International Civil Aviation Organization

FIFTEENH MEETING OF THE ADS-B STUDY AND IMPLEMENTATION TASK FORCE (ADS-B SITF/15)

Bangkok, Thailand, 18 - 20 April 2016

Agenda Item 4: Review States' activities and interregional issues on implementation of ADS-B and multilateration

ADS-B IMPLEMENTATION PLAN OF LAO PDR

(Presented by Lao PDR)

SUMMARY

This paper presents the ADS-B implementation in Lao PDR.

1. INTRODUCTION

1.1 Civil Aviation Master Plan of Lao PDR for New CNS/ATM Systems implementation for the year 2010 to 2025, in the long term view from 2016-2025 highlighted the introduction of ADS-B with due consideration upon the aim of strengthening surveillance functions for en-route or elimination of air traffic control blind area in non-radar International Airport and cost benefit due to the geographical of Lao territory is continental area with mostly high mountain especially in the northern part.

1.2 After the ADS-B technology rapidly take most advantage over current Radar systems and globally implemented, Department of Civil Aviation Lao have decided to install ADS-B ground stations base on the Regional and Global Air Navigation Plan for the purpose of evaluation and to implement in the non-radar International Airports surrounded by mountains and for the backup to the Radar system for the FIR.

2. DISCUSSION

2.1 Currently Vientiane FIR above FL 290 have full coverage of 4 MSSR Ground stations (2 Mode A/C and 2 Mode S Ground stations) in 2016-2017 the existing 2 Mode A/C Radar ground stations will be replaced with Mode S ground stations.

2.2 Lao PDR's government has contracted with sub-contractor of European company and completed the installation of 2 ADS-B Ground stations and also integrated with up to date ATC automation systems in the year 2015 and plan to have additional 3 ground ADS-B stations locate in the existing Radar sites to have full coverage of Vientiane FIR by the year 2016 to 2017 and will also integrate with ATC automation system.

2.3 The installed Ground ADS-B stations, is compliant with EUROCAE ED-102A same as RTCA DO-260B.

2.4 The Ground ADS-B Data is integrated to ATC automation system and fused with Radar data but still under the process on how to evaluate and certify, such as system certification, safety assessment case and regulation before mandate for ATC operation in specific air-route, etc.

3. ACTION REQUIRED BY THE MEETING

3.1 The meeting is invited to:

a) note the information contained in this papers; and

b) request the meeting to provide useful information base on their experience in the implementation of ADS-B over radar coverage Area and non-radar coverage base on ICAO Doc ADSB_AIGD7.

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