



International Civil Aviation Organization

**THE FOURTH MEETING OF ADS-B STUDY AND
IMPLEMENTATION TASK FORCE (ADS-B SITF/4)**

Nadi, Fiji, 26-28 October 2005

Agenda Item 6: Review States' activities on implementation of ADS-B

- a) States to present WP of their ADS-B plans including implementation dates, sites being considered and plan for mandate (if any)**

UPPER AIRSPACE PROGRAMME TRANSITION PLAN

(Presented by Greg Dunstone, Airservices Australia)

SUMMARY

This paper outlines the transition process for the implementation of national ADS-B derived air traffic services in Australia.

1. INTRODUCTION

1.1 The implementation of national ADS-B services under the Upper Airspace Programme (UAP) will be conducted in three stages over a transition period of approximately 10 months.

1.2 The transition programme has been designed to minimise the operational impact of the process on the majority of aviation industry until the end of the transition period.

2. UAP TRANSITION STAGE 1

2.1 The first stage of the transition process will see the continuation of ADS-B services in the Burnett Basin region of Queensland using UAP-supplied ground station hardware and new ATC system software.

2.2 This stage will take place in November, 2005 and will include the possible entry of Virgin Blue and Jetstar in the Burnett Basin ADS-B Operational Trial since both airlines now operate ADS-B equipped jet aircraft into Hervey Bay.

3. UAP TRANSITION STAGE 2

3.1 During Stage 2 of the transition programme, ADS-B ground stations will progressively be installed at remote locations across the country.

3.2 As ATC sector groups of controllers are trained, the associated ground stations will be connected to the ATC system. The effective range of some ground stations may be limited for a period of time in order to prevent ADS-B processing in sectors managed by controllers that have not yet been trained.

3.3 This transition stage will run from March until the end of August, 2006 and will include the application of procedural separation standards based on ADS-B derived position and altitude information in sectors where controllers have received ADS-B training. ATC “safety net” alerting functions such as short term conflict alert and route and altitude conformance monitoring based on ADS-B data will also be implemented.

3.4 Except for minor flight planning changes, operating procedures from the pilot’s perspective will remain virtually unchanged. Full position reporting outside radar coverage will continue during this stage.

3.5 Note: 5-nautical mile separation services will continue in the Burnett Basin for ADS-B trial participants during this stage of the transition.

4. UAP TRANSITION STAGE 3

4.1 The final stage of ADS-B implementation is scheduled to commence on 31 August, 2006 when all ground stations are operating and all controllers have been trained in ADS-B radar-like separation services.

4.2 The full range of radar-like surveillance services, including 5-nautical separation, will be provided nationally for ADS-B equipped aircraft operating within upper level ADS-B coverage. In selected areas, mid-level and low-level surveillance services may also be provided.

4.3 ADS-B-specific procedures and phraseologies will be introduced at this time therefore pilot ADS-B training is expected to be completed by 31 August, 2006.

5. RECOMMENDATION

5.1 It is recommended that members of the Task Force note the transition process and timing for the implementation ADS-B services in Australia.
