



*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**

**AIRCRAFT EQUIPAGE REQUIREMENTS**

(Presented by IATA)

**SUMMARY**

This paper urges States with near term implementation plans (before 2020) for ADS-B surveillance to publish their aircraft equipage requirements as soon as possible if they have not already done so.

**1. INTRODUCTION**

1.1 Asia Pacific has been an early supporter of ADS-B with many States in this region developing ADS-B programs in the short/medium term.

**2. DISCUSSION**

2.1 IATA supports the majority of these ADS-B programs where identified efficiencies can be delivered (i.e. supported by robust cost benefit analysis, defined operational output, etc).

2.2 IATA has also regularly noted that key to any ADS-B program is the publication of aircraft equipage requirements enabling the data to be used for operational purposes and that these requirements are published to provide operators sufficient lead time to plan for forward fit and retrofit programs.

2.3 APANPIRG has endorsed this viewpoint with conclusion 19/37 in 2008 (updated from 18/35 in 2007) urging States with near term implementation plans for ADS-B surveillance to “publish their equipage mandates as soon as possible....”

2.4 In 2009, based on recommendations from this Task Force, APANPIRG adopted conclusion 20/54 urging States to recognise the current equipage methodologies thereby limiting the administrative burden on airlines and regulators alike.

2.5 In 2010, this was strengthened further with the adoption of the following APANPIRG conclusions:

**Conclusion 21/39 – Template for promulgation of ADS-B Avionics Equipage Requirements**

That, based on APANPIRG Conclusion 20/54, States intending to implement ADS-B based surveillance service for a defined airspace and having not published regulations be urged to promulgate mandating rule for ADS-B Avionics Equipage Requirements as soon as possible using the following template:

*On and after dd/mm/yyyy, if an aircraft operates on airways (insert routes).....at or above FLXXX.....(or in defined airspace boundaries ..... at or above FLXXX):*

*a) the aircraft must carry serviceable ADS-B transmitting equipment that has been certificated as meeting EASA AMC 20-24, or meets the equipment configuration standards in Appendix XI of Civil Aviation Order 20.18 of the Civil Aviation Safety Authority of Australia; and*

*b) the aircraft operator must have the relevant operational approval from the State of Registry.*

**Conclusion 21/40 – Guidelines for Airworthiness and Operational Approval for ADS-B Avionics Equipage**

*That, States be advised to use the guidelines provided in **Appendix P** to the Report on Agenda Item 3.4 for Airworthiness and Operational Approval for ADS-B Out Avionics Equipage.*

2.6 States within Asia Pacific now have all the necessary guidance to promulgate their equipage requirements.

2.7 It is vital for any State with plans to implement ADS-B surveillance before 2020 to publish their equipage requirements as soon as possible to not only comply with earlier APANPIRG conclusions but also to provide airlines the necessary equipage requirements to complete their planning.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

3.1.1 Note the information contained within this paper.

3.1.2 Urge States with near term implementation plans for ADS-B surveillance (before 2020) to publish their equipage requirements as soon as possible in alignment with the APANPIRG conclusions.

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