



International Civil Aviation Organization

**THE TENTH MEETING OF AUTOMATIC
DEPENDENT SURVEILLANCE –
BROADCAST (ADS-B) STUDY AND
IMPLEMENTATION TASK FORCE
(ADS-B SITF/10)**



Singapore, 26 -29 April 2011

Agenda Item 6: Review States' activities and interregional issues on trials and implementation of ADS-B and multilateralism

NEW CALEDONIA ADS-B PROGRAMME

(Presented by New Caledonia)

SUMMARY

This paper provides an update on the French ADS-B program in New Caledonia.

1. INTRODUCTION

1.1 French Direction des Services de la Navigation Aérienne (DSNA) has been involved in ADS-B for many years already, and started the deployment of ground stations in Corsica and La Réunion Islands in 2007.

1.2 In New Caledonia, in order to cover the international traffic of La Tontouta airport and ACC within Fidji FIR, and the domestic traffic of Magenta airport, three ground stations and equipments for ADS-B displaying and recording were implemented during the years 2009/10.

1.3 After the required technical and operational trainings, ADS-B becomes operational by the end of July 2010.

2. REPORTING SINCE COMMISSIONING

2.1 As all flights are not displayed on the ADS-B screens because of incorrect ADS-B data or aircrafts not yet ADS-B fitted (military, general aviation...), air traffic controllers still use procedures to separate the traffic in New Caledonian air space. But the controller's tasks are now easier, since they have a better representation of the air traffic situation, and they can provide better and more accurate traffic information.

2.2 With specific tools, French DSNA analyses and validates periodically ADS-B data from the stations of La Réunion Island and New Caledonia, in order to establish the list of available aircrafts (green list) and unavailable aircrafts (red list), and to update the restriction tables in stations. Only the aircrafts of the green list are displayed on the controller screens.

2.3 The last DSNA report mentions that the great majority of movements detected by the three stations of New Caledonia comes from aircrafts of green list, that represents 95,3% of good quality movements, for only 4,7% not readable.

3. PROSPECTS

3.1 New Caledonia ANSP is dependent on the French strategy for the development of new ATM tools. French DSNA is actually studying for the future the development of a system able for the whole French oversea territories, using different kinds of sensors (radar, ADS-B, MLAT, ADS-C, CPDLC), and operating in different international contexts. These studies, which take in consideration efficiency and cost, will take a few years and it's actually too early to know the prospects in New Caledonia.

3.2 However, aircraft operators flying through New Caledonia sector and to New Caledonia airports are invited to equip their fleet in ADS-B.

3.3 Also, New Caledonia is proposing a large cooperation for the use of his ADS-B data for any purpose with neighbor ANSP, like instantaneous recordings for SAR purposes, or data exchanges.

4. ACTION REQUIRED BY THE MEETING

4.1 The meeting is invited to note the information provided in this paper
