



International Civil Aviation Organization

**ELEVENTH MEETING OF THE SOUTH EAST ASIA/
BAY OF BENGAL SUB-REGIONAL ADS-B
IMPLEMENTATION WORKING GROUP (SEA/BOB
ADS-B WG/11)**



New Delhi, India, 17-20 November 2015

Agenda Item 3: Review implementation and co-ordination activities and sub-regional implementation plans

SAFETY CASE FOR ADS-B UNDER RADAR ENVIRONMENT

(Presented by Singapore)

SUMMARY

This paper shares with the Working Group the progress made by Singapore on the safety case for ADS-B under radar environment.

1. Introduction

1.1 Singapore planned to use the ADS-B data from Singapore and those neighbouring States which share ADS-B data with Singapore, for air traffic control operations within the Singapore FIR.

1.2 As part of the safety management process, a safety case is required to assure the regulators that the use of ADS-B data for operations is sufficiently safe.

2. Challenges on the ADS-B Safety Case

2.1 When Singapore first worked on the safety case, the plan was to cater for the entire Singapore FIR, regardless whether the area is under radar or not. The main guidance documents used were the ICAO Cir326, EUROCAE ED-126 and EUROCAE ED-161.

2.2 According to ICAO Cir 326, there is no difference between the ADS-B applications in radar and non-radar environments. There is also no mention on the difference on whether the avionics should be of version 0 (i.e. RTCA DO-260), version 1 (i.e. RTCA DO-260A) or version 2 (i.e. RTCA DO-260B). But there was a mention in Cir326 that States have to do their own additional assessment when using ADS-B in complex environment (which is usually radar environment).

2.3 According to EUROCAE ED-161, only version 1 and 2 avionics (i.e. RTCA DO-260A and DO-260B) are assessed to be able to support ADS-B in radar environment. There is, however, a statement that States who want to use ADS-B with version 0 avionics under radar environment will have to perform their own additional assessment. As most of the existing aircraft are equipped with version 0 avionics, Singapore could not use ADS-B within radar environment, unless the additional assessment is performed.

2.4 According to EUROCAE ED-126, ADS-B may be used under non-radar environment, regardless whether the ADS-B avionics are versions 0, 1 or 2. Singapore hence relied on EUROCAE ED-126 to complete its safety case for ADS-B application under the non-radar environment of the Singapore FIR.

2.5 Following the completion of the safety case for ADS-B application under non-radar environment, Singapore commenced ADS-B operations at parts of its non-radar area on 12 Dec 2013. Subsequently, Singapore continued to work on the safety case on ADS-B application under radar environment, which required an additional assessment.

3. Assessment on ADS-B under radar environment

3.1 Singapore worked with MITRE Asia Pacific Singapore (MAPS) to perform the assessment on ADS-B under radar environment. This assessment, if positive, will form the basis of the subsequent safety case for the ADS-B application under radar environment.

3.2 MITRE obtained three months of surveillance data from Singapore to perform the assessment. The assessment was completed in September 2015. Based on statistical analysis and visual examination, it was found that the performance of the Multi-Sensor tracks or MST (which includes the fused ADS-B data) is as good as or better than the available radar tracks (Multi-Radar tracks or MRT).

3.3 When comparing MRT to the MST, the average distance between the positions reported by the MRT and the MST is about 0.1 NM. In instances where the distance between the positions reported by the MRT and the MST are large (>1NM), an overwhelming high percentage of these cases were due to the instabilities in the MRT.

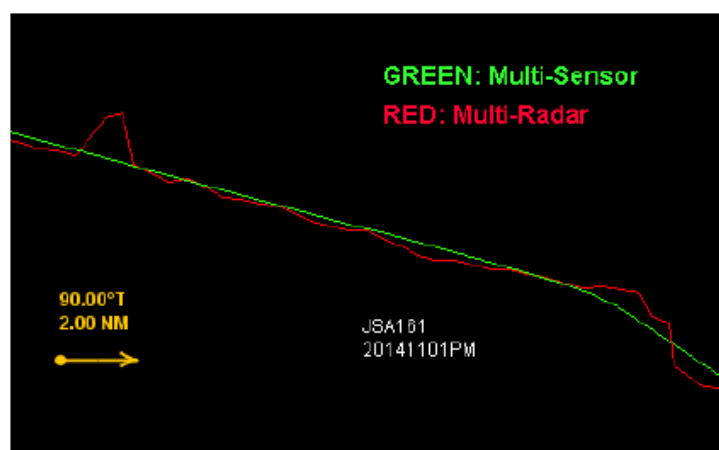


Fig 1: Difference in MST and MRT due to instability in MRT.

3.4 MST are more stable than MRT with less large jumps and abnormal sharp turns. If the current rate of MRT anomalies is operationally acceptable, the lower rate of MST anomalies should also be operationally acceptable.

| | | |
|--|--------------------|---------------------|
| | Multi-radar tracks | Multi-sensor tracks |
|--|--------------------|---------------------|

| | | |
|---|------------|------------|
| Number of tracks | 60,162,899 | 60,162,899 |
| Number of two consecutive sharp turns | 11,094 | 1,786 |
| Number of three consecutive sharp turns | 1,260 | 200 |

Table 1: Counts of sharp turns in MST compared with MRT

| | Multi-radar tracks | Multi-sensor tracks |
|---|--------------------|---------------------|
| Number of tracks | 60,162,899 | 60,162,899 |
| Number of occurrence of two consecutive speed jumps | 11,984 | 7,723 |

Table 2: Counts of abnormal speed changes in MST compared with MRT

3.5 With the positive results of the assessment, Singapore will proceed to perform the safety case for the use of ADS-B under radar environment.

4. Conclusion

4.1 The meeting is invited to:

- a) note the progress of Singapore on the safety case for the use of ADS-B under radar environment; and
- b) discuss and comment on the findings of the assessment.
