

CNS SG/18 – IP/28
Agenda Item 6 (1)
23/07/14



Australian Update

ICAO APANPIRG CNS SG/18

Regional Sub-Office – 21st to 25th of July, 2014

Beijing, China

AUSTRALIA

ADS-B

Past mandates:

- Flights above FL285 – December, 2013
 - Commercial jets 99%
 - Business jets ~70%
 - Turboprops ~77%
- All IFR aircraft new to the register – February, 2014

Future mandates:

- All IFR – February, 2017
 - IFR below FL285 ~19%

PBN Implementation

Aircraft equipment mandates in place – 4th of February, 2016 (18 months away!)

Navigation approvals available for RNAV/RNP specifications – PBN is available in Australia already

Airspace classification process has commenced. Unless otherwise stated:

- Oceanic – RNP 4 (RNAV 10 legacy)
- En Route – RNP 2 (RNAV 5 during transition)
- Terminal – RNP 1 (RNAV 1 during transition)
- Approach – RNP-APCH (Baro-VNAV preferred)

Can fly IFR without any other aids - now

PBN Capability

Usage stats on domestic airframes (from FPL):

- Oceanic – RNP 4 – 8% (RNAV 10 – 45%)
- En Route – RNP 2 – 22% (RNAV 5 – 44%)
- Terminal – RNP 1 – 36% (RNAV 1 – 42%)
- Approach – RNP-APCH – 66%, Baro-VNAV – 24%

Usage stats on international airframes (from FPL):

- Oceanic – RNP 4 – 64% (RNAV 10 – 96%)
- En Route – RNP 2 – 0.1% (RNAV 5 – 87%)
- Terminal – RNP 1 – 77% (RNAV 1 – 93%)
- Approach – RNP-APCH – 18%, Baro-VNAV – 56%

CASA CNS RESOURCES

<http://www.casa.gov.au/scripts/nc.dll?WCMS:HOMEPAGE::pc=HOME>

Revised Civil Aviation Order CAO 20.91

Currently on web site for comment

Reduced industry compliance requirements

GROUND AID REMOVAL - 2016

February 2016

250+ NDBs, VORs, DMEs to be removed

Remaining ground aids to support TSO C129 GPS
These require conventional aid alternate

SYDNEY GLS



GBAS

Honeywell SLS-4000 commissioned for CAT-I precision approach service on the 29th of May, 2014

Approach plates and information package are publically available on the Airservices Australia website: <http://www.airservicesaustralia.com/aip/aip.asp> as AIP-SUP H38/14

All six runway ends at Sydney Kingsford Smith Airport have CAT-I service available with minima ranging from 210-270ft

GLS available during all operations except independent parallel operations – expected changes to ICAO Document 4444 – PANS-ATM will remove this restriction

To date, one domestic airline and three international airlines have used Sydney GBAS, with two other airlines expected to commence operations in 3Q2014

Of the aircraft capable of performing a GLS approach in Sydney (for the period 29th of May to 4th of July – 36 days) 58% of flights used GLS, 37% used ILS, and 5% other

A project to install GBAS at Melbourne Tullamarine airport has commenced. The service will be offered on two runways with existing ILS CAT-I and CAT-III services, and on two runways with existing RNP-APCH services only

MH 370 SEARCH

Search for aircraft is continuing

New contract for underwater search

Redefined search area

Continued support of investigation efforts

Involvement in Global Tracking initiative

More extensive report to the ATM Sub-Group meeting

ISSUES

SATCOM VOICE

Australia does not support SCV for ATS

Implementation of A37-11 Resolution

Few aircraft Baro-VNAV capable

No SBAS

Need ICAO to finish PBN Manual

PBN Study Group meeting in September 2014

Industry compliance with GNSS and ADS-B Mandates

Low rate of General Aviation fitment

TIME OF CHANGE?

Aviation Safety Regulation Review (ASRR)
35 recommendations

New CASA Board
New Director – August 2014

Possible sale of Airservices???

One Sky Australia Project
New ATC Systems for Airservices and Defence
CASA is lead regulator

QUESTIONS AND DISCUSSION