



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**TWENTY FIFTH MEETING OF THE
ASIA/PACIFIC AIR NAVIGATION PLANNING AND
IMPLEMENTATION REGIONAL GROUP (APANPIRG/25)**

Kuala Lumpur, Malaysia, 8 – 11 September 2014

**Agenda Item 3: Performance Framework for Regional Air Navigation Planning and
Implementation**
3.4: CNS
PROGRESS ON THE ESTABLISHMENT OF RAIM PREDICTION SYSTEM

(Presented by Thailand)

SUMMARY

This paper presents information on the establishment of a Regional RAIM (Receiver Autonomous Integrity Monitoring) System. GNSS (Global Navigation Satellite Systems) is considered a main navigation infrastructure supporting PBN (Performance Based Navigation) operations. It is now also becoming a critical component of surveillance systems, such as ADS-B (Automatic Dependent Surveillance-Broadcast). Unpredicted outage of GNSS services can cause undesired interruptions on aircraft operations. ICAO Annex 10 and ICAO PBN manual require States and ANSPs (Air Navigation Service Providers) to provide timely warnings of GNSS RAIM outages. RAIM prediction results are needed daily by pilots, flight dispatchers, air traffic controllers and airspace planners.

Strategic Objectives:

- A: **Safety** – Enhance global civil aviation safety
- B: **Air Navigation Capacity and Efficiency** – Increase the capacity and improve the efficiency of the global aviation system

1. INTRODUCTION

1.1 Implementations of PBN and GNSS facilitate more efficient use of airspace and more flexibility for operational procedure. They cooperatively result in enhanced safety, access, capacity, predictability, operational efficiency, fuel economy, and environmental sustainability.

1.2 Implementation of PBN is strongly supported by major aviation stakeholders, including ICAO, IATA, and CANSO. On 1 April 2009, a joint industry declaration in support of PBN implementation was issued calling upon all leaders of the civil aviation community to fully support implementation of PBN into the air navigation system in accordance with the ICAO provisions and established timetable.

1.3 GNSS is considered the main navigation infrastructure supporting PBN operations. GNSS provides highly accurate and high-integrity navigation and positioning services for aircraft. GNSS also enables on-board monitoring and alerting capability which are required for Required Navigation Performance (RNP) operations.

1.4 Unpredicted outages of GNSS services can cause undesired interruptions on aircraft operations. Safety impacts may become more severe during approach phase of flights especially if pilots are not aware of such outages.

1.5 ICAO APANPIRG/20 meeting was reminded that GPS (Global Positioning System) prediction service was a necessary part of GNSS approvals to allow for the fluctuations in service availability. Concern was also raised over possible future GNSS outages due to satellite constellation anomalies and other factors.

1.6 GNSS is presently not only used for navigation, but is also becoming a critical component of surveillance system, such as ADS-B in addition to many aviation applications that depend on accurate timing such as SSR Radar.

2. DISCUSSION

Requirements for Receiver Autonomous Integrity Monitoring (RAIM)

2.1 Receiver Autonomous Integrity Monitoring (RAIM) provides integrity monitoring of GNSS satellites for aviation applications. RAIM utilizes redundancy of satellite signal measurements combined with aircraft barometric altitude equipment to detect any faulty satellite signal based on satellite geometry and probability analysis.

2.2 ICAO Annex 10 and ICAO PBN manual require States and ANSPs to provide timely warnings of GNSS RAIM outages. A pre-flight GNSS RAIM prediction analysis is required by the FAA for flights intending to use RNAV/RNP routes as well as departure and arrival procedures while using GPS as the sole navigation source.

2.3 RAIM prediction results are needed daily by pilots, flight dispatchers, air traffic controllers and airspace planners. The use of appropriate RAIM prediction services is considered to be a necessary part of GNSS approvals. Pilots and air traffic controllers need such information to ensure proper flight planning during possible service unavailability.

2.4 RAIM prediction is required for en-route, terminal area, and approach operations. RAIM prediction algorithms for different types of GNSS receivers and avionics configuration are also different.

Regional RAIM Prediction Service

2.5 As RAIM service prediction algorithms use pre-determined satellite orbit and maintenance schedule to assess future outages, one single RAIM prediction system can technically provide a RAIM prediction service for the whole world or an entire region.

2.6 However, it is still within States' responsibilities to provide RAIM outage information to airspace users and aviation stakeholders. All safety-related information provided by a RAIM prediction service will need to be recognized and authorized by State before it can be used.

2.7 With these reasons, it is thus not cost effective for each State to invest on an individual RAIM prediction system. Moreover, various implementations of RAIM prediction services may result in inconsistency of RAIM prediction information provided by various States. This may cause operational problems especially during en-route operation over international airspace.

