International Civil Aviation Organization

ELEVENTH MEETING OF THE SURVEILLANCE IMPLEMENTATION COORDINATION GROUP (SURICG/11)

Bangkok, Thailand, 25 – 27 March 2026

Agenda Item 7: Report on surveillance ground system and avionics performance monitoring and improvement in compliance

FUTURE OF THE ASIA PACIFIC ADS-B AVIONICS PROBLEM REPORTING DATABASE

(Presented by Singapore and ICAO)

SUMMARY

This paper seeks the views of the meeting whether the Asia Pacific ADS-B Avionics Problem Reporting Database should continue to be maintained.

1. INTRODUCTION

1.1 Arising from the action item from the CNS SG/29 (29-8), SURICG is requested to study whether there is a need to continue to maintain the ADS-B Avionics Problem Reporting Database (APRD). The result is to be reported at the next CNS SG.

2. DISCUSSION

2.1 It was recalled that in 2013, the Asia Pacific Region started its ADS-B operations on a wide scale. APANPIRG/24 Conclusion 24/45 encouraged States to exchange findings/results of their ADS-B performance monitoring including experience gained in conducting the required performance monitoring. The idea of an Asia Pacific ADS-B APRD was subsequently initiated at the 51st DGCA conference in 2014. The Asia Pacific ADS-B APRD webpage was demonstrated at the SEA/BOB ADS-B WG/12 in Nov 2016. The fully functional APRD was launched on 21 July 2017. The CNS SG/21 meeting subsequently adopted Conclusion APANPIRG/CNS/21-C14, which urged States to make full use of the APRD for reporting ADS-B avionics problems and sharing experience, as well as follow-up actions through the APRD webpage.

2.2 Currently, the Asia Pacific APRD has a total of 44 registered user accounts, representing 17 States and Administrations in the APAC Region. Since its establishment, the APRD has recorded a total of 15 ADS-B avionics problem reports submitted by States. The database was intended to serve as a regional platform for sharing information on avionics performance issues identified through ADS-B operational monitoring.

2.3 Separately, during the leading up to the ADS-B operations in USA, USA monitored the performance of ADS-B avionics in USA airspace. The problems identified were discussed at the Surveillance Panel meetings. USA also has a FAA No Services Aircraft List (NSAL), which is essentially a list of 24-bit addresses of aircraft that cannot meet the minimum ADS-B requirements. The ADS-B positions of these aircraft will be filtered off from the automation system. It was decided in 2017 that the discussion materials of such issues and the NSAL be deposited at the Surveillance Panel's website.

2.4 It was recognized that the Asia Pacific APRD played a positive role during the early phase of ADS-B implementation in the region. Between 2016 and 2019, the APRD received a total of 14 avionics problem reports. Most of these issues were subsequently reviewed, validated and addressed through follow-up actions, contributing to improved awareness and understanding of ADS-B avionics performance issues among States.

2.5 However, following the introduction and increasing use of the FAA NSAL and the ADS-B Issues database maintained by the ICAO Surveillance Panel, the utilization of the APAC APRD declined significantly. Since 2019, only one new problem report was submitted to the APRD (in 2021), indicating very limited ongoing use of the regional database.

2.6 In view of the existence of a more actively maintained and globally referenced ADS-B Issues database under the ICAO Surveillance Panel, the continued maintenance of a separate APAC ADS-B avionics problem reporting database may no longer be necessary. Instead, the ICAO surveillance community can make use of just one single database.

2.7 Therefore, it is suggested that the Asia Pacific ADS-B avionics problem reporting database be decommissioned and the ICAO surveillance community in Asia Pacific will refer to the database maintained by the Surveillance Panel. When there are issues identified in the Asia Pacific region, these can be brought to the attention of the Surveillance Panel and be included into the Surveillance Panel's database.

2.8 Based on the recommendation of this paper, the following Draft Conclusion is proposed:

<table>
<tr><td colspan="3">Draft Conclusion SURICG/11/XX - Decommissioning of the Asia Pacific ADS-B Avionics Problem Reporting Database.</td></tr>
<tr><td colspan="2">What: The APAC ADS-B Avionics Problem Report Database (APRD), maintained by ICAO APAC Regional Office, be decommissioned, and that the Surveillance community in APAC refer to the Surveillance Panel's ADS-B Issue database as the primary mechanism for reporting and tracking ADS-B avionics-related issues.</td><td>Expected impact:
☐ Political / Global
☐ Inter-regional
☐ Economic
☐ Environmental
☒ Ops/Technical</td></tr>
<tr><td>Why: The APAC ADS-B APRD and the ADS-B Issues database maintained by the ICAO Surveillance Panel serve a similar purpose. The use of APRD has been very limited in recent years. In contrast, the Surveillance Panel's ADS-B Issues database is more actively used and maintained at the global level.</td><td colspan="2">Follow-up: ☐Required from States</td></tr>
<tr><td>When: 31-Dec-26</td><td colspan="2">Status: Draft to be adopted by Subgroup</td></tr>
<tr><td colspan="3">Who: ☐Sub groups ☒APAC States ☒ICAO APAC RO ☐ICAO HQ ☒Other: SURICG</td></tr>
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3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) note the information presented in this paper;

b) consider endorsement of the Draft Conclusion on the decommissioning of the APRD; and

c) discuss any relevant matter as appropriate.

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