

Aeronautical Telecommunications Network Panel

ATNP Working Group Meeting

Brussels, Belgium

15 April - 26 April 1996

The Impact of Sub-Volume 1 on Sub-Volumes 2 through 5
SARPs and Guidance Material

Summary:

This Working Paper addresses the issues discussed in Flimsy 3 (Revision 3) prepared by WG 3 WG1/4 in Brisbane. This paper will detail the effects that Sub-Volume 1 has on the remaining draft Sub-Volumes (2 through 5) from the changes made by WG1 DG1. These changes will allow the complete set of 5 Sub-Volume SARPs and corresponding Guidance Material to be used as a group of effective technical material.

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1. Introduction

The Drafting Group was tasked with progressing the draft Sub-Volume 1 that was presented in Brisbane (Jan-Feb 96). The group was also tasked to highlight the changes that these actions had on the existing Sub-Volumes. Finally, these changes are to be presented to WG2 and WG3 at the Brussels meeting (April 96) for review and comment.

Overall, these changes have helped to create continuity throughout all of the Sub-Volumes, as described later in this paper. These modifications provide useful functions without impacting the technical aspect of the remaining Sub-Volumes. This has been accomplished through the use of a Traceability Matrix. This matrix maps the Operational or Institutional Requirements to the existing technical requirement in the SARPs (in lieu of extraction). Therefore, the important high-level technical requirements remain in their respective Sub-Volumes.

2. Changes Made to Existing Sub-Volumes

The tasks that have been given to the Drafting Group by WG1 (Brisbane meeting) are as follows:

- Sub-Volume 1 should include a general presentation of the CNS\ATM-1 package and introduce the ICAO CNS\ATM-1 SARPS that are the subject of Sub-Volumes 1 to 5.
- Sub-Volume 1 should provide a general Glossary and Acronyms List that are valid for all the Sub-Volumes.
- Sub-Volume 1 should identify the technical high level system requirements.
- Sub-Volume 1 should provide upward traceability between these system requirements and upper level requirements, which can be operational or institutional requirements defined in documents like FANS-2 Report and ADSP Guidance Material.
- Sub-Volume 1 should provide downward traceability between these system level requirements and technical standards as they are defined in the other Sub-Volumes.
- Sub-Volume 1 should propose a methodology for safety assessment.

These tasks made slight changes to the existing draft SARPs of WG2 & WG3. The major changes that have been made is a general extraction of material common to all Sub-Volumes. This material includes glossaries, acronym lists and reference material that is now an integral part of the SARPs of Sub-Volume 1.

3. Overall Impact

The overall impact created from the compilation of reference information is that all Sub-Volumes become more “User Friendly” and reliable. The effects felt on all of the Sub-Volumes as a group and individually is discussed in paragraphs 3.1 and 3.2.

3.1 Group of Sub-Volumes

The Group of Sub-Volumes will be affected in the following manner:

- The references, glossary and acronym lists have been consolidated in Sub-Volume 1. They are included as section 1.4 to the SARPs of Sub-Volume 1.
- The group of Sub-Volumes have changed the referencing of traffic types. The traffic type definitions are to be extracted from Sub-Volumes 2 through 5 and included in Sub-Volume 1 as a requirement.

3.2 Individual Sub-Volumes

The traceability matrix has eliminated the necessity to extract System Level Requirements from any of the Sub-Volumes. This has reduced the amount of changes to Sub-Volumes 2 to 5. There are no major impacts to any particular Sub-Volume.

4. Outstanding Items

The following actions must be completed before Sub-Volume 1 can be qualified as a useful member of the family of Sub-Volumes:

- Exact reference to the Operational and Institutional requirement material in the traceability matrix (some examples are the ADSP manual and FANS II/4 document 9623);
- References to the SARPs in the Traceability Matrix have to be completed.; and
- Safety assessment criteria and requirements developed.

These items should not affect the current text and technical detail of the draft SARPs (Sub-Volumes 2 through 5).

5. Actions

It is recommended that the WG (both 2 & 3) review these proposed changes and provide additional information on the direction of the Sub-Volume. In addition to this, it is proposed that both WG 2 & 3:

1. Remove the glossaries from existing SARPs;
2. Check for discrepancies between the glossaries and update Sub-Volume 1 (main glossary);
3. Remove the acronym list section from existing SARPs;
4. Check for discrepancies between the acronym list and update the Sub-Volume 1 section;
5. Remove the reference sections from existing SARPs;
6. SARPs editors are to identify which documents are being referenced in their respective Sub-Volumes and provide list of references to the Sub-Volume 1 editor (provide list by 17 May 96); and
7. Remove the traffic type definitions from existing SARPs.