

AERONAUTICAL TELECOMMUNICATIONS NETWORK PANEL

Working Group 2

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**Status of Proposed Defect Reports
relating to ATN ICS SARPs**

Information Paper

Prepared by K.-P. Graf

Summary

This paper provides a summary on the status of Proposed Defect Reports (PDRs) raised against the ATN Internet Communications Service (ICS) SARPs for information of the WG 2 members.

Reference 1 ATNP WG 2 SARP Development Mechanism (SDM) Procedures Document, Issue 2.0,
Working Paper ATNP/WG2/12-WP/390, 12 June 1997

Reference 2 Proposed Amendment to ATNP Configuration Control Board (CCB) Procedures, 22 October
1997

Introduction

This paper provides a summary on the status of Proposed Defect Reports (PDRs) raised against the ATN Internet Communications Service (ICS) SARPs for information of the WG 2 members.

2 PDR Status

Table 1 presents the list of those PDRs which have been submitted to the ANTP Configuration Control Board (CCB) since its establishment in spring 1997 and which apply to the ICS SARPs. Furthermore, Table 1 lists the status of these PDRs in the ATNP CCB process as of 22nd October 1997.

PDR Number	PDR Title	CCB Status
97060028	Transport Timers Configuration	PROPOSED
97060029	Various Editorial Defects (1)	PROPOSED
97060030	IDRP Timers	PROPOSED
97100001	Incomplete specification for use of V.42bis by Mobile SNDCF	ACCEPTED
97100002	SNDCF Call Request/Confirm User Data Length Indicator	SUBMITTED
97100003	Various Editorial Defects (2)	ACCEPTED

Table 1: Status of ICS PDRs in the ATNP CCB Process

As illustrated in Table 1, a total of 6 PDRs have been raised against the ICS SARPs over the last 6 months. All but one, which is still in the CCB screening phase, have been accepted by the ATNP CCB as potential defects and have been assigned to the Subvolume V Subject Matter Expert (SME) for resolution consequently.

Most of these PDRs represent either minor problems which are due to oversights, omissions and inconsistencies in the material presented at ATNP/2 or spot editorial defects. The only exception to this may be PDR 97100001 which raises a general problem concerning the specification of one of the SNDCF compression algorithms. However, also this defect is not considered to be major, i.e. will not necessitate existing builds to be modified and re-certified immediately, as it refers to an optional, non-safety critical feature.

In addition to the PDRs listed in Table 1, PDR 97060001 (PDR Title: ICAO 2.0) documents a set of defects in the ICAO Version 2.0 of the ICS SARPs which have been introduced by ICAO in the ATN SARPs editing process. A detailed review of ICAO Version 2.0 of the ICS SARPs has revealed a total of 45 such deviations from the ICS SARPs material presented and adopted at ATNP/2. With one exception these deviations are pure editorial modifications. The only exception is a deliberate text change in the Note of Section 5.4.3.8.2.2.2 from '*AINSC Organisations will register with IATA*' to '*AINSC Organisations are intended to register with IATA*'.

3 SDM Status

According to the procedures defined in Reference 1, those PDRs listed in Table 1 which have been accepted by the ATNP CCB have been forwarded to the WG 2 SARPs Development Mechanism (SDM) for resolution. Table 2 shows the current status of the CCB ACCEPTED ICS PDRs in the SDM process.

PDR Number	PDR Title	SME Status
97060028	Transport Timers Configuration	RESOLVED
97060029	Various Editorial Defects (1)	RESOLVED
97060030	IDRP Timers	RESOLVED
97100001	Incomplete specification for use of V.42bis by Mobile SNDCF	SUBMITTED
97100002	SNDCF Call Request/Confirm User Data Length Indicator	Waiting for submission
97100003	Various Editorial Defects (2)	ANSWERED

Table 2: Status of ICS PDRs in the WG 2 SDM Process

4 Status of ICS SARPs Engineering Version

As none of the submitted PDRs has reached the CCB RESOLVED status so far, no update of the Engineering Version of the ICS SARPs has taken place meanwhile. Consequently, Version 8.0 (dated 12 March 1997) is still the most recent version.

However, an update of the Engineering Version is planned between now and the next meeting of WG 2, as most (or even all) of the PDRs listed in Table 1 are expected to progress to the CCB RESOLVED status during this period. This update will also highlight the editorial defects in ICAO Version 2.0 of the ICS SARPs which have been documented in PDR 97060001.

5 Lessons Learnt

The SDM, as defined in Reference 1, has proven to be appropriate for resolution of CCB ACCEPTED PDRs assigned to the Subvolume V SME, although active participation in the PDR resolution process was low. Problems have been identified in the ATN CCB procedures where long delays have been experienced in the PDR screening process. A remedial proposal is documented in Reference 2 and scheduled for presentation to the CCB at its next meeting (31 October 1997).