



## **International Civil Aviation Organization Asia and Pacific Office**

# **ADS-B Implementation and Operations Guidance Document**

**Edition 0.4**

**July 2005**

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## TABLE OF CONTENTS

<b>1.</b>	<b>INTRODUCTION.....</b>	<b>6</b>
1.1	Arrangement of the AIGD .....	6
1.2	Document History and Management .....	6
1.3	Copies .....	7
1.4	Changes to the AIGD.....	7
1.5	Editing conventions .....	7
1.6	AIGD Request for Change Form .....	8
1.7	Amendment Record .....	9
<b>2.</b>	<b>ACRONYM LIST 7 GLOSSARY OF TERMS .....</b>	<b>10</b>
2.1	Acronym List .....	10
2.2	Glossary of Terms.....	11
<b>3.</b>	<b>SYSTEM INTEGRITY AND MONITORING .....</b>	<b>12</b>
3.1	Introduction.....	12
3.2	Personnel Licensing and Training .....	12
3.3	Reference Documents .....	12
3.4	System Performance Criteria for an ATC separation service .....	13
3.5	ATC system validation .....	13
	3.5.1 Safety Assessment Guidelines .....	13
	3.5.2 System safety assessment .....	13
	3.5.3 Integration test .....	14
	3.5.4 ATS Operation Manuals .....	14
	3.5.5 ATS System Integrity .....	14
3.6	System Monitoring .....	14
	3.6.1 Problem Reporting System (PRS) .....	15
	3.6.2 The monitoring process .....	15
	3.6.3 Distribution of confidential information .....	15
	3.6.4 ADS-B problem reports .....	15
	3.6.5 ADS-B periodic status report.....	16
	3.6.6 Processing of Reports .....	16
3.7	APANPIRG .....	16
3.8	Local Data Recording and Analysis .....	17
	3.8.1 Data recording.....	17
	3.8.2 Local data collection .....	17

3.9	ADS-B Problem Report .....	18
3.9.1	Report Form.....	18
3.9.2	Description of Fields.....	19
3.10	ADS-B Performance Report Form.....	20
<b>4.</b>	<b>ADS-B DATA .....</b>	<b>21</b>
<b>5.</b>	<b>ADS-B PROCEDURES .....</b>	<b>22</b>
5.1	Introduction.....	22
5.2	Factors to be considered when using ADS-B .....	22
5.2.1	Use of ADS-B Level data .....	22
5.2.2	Position Reporting Performance .....	22
5.2.3	GNSS Integrity Prediction Service .....	22
5.2.4	Sharing of ADS-B Data .....	23
5.3	Reporting Rates .....	23
5.3.1	General .....	23
5.4	Separation .....	23
5.4.1	General .....	23
5.4.2	Identification Methods.....	24
5.4.3	ADS-B Separation .....	24
5.4.4	Vertical tolerance standard .....	24
5.4.4.1	Introduction.....	24
5.4.4.2	Vertical tolerance standard.....	24
5.4.4.3	Verification on ADS-B level information .....	24
5.5	Air Traffic Control Clearance Monitoring.....	24
5.5.1	General .....	24
5.5.2	Deviation from ATC clearances .....	25
5.6	Alerting service .....	25
5.7	Position Reporting .....	25
5.7.1	Pilot position reporting requirements in ADS-B coverage .....	25
5.7.2	Meteorological reporting requirement in ADS-B airspace .....	25
5.8	Phraseology.....	25
5.8.1	Phraseology standard.....	25

5.9	Flight Planning.....	26
5.9.1	ADS-B Flight Planning Requirement – Flight Identity .....	26
5.9.2	ADS-B Flight Planning Requirements.....	27
	5.9.2.1 Flight Notification .....	27
	5.9.2.2 Aircraft Address (24 bit Code) .....	27
<b>6.</b>	<b>EMERGENCY PROCEDURES.....</b>	<b>28</b>
<b>7.</b>	<b>ADS-B IMPLEMENTATION .....</b>	<b>29</b>
7.1	Introduction .....	29
	7.1.1 Planning .....	29
	7.1.2 Implementation team to ensure international coordination.....	29
	7.1.3 System compatibility .....	29
	7.1.4 Integration.....	30
7.2	Implementation checklist .....	31
	7.2.1 Introduction.....	31
	7.2.2 Activity Sequence .....	31
	7.2.3 Concept Phase.....	31
	7.2.4 Design Phase.....	32
	7.2.5 Implementation Phase.....	33

## **1. INTRODUCTION**

This ADS-B Implementation and Operations Guidance Document (AIGD) provides guidance material for the implementation and operational application of ADS-B technology in the Asia and Pacific Regions.

The procedures and requirements for ADS-B operations are detailed in the relevant States' AIP. The AIGD is intended to provide key information on ADS-B performance, integration, principles, procedures and collaboration mechanisms.

The content is based upon the work to date of the APANPIRG ADS-B Study and Implementation Task Force (SITF) and various ANC Panels developing provisions for the operational use of ADS-B. It should be noted that this edition of the document has been produced ahead of anticipated amendments to PANS-ATM (Doc 4444) and Annexes 2, 4, 11 and 15 to the convention. It is therefore likely that some amendment to the guidance material will be required as SARPs and PANS are published.

