

2. DISCUSSION

2.1 Nepal intends to provide ADS-B based air traffic surveillance services in line with the PANS-ATM (Doc 4444).

2.2 The Chapter 8 of PANS-ATM has laid down certain procedures for member States while implementing ADS-B based surveillance services.

2.3 Some PANS-ATM requirements that are proving difficult to establish objective conformance with are –

8.1.10 ADS-B shall only be used for the provision of air traffic control service provided the quality of the information contained in the ADS-B message exceeds the values specified by the appropriate ATS authority.

8.6.1.1 The controller shall adjust the situation display(s) and carry out adequate checks on the accuracy thereof, in accordance with the technical instructions prescribed by the appropriate authority for the equipment concerned.

8.6.1.2 The controller shall be satisfied that the available functional capabilities of the ATS surveillance system as well as the information presented on the situation display(s) is adequate for the functions to be performed.

2.4 Ensuring compliance with the above PANS-ATM procedures, especially 8.1.10 and 8.6.1.1, is proving difficult as the onus of specifying the quality of information has been rested on the States (or appropriate ATS authority) without any accompanying technical guidance.

2.5 Unfortunately, the manufacturer documentation from NEC also does not provide guidance on demonstrating objective conformance with the PANS-ATM requirements. Therefore, despite induction of ADS-B, Nepal has been unable to use it operationally for the provision of air traffic services- vectoring, separation- in order to realize efficient use of airspace.

2.6 Nepal is willing to learn from the experience of other member states who have successfully implemented ADS-B based surveillance in non-radar airspace (NRA).

3. ACTION BY THE MEETING

- 3.1 The meeting is invited to:
- a) note the information contained in this paper; and
 - b) discuss any relevant matter as appropriate
