



International Civil Aviation Organization
Western and Central African Office - Dakar

Eighth Meeting of the FANS I/A Interoperability Team
(SAT/FIT/8)
Dakar, Senegal, 15 to 16 July 2013

Agenda Item 4: System performance monitoring and maintenance

Global Avionic Equipage Survey
(Presented by IATA)

Summary

The objective of this working paper is to present a global view of airspace user avionic equipage to assist in progressing data link implementation in the South Atlantic.

References

- IATA Global Avionic Equipage Survey 2012¹
 - SATFIT7 Meeting Report
 - SAT17 Meeting Report
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1. Introduction

1.1 The aim of this working paper is to present a global view of airspace user avionic equipage thereby supporting an environment that enhances safety and efficiency in the South Atlantic (SAT) region.

1.2 At the last SAT meeting, IATA was encouraged to pursue sensitizing its members to the advantages of ADS-C/CPDLC with a view to enhancement of air navigation safety and efficiency in the SAT area. The meeting formulated the following decision:

- SAT/FIT7/02 - That IATA continues encouraging airlines to increase their level of participation in ADS-C/CPDLC operations in order to enhance the safety and efficiency of operations within the SAT area.

1.3 Appendix A to this working paper provides a copy of the IATA 2012 avionic equipage survey. Global ADS-C/CPDLC equipage data will assist in supporting the conclusions and decisions adopted by the SAT/FIT7 meeting held in Las Palmas, Canarias 18 to 20 April 2012.

2. Discussion

2.1 SATMA report on the EUR/SAM corridor at the last meeting indicated that, approximately 60% out of the total flight within the EUR/SAM corridor are FANS

¹ Appendix A: IATA 2012 Avionic Equipage Survey

equipped. This combined with the IATA avionics survey indicates airspace user capabilities. Aeronautical Navigation Service Providers (ANSP) across the SAT region are encouraged to harmonize ADS/CPDLC procedures.

2.2 Airlines have invested heavily in advanced avionic capability and are diligently seeking the associated enhanced safety and return on investment. SAT States / ANSPs implementation progress in the region has been very slow.

2.3 Taking advantage of ADS-C/CPDLC equipage in the region is dependent on the timely implementation of safety and efficiency enhancements by States / ANSPs and provision of cost benefit studies.

3. Conclusions

3.1 To support airspace user efforts towards greater safety and efficiency in the region, States / ANSPs need to implement matching harmonized and interoperable ground based platforms and capabilities.

3.2 A reliable detailed service development roadmap for the SAT should be provided by States / ANSPs in consultation with airspace users. This roadmap should highlight technical requirements and be aligned with the ICAO Aviation Systems Block Upgrades (ASBU).

3.3 States / ANSPs need to provide an associated cost benefit analysis.

4. Action by the Meeting

4.1 The meeting is invited to:

- Note the information contained in this paper.
- Encourage States / ANSPs to provide cost/benefit study for additional airline equipage.
- Recognize the need for harmonized and interoperable COMMS, NAV, and SUR services.
- Recognize the need for States / ANSPs, in association with airspace users, to provide a reliable service development roadmap.