### **1.1 ARRANGEMENT OF THE AIGD**

The AIGD consists of the following Parts:

Section 1	Introduction and Document Management
Section 2	Acronyms
Section 3	System Integrity and Monitoring
Section 4	ADS-B Data Message Set
Section 5	ADS-B Procedures
Section 6	Emergency and Non-Routine Procedures
Section 7	ADS-B Implementation
Section 8	Endnotes

### **1.2 DOCUMENT HISTORY AND MANAGEMENT**

This document is managed by the APANPIRG. It was introduced as draft to the first Working Group meeting of the ADS-B SITF in Singapore in October 2004, at which it was agreed to develop the draft to an approved working document that provides implementation guidance for States. The first edition was presented to APANPIRG for adoption in August 2005. It is intended to supplement SARPs, PANS and relevant provisions contained in ICAO documentation and it will be regularly updated to reflect evolving provisions.

### **1.3 COPIES**

Paper copies of this AIGD are not distributed. The controlled copy can be found at the following web site: <http://www.icao.int/apac/edocs/>

Copy may be freely downloaded from the web site, or by emailing APANPIRG through the ICAO Asia and Pacific Regional Office who will send a copy by return email.

### **1.4 CHANGES TO THE AIGD**

Whenever a user identifies a need for a change to this document, a Request for Change (RFC) Form (see Section 1.6 below) should be completed and submitted to APANPIRG through the ICAO Asia and Pacific Regional Office.

When an RFC has been approved by a meeting of the ADS-B Study and Implementation Task Force then a new version of the AIGD will be published, with the changes marked by an “|” in the margin, and an endnote indicating the relevant RFC, so a reader can see the origin of the change. If the change is in a table cell, the outside edges of the table will be highlighted; e.g.:

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In those cases where a change is initiated by the editor and relates to document format rather than functional content, the change may not have an associated RFC, but the change will be marked and annotated in the same way.

### **1.5 EDITING CONVENTIONS**

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## RFC Nr:

**1. SUBJECT:**

### 3. DESCRIPTION OF PROPOSAL: [expand / attach additional pages if necessary]

#### 4. REFERENCE(S):

## 5. PERSON INITIATING:

DATE: \_\_\_\_\_

**ORGANISATION:**

**TEL/FAX/EMAIL:**

## 6. CONSULTATION Organization

**RESPONSE DUE BY DATE:**

Name

### Agree/Disagree

Date \_\_\_\_\_

## 7. ACTION REQUIRED:

## 8. AIGD EDITOR

**DATE REC'D:**

## 9. FEEDBACK PASSED

DATE: \_\_\_\_\_



## 1.7 AMENDMENT RECORD

Amendment Number	Date	Amended by	Comments
0.1	24 December 2004	W Blythe H Anderson	Modified draft following contributions from ADS-B SITF Working Group members. Incorporated to TF/3 Working paper #3.
0.2 (1.0)	24 March 2005	H Anderson	Final draft prepared at ADS-B SITF WG/3
0.3 (1.1)	03 June 2005	Nick King	Amendments following SASP WG/WHL meeting of May 2005.
0.4	15 July 2005	CNS/MET SG/9	Editorial changes made

## **2. ACRONYM LIST & GLOSSARY OF TERMS**

### **2.1 ACRONYM LIST**

ACID	Aircraft Identification
ADS-B	Automatic Dependent Surveillance - Broadcast
AIGD	ADS-B Implementation and Operations Guidance Document
AIP	Aeronautical Information Publication
AIT	ADS-B Implementation Team
AMSL	Above Mean Sea Level
APANPIRG	Asia/Pacific Air Navigation Planning and Implementation Regional Group
ARINC	Aeronautical Radio Incorporated
ATC	Air Traffic Control (or Air Traffic Controller)
ATM	Air Traffic Management
ATS	Air Traffic Services
ATSP	ATS Provider
ATSU	ATS unit
CNS	Communications, Navigation, Surveillance
CRC	Cyclic Redundancy Check
CDTI	Cockpit Display Traffic Information
DAIW	Danger Area Infringement Warning
FIR	Flight Information Region
FLTID	Flight Identification
FMS	Flight Management System
FOM	Figure of Merit used in ASTERIX messaging
GPS	Global Positioning System (USA)
HPL	Horizontal Protection Level
ICAO	International Civil Aviation Organization
MSAW	Minimum Safe Altitude Warning
MTBF	Mean Time Between Failures
MTCA	Medium Term Conflict Alert
MTTR	Mean Time To Restore
NAC	Navigation Accuracy Category
NIC	Navigation Integrity Category
PRS	Problem Reporting System
RAI	Restricted Area Intrusion
RAM	Route Adherence Monitoring
RAIM	Receiver Autonomous Integrity Monitoring
RFC	Request for Change
RNP	Required Navigation Performance
SIL	Surveillance Integrity Level
SITF	Study and Implementation Task Force
STCA	Short Term Conflict Alert

## 2.2 GLOSSARY OF TERMS

ADS-B In (Air-Air surveillance service)	An ADS-B system feature that enables the display of real time ADS-B tracks on a situation display in the aircraft cockpit.
ADS-B Out (Air-Ground surveillance service)	An ADS-B system feature that enables the frequent broadcast of accurate aircraft position and vector data together with other information.
ASTERIX 21	EUROCONTROL standard format for data message exchange
FOM (Figure of Merit)	A numeric value that is used to determine the accuracy and integrity of associated position data.
HPL (Horizontal Position Limit)	The containment radius within which the true position of the aircraft will be found for 95% of the time (See DO229c).
NAC (Navigational Accuracy Category)	Subfield used to announce the 95% accuracy limits for the horizontal position data being broadcast.
NIC (Navigational Integrity Category)	Subfield used to specify the containment radius integrity associated with horizontal position data.
NUCp ( Navigation Uncertainty Category)	A numeric value that announces the integrity of the associated horizontal position data being broadcast.
SIL (Surveillance Integrity Level)	Subfield used to specify the probability of the true position lying outside the containment radius defined by NIC without being alerted.

