

**GUIDELINES FOR THE IMPLEMENTATION OF AUTOMATIC DEPENDENT
SURVEILLANCE (ADS) IN THE CAR/SAM REGIONS**

1. Background

1.1 ICAO has recommended its member States to prepare short-, medium- and long-term regional plans, in accordance with the CNS/ATM Global Plan.

1.2 In this sense, current surveillance systems are expected to gradually evolve towards more advanced systems, shared by air navigation services at a regional and global level using state-of-the-art technology.

2. Planning

2.1 For a proper evolution towards the new CNS/ATM systems, States should encourage plans to improve surveillance systems.

2.2 The initial implementation of ADS will be in oceanic and remote continental areas and, progressively, in TMA=s, as they become defined in the different regional plans.

2.3 Similarly, regional planning by States should consider the use of ADS-B among other surveillance elements because of the advantages this system offers in the future.

3. Implementation guidelines

3.1 States should agree on a work plan encouraging the development and implementation of ADS, according to the CNS/ATM Action Plan for the CAR/SAM Regions, in order to derive its benefits, taking into account ICAO guidelines, *inter alia*:

- a) initial introduction of ADS through:
 - ATN sub-networks for use by ATC;
 - use of initial ATN SARPs; and
 - use of information derived from airborne navigation systems, with minimum 4-D position data, adding free text, weather information, etc, as required.
- b) development of compatible surveillance systems wherever different methods are used, so as to offer users a global service.

- c) close coordination to make sure that, wherever ADS is to be introduced, it is done almost simultaneously in airspace segments having the highest traffic flows.
- d) identification of the particular ADS elements required to ensure its interoperability with the global system.
- e) maintenance and, if appropriate, improvement of current integrity, reliability and availability levels of positioning systems.
- f) actions to ensure that the implementation of procedural changes due to ADS and other systems will result in a more efficient use of ATS airspace.
- g) development of standards and procedures allowing for the use of the ADS system as an independent system or as a supplement to other surveillance methods.
- h) Prioritize the operation of aircraft equipped with ADS over those unequipped with this system in the ATS routes and airspace.
