



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 4: Review TOR, Subject/Tasks List and List of Action Items

**KEY PRIORITIES FOR CNS/ATM IMPLEMENTATION IN
THE ASIA/PACIFIC REGION**

(Presented by the Secretariat)

SUMMARY

This paper presents the key priority for CNS/ATM Implementation in the Asia/Pacific Region updated by APANPIRG/16 for review by this meeting.

1. INTRODUCTION

1.1 APANPIRG/15 in its Decision 15/52 had tasked the ATM/AIS/SAR and CNS/MET Sub-groups to compile and evaluate the List of Key Priorities in their respective fields and present an updated list to APANPIRG. It was also stated that the list should be highly focused, fit the purpose intended and be time bound. In light of the above directive, the Sub-groups carried out a thorough review and developed an updated list.

1.2 The consolidated list adopted by APANPIRG/16 is provided in the Attachment to this paper. ADS-C is listed as No. 2 in the key priority and ADS-B is listed as No.7 in the key priority.

2. ACTION BY THE MEETING

2.1 The meeting is invited to review the relevant items of the updated key priority of APANPIRG and identify any action to be taken by ADS-B SITF while developing Tasks List and List of Action Items of the ADS-B SITF.

KEY PRIORITIES FOR CNS/ATM IMPLEMENTATION IN THE ASIA/PACIFIC REGION

No.	KEY PRIORITIES	DESCRIPTION	MILESTONES	SUB-GROUP	STATUS	DISCUSSION/ACTION
1.	RNP/RNAV Implementation	Implement performance based navigation, operation and procedures to improve the efficiency and flexible use of airspace.	Report to APANPIRG	ATM/AIS/SAR	On-going Phased implementation.	reflect performance based navigation, not just RNP.
2.	ADS-C	The implementation of ADS in oceanic or remote areas in accordance with the Regional CNS/ATM Plan is required for the enhancement of safety and ATM.	Report to APANPIRG FIT-BOB reconvened September 2003. Bay of Bengal operational trial of ADS/CPDLC commenced February 2004, trial on going. FIT-SEA inaugural meeting May 2004. South China Sea operational trial of ADS/CPDLC expected 2006/2007.	ATM/AIS/SAR	Phased implementation. Implementation focus and timetable need to be developed. States are gaining experience in the use of ADS.	

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3.	Co-operation in Regional CNS/ATM Planning , Implementation & Training.	The continuation and enhancement of ICAO's co-ordinating role of technical co-operation in CNS/ATM planning and implementation, in close co-operation with all partners and taking into account the regional approach, is required.	Report to APANPIRG	All	Sub-Groups to identify requirements.	Emphasis needs to be on sharing information and training. Title 'Technical Co-operation' is confusing with assistance programs. Need to inform States of opportunities for training well in advance of scheduled date. Training opportunities should include ICAO programs as well as associated organizations programs.
4.	Preparation for WRC-2007	The co-operative participation of States is required with their respective telecommunications regulatory authorities, regional groups, at the APT forums and at the WRC regional preparatory meetings for WRC-2007 to ensure that aviation spectrum requirements are fulfilled and protected.	WRC-2007 APT Feb 06	All	States are designating contact points responsible for preparation for WRC 2007 and are providing contact details for posting on the website to facilitate coordination.	High importance task. Spectrum must be available to enable CNS/ATM implementation.

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5.	GNSS Implementation • GBAS • SBAS	To implement GNSS in accordance with the Asia Pacific Regional Strategy. Facilitate market available GBAS ground system certified to Annex 10 SARPs.	On-going 2008	CNS/MET	SBAS receivers - (TSO C145/6) now available Lead aircraft with certified GBAS avionics now in service.	Strategy for Approach, Landing and Departure identified GBAS as a preferred CAT I option. No ground equipment is available that is certified to Annex 10 SARPs.
6.	MET support for the new CNS/ATM System.	To identify the ATM requirements for new MET products supporting CNS/ATM systems and update the plan accordingly. Implementation of the transition to GRIB and BUFR coded WAFS products	2006 2006	CNS/MET	METATM TF has surveyed the new requirements and is preparing an update for the MET chapter of the ASIA/PAC Regional Plan for the New CNS/ATM Systems. MET/ATM coordination seminar planned for early 2006. GRIB coded products have been implemented. BUFR coded SIGWX charts are being implemented with the deadline for implementation 30 Nov 2006	MET/ATM coordination seminar is expected to provide information for updating the Regional Plan

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7.	ADS-B	Operational Standards to support proposed separation standards.	2006	ADS-B Task Force		Focus on activities to enable successful ADS-B implementation.
		Airline aircraft certificated to participate in ADS-B operations.	2006	ADS-B Task Force		Roll-out of ADS-B considered an on-going activity.
		Avionic packages available to meet GA and low capacity operations.	2006	ADS-B Task Force		
8.	Implementation of APV and RNAV (GNSS) Approaches.	Review applicability of APV and RNAV (GNSS) Approach Design Standards, aircraft certification and augmentation system availability for Asia Pacific.	2006	ATM/AIS/SAR CNS/MET	APV and RNAV (GNSS) Design standards now in PANS OPS.	Navigation function.
		Develop implementation strategy.	2007		Aircraft certified for RNAV (GNSS) and APV approaches.	ATM/AIS/SAR/SG to consider operational issues including charting.

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9.	Data Link Flight Information Services (DFIS) applications	To implement the following applications via request/response mode of data link in the Asia and Pacific Regions: a) Data link –automatic terminal information services (D-ATIS); b) VOLMET data link service (D-VOLMET); c) Pre-Departure Clearance (PDC) delivery via data-link; d) DCL	2008	ATM/AIS/SAR CNS/MET	Trials and demonstrations are conducted and some operational services are provided by States.	
10.	Safety Management Systems.	States to establish national safety management systems and effective application of safety programmes which are required for the provision of air traffic services. Required monitoring		ATM/AIS/SAR RASMAG RASMAG	Annex 11 provisions effective 27 November 2003. On-going RASMAG activities. Operational enhancements suspended where effective monitoring is not available.	

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		services available to support operational enhancements.				
11.	Air Traffic Flow Management.	States to consider and implement aspects of air traffic flow management (ATFM) including: a) centralized ATFM b) inter-regional cooperative ATFM; c) establishment of ATFM databases; d) application of strategic ATFM planning; and e) application of tactical ATFM planning	2006	ATM/ ATIS/ SAR	On going	