### **3. SYSTEM INTEGRITY AND MONITORING**

#### **3.1 INTRODUCTION**

The Communications, Navigation, Surveillance and Air Traffic Management (CNS/ATM) environment is an integrated system including physical systems (hardware, software, and communication networks), human elements (pilots and controllers), and the procedures for use by pilots and controllers. ADS-B is a surveillance system that is may be integrated with other surveillance technologies or may also operate as an independent source for surveillance monitoring within the CNS/ATM system.

Because of the integrated nature of such system and the degree of interaction among its components, comprehensive system monitoring is recommended. The procedures described in this section aim to ensure system integrity by validation, identification, reporting and tracking of possible problems revealed during system monitoring.

These procedures do not replace the ATS incident reporting procedures and requirements, as specified in PANS-ATM (Doc 4444), Appendix 4; ICAO's Air Traffic Services Planning Manual (Doc 9426), Chapter 3; or applicable State regulations, affecting the reporting responsibilities of parties directly involved in a potential ATS incident.

#### **3.2 PERSONNEL LICENSING AND TRAINING**

Prior to operating any element of the ADS-B system operational and technical personnel shall undertake appropriate training as determined by the States, including compliance with the Convention on International Civil Aviation where applicable.

Notwithstanding the above requirement and for the purposes of undertaking limited trials of the ADS-B system, special arrangements may be agreed between the operator and an Air Traffic Services Unit (ATSU).

#### **3.3 REFERENCE DOCUMENTS**

<b>Id</b>	<b>Name of the document</b>	<b>Reference</b>	<b>Date</b>	<b>Origin</b>	<b>Domain</b>
1					
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#### **3.4 SYSTEM PERFORMANCE CRITERIA FOR AN ATC SEPARATION SERVICE**

A number of States have started to introduce ADS-B for the provision of Air Traffic Services, including ‘radar-like’ separation. The ICAO Separation and Airspace Safety Panel (SASP) has been assessing the suitability of ADS-B for various applications using a comparative assessment methodology and, together with the ICAO Operational Data Link Panel (OPLINKP), is drawing on the experience of early implementers to develop operational provisions. It is anticipated that PANS-ATM (Doc 4444) will be amended to include ADS-B separation minima in 2007.

States intending to introduce ADS-B separation minima not published in PANS-ATM or Regional Supplementary Procedures (Doc 7030) should comply with the provisions of Annex 11 paragraph 3.4.1. States should adopt the guidelines contained in this document unless conformance with PANS-ATM specifications requires change.

### **3.5 ATC SYSTEM VALIDATION**

#### **3.5.1 Safety Assessment Guidelines**

To meet system integrity requirements, States should conduct a validation process that confirms the integrity of their equipment and procedures. Such processes shall include:

- a) A system safety assessment for new implementations is the basis for definitions of system performance requirements. Where existing systems are being modified to utilize additional services, the assessment demonstrates that the ATS Provider’s system will meet safety objectives.
- b) Integration test results confirming interoperability for operational use of airborne and ground systems; and
- c) Confirmation that the ATS Operation Manuals are compatible with those of adjacent providers where the system is used across a common boundary.

#### **3.5.2 System safety assessment**

The objective of the system safety assessment is to ensure the State that introduction and operation of ADS-B is safe. This can be achieved through application of the provisions of Annex 11 paragraph 2.26 and PANS-ATM Chapter 2. The safety assessment should be conducted for initial implementation as well as any future enhancements and should include:

- a) Identifying failure conditions;
- b) Assigning levels of criticality;
- c) Determining risks/ probabilities for occurrence; and
- d) Identifying mitigating measures.
- e) Categorising the degree of acceptability of risks.
- f) Operational hazard ID process

Following the safety assessment, States should institute measures to offset any identified failure conditions that are not already categorized as acceptable. This should be done to reduce the probability of their occurrence to an acceptable level. This could be accomplished through automation or procedures.

#### **3.5.3 Integration test**

States should conduct trials with suitably equipped aircraft to ensure they meet the operational and technical requirements. To provide an ATS alternatively, they may be satisfied by test results and analysis conducted by another State or organisation deemed competent to provide such service. Where this process is followed, the tests conducted by another State or organisation should be comparable (i.e. using similar equipment under similar conditions).Reference to Doc9689

#### **3.5.4 ATS Operation Manuals**

States should coordinate with adjacent States to confirm that their ATS Operation Manuals contain standard operating procedures to ensure harmonization of procedures that impact across common boundaries.

#### **3.5.5 ATS System Integrity**

With automated ATM control systems, data changes, software upgrades, and system failures can affect adjacent units. States shall ensure that:

- a) A conservative approach is taken to manage any changes to the system.
- b) Aircrew, aircraft operating companies and adjacent ATSU(s) are notified of any planned system changes in advance, where that system is used across a common boundary.
- c) ATSUs have verification procedures in place to ensure that following any system changes, displayed data is both correct and accurate.
- d) In cases of system failures or where upgrades (or downgrades) or other changes may impact surrounding ATS units, ATSUs should have a procedure in place for timely notification to adjacent units. Such notification procedures will normally be detailed in Letters of Agreement between adjacent units.
- e) ADS-B surveillance data is provided with equal to or better level of protection and security than existing surveillance radar data.

### **3.6 SYSTEM MONITORING**

During the initial period of implementation of ADS-B technology, routine collection of data is necessary in order to ensure that the system continues to meet or exceed its performance, safety and interoperability requirements, and that operational service delivery and procedures are working as intended. The monitoring program is a two-fold process. First, summarised statistical data should be produced periodically showing the performance of the system. This is accomplished through ADS-B Periodic Status Reports. In addition, as problems or abnormalities arise, they should be identified, tracked, analyzed and corrected and information disseminated as required, utilizing the ADS-B Problem Report.

