



ICAO

International Civil Aviation Organization
North American, Central American and Caribbean Office

DISCUSSION PAPER

NACC/WG/5 — DP/07
24/05/17

Fifth North American, Central American and Caribbean Working Group Meeting (NACC/WG/5)
Port of Spain, Trinidad and Tobago, 22-26 May 2017

Agenda Item 3 Implementation on Air Navigation Matters
3.3 ANI/WG Progress on AIM, ATM and CNS

ADS-B IMPLEMENTATION TASK FORCE PROGRESS REPORT

(Presented by the ANI/WG ADS-B Rapporteur)

EXECUTIVE SUMMARY	
Summary of Task Force work during NACCWG5 Meeting.	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Security & Facilitation• Economic Development of Air Transport• Environmental Protection
<i>References:</i>	

1. Introduction

1.1 On the basis that there is currently no regional monitoring group and deficiencies in current monitoring services, the group agreed to change the name of the Task Force, to be called: TASK FOR IMPLEMENTATION OF SYSTEMS OF SURVEILLANCE, which implied the change in its terms of reference as well as in the approved action plan.

1.2 The new proposed terms of reference are:

During the First ANI / WG meeting, it was agreed to create an ADS-B Implementation Task Force to streamline the implementation activities of these air navigation systems. During the 5th meeting of the North Central and Caribbean Working Group (NACCWG5), it was agreed to extend the working scope of the group to other existing and developing surveillance technologies (SSR, Mode S, ADS-C, ADS-B , MLAT, WAM and ADS-B based on satellites). This Task Force will support the trials and implementation activities of these systems in the region, as well as update and report their progress to the ANI / WG, based on the action plan that is approved.

1.3 The Task Force is responsible for:

1. Present its work program containing activities in terms of objectives, responsibilities, deliverables and times
2. It will avoid duplication of work within the ANI / WG and will maintain close coordination among existing entities to optimize the use of available resources and expertise
3. Appoint Ad-hoc Groups to work on specific themes and activities and organize clearly defined tasks and activities;
4. Coordinate tasks to maximize efficiency and reduce costs through electronic means including emails, telephone and teleconferences, and convene meetings when necessary
5. Notify and coordinate the progress of the tasks assigned to the ANI / WG.
6. Provide advice and advice to States wishing to initiate operational testing in surveillance systems.
7. Guide the States that have carried out trials to project their regional operational implementation.
8. Recommend to the states the sharing of radar data in the solution of deficiencies of existing surveillance coverage.
9. Recommend goals for the implementation of these systems based on the needs of states, air navigation service providers (ANSPs) and airspace users.
10. Regularly request States to provide information on their plans and statistics on the outcome of their progress, taking into account the metrics established by the ASBU.

1.4 The ADS-B TF membership and work program will be updated during the ICAO Regional Task Force meeting in September.

1.5 During the review of the conclusions and agreements of previous meetings, it was observed:

The conclusion NACCWG4 C 10 CNS "IMPLEMENTATION OF ADS-B OUT IN THE NAM / CAR REGIONS", is FINALIZED and however in the comments it is said that ANI / WG / 3 agreed a new deadline for the end of 2019.

1.6 The following improvements were also updated:

- COCESNA reported on the progress made with the upgrade of the ADS-B system to version 2 (DO-260B), that all automated systems being acquired have the processing capacity for ADS-B, propose to resume the collection and analysis Of the ADS-B data. They are upgrading all 9 SSRs they have and will have ADS-B incorporated, in addition to the other 3 of member states in which they are supporting the investments.
- AIREON presented progress in the implementation of satellite-based ADS-B, demonstrating the system's ability to have surveillance systems in areas not yet covered with current technologies such as oceanic, mountainous, remote and other, this system will increase Aerial safety and the ability to perform efficiencies in airspace, provided by the ADS-B in these areas and others that are of interest to the states.

- The Dominican Republic is in the process of initiating trials, and I request that ICAO be incorporated into the project to supply a receiving station, which has not yet been implemented.
- Cuba reports the conclusion of the implementation of an MLAT system in Havana, in addition to the one already installed since last year in Varadero, for the deployment of facilities that had the required facilities for guaranteed energy supply and efficient communications links, some property ANSP and others from the service provider of the country's mobile network, which facilitates and reduces its implementation.
- IATA recommended using the results of the PBN tares group in the definition of requirements of certain routes, in order to ensure the implementation of the different ATS surveillance systems in them (according to the operational need identified by the PBN group) , Which should be analysed in depth in order to apply it in the implementation strategies of the surveillance systems, as well as in those places that are already identified as not having radar coverage to promote solutions based on sharing Radar or in the implementation of ADS-B or MLAT.
- Trinidad and Tobago plans to upgrade their ADS-B receiver to receive all versions of ADS-B messages, planned for 2018. The goal is to use it for operational aspects.
- The representative of the French Caribbean Community, reported the installation of 5 ADS-B receivers, specifically in French Guyana, this year due to the need to have a surveillance system in their flight region as they do not currently have SSR systems. In the specific case of French Guyana, ADS-B (European Standard) implementation planning expects to achieve 10NM operational changes at the end of the validation, certification (CNS) process as well as ATC training not before 2020. By 2018 it is expected to have the integration of the ASTERIX CAT21 to the control centre.

1.7 The group agrees to transfer to the meeting of directors the need for those states that have not yet acquired the necessary equipment to begin preparation for the implementation of ADS-B, emphasizing those states that do not have sufficient coverage or none of systems And therefore do not have the necessary electronic alarms for automated CTA systems.

1.8 In this sense, it is recalled the immediate possibility of mitigating these deficiencies of coverage using the sharing of radar data to move to the implementation of ADS-B and their sharing.

1.9 The delegations of Cuba and US members of the TF, under the auspices of the regional CNS official, commented on the usefulness of the sharing of radar data between both states, agreeing to transfer this issue to their respective administrations, in order to promote agreements in this sense. These delegations also agreed to propose that the meeting of the monitoring task force for 2018 be held in the US with a view to the group members receiving practical information on the operational use of these systems by the FAA, which would be very useful taking into account the proximity of the implementation date agreed for 2020.

1.10 It was agreed by TF members to review the operational concept with a view to their adaptation to the new scenarios and the expansion of group activities

1.11 Recall the importance of the TF agreement on Mexico's participation as an example of the deployment of ADS-B in the region

DRAFT CONCLUSION

NACC/WG/5/XX

TITLE

That, ADS-B task force urges states in the region to:

- a) to have a more effective projection by the states in coordination with ICAO for the operational implementation of ADS-B in our region taking into account the proximity of the implementation date agreed for 2020;
- b) to have by that date, of the entire fleet that flies over the region sufficiently equipped with ADS-B responders and their crews appropriately trained in their use;
- c) to accelerate the development and publication of national regulations for the use of ADS-B; and
- d) to urge all member states that have not done so to begin the steps for the sharing of surveillance data in all areas that are still insufficient or that do not have these services.