



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 14: Discuss the need to consider ADS-B air-to-air surveillance service
for use in the Asia Pacific regions.**

**ADDITION OF ADS-B AIR-AIR APPLICATIONS TO ADS-B
TASK FORCE WORK PROGRAMME**

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SUMMARY

ADS-B Air-Air Applications are starting to appear. The operational use of ADS-B should envisage air-air applications. It is proposed to add consideration of air-air applications to Task Force Work Programme.

1. INTRODUCTION

1.1 There is considerable work being undertaken worldwide on ADS-B Air-Air applications and it may be appropriate for Asia Pacific to consider possible operational use of Air-Air application in the near future.

2. RFG

2.1 The Requirements Focus Group (Eurocontrol and FAA) is advancing well regarding a number of air-air applications as follows :

- a) Visual Separation on Approach (VSA)
- b) In-Trail Procedure in Oceanic and Remote Airspace (ITP)
- c) Enhanced Sequencing and Merging Operations (S&M)
- d) Enhanced Traffic Situational Awareness on the Airport Surface (SURF)

2.2 The RFG is producing a set of documents in compliance with RTCA DO-264 and Eurocae ED78A, for each application comprising :

- a) Operational Service & Environment Definition (OSED)
- b) Operational Performance Assessment (OPA)
- c) Operational Safety Assessment (OSA)
- d) Safety Performance Requirements (SPR)
- e) Interoperability document (Interop)

2.3 The work is currently in progress and documents are drafts. However, the current DRAFT OSED for each application to be provided for reference by the meeting.

3. ASIA PACIFIC NEEDS

3.1 Some applications may provide benefits in the near term to equipped aircraft in Asia Pacific. ATC procedures and rules for use will be required.

4. RECOMMENDATION

4.1 It is proposed that the ADS-B Task Force request APANPIRG to add the following to the ADS-B Task Force work package:

“Examine and report on the usefulness of Air-Air ADS-B applications in the Asia Pacific region including any considerations regarding

- Cost Benefit
- Safety impact
- Efficiency impact

Initial applications to be considered are those being progressed by the RFG.”

ATTACHMENT A: OSED Visual Separation on Approach (ATSA-VSA)
ATTACHMENT B: OSED In-Trail Procedure in Oceanic and Remote Airspace (ATSA-ITP)
ATTACHMENT C: OSED Enhanced Sequencing and Merging Operations (ASPA-S&M)
ATTACHMENT D: OSED Enhanced Traffic Situational Awareness on the Airport Surface (ATSA-SURF)
