



AIR NEW ZEALAND 
FLIGHT OPERATIONS AND SAFETY

Air New Zealand & ADS-B





Our Fleet

26 A320

3 B.737 *

5 B.767

15 B.777

3 B.787 *





Air NZ ADS-B Network

Separation Service

- Australia & Canada New Zealand (South)

Situational Awareness

- Fiji, Greenland*, Hong Kong, Iceland, Indonesia*, New Caledonia, Singapore, United States - Others??



Australia

B.767 required GPS retrofit 😊

B.737 excluded from Tasman operation

All other fleets compliant before mandate

Primary benefit AKL-SIN & AKL-PER



Canada

First Hudson Bay ADS-B Flight

Air New Zealand's ANZ1 handled by Montreal ACC
January 15, 2009

7 B747-400 – mixed configuration of MMRs and GPSSU for 6 months
Creative scheduling restricted cost to approx US\$50,000



Karim Mekki, Air Traffic Controller at the Montreal Area Control Centre



Training

- Needs better understanding by flight crew, flight planners & maintenance personnel
- A function that is transparent to crew – integrated in ATC transponder

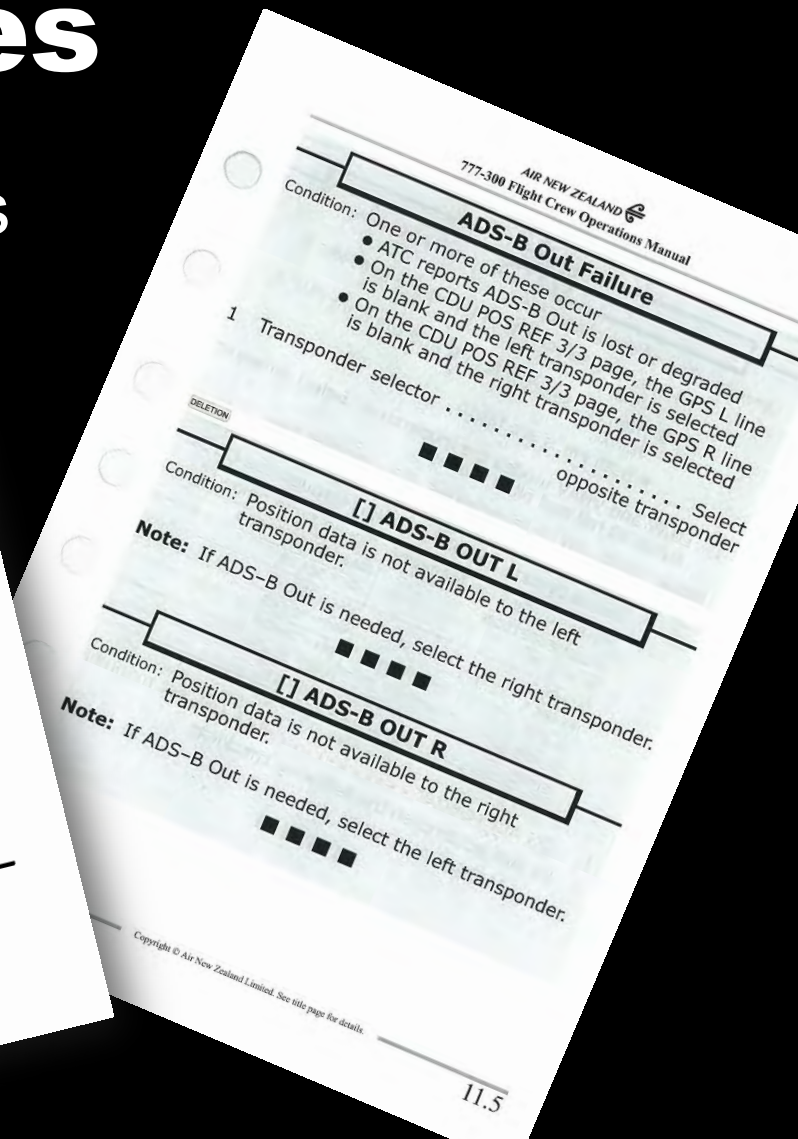
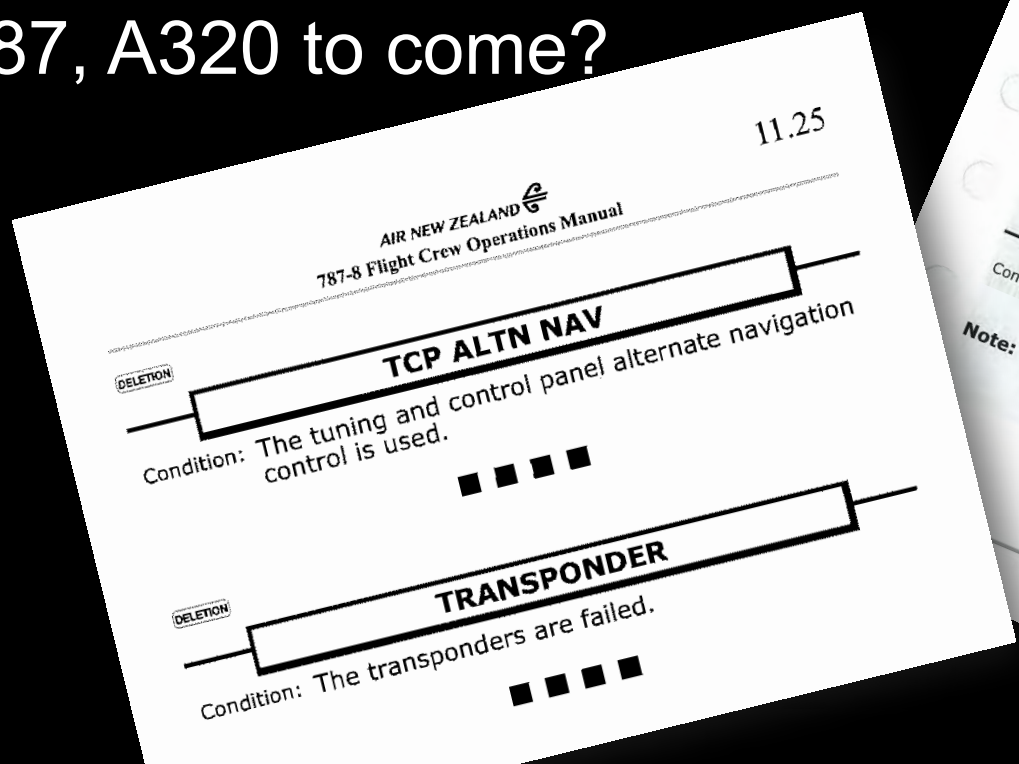




Crew Procedures

B777 ADS-B failure indications recently introduced.

B787, A320 to come?





Radio Phraseology

Australia, Canada and N.Z. are different! For example:

- Canada – *ADS-B Identified*
- Australia/New Zealand – *Identified*
- ICAO STANDARDS REQUIRED



787 Position Reporting Errors

Not seen from Air NZ 787-9

An ANSP mandated a maintenance procedure BUT a Certifying Engineer requires authoritative data

Air NZ waited for and followed Boeing advice



Mandates

Airlines can only select equipment made available
by aircraft manufacturers

A320, B777 & B787 currently TSO C129a

No visibility yet on suggested specs – Regulators
must engage with OEMs!



Discussion...