#### **3.6.1 Problem Reporting System (PRS)**

The Problem Reporting System is tasked with the collection, storage and regular dissemination of data based on reports received from ADS-B SITF members. The PRS tracks problem reports and publish information from those reports to ADS-B SITF members. Problem resolution is the responsibility of the appropriate ADS-B SITF members.

The PRS Administrator shall:

- a) prepare consolidated problem report summaries for each ADS-B SITF meeting;
- b) collect and consolidate ADS-B Problem Reports; and
- c) maintain a functional website (with controlled access) to manage the problem reporting function.

### **3.6.2 The monitoring process**

When problems or abnormalities are discovered, the initial analysis should be performed by the organization(s) identifying the problem. In addition, a copy of the problem report should be entered in to the PRS which will assign a tracking number. As some problems or abnormalities may involve more than one organization, the originator should be responsible for follow-up action to rectify the problem and forward the information to the PRS. It is essential that all information relating to the problem is documented and recorded and resolved in a timely manner.

The following groups should be involved in the monitoring process and problem tracking to ensure a comprehensive review and analysis of the collected data:

- a) ATS Providers;
- b) Organizations responsible for ATS system maintenance (where different from the ATS provider);
- c) Relevant State regulatory authorities;
- d) Communication Service Providers being used;
- e) Aircraft operators; and
- f) Aircraft and avionics manufacturers.

### **3.6.3 Distribution of confidential information**

It is important that information that may have an operational impact on other parties be distributed by the authorised investigator to all authorised groups that are likely to be affected, as soon as possible. In this way, each party is made aware of problems already encountered by others, and may be able to contribute further information to aid in the solution of these problems. The default position is that all states agree to provide the data which will be de-identified for reporting and record keeping purposes.

### **3.6.4 ADS-B problem reports**

Problem reports may originate from many sources, but most will fall within two categories; reports based on observation of one or more specific events, or reports generated from the routine analysis of data. The user would document the problem, resolve it with the appropriate party and forward a copy of the report to the PRS for tracking and distribution. While one occurrence may appear to be an isolated case, the receipt of numerous similar reports by the PRS could indicate that an area needs more detailed analysis.

To effectively resolve problems and track progress, the problem reports should be sent to the nominated point of contact at the appropriate organisation and the PRS. The resolution of the identified problems may require:

- a) Re-training of system operators, or revision of training procedures to ensure compliance with existing procedures;
- b) Change to operating procedures;
- c) Change to system requirements, including performance and interoperability; or
- d) Change to system design.

### **3.6.5 ADS-B periodic status report**

The ATS Providers should complete the ADS-B Periodic Status Report annually and deliver the report to the regional meeting of the ADS-B SITF. The Periodic Status Report should give an indication of system performance and identify any trend in system deficiencies, the resultant operational implications, and the proposed resolution, if applicable.

Communications Service Providers, if used, are also expected to submit Periodic Status Reports on the performance of the networks carrying ADS-B data at the annual regional meeting of the ADS-B SITF. These reports could also contain the details of planned or current upgrades to the network.

### **3.6.6 Processing of Reports**

Each group in the monitoring process should nominate a single point of contact for receipt of problem reports and coordination with the other parties. This list will be distributed by the PRS Administrator to all parties to the monitoring process.

Each State should establish mechanisms within its ATS Provider and regulatory authority to:

- a) Assess problem reports and refer them to the appropriate technical or operational expertise for investigation and resolution;
- b) Coordinate with aircraft operators;
- c) Develop interim operational procedures to mitigate the effects of problems until such time as the problem is resolved;
- d) Monitor the progress of problem resolution;
- e) Prepare a report on problems encountered and their operational implications and forward these to the PRS;
- f) Prepare the ADS-B periodic status report at pre-determined times and forward these to the Secretary of the annual meeting of the ADS-B SITF; and
- g) Coordinate with any Communication Service Providers used.

## **3.7 APANPIRG**

APANPIRG shall oversee the monitoring process to ensure the ADS-B system continues to meet its performance and safety requirements, and that operational procedures are working as intended. The APANPIRG'S objectives are to:

- a) review Periodic Status Reports and any significant Problem Reports;
- b) highlight successful problem resolutions to ADS-B SITF members;
- c) monitor the progress of outstanding problem resolutions;



- d) prepare summaries of problems encountered and their operational implications; and
- e) assess system performance based on information in the PRS and Periodic Status Reports.

### **3.8 LOCAL DATA RECORDING AND ANALYSIS**

#### **3.8.1 Data recording**

It is recommended that ATS Providers and Communication Service Providers retain the records defined below for at least 30 days to allow for accident/incident investigation processes. These records should be made available on request to the relevant State safety authority. Where data is sought from an adjacent State, the usual State to State channels should be used.

These recordings shall be in a form that permits a replay of the situation and identification of the messages that were received by the ATS system.

#### **3.8.2 Local data collection**

ATS providers and communications service providers should identify and record ADS-B system component failures that have the potential to negatively impact the safety of controlled flights or compromise service continuity.

