



Agenda Item 2: *Air traffic management (ATM)*

2.3. Follow up on operations in the AORRA airspace.

USE OF ADS-C / CPDLC IN THE AORRA AIRSPACE

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SUMMARY

This working paper deals with the need for the Airlines to be equipped with ADS-C/CPDLC in the framework of enhancing ATC all over AORRA airspace.

1. INTRODUCTION

1.1 The present document deals with the necessary use of the ADS-C / CPDLC equipment within the framework of the implementation Atlantic Oceanic Random Routing Area (AORRA), for the ATM application intended to improve appreciably the aviation efficiency in this airspace.

2. DISCUSSION

Implementation of AORRA airspace

2.1 An approach by phase was adopted for the implementation of the AORRA; to date, all the four planned phases have been implemented by the concerned centers since August 26th, 2010.

2.2 The number of aircraft flying in this AORRA airspace keeps on growing, making more difficult the tasks of surveillance and communication. About 65% of aircraft flying in this oceanic airspace which is not radar and/or VHF covered, are not ADS-C / CPDLC equipped.

2.3 A systematization of the use of the ADS-C / CPDLPC (even if it is not mandatory in RNP10 airspace) would mitigate the problems of communication and surveillance in this intertropical area, where dangerous meteorological phenomena for the aviation generate numerous deviations (sometimes for more than 100NM), that the air-traffic controller would have to handle.

3 Action by the meeting

1.3.1 The meeting is invited to consider the enhancement of the use of the ADS-C / CPDLC in the AORRA airspace to strengthen the air navigation safety.

1.3.2 Airlines using this AORRA airspace are invited to equip their concerned aircraft with ADS-C / CPDLC.