



International Civil Aviation Organization

**FIFTEENTH 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 inter-regional issues on implementation of
ADS-B and Multilateralism**

ADSB PROCUREMENT PROCESS

(Presented by Airways New Zealand)

SUMMARY

This paper presents an outline of Airways ADS-B Implementation plans and associated ADS-B procurement process.

1. INTRODUCTION

1.1 As indicated in 2015, to meet the surveillance strategy outlined in the New Zealand Government's aviation strategy New Southern Sky (NSS), Airways has undertaken an ADS-B procurement process to provide ADS-B as the MAIN SURVEILLANCE source prior to the current radar surveillance systems reaching the end of their operational life at the end of 2021.

2. DISCUSSION

ADS-B Procurement Process

2.1. The Airways procurement process involved two phases:

2.1.1. Phase 1 based on a Request for Information (RFI) document, which included an option for vendors to participate in a field trial, and

2.1.2. Phase 2 based on a Request for Procurement or Price (RFP) document

2.2. Information obtained from both the RFI review and the ADS-B field trial was used to produce the final RFP document.

2.3. A total of five vendors participated in the RFI process, of which four agreed to participate in the local trial. The one month trial involved:

2.3.1. Siting of equipment (ground station and antennae) at Sugar Loaf 43 36 05 S 172 38 58 E, altitude 1620ft (approximately 7.55nm from Airways offices)

- 2.3.2. Recording and review of data on a daily basis
- 2.3.3. Providing feedback to vendors to resolve issues noted
- 2.3.4. Feedback of requirements into the RFP document
- 2.4. Issues identified in the trial included:
 - 2.4.1. Differences in vendor interpretation and encoding of Asterix requirements, both mandatory and optional
 - 2.4.2. Differences in what Asterix messages, both mandatory and optional, vendors provide.
 - 2.4.3. The capability of the different equipment, specifically within the New Zealand environment, including:
 - 2.4.3.1. Range
 - 2.4.3.2. Receiver capability
 - 2.4.3.3. Maintenance, including remote maintenance and access
 - 2.4.3.4. Lower level system access for engineering and technical staff to modify and maintain the system locally.
- 2.5. A total of five vendors were asked to participate in the RFP process. Of these, two entered the final evaluation process from which a final recommendation was made. This now lies with the Airways board for ratification in May 2016. Once board approval is received contract negotiations will commence with the preferred vendor.

3. ACTION REQUIRED BY THE MEETING

- 3.1 The meeting is invited to:
 - a) Note the information contained in this papers; and
 - b) Discuss any relevant matters as appropriate.
