

**REVISED GUIDELINES FOR
THE DEVELOPMENT OF ADS-B IMPLEMENTATION PLAN**

That, States be advised to use the following guidelines for the development of ADS-B implementation plan.

- a) minimize capital and operating costs of ADS-B data facilities;
- b) give priority to provide ADS-B coverage over major traffic flows and *those airspaces currently not covered by radar. ADS-B should have overlapping area with existing radar coverage.*
- c) provide ADS-B coverage in areas within 150 NM from FIR boundaries;
- d) suitable sites with power, shelter, access routes and data communication links shall be preferred; and
- e) overlapping of ADS-B coverage is preferred.
- f) integrate ADS-B data with the ATM automation system wherever possible taking advantage of synergies with other means of surveillance (such as radar, ADS-C, flight plan tracks) ;
- g) mandate ADS-B OUT equipage on the aircraft operating in the airspaces, at the flight levels or area where currently no radar surveillance is available and where ADS-B based services are offered (served with ADS-B ground stations).
- h) expand the “mandate” to aircraft operating in other airspace when the ANSP is able to provide ADS-B based services in the airspace.
- i) ADS-B Implementation is more effective when it is implemented regionally both on the ground and on the aircraft.
- j) when considering the benefits of ADS-B Implementation, it is necessary to consider the total benefits to all stakeholders (airline operators, passengers, efficiency of the ATM network, and society etc) and not only the benefit derived for airlines operators and air navigation services providers.
