



International Civil Aviation Organization

CAR/SAM REGIONAL PLANNING IMPLEMENTATION GROUP (GREPECAS)

**Fifth Meeting of the CNS Committee of the GREPECAS ATM/CNS Subgroup
(CNS/COMM/5)**

Lima, Peru, 13 to 17 November 2006

CNS/COMM/5-WP/17

31/10/06

Agenda Item 3: Surveillance systems developments
3.2 Study of the regional ADS systems implementation

ADS B Study and Implementation Task Force

(Presented by SITA)

SUMMARY

This working paper provides summarized information on Conclusions and Decisions related to ADS-B implementation in the CAR/SAM region according to 13th GREPECAS and propose the creation of a dedicated task force to work on the study development and Implementation Plan.

References:

- 11th ICAO Air Navigation Conference, Final Report
- 13th GREPECAS, Final Report
- 4th ATM/CNS/SG

1. Introduction

1.1 During the 4th ATM/CNS Subgroup Meeting, the Committees obtained an overview of the developments and SARPs Status and ICAO guidance material on the ADS-C and ADS-B systems and noted the existing initiatives for Planning and Implementing the ADS-C and ADS-B systems. Also referred to goals established in the global roadmap on surveillance and noted an initial identification of potential airspaces for ADS-B implementation. Both Committees also demonstrated concern in obtaining more concrete information on current regional fleet equipage from IATA as per **Decision 13/53**.

1.2 A recommendation to the States, Territories and International Organizations to undertake activities based on target dates, was issued and a proposed schedule for ADS implementation considering short, medium and long term, submitted to the Meeting.

1.3 The **Decision 13/54** reflects these aspects and urges the ATM and CNS Committees to prepare and consolidate proposal for target dates, updated regional strategy for ADS and ADS-B systems regional implementation; and propose actions to develop an initial ADS and ADS-B implementation plan.

2. ADS B Trials Programme in the CAR/SAM Regions

2.1 As for the **Conclusion 13/87**, from GREPECAS/13 Final Report, that States/Territories/International Organizations in collaboration with the airspace users, establish and execute an ADS-B trials programme using the available technology and services, aimed at improving the ADS-B knowledge and evaluating the benefits for the Air Traffic Management in the CAR/SAM Regions.

2.2 The proposed task may involve different activities and may need to interact for technical and operational assessment with different Organizations and Industry representatives, in order to establish optimized solutions for implementation options. The impact of such trials can provide more accurate information about the operational use of ADS B as surveillance support opening a new perspective for States implementation plans. These trials and all aspects related to them (infrastructure to be used, specific ATC procedures, applied technologies, statistics, etc) should be monitored under an established project methodology in order to provide results that can be assessed and a formal report should be formally presented in the GREPECAS meeting.

2.3 In order to consolidate an implementation plan for near term ADS-B applications in the CAR/SAM regions considering target dates and taking into consideration available industry technology, it should be considered the creation a dedicated group in a similar way to the ATN Task Force and South Atlantic Task Force. It should be noted that the ASIA/PAC APANPIRG has created an “ADS-B Study and Implementation Task Force” to study and progress the implementation of this technology throughout the Asia/Pacific region. The proposed “GREPECAS ADS B Task Force” should be a contributory body reporting to the ATM/CNS Subgroup meeting to be held in 2007 and subsequent meetings. The ADS B Task Force, while undertaking the task, should take into account of the work being undertaken by the APANPIRG ADS-B SITF, OPLINK, SAS, SCRS and AC Panels with a view to avoid duplication.

2.4 The experience in Asia/Pacific region in promoting ADS B development has shown that the great achievement obtained by the States in that region came from the adoption of clear deadlines for implementation and the creation of a dedicated Task Force to evaluate all aspects connected to this development. The last ADS B Task Force meeting in Asia/pacific region took place in New Delhi, India, by April/2006 as the fifth meeting held in that region. The CAR/SAM regions can fully benefit from that experience as many implementation issues have been already addressed by them. Therefore, the following Draft Conclusion is proposed to the Meeting:

**DRAFT
CONCLUSION 5/X****CREATION OF AN ADS B STUDY AND IMPLEMENTATION
TASK FORCE**

That, States/Territories/International Organizations, in collaboration with the airspace users:

- a) Recognize the relevance of the ADS-B implementation given its cost effectiveness, timeliness and safety related aspects.
- b) Create a dedicated work group in charge of specific activities related to ADS B implementation, covering all aspects and identifying the members and related Terms of Reference
- c) Note that SITA, based on own experience and its alliance with Airservices Australia and its neutral condition as air transport owned, is willing to commit resources to support the work of the Task Force and provide work results according.

3. Suggested actions

3.1 The Meeting is invited to:

- a) take note of the contents of this working paper; and
- b) review and propose the adoption of the Draft Conclusion presented under paragraph 2.4 of this working paper.