



International Civil Aviation Organization

**The Third Meeting of the APANPIRG ATM Sub-Group
(ATM /SG/3)**

Bangkok, Thailand, 03-07 August 2015

Agenda Item 6: AOP, MET, AIM, SAR

ADS-C REPORTING RATE FOR RNP10 AIRCRAFT

(Presented by the United States of America)

SUMMARY

This paper presents information relevant to the use of Automatic Dependent Surveillance – Contract (ADS-C) for Global Flight Tracking (GFT) and the implementation of a 14 minute reporting rate for Required Navigation Performance (RNP) 10 aircraft in the Oakland and Anchorage Flight Information Regions.

1. Introduction

1.1 Following a special Multidisciplinary Meeting regarding Global Flight Tracking (MMGFT) and the Second High-level Safety Conference (HLSC 2015), the Air Navigation Commission (ANC) considered a proposal for amendment (PFA) to Annex 6 — Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes, to develop a performance-based aircraft tracking requirement specifically for a routine aircraft tracking solution that could be implemented in the near future.

1.2 At the HLSC 2015, the following text was proposed to be added to Annex 6:

******* PFA to Annex 6 *******

3.3 Aircraft Tracking

3.3.2 The operator shall track the position of an aeroplane at least every 15 minutes for the portion(s) of the inflight operation(s) that is planned in an oceanic area(s) under the following conditions:

- a) The aeroplane has a maximum certificated take-off mass of over 27,000 kg and a seating capacity greater than 19; and
- b) Where an ATS unit obtains aeroplane position information at greater than 15 minute intervals.

Note. — Access to ATS aeroplane position data meets aeroplane tracking requirements.

2. Discussion

2.1 In response to HLCS 2015 on GFT, Airservices Australia commenced a trial to determine the effectiveness of increasing the Automatic Dependent Surveillance – Contract (ADS-C) periodic reporting rate to monitor flights through procedurally-controlled airspace where air traffic services (ATS) surveillance services are not provided. The default reporting interval in these areas is currently 30 minutes and, in the initial stage of the trial, this was manually updated by the controller to a 10 minute interval. Airservices Australia has determined a 14 minute reporting rate (required for the application of the 30 nautical mile lateral/longitudinal separation standard) to be applied for all aircraft in both Melbourne and Brisbane FIRs.

2.2 In support of GFT, the United States Federal Aviation Administration (FAA) has also increased Required Navigation Performance (RNP) 10 ADS-C reporting rates. On June 25, 2015, Oakland Air Route Traffic Control Center (ARTCC) and Anchorage ARTCC changed their reporting rates from 26 minutes to 14 minutes for RNP10 equipped aircraft. The FAA coordinated the change with the Pacific International Air Transport Association (IATA) representative.

3. Conclusion

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) discuss any relevant matters as appropriate.

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