11-12 May 2022

#### International Civil Aviation Organization



# THE FOURTH MEETING OF THE ASIA/PACIFIC GBAS/SBAS IMPLEMENTATION TASK FORCE (APAC GBAS/SBAS ITF/4)

(Video conference, 11-12 May 2022)

## Agenda Item:

#### **SBAS Training for ATSEP**

(Presented by Japan)

#### **SUMMARY**

This paper presents information regarding the training on MSAS for ATSEP in Japan

## 1. INTRODUCTION

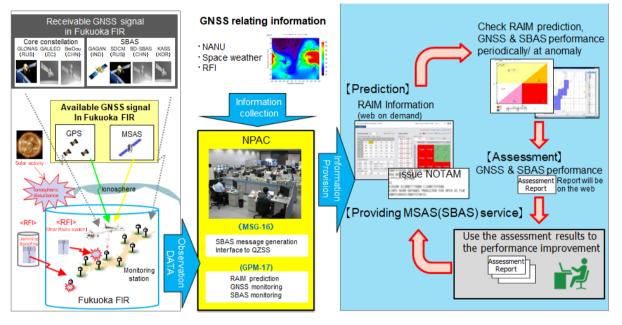
1.1 Network Performance Assessment Center (NPAC) was established to monitor, analyse and assess the service level of each CNS system including MSAS (MICHIBIKI Satellite-based Augmentation Service) performance if it meets the required performance specification for PBO in an integrated fashion. The results of these assessments are intended to substantiate advice and recommendations to the JCAB on operations, policy, standard, guidance material and implementation.

#### 2. DISCUSSION

11-12 May 2022

- 2.1 NPAC implements GNSS performance monitoring and assessments including GNSS augmentation systems for MSAS. These results will be provided to users by being shown on the website for easy reference, while MSAS/RAIM prediction information of Japan was provided at ATMC (Air Traffic Management Center) since January 20th, 2005 and the service was succeeded by NPAC with improvements of its functionality on April 1st, 2020.
- 2.2 MSAS started its operation with MTSAT GEO for Japan's FIR on September 27th 2007. Then, MSAS using QZSS (Quasi-Zenith Satellite System) GEO has taken over the operation since April 2020. Training for the latter MSAS operation has been conducted in NPAC since April 1st 2019.
- 2.3 The training programme was developed in accordance with manual on ATSEP CBT and Assessment of Doc10057.
- 2.4 Senior CNS personnel who have MSAS rating are assigned as instructor and provide specialized training including theoretical and practical knowledge to the trainees.
- 2.5 The trainees who have a basic knowledge on GNSS are going to undergo about 8 weeklong MSAS training and the rating will be awarded to the trainees whose passing mark are over 70% in a written and practical exam at the end of the training.
- 2.6 This training programme is improved every year to support MSAS operation and GNSS monitoring and assessment needs, consequently a total number of 105 MSAS rating awarded ATSEPs were developed to date.
- 2.7 The MSAS training for ATSEP mainly consists of two core system learnings, one of which is MSG (MSAS Signal Generation and Operation equipment), the other of which is GPM (GNSS Prediction and Monitoring equipment).

11-12 May 2022



Overview of Performance Monitoring and Assessment for GNSS

# 2.8 The MSAS training overview is as follows

| Train                                     | ing objective   | Credits  |                          |                |           |
|---|---|--|--------------------------|----------------|-----------|
| equipme<br>To acqu<br>and asse<br>To acqu | aire the way of maintenance<br>ent (MSG, GPM)<br>ire the technics of GNSS perfo<br>essment<br>aire necessary specialized kn<br>ng in case of MSAS performan | Total of 150.0H (Containing Evaluation of 14.0H)  Theoretical Training 80.0H  Practical Training 70.0H |                          |                |           |
| No  | Contents  | Theoretical<br>Training(H)   | Practical<br>Training(H) | Evaluation (H) | Reference |
| C-MS<br>0100                              | System overview, operating principle and function of MSG  | 5.0  |                          | (1.0)          |           |

11-12 May 2022

| C-MS<br>0200 | Structure and contents of MSAS message  | 5.0  |      | (1.0) |  |
|--------------|---|------|------|-------|--|
| C-MS<br>0300 | Maintenance, control and operations for MSG   | 5.0  | 6.0  | (1.0) |  |
| C-MS<br>0400 | MSAS integrity<br>assessment and<br>performance monitoring<br>by using MSG  | 5.0  | 6.0  | (1.0) |  |
| C-MS<br>0500 | Validation and update of each parameter and data provided by MSG  | 5.0  | 5.0  | (1.0) |  |
| C-MS<br>0600 | Understanding the impact on ATC operation in case of system trouble on MSG  Understanding the response procedure to recover the system in case of system trouble on MSG | 7.5  | 7.5  | (1.0) |  |
| C-MS<br>0700 | System overview, operating principle and function of GPM  | 5.0  |      | (1.0) |  |
| C-MS<br>0800 | Maintenance, control and operations for GPM   | 5.0  | 6.0  | (1.0) |  |
| C-MS<br>0900 | GNSS performance<br>monitoring by using GPM   | 5.0  | 6.0  | (1.0) |  |
| C-MS<br>1000 | GNSS performance prediction by using GPM  | 5.0  | 6.0  | (1.0) |  |
| C-MS<br>1100 | Analysis and assessment for GNSS performance and publication of the result as a report  | 10.0 | 10.0 | (1.0) |  |

11-12 May 2022

| C-MS<br>1200 | Validation and update of each parameter and data provided by GPM   | 5.0 | 5.0 | (1.0) |
|--------------|--|-----|-----|-------|
| C-MS<br>1300 | Management of the following information provided by GPM on Internal and external user information Contents of each information published on Web and Security-related knowledge                   | 5.0 | 5.0 | (1.0) |
| C-MS<br>1400 | Understanding the impact for functions of prediction and monitoring in case of system trouble on GPM Understanding the response procedure to recover the system in case of system trouble on GPM | 7.5 | 7.5 | (1.0) |

# 3. ACTION REQUIRED BY THE MEETING

# 3.1 The meeting is invited to:

- a) note the information contained in this papers; and
- b) discuss any relevant matters as appropriate.

11-12 May 2022