

International Civil Aviation Organization



**AUTOMATIC DEPENDENT SURVEILLANCE –
BROADCAST SEMINAR AND ELEVENTH MEETING
OF AUTOMATIC DEPENDENT SURVEILLANCE –
BROADCAST (ADS-B) STUDY AND
IMPLEMENTATION TASK FORCE (ADS-B SITF/11)**



Jeju, Republic of Korea, 24-27 April 2012

Agenda Item 2: Review the outcome of the APANPIRG/22 on ADS-B SITF/10 and SEA/BOB ADS-B WG/7 Meetings

Agenda Item 3: Review progress made by ADS-B related ICAO panels

OUTCOME OF DGCA CONF/48 ON ADS-B

(Presented by the Secretariat)

SUMMARY

This paper presents outcome of the 48th Conference of Directors General of Civil Aviation (DGCA), Asia and Pacific Regions held in New Caledonia from 10 to 14 October 2011.

This paper relates to –

Strategic Objectives:

A: Safety – Enhance global civil aviation safety

C: Environmental Protection and Sustainable Development of Air Transport – Foster harmonized and economically viable development of international civil aviation that does not unduly harm the environment

Global Plan Initiatives:

GPI-7 Dynamic and flexible ATS route management

GPI-9 Situational awareness

GPI-12 Functional integration of ground systems with airborne systems

GPI-16 Decision support systems and alerting systems

GPI-17 Data link applications

1. INTRODUCTION

1.1 The 48th Conference of Directors General of Civil Aviation (DGCAs), Asia and Pacific Regions, hosted by Direction générale de l'Aviation civile (DGAC) France and organized by the Department of Civil Aviation, New Caledonia was held at the Le Meridien Noumea, New Caledonia from 10 to 14 October 2011.

1.2 The Conference was attended by 198 delegates from 33 States/Administrations and 10 International Organizations.

2. DISCUSSION

COLLABORATION ON ADS-B IMPLEMENTATION OVER THE SOUTH CHINA SEA AREA

2.1 Singapore presented a discussion paper informed that the sub-regional ADS-B Implementation Working Group was established to facilitate cross FIR ADS-B data sharing amongst adjoining States. Collaboration amongst China, Hong Kong, China, Indonesia, Singapore and Viet Nam strives to achieve seamless ADS-B surveillance coverage over major ATS route of L642 and M771. Various data sharing agreement were also put in place across adjacent FIRs to reap the benefits from enhanced surveillance under ADS-B. In addition, positive efforts were also made to harmonize ADS-B Implementation over the South China Sea Region. The Conference was invited to note the positive outcome from cross border collaboration and encourage similar efforts in parts of the Asia Pacific Region to cover surveillance gaps.

REGIONAL ADS-B IMPLEMENTATION PLAN

2.2 Hong Kong, China presented a discussion paper highlight the growth of air traffic in APAC Region which has risen steadily over the past decade to become the world's largest domestic passenger market. According to International Air Transport Association (IATA), the projected increase of air traffic demand for international passenger and cargo freight from 2009 to 2014 will be 7.6% and 9.8% respectively. Aviation stakeholders have been implementing various plans to cope with these challenges.

2.3 ADS-B has been identified as an essential Radar-like component in enhancing global safety and achieving efficiency objectives that bring tangible operational benefits to aviation stakeholders. Under the leadership of the ICAO and collaborative efforts from CANSO and IATA, Australia, Hong Kong, China and Singapore, have published notices for mandate carriage of ADS-B avionics in their respective airspace by 12 December 2013. A framework on implementation timeline, avionics standard, optimal flight levels, and ATC handling procedures was agreed for harmonized ADS-B implementation and seamless operations along L642 and M771. Currently, a number of major ADS-B collaboration and data sharing projects in the Regions are in progress with a view to providing enhanced surveillance over major air traffic routes between Australia and Singapore; between Hong Kong, China and Singapore; in the eastern part of the South China Sea between Singapore and the Philippines/Taipei; as well as in the Bay of Bengal areas.

2.4 Based on the latest development, many States/Administrations in the APAC Region had taken proactive steps to plan, conduct trials and implement ADS-B technology. However, in a survey by the ICAO to 16 States/Administrations on their plan to implement ADS-B, it was revealed that only 6 of them provided an implementation roadmap with specific timelines.

2.5 ICAO Member States/Administrations with near term plan to implement ADS-B by 2013 were urged to publish their mandate no later than 2011 in accordance with APANPIRG Conclusion 21/39 to give sufficient prior notice to aircraft operators for early planning and implementation; as well as making reference to the operational framework agreed. States/Administrations along these trunk routes were requested to review their strategy on surveillance coverage (for both Radar and ADS-B) and submit their ADS-B Implementation Plan to the ICAO APAC Regional Office before end of 2012.

2.6 As result of discussion, the Conference reaffirmed the need for expedited implementation of PBN, Continuous Descent Operations, the new ICAO FPL 2012, as well as deployment of technology enablers such as GNSS, ADS-B and AIM. Accordingly, the Conference adopted the following action Item:

Action Item 48/4

Recognizing that the full benefits of ADS-B would only be achieved through harmonized implementation, the Conference urges States and Administrations to expedite ADS-B implementation and share with ICAO Regional Office their implementation plan.

2.7 In following up the outcome of the DGCA Conf/48, ICAO Regional Office distributed an APAC State Letter AP – RD0108/11 in end of November 2011 in which States/Administrations were requested to provide their status of their actions taken for the action items agreed by the Conference to the ICAO APAC Office preferably by 30 April 2012 For Action Item 48/4, the ICAO Regional Office issued another reminder T 8/10.17, T 8/10.21:AP050/12 (CNS) dated 4 April 2012 to request Administrations to share their ADS-B implementation plan by 30 April 2012. In the letter, the States and Administrations were also reminded of APANPIRG Conclusion 21/39 which has urged States/Administrations with near term plan to publish equipage mandate as early as possible (by end of 2011) to give sufficient prior notice to aircraft operators for early planning and implementation.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information contained in this paper.
