



International Civil Aviation Organization

CNS/MET SG/7 and CNS/ATM/IC SG/10

Bangkok, Thailand, 15 – 21 July 2003

Agenda Item 5: Radio Navigation Aids

Agenda Item 15: Review and update the ASIA/PAC Regional Plan for the CNS/ATM systems

ATM DEVELOPMENTS IN AUSTRALIA AND PAPUA NEW GUINEA

(Presented by Australia and Papua New Guinea)

SUMMARY

This paper provides an update on some of the ATM activities in Australia and Papua New Guinea.

1. INTRODUCTION

1.1 Since the last CNS/ATM/IC/SG meeting, Australia and Papua New Guinea have undertaken a number of ATM and GNSS projects. This paper highlights the outcomes from some of that work.

2. DISCUSSION

2.1 The Australian Strategic ATM Group, (now known as ASTRA), consisting of the Australian industry, Airservices, the Civil Aviation Safety Authority, the Department of Transport and Regional Services and Defence, have continued their collaborative efforts in the development of a second version of the ATM Strategic Plan and its accompanying sub-plans. This latest version of the Plan is expected to be formally launched by the Deputy Prime Minister at the Safe Skies Conference in Canberra 18th-19th September 2003. On the 17th September a full day workshop on the Plan will be held and overseas participants have been invited to attend this strategic planning forum.

2.2 Included in the overall Plan as Volume III is the Communication, Navigation and Surveillance Plan. This includes the expected transition to GNSS based navigation as well as increasing the use of ADS-B for surveillance.

2.3 Once finalized the plan will be available on the following web site: www.astra.aero.

2.4 In recognition of the APANPIRG recommendation that new GNSS standards should be based on the FAA TSO C145/6 receiver standard the ASTRA group is undertaking a research project to confirm the findings of previous theoretical studies and determine the operational issues associated with using this receiver to provide GNSS navigation in Australia domestic airspace. This study will include using a GPS simulator to test various fault and interference scenarios as well as flight-testing to examine human factor issues and operational use approvals. The study will also examine the operational use of the US SBAS signal from the WAAS, which is expected to be declared operational in July 2003.

2.5 An AusAID funded US DoT study in Papua New Guinea in 2001, recommended that the country transition domestic air transport operations to full GNSS using the TSO C145/6 receivers. Now that these receivers have been certified and are available, the PNG CAA, in conjunction with the industry, has decided to accept the DOT study findings. A project is being developed, with AusAID assistance, to move domestic IFR navigation in PNG to GNSS by 2006. Selected airports will retain conventional ground based aids including ILS and VOR/DME to support international operations.

3. **RECOMMENDATION**

3.1 That the meeting:

1. Note the contents of the paper.
2. Recognise the availability of TSO C145/6 GNSS receivers.
3. Incorporate the contents of the various state plans into the Regional CNS/ATM Plan when available.

* * *

Contact:
Ian Mallett
Head of Aerodrome and CNS/ATM Standards
CASA
Email: ian.mallett@casa.gov.au