



International Civil Aviation Organization

**THE THIRD MEETING OF ADS-B STUDY AND
IMPLEMENTATION TASK FORCE (ADS-B TF/3)**

Bangkok, Thailand, 23 – 25 March 2005.

Agenda Item 6: Progress development of regional implementation plan

**REVISED STATEMENT OF BASIC OPERATIONAL REQUIREMENTS AND
PLANNING CRITERIA (BORPC)
FOR REGIONAL AIR NAVIGATION PLANNING**

(Presented by the Secretariat)

SUMMARY

This paper presents revised BORPC approved by Air Navigation Commission on 22 February 2005 for review by the meeting.

1. INTRODUCTION

1.1 In light of the input provided by States and international organizations, the Air Navigation Commission, on 22 February 2005, conducted a final review of the BORPC and approved a revised version thereof for use by all the ICAO Regions (previously, the BORPC did not apply to Europe) thus ensuring interregional harmonization and global coverage.

1.2 The approved Statement, attached hereto, is being circulated to States and international organizations, for its consideration in air navigation planning and implementation).

2. ACTION BY THE MEETING

2.1 The meeting is invited to note the revised BORPC regarding surveillance as attached below:

**REVISED STATEMENT OF
BASIC OPERATIONAL REQUIREMENTS AND PLANNING CRITERIA (BORPC)
FOR REGIONAL AIR NAVIGATION PLANNING**

(Contents relating to ADS-B)

7. SURVEILLANCE

7.1 Surveillance systems should provide adequate support to all phases of flight and meet ATM requirements. A table of surveillance facilities/services (including radars, automatic dependent surveillance (ADS) and automatic dependent surveillance – broadcast (ADS-B)), together with an associated chart, is considered to be a useful tool in the planning and implementation of surveillance systems.

7.2 Surveillance should be provided as an integral part of air traffic control where practicable and desirable or necessary in the interest of safety, efficiency and economy of operations, in particular for those areas where traffic density and/or the multiplicity or complexity of ATS routes creates constraints. Primary and/or secondary surveillance radar systems may be used to fulfill this requirement. Subject to availability and cost effectiveness and provided that the required level of safety is maintained, ADS and ADS-B may be used in airspace where surveillance by radar is impracticable or cannot be justified.

7.3 Provision should also be made for the use of surveillance systems for the purpose of monitoring air traffic and identifying civil aircraft in areas where they might otherwise be intercepted.

Note. — This requirement does not constitute a justification or operational requirement for installation of new radars. Since interceptions would normally only take place under existing military radar control, this should be interpreted as a requirement for a State to make better use of existing measures and to improve civil/military coordination.
