



*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

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

**AUSTRALIAN REQUIREMENTS FOR SA AWARE**

(Presented by IATA)

**SUMMARY**

IATA considers that the Australian requirement for SA Aware GNSS equipment forward fit is untenable from an industry perspective and propose a delay of two years from the 28 June 2012 date as published in CAO 20.18

**1.       INTRODUCTION**

1.1           The Australian ADS-B requirements for GNSS source equipment with Selective Availability Aware (SA Aware) capability has been subject to much discussion.

1.2           The original requirements specified that all aircraft would be required to have this capability (i.e. retrofit and forward fit) however after significant consultation these requirements were amended in 2009. The requirements now specify that only aircraft manufactured on or after 28 June 2012 are required to have SA Aware capability (i.e. forward fit only).

1.3           While IATA understands the rationale behind the amendment, we believe it is now effectively impossible for many airlines to comply.

## **2. DISCUSSION**

2.1 As discussed at the ICAO ADS-B SITF meeting in April 2010, 1 of the 3 certified GNSS suppliers to Boeing Aircraft Company were unable to confirm that they would be able to comply with the amended timeline (ADS-B SITF/9 SP/4). Unfortunately we are now nearly 12 months later and that position remains unchanged with no confirmation that equipment will be available.

2.2 This leaves us in a difficult position. Airlines with deliveries scheduled for 2012 have already finalised the contracts for all avionics components and in fact will have done so well before this mandate was known.

2.3 Furthermore the approved GNSS equipment does not yet exist from that particular supplier.

2.4 For these airlines there is the obvious reluctance to change suppliers as this would create difficulties in their maintenance, training and supply chains. There is also a significant cost penalty.

2.5 We recognise that there are electronic solutions available that are fundamentally identical to the certified unit. However these alternative suppliers require significant and costly processes to be approved for operational certification.

2.6 Ultimately we feel that the 2012 timeline has now been compromised by the still uncertain future of the supply chain for one of the major GNSS suppliers to Boeing aircraft to the extent that it is no longer tenable.

2.7 Given the requirement is for forward fit only, we consider a delay in the forward fit requirement date would have limited operational impact and would allow all suppliers to produce suitable equipment into the data chain.

2.8 We note that the requirement for SA Aware is not included in the AMC 20-24 requirements published by EASA.

2.9 Given the approved GNSS equipment is currently available from 2 suppliers and it will also be required by other rulemaking, IATA believes a delay of 2 years would be sufficient for the forward fit requirement as currently published in CAO 20.18 to meet industry capability.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to note the ongoing issue related to SA Aware avionics.

3.2 Australia is requested to consider delaying the forward fit requirement for SA Aware GNSS avionics equipment.

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