2.8 A common, regional RAIM prediction service for region such as South-East Asia can prove to be an effective solution. By harmonizing RAIM prediction information among States, the regional RAIM prediction service will enhance seamless air traffic operation, while providing a cost-effective investment solution. A regional RAIM project will also provide a forum for States to share their knowledge and experiences.

2.9 ICAO APANPIRG Decisions 20/38 and 20/39 task the ICAO PBN Task Force to examine the feasibility of establishing a regional RAIM prediction system and invite ICAO to develop guidance materials on establishing common implementation rules and technical standards for GNSS reporting and prediction requirements.

2.10 The 46th DGCA Conference encouraged States to support and place priority on the ICAO Task Forces and work programmes for the Asia-Pacific. Proposals on specific mechanisms, such as a regional RAIM prediction service, could also be looked into.

Current PBN Manual RAIM Prediction Requirements

2.11 The PBN Manual contains numerous requirements for various forms of GNSS prediction plus requirements for ANSP providers to monitor the status of GNSS and issue timely warnings of outages (Paragraph 4.3.1.2). For example, RNP 10 requires FDE (Fault Detection and Exclusion) availability prediction program must be used (Paragraph 1.3.4.2.1.4). For RNAV En-route RAIM levels are required and can be verified either through NOTAM (where available) or through prediction services. The operating authority may provide specific guidance on how to comply with this requirement (e.g. if sufficient satellites are available, a prediction may not be necessary). Operators should be familiar with the prediction information available for the intended route (Paragraph 2.3.4.3.1).

2.12 The following factors influence both status monitoring and RAIM prediction and these can differ between aircraft:

- a) Receiver RAIM algorithms of different receivers;
- b) Satellites in view can be a different set;
- c) Receiver mask angle can vary; and,
- d) Integration with other sensors/aids (DME/DME, baro, inertial) may or may not be available to the navigation system.

2.13 The current approvals for the use of GPS as a primary means of oceanic and remote navigation require the operator to have a separate (to the receiver) receiver specific prediction system that takes into account the requirements of the flight.

Minimal Technical and Operational Requirements for a Regional RAIM Prediction System

2.14 The PBN/TF/7 meeting agreed in principle the establishment of a regional RAIM prediction system and cooperation between the ICAO PBN TF and the APEC GIT. The PBN/TF also endorsed the Minimal Technical and Operational Requirements for a Regional RAIM Prediction System as followings:

2.15 Basic Common Denominator - Noting the differences among different RAIM algorithms on-board different aircraft, a regional RAIM prediction system provided by a service provider, such as an ANSP, should provide a “basic common denominator” RAIM prediction service for “basic” GNSS receivers, such TSO-129 (Fault Detection) and TSO-145/146 (Fault Detection and Exclusion).

2.16 Prediction Period – A regional RAIM prediction system shall provide prediction for RAIM outage and number of GNSS-satellite availability for a 72 hour period using the latest available GPS NANU.

2.17 Approach Operations - A regional RAIM prediction system shall support aircraft approach operations based on RNP APCH (with/without Baro-VNAV) navigation specification. The system shall calculate the predicted RAIM availability for a 72 hour period for specific Aerodromes. The algorithms shall address the RAIM requirements for GNSS receivers operating in Approach operations (± 0.3 NM). Both the Fault Detection (FD) and Fault Detection and Exclusion (FDE) algorithms shall be provided. The system shall calculate the predicted RAIM availability at the Aerodrome Reference Point (ARP) for baro (pressure altitude) aided and non-baro aided GNSS user equipment at 1 minute intervals or better.

Progress of the Establishment of RAIM Prediction System

2.18 AEROTHAI has procured and successfully implemented the initial establishment of the RAIM Prediction System in April 2013. The service is named NETRA which means ‘eyes’ in Sanskrit. The system, developed by DW International, utilizes the same engine as EUROCONTROL’s AUGUR GPS RAIM Prediction Tool. The initial operation for Bangkok FIR has been commenced since October 2013. The current operation features a web-based service that can be accessed via the Internet at www.netra.aero. The RAIM Outage Prediction NOTAM generation capability is expected to be added by the end of 2014. The system can be expandable to provide RAIM prediction services for any other interested participating States within the Asia/Pacific Region at minimal costs.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- a) note the importance and requirements for RAIM prediction services for GNSS and PBN operations;
- b) note the progress on the establishment of the RAIM Prediction System in Thailand as presented in this Information Paper; and,
- c) note and consider the way forward for cooperative work with States in expanding RAIM prediction services up to the regional level.

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