### 3.9.1 Report Form

3.9.1 Report Form			PRS #
Date UTC		Time UTC	
Registration		Aircraft ID	
Flight ID		ICAO 24 Bit Code	
Aircraft Type			
Flight Sector/ Location			
ATS Unit			
Description / additional information			
Originator		Originator Reference	
Organization			

### 3.9.2 Description of Fields

Field	Meaning
Number	A unique identification number assigned by the PRS Administrator to this problem report. Organizations writing problem reports are encouraged to maintain their own internal list of these problems for tracking purposes. Once the problems have been reported to the PRS and incorporated in the database, a number will be assigned by the PRS and used for tracking by the ADS-B SITF.
Date UTC	UTC date when the event occurred.
Time UTC	UTC time (or range of times) at which the event occurred.
Registration	Registration number (tail number) of the aircraft involved.
Aircraft ID (ACID)	Coded equivalent of voice call sign as entered in FPL Field 7.
ICAO 24 Bit Code	Unique aircraft address expressed in Hexadecimal form (e.g. 7432DB)
Flight ID (FLTID)	The identification transmitted by ADS-B for display on a controller situation display or a CDTI.
Flight Sector/Location	The departure airport and destination airport for the sector being flown by the aircraft involved in the event. These should be the ICAO identifiers of those airports. Or if more descriptive, the location of the aircraft during the event.
Originator	Point of contact at the originating organization for this report (usually the author).
Aircraft Type	The aircraft model involved.
Organization	The name of the organization (airline, ATS provider or communications service provider) that created the report.
ATS Unit	ICAO identifier of the ATC Center or Tower controlling the aircraft at the time of the event.
Description	<p>This should provide as complete a description of the situation leading up to the problem as is possible. Where the organization reporting the problem is not able to provide all the information (e.g. the controller may not know everything that happens on the aircraft), it would be helpful if they would coordinate with the other parties to obtain the necessary information.</p> <p>The description should include:</p> <ul style="list-style-type: none"> <li>A complete description of the problem that is being reported</li> <li>The route contained in the FMS and flight plan</li> <li>Any flight deck indications</li> <li>Any indications provided to the controller when the problem occurred</li> <li>Any additional information that the originator of the problem report considers might be helpful but is not included on the list above</li> </ul> <p>If necessary to contain all the information, additional pages may be added. if the originator considers it might be helpful, diagrams and other additional information (such as printouts of message logs) may be appended to the report.</p>

<b>3.10 ADS-B PERFORMANCE REPORT FORM</b>			
<b>Originating Organization</b>			
<b>Date of submission</b>		<b>Originator</b>	
<b>Report Period</b>			
<b>TECHNICAL ISSUES</b>			
<b>OPERATIONAL ISSUES</b>			
<b>GENERAL COMMENTS</b>			

#### **4. ADS-B DATA**

The Eleventh ICAO Air Navigation Planning Conference recommended that States recognize ADS-B as an enabler of the global ATM concept bringing substantial safety and capacity benefits; support the cost-effective early implementation of it; and ensuring it is harmonized, compatible and interoperable with operational procedures, data linking and ATM applications.

APANPIRG has decided to use 1090MHz Extended Squitter data link for ADS-B data exchange in the Asia and Pacific Regions. In the longer term an additional link type may be required.

ADS-B data requirements for aircraft transmissions are contained in Annex 10 Vol IV. ADS-B data requirements for ground-ground messaging shall be determined by States. International exchange of ground-ground messaging should use ASTERIX 21 Version 0.23 format.

## **5. ADS-B PROCEDURES**

### **5.1 INTRODUCTION**

ADS-B involves the transmission of specific data messages from aircraft and vehicle systems. These data messages are broadcast at approximately 0.5 second intervals and received at compatible ground stations that relay these messages to ATSU(s) for presentation on ATS situation displays. The following procedures relate to the use of ADS-B data in ATS ground surveillance applications.

The implementation of the ADS-B system will support the provision of high performance surveillance, enhancing flight safety, facilitating the reduction of separation minima and supporting user demands such as user-preferred trajectories.

### **5.2 FACTORS TO BE CONSIDERED WHEN USING ADS-B**

#### **5.2.1 Use of ADS-B Level data**

The accuracy and integrity of pressure altitude derived level information provided by ADS-B are equivalent to Mode C level data provided through an SSR sensor and subject to the same operational procedures as those used in an SSR environment. Where the ATM system converts ADS-B level data to display metric equivalent level data, the displayed data should not be used to determine vertical separation until the data is verified by comparison with a pilot reported metric level.

#### **5.2.2 Position Reporting Performance**

The ADS-B data from the aircraft will include a NUC/NIC/SIL categorization of the accuracy and integrity of the horizontal position data. This figure is determined from NIC/ NAC/ SIL values for DO260A compliant avionics and NUC values for DO260/ED102 compliant avionics.

In general, if the NUC is less than 5 (or NIC is less than 6, or SIL is less than 2) the data is unlikely to be of comparable quality to that provided by a single monopulse SSR. ADS-B data should not be used for separation unless a suitable means of determining data integrity is used.

ADS-B reports with low integrity may be presented on situation displays, provided the controller is alerted (e.g. by a change in symbology and/or visual alert) to the change and the implications for the provision of separation. An ANS Provider may elect not to display ADS-B tracks that fail to meet a given position reporting performance criterion.

#### **5.2.3 GNSS Integrity Prediction Service**

Early implementations of ADS-B are expected to use GNSS for position determination. As such, availability of GNSS data has a direct influence on the provision of a surveillance service.

ATS Providers may elect to use a GNSS integrity prediction service to assist in determining the future availability of useable ADS-B data. The integrity prediction service alerts users to potential future loss or degradation of the ADS-B service in defined areas. When these alerts are displayed, the system is indicating to its users that at some time in the future the ADS-B positional data may be inadequate to support the application of ADS-B separation. It is recommended that the prediction service is made available to each ATSU that is employing ADS-B to provide a separation service, to ensure that air traffic controllers are alerted in advance of

any predicted degradation of the GNSS service and the associated reduction in their ability to provide ADS-B separation to flights that are within the affected area. This is similar to having advance warning of a planned radar outage for maintenance.

