



Agenda Item 4:

GASR Project Status

- GSI/12 – Use of Technology to Enhance Safety & GSI/2 – Consistent Regulatory Oversight - Status Project 3 – *Pilot Programme for the Development of Operational Oversight Using New Technologies*

GSI/12 GAPS IN USE OF TECHNOLOGY TO ENHANCE SAFETY

(Presented by IATA)

SUMMARY

Emerging technological innovations are being developed to enhance flight operations globally. Special emphasis and prioritization is being given to new solutions Communications, Navigation and Surveillance as well as ATM areas. This Working Paper presents a new format to collect data about the current and future avionics/equipment capabilities of aircraft. This information would allow different working groups to develop global and regional implementation road maps IATA member airline fleet equipment for surveillance and communication capability as of October 2008 provides a baseline for what the current level of capability is for operators in the CAR/SAM Regions.

References:

- Global Aviation Roadmap Volume II, GSI/12, Appendix E
- Global Aviation Roadmap Workshop, Appendix B, Project # 2

1. INTRODUCTION

1.2 A roadmap for the implementation of new technological solutions in Communications, Navigation and Surveillance and ATM areas needs to be updated. This should be a result of a collaborative work between States, regulators, service providers, manufacturers and operators.

1.3 In order to assist in this effort, IATA has developed a table for the collection and dissemination of aircraft equipment information from airlines/operators.

1.4 This initiative is focused to CAR/SAM States and proposes the collection of information of the airlines operating in the region, according to GSI/12, appendices E, F and G. Appendix E is meant for airlines, there, it is considered that IATA collected this database.

1.5 IATA strives to be at the forefront of industry to promote the implementation of new technologies that enhance safety and efficiency for its member airlines. In this regard, IATA embraces the enhancement and/or replacement of the existing platforms that support the Communication, Navigation and Surveillance requirements of the air transport industry. Some examples are:

- Communications: CPDLC
- Navigation: PBN (RNAV, RNP) & GNSS.
- Surveillance: ADS-B

2. DISCUSSION:

2.1 The IATA Member carriers current level of equipage for their respective fleets in regards to communications and surveillance capability is provided in appendix A. Future decisions on fleet equipage will be based on system regulatory requirements and adequate business cases being made. Costs of aircraft removed from service for retrofit needs to be considered in the decision process also.

2.2 IATA completed an aircraft equipage survey table based on information supplied, which includes all aircraft navigation performance related data. 27 airlines have provided the requested information to date and the survey will be updated regularly and can be provided to the GASG-PA as required.

3. RECOMMENDED/DESIRED OUTCOME:

- Note the above information.
- The meeting is requested to recommend the use of the IATA aircraft equipage survey to be used in establishing RASG-PA project implementation road maps in the region.