.

### **Specific issues:**

#### **-VHF COM labelling**

Boeing comments for consideration by AMCP on an IFALPA proposal for VHF COM Channel Labelling were noted. CIWG concurred that, with the implementation of 8.33 KHz imminent, there is no opportunity to reassess the already approved ICAO Annex 10 channel labelling scheme.

However, with the advent of next generation communications systems, account should be taken of prospects for reducing the risk of incorrect channel identification and of reducing the workload of controllers and pilots related to channel management.

( Note: A Eurocontrol assessment of controller work load indicated that approx 60% of controller workload is related to channel management.)

### **IATA Position for WRC 2000.**

Consideration was given to comments received on the draft IATA position from AEA, IBAC and IAOPA, account of which will be taken in finalizing the IATA position.

In the 1.5/1.6 GHz band the existing FN 5.357A purportedly provides aviation priority access to the band. However, most acknowledge that this FN is sterile. AMCP WG " A" has drafted a

proposed amendment for the FN which might be suitable in the event the aviation community decides, as a matter of strategy, that it should assume the initiative to present a redraft of this FN.

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.Copies of documentation and presentations referred to herein are available upon request.