ADS-B should not be used to provide separation between aircraft that will be affected by an expected period of inadequate position reporting integrity.

If an unpredicted loss of integrity occurs (including a RAIM warning report from aircrew) then;

- (a) ADS-B separation should not be applied by ATC to the particular aircraft reporting until the integrity has been assured; and
- (b) The controller should check with other aircraft in the vicinity of the aircraft reporting the RAIM warning, to determine if they have also been affected and establish alternative forms of separation if necessary.

#### **5.2.4 Sharing of ADS-B Data**

Member States should consider the benefits of sharing ADS-B data received from aircraft operating in the proximity of their international airspace boundaries with adjacent States that have compatible technology in an effort to maximize the service benefits and promote operational safety. Any agreement on the sharing of surveillance data should be incorporated in Letters of Agreement between the States concerned.

### **5.3 Reporting Rates**

#### **5.3.1 General**

The ADS-B system shall maintain a reporting rate that ensures at least an equivalent degree of accuracy, integrity and availability as for a radar system that is used to provide a similar ATC service. The standard reporting rate is approximately 0.5 second from the aircraft, but the rate of update provided to the ATM system (for the situation display) may be less frequent (e.g. 5 seconds), provided the equivalency with radar is preserved.

### **5.4 SEPARATION**

#### **5.4.1 General**

ADS-B data may be used in combination with data obtained by other means of surveillance (such as radar, flight plan track, ADS-C) for the application of separation provided appropriate minima as determined by the State are applied. It should be noted that the quality of communications will have a bearing on the determination of appropriate minima.

All safety net features (MSAW, STCA, MTCA, RAM and DAIW/ RAI etc) should possess the same responsiveness as equivalent radar safety net features.

## **5.4.2 Identification Methods**

Some of the methods approved by ICAO for establishing identification with radar, may be employed with ADS-B (see PANS-ATM chapter 8). One or more of the following identification procedures are suggested:

- a) direct recognition of the aircraft identification in an ADS-B label;
- b) transfer of ADS-B identification;
- c) observation of compliance with an instruction to TRANSMIT ADS-B IDENT.

Note: In automated systems, the “IDENT” feature may be presented in different ways, e.g. as a flashing of all or part of the position indication and associated label.

## **5.4.3 ADS-B Separation**

ADS-B Separation minima will be promulgated by ICAO in PANS-ATM (Doc 4444), or in Regional Supplementary Procedures (Doc 7030),

In a mixed surveillance environment, States should use the larger separation standard applicable between aircraft in the conflict pair being considered.

## **5.4.4 Vertical separation**

### **5.4.4.1 Introduction**

The ADS-B level data presented on the controllers situation display shall normally be derived from barometric pressure altitude. In the event that geometric altitude data is presented on the situation display, the controller should be alerted to the fact that this data should not be used for vertical separation.

### **5.4.4.2 Vertical tolerance standard**

The vertical tolerances for ADS-B level information should be consistent with those applied to Mode C level information.

### **5.4.4.3 Verification of ADS-B level information**

The verification procedures for ADS-B level information shall be the same as those employed for the verification of Mode C level data in a radar environment.

## **5.5 AIR TRAFFIC CONTROL CLEARANCE MONITORING**

### **5.5.1 General**

ADS-B track data can be used to monitor flight path conformance with air traffic control clearances.



## **5.5.2 Deviations from ATC clearances**

The ATC requirements relating to monitoring of ADS-B traffic on the situation display should be similar to those contained in PANS-ATM Ch.8.

## **5.6 ALERTING SERVICE**

For ADS-B equipped aircraft, the provision of an alerting service should be based on the same criteria as applied within a radar environment.

## **5.7 POSITION REPORTING**

### **5.7.1 Pilot position reporting requirements in ADS-B coverage**

States should establish voice and/or CPDLC position reporting procedures consistent with those applicable with radar for aircraft that have been identified by ATC.

### **5.7.2 Meteorological reporting requirements in ADS-B airspace**

ATSUs may promulgate in the AIP meteorological reporting requirements that apply within the nominated FIR. The meteorological reporting data required and the transmission methods to be used by aircrew shall be specified in AIP.

## **5.8 PHRASEOLOGY**

### **5.8.1 Phraseology Standard**

States should note the requirement for ADS-B specific phraseology equivalent to radar specific phraseology as well as the opportunity to use generic phraseology applicable to multiple systems.

Until such time as PANS ATM Chapter 12 is amended to include ADS-B provisions, the following phraseology is recommended for consideration by States:

**ADS-B EQUIPMENT DEGRADATION**

**ADS-B OUT OF SERVICE** (appropriate information as necessary).

**TO REQUEST THE CAPABILITY OF THE ADS-B EQUIPMENT**

- a) **ADVISE ADS-B CAPABILITY;**
- \*b) **ADS-B TRANSMITTER** (data link);
- \*c) **ADS-B RECEIVER** (data link);
- \*d) **NEGATIVE ADS-B.**
- \* Denotes pilot transmission.

**TO REQUEST RESELECTION OF AIRCRAFT IDENTIFICATION**  
**REENTER [ADS-B or MODE S] AIRCRAFT IDENTIFICATION.**

**TERMINATION OF RADAR AND/OR ADS-B SERVICE**  
**IDENTIFICATION LOST [reasons] (instructions).**

TO REQUEST THE OPERATION OF THE ADS-B IDENT FEATURE  
TRANSMIT ADS-B IDENT.

