
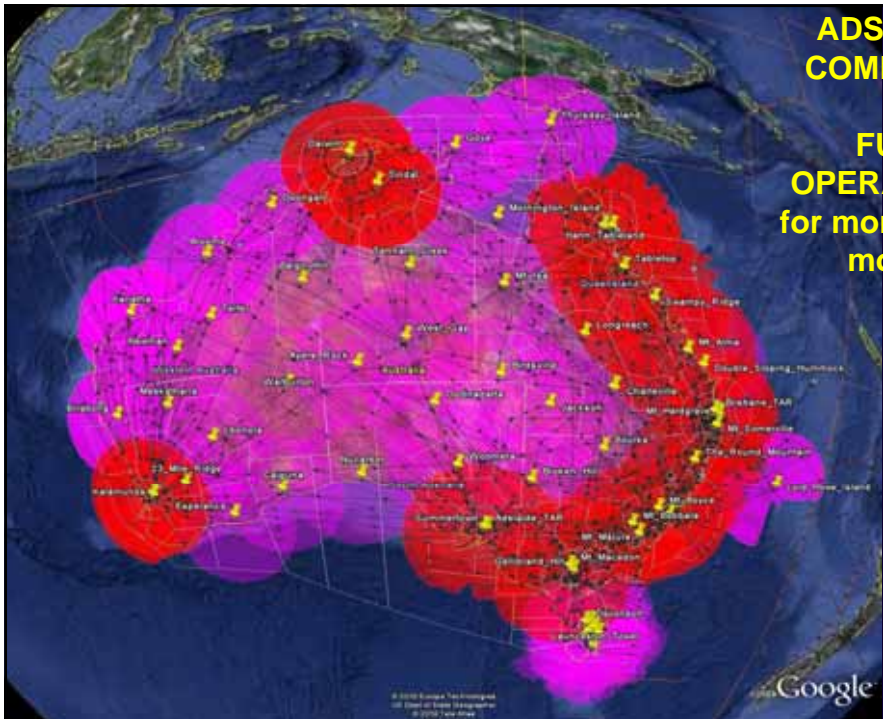


ADS-B Status Update
Airservices Australia




Greg Dunstone
Airservices Australia



**ADS-B UAP
COMPLETED**


**FULLY
OPERATIONAL
for more than 12
months**

Google



10,000 feet

ADS-B already provides significant coverage in lower level airspace



- **New ADS-B approval procedures for foreign registrations**
 - » Now require Foreign regulator approval
 - » As proposed by APANPIRG
 - » May cause some delay
- **Post December 2013, ADS-B is mandatory at and above FL290.**
 - » Airlines need to seek approval from their own regulators early.

CASA Procedures change for FOREIGN REGISTRATIONS



Civil Aviation Order 20.10 (as amended)
made under regulation 207 of the Civil Aviation Regulations 1988



- Safety case, to abandon use of aircraft by aircraft filtering system.
- If abandoned, the ATC system will present all ADS-B transmissions (with adequate quality) to ATC.
- Assume that all ADS-B transmissions are compliant.
 - » Responsibility of airlines to ensure this is the case
 - » Compliant with the regulations
 - » As for ATC transponders

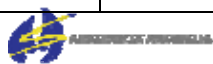


Possible removal of filtering & aircraft by aircraft approval



5 NM separation	DO260	DO260A/B
FROM	NUC \geq 5 HPL $<$ 0.5 NM NIC equivalent to HPL $<$ 0.5NM	NUC \geq 5 HPL $<$ 0.5 NM NIC equivalent to HPL $<$ 0.5NM

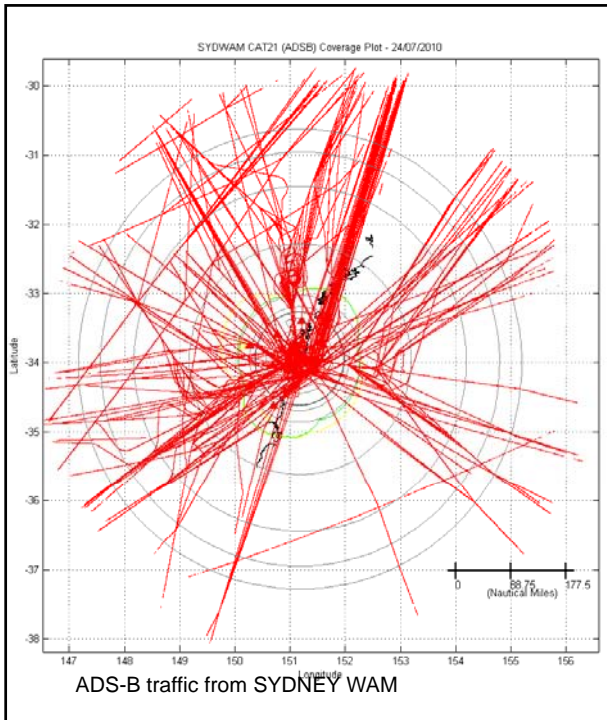
TO	NUC \geq 4 HPL $<$ 1.0 NM	NIC \geq 4 HPL $<$ 2.0NM
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Australia has relaxed the ADS-B Integrity requirements

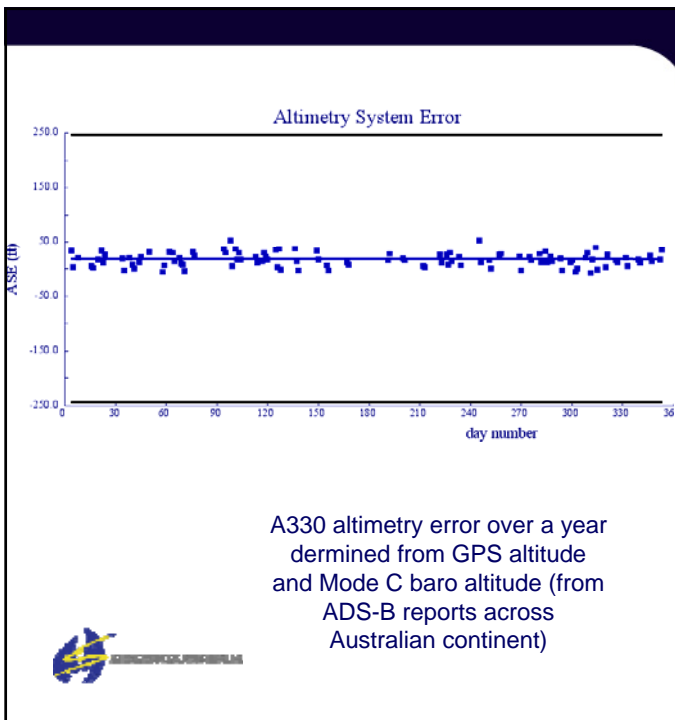
INCREASES CONTINUITY

Expect future relaxation to NUC \geq 3 for DO260



SYDNEY WAM

- Final stages of Safety Case
- WAM → TCU 3 NM use
- Precision Runway Monitor
- ADS-B to enroute



RVSM Monitoring

- Final stages of study with FAA
- Use ADS-B Geometric altitude
- Very promising

Questions?

More details on Airservices Website

<http://www.airservicesaustralia.com>

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