



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 3: Review the progress made by ADS-B related ICAO panels

AIRBUS VIEW REGARDING THE APPROVAL OF ICAO ANNEX 10 SCRSP/1 AMENDMENTS

(Prepared by Thomas Fixy – Airbus)
(Presented by Chairman on Behalf of Airbus)

SUMMARY

This paper provides Airbus position regarding the ICAO SCRSP/1 (Surveillance and Conflict Resolution Systems Panel) proposed amendments to ICAO SARPs for Mode S extended squitter. (Reference : Annex 10 — *Aeronautical Telecommunications*, Volume III — *Communication Systems* Part I — *Digital Data Communication Systems* : Appendix of Chapter 5 *Mode S Data Link*)

The proposed amendment requires RTCA DO-260A MOPS for air-air ASAS applications. This is considered by Airbus unnecessary and detrimental to ASAS deployment.

Airbus believes that the proposed amendment to SARPS, if unchanged, will delay the implementation of ASAS applications.

ICAO SCRSP/1 proposes an amendment to SARPS ICAO Annex 10 Volume III Chapter 5, requiring RTCA DO-260A MOPS for air-air applications.

However, strong indications exist that the requirements of (at least some of) the ATSAW applications would be satisfied by current ICAO Annex 10 Volume III Chapter 5 Amendment 77 (DO-260) based avionics.

Airbus is committed to deployment of ADS-B applications, both air-ground (ADS-B OUT) and air-air (ADS-B IN), and, as such, is already offering on all aircraft types Mode S Extended Squitter based on ICAO Annex 10 Volume III Chapter 5 Amendment 77 (DO-260).

Taking into account that:

- current SARPS Amendment 77 provides an adequate basis for validation activities and pre-operational implementations,
- early “ADS-B IN” implementations would rely on and benefit from ~~a~~the large “ADS-B OUT” population of aircraft currently equipping with ICAO Annex 10 Volume III Chapter 5 Amendment 77 (DO-260) transponders-based aircraft,
- the proposed SCRSP/1 Annex 10 Amendment is considered to be not fully justified on the basis of globally harmonised and validated application requirements,
- the joint RTCA/EUROCAE/FAA/EUROCONTROL Requirement Focus Group (RFG) currently establishes globally harmonised and validated requirements for ADS-B applications,

- validation activities, such as Australian pre-operational implementations and Eurocontrol Cristal trials, provides the basis for globally validated and harmonised requirements,
- that as a result, SARPS will need to evolve,

Conclusion

Airbus believes that the proposed amendment to SARPS, if unchanged, will delay the implementation of ASAS applications.

Note: This position does not preclude implementers (avionics equipment manufacturers, aircraft manufacturers, Air Navigation System Providers, etc) to select DO-260A for their products as considered useful for their needs (e.g. as to gain experience on NIC/NAC/SIL).