TO REQUEST TERMINATION OF SSR TRANSPONDER AND/OR ADS-B TRANSMITTER  
OPERATION

- a) STOP SQUAWK. [TRANSMIT ADS-B ONLY];
- b) STOP ADS-B TRANSMISSION [SQUAWK (code) ONLY].

Note: In some cases the ADS-B transmitter cannot be operated independently of the SSR transponder and the loss of SSR and ACAS surveillance derived from the operation of the SSR transponder should be considered.

## **5.9 FLIGHT PLANNING**

### **5.9.1 ADS-B Flight Planning Requirement – Flight Identity**

The aircraft identification (ACID) must be accurately recorded in section 7 of the ICAO Flight Plan form as per the following instructions:

Aircraft Identification, not exceeding 7 characters is to be entered both in item 7 of the flight plan and replicated exactly when set in the aircraft (for transmission as Flight ID) as follows:

Either,

- a) The ICAO three-letter designator for the aircraft operating agency followed by the flight identification (e.g. KLM511, BAW213, JTR25), when:

in radiotelephony the callsign used consists of the ICAO telephony designator for the operating agency followed by the flight identification (e.g. KLM 511, SPEEDBIRD 213, HERBIE 25).

Or,

- b) The registration marking of the aircraft (e.g. EIAKO, 4XBCD, OOTEK), when:

- 1) in radiotelephony the callsign used consists of the registration marking alone (e.g. EIAKO), or preceded by the ICAO telephony designator for the operating agency (e.g. SVENAIR EIAKO),

- 2) the aircraft is not equipped with radio.

Note 1 No zeros, dashes or spaces are to be added when the Aircraft Identification consists of less than 7 characters.

Note 2 Appendix 2 to PANS-ATM refers. ICAO designators and telephony designators for aircraft operating agencies are contained in ICAO Doc 8585.

## **5.9.2 ADS-B Flight Planning Requirements**

### **5.9.2.1 Flight Notification**

Until such time as amendments are made to the ICAO flight plan to incorporate ADS-B designators, a remark shall be entered in section 18 of the flight plan to indicate that the flight is capable of transmitting ADS-B messages via the Mode S Extended Squitter data link. The format of the remark should be:

**RMK/ADSB**

Note: Only flights with ADS-C capability should use the surveillance equipment indicator “D” and only flights with CPDLC capability should use the equipment indicator “J”.

### **5.9.2.2 Aircraft Address (24 Bit Code)**

Where required, the aircraft address (in hexadecimal format) may be recorded in section 18 of the ICAO flight plan as per the following example:

**CODE/7C432B**

States should note that use of hexadecimal code may be prone to human error and is less flexible in regard to airframe changes for a notified flight.

## **6. EMERGENCY PROCEDURES**

ATC surveillance systems should provide for the display of safety-related alerts and warnings, including conflict alert, minimum safe altitude warning, conflict prediction and unintentionally duplicated SSR codes and aircraft identifications].

The ADS-B avionics may transmit emergency status messages to any ADS-B ground station within coverage. The controller receiving these messages should determine the nature of the emergency, acknowledge receipt if appropriate, and initiate any assistance required. An aircraft equipped with ADS-B might operate the emergency and/or urgency mode as follows:

- a) emergency;
- b) no communications;
- c) unlawful interference;
- d) minimum fuel; and/or
- e) medical.

### **Executive control responsibility**

The responsibility for control of the flight rests with the ATSU within whose airspace the aircraft is operating. However, if the pilot takes action contrary to a clearance that has already been coordinated with another sector or ATSU and further coordination is not possible in the time available, the responsibility for this action would rest with the pilot in command, and performed under the pilot's emergency authority.

### **Emergency procedures**

The various circumstances surrounding each emergency situation preclude the establishment of exact detailed procedures to be followed. The procedures outlined in PANS-ATM Chapter 15 provide a general guide to air traffic services personnel and where necessary, should be adapted for the use of ADS-B.

## **7. ADS-B IMPLEMENTATION**

### **7.1 INTRODUCTION**

#### **7.1.1 Planning**

There are a range of activities needed to progress ADS-B implementation from initial concept level to operational use. This section addresses the issues of collaborative decision making, system compatibility and integration, while the second section of this chapter provides a checklist to assist States with the management of ADS-B implementation activities.

#### **7.1.2 Implementation team to ensure international coordination**

7.1.2.1 Any decision to implement ADS-B by a State should include consultation with the wider ATM community. Moreover, where ADS-B procedures or requirements will affect traffic transiting between states, the implementation should also be coordinated between States and Regions, in order to achieve maximum benefits for airspace users and service providers.

7.1.2.2 An effective means of coordinating the various demands of the affected organizations is to establish an implementation team. Team composition may vary by State or Region, but the core group responsible for ADS-B implementation planning should include members with multidiscipline operational expertise from affected aviation disciplines, with access to other specialists where required.

7.1.2.3 Ideally, such a team should comprise representatives from the ATS providers, regulators and airspace users, as well as other stakeholders likely to be influenced by the introduction of ADS-B, such as manufacturers and military authorities. All identified stakeholders should participate as early as possible in this process so that their requirements can be identified prior to the making of schedules or contracts.

7.1.2.4 The role of the implementation team is to consult widely with stakeholders, identify operational needs, resolve conflicting demands and make recommendations to the various stakeholders managing the implementation. To this end, the implementation team should have appropriate access to the decision-makers.

#### **7.1.3 System compatibility**

7.1.3.1 ADS-B has potential use in almost all environments and operations and is likely to become a mainstay of the future ATM system. In addition to traditional radar-like services, it is likely that ADS-B will also be used for niche application where radar surveillance is not available or possible. The isolated use of ADS-B has the potential to foster a variety of standards and practices that, once expanded to a wider environment, may prove to be incompatible with neighbouring areas.

