International Civil Aviation Organization



Fourteenth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/14)

Bangkok, Thailand, 4-8 August 2003

Agenda Item 4: Deficiencies in the Air Navigation Fields

CARRIAGE OF PRESSURE-ALTITUDE REPORTING TRANSPONDERS

(Presented by IATA)

SUMMARY

This working paper presents IATA's perspective on the critical safety nature of the carriage of Pressure-Altitude Reporting Transponders.

1. **INTRODUCTION & DISCUSSION**

1.1 The meeting will recall that from 1 January 2003, Annex 6 requires that all aircraft shall be equipped with a pressure-altitude reporting transponder or not share airspace used by aircraft fitted with airborne collision avoidance systems. The Standard was developed so that aircraft fitted with ACAS would be operated in airspace where all other aircraft, within the defined parameters of the ACAS system logic, would be visible to the ACAS equipped aircraft. Many states have either not responded to the Annex 6 requirement or have notified a Difference to this Standard. In addition, many States have not re-classified their airspace to ensure compliance.

1.2 Some operators, who operate continuously outside of radar coverage have resisted fitting pressure-altitude reporting transponders due to the cost. If the original safety objective is to be achieved then these aircraft must not be permitted to operate in airspace where aircraft required to be equipped with ACAS operate.

1.3 The carriage of pressure-altitude reporting transponders is, in the opinion of IATA, a fundamental safety requirement.

2. ACTION BY APANPIRG/14

- 2.1 IATA requests APANPIRG to:
 - a) Identify States which have not implemented the Annex 6 Standard that all aircraft shall be equipped with a pressure-altitude reporting transponder or not share airspace used by aircraft fitted with airborne collision avoidance systems, and;
 - b) Record any non-implementation as a Deficiency.
