

ADS-B – What’s Happening Next?

New Zealand’s current surveillance radar system will reach the end of its life by the end of 2021. ICAO guidance supports the replacement of secondary radar with ADS-B to provide richer, more accurate, and more frequent data to air traffic controllers.

As part of the New Southern Sky (NSS) programme, secondary surveillance radar will be replaced by Automatic Dependent Surveillance – Broadcast, or ADS-B OUT.

ADS-B OUT is the functionality that transmits ADS-B information out of the aircraft to air traffic control and other aircraft that are equipped to receive ADS-B information.

The CAA is releasing a Notice of Proposed Rule Making (NPRM) that will require all aircraft operating above FL245 to have operational ADS-B OUT systems by the end of 2018.

The NPRM will include proposals about fitting ADS-B to aircraft coming into New Zealand, or new aircraft being registered. There are different proposals for aircraft that already have ADS-B, and those that will be newly fitted.

We want you to have your say on the proposals. You can do this by putting in a submission once the NPRM is released. To receive an email when the NPRM is published, subscribe to our free notification service, www.caa.govt.nz/subscribe. Select the rule parts you operate under, and also the “New Southern Sky” tick box under “Other CAA Information”.

If you are fitting ADS-B OUT to your aircraft, make sure the transponder is, or can be