7.1.3.2 Given the international nature of aviation, special efforts should be taken to ensure harmonization through compliance with ICAO Standards and Recommended Practices (SARPs). The choice of systems to support ADS-B should consider not only the required performance of individual components, but also their compatibility with other CNS systems.

7.1.3.3 The future concept of ATM encompasses the advantages of interoperable and seamless transition across flight information region (FIR) boundaries and, where necessary, ADS-B implementation teams should conduct simulations, trials and cost/benefit analysis to support these objectives.

## **7.1.4 Integration**

7.1.4.1 ADS-B implementation plans should include the development of both business and safety cases. The adoption of any new CNS system has major implications for service providers, regulators and airspace users and special planning should be considered for the integration of ADS-B into the existing and foreseen CNS/ATM system. The following briefly discusses each element.

### **7.1.4.2 Communication system**

7.1.4.2.1 The communication system is an essential element within CNS. An air traffic controller can now monitor an aircraft position in real time using ADS-B where previously only voice position reports were available. However, a communication system that will support the new services that result from the improved surveillance may be necessary. Consequently, there is an impact of the ongoing ADS-B related work on the communication infrastructure developments.

### **7.1.4.3 Navigation system infrastructure**

7.1.4.3.1 ADS-B is dependent upon the data obtained from a navigation system (typically GNSS), in order to enable its functions and performance. Therefore, the navigation infrastructure should fulfill the corresponding requirements of the ADS-B application, in terms of:

- a) Data items; and
- b) Performance (e.g. accuracy, integrity, availability etc.).

7.1.4.3.2 This has an obvious impact on the navigation system development, which evolves in parallel with the development of the surveillance system.

### **7.1.4.4 Other surveillance infrastructure**

7.1.4.4.1 ADS-B may be used to supplement existing surveillance systems or as the principal source of surveillance data. Ideally, surveillance systems will incorporate data from ADS-B and other sources to provide a coherent picture that improves both the amount and utility of surveillance data to the user. The choice of the optimal mix of data sources will be defined on the basis of operational demands, available technology, safety and cost-benefit considerations.

## **7.2 Implementation checklist**

### **7.2.1 Introduction**

The purpose of this implementation checklist is to document the range of activities that needs to be completed to bring an ADS-B application from an initial concept to operational use. This checklist may form the basis of the terms of reference for an ADS-B implementation team, although some activities may be specific to individual stakeholders.

### **7.2.2 Activity Sequence**

The activities are listed in an approximate sequential order. However, each activity does not have to be completed prior to starting the next activity. In many cases, a parallel and iterative process should be used to feed data and experience from one activity to another. It should be noted that not all activities will be required for all applications.

### **7.2.3 Concept Phase**

a) construct operational concept:

- 1) purpose;
- 2) operational environment;
- 3) ATM functions; and
- 4) infrastructure;

b) identify benefits:

- 1) safety enhancements;
- 2) efficiency;
- 3) capacity;
- 4) environmental;
- 5) cost reductions;
- 6) access; and
- 7) other metrics (e.g. predictability, flexibility, usefulness);

c) identify constraints:

- 1) pair-wise equipage;
- 2) compatibility with non-equipped aircraft;
- 3) need for exclusive airspace;
- 4) required ground infrastructure;
- 5) RF spectrum;
- 6) integration with existing technology; and
- 7) technology availability;

d) prepare business case:

- 1) cost benefit analysis; and
- 2) demand and justification.

#### 7.2.4 Design Phase

a) identify operational requirements:

- 1) security; and
- 2) systems interoperability;

b) identify human factors issues:

- 1) human-machine interfaces;
- 2) training development and validation;
- 3) workload demands;
- 4) role of automation vs. role of human;
- 5) crew coordination/pilot decision-making interactions; and
- 6) ATM collaborative decision-making;

c) identify technical requirements:

- 1) standards development;
- 2) data required;
- 3) functional processing;
- 4) functional performance; and
- 5) required certification levels;

d) equipment development, test, and evaluation:

- 1) prototype systems built to existing or draft standards/specifications;
- 2) developmental bench and flight tests; and
- 3) acceptance test parameters; and
- 4) select and procure technology;

e) develop procedures:

- 1) pilot and controller actions and responsibilities;
- 2) phraseologies;
- 3) separation/spacing criteria and requirements;
- 4) controller's responsibility to maintain a monitoring function, if appropriate;
- 5) contingency procedures;
- 6) emergency procedures; and
- 7) develop AIP and Information documentation

f) prepare design phase safety case:

- 1) safety rationale;
- 2) safety budget and allocation; and
- 3) functional hazard assessment.



### 7.2.5 Implementation phase

- a) prepare implementation phase safety case;
- b) conduct operational test and evaluation:
  - 1) flight deck and ATC validation simulations; and
  - 2) flight tests and operational trials;
- c) obtain systems certification:
  - 1) aircraft equipment; and
  - 2) ground systems;
- d) obtain regulatory approvals:
  - 1) flight operations; and
  - 2) air traffic certification of use;
- e) implementation transition:
  - 1) Promulgate procedures and deliver training
  - 2) continue data collection and analysis;
  - 3) resolve any unforeseen issues; and
  - 4) continue feedback into standards development processes;
- f) performance monitoring to ensure that the agreed performance is maintained.

7.2.5.1 Once the implementation project is complete, ongoing maintenance and upgrading of both ADS-B operations and infrastructure should continue to be monitored, through the appropriate forums.

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