

ICAO ADS-B SEMINAR 24 & 25 OCTOBER 2005, NADI FIJI

Summary of short presentation by the International Air Transport Association.

IATA fully supports the implementation of ADS-B globally as an eventual replacement of all enroute ATC surveillance radar facilities.

IATA sees the introduction of ADS-B as part of the evolution of ATC to new CNS in accordance with ICAO resolutions.

The use of ADS-B is applicable in all types of en-route airspace, but it is recognized that the earliest applications will provide the most immediate benefits in airspaces presently without adequate ATC surveillance for operational efficiency and safety services..

It is acknowledged that ADS-B provides both operational and safety benefits to airspace users at a reasonable cost. ADS-B also forms the basis for introducing enhancements to ACAS and other new concepts of operation incorporating air to air situational awareness displays for flight crews.

The IATA CNS-ATM road map published in 2005 reflects a desire for States to begin to mandate the use of ADS-B after 2010 and to simultaneously avoid the installation of new or replacement ATC radar facilities where there are demonstrated operational and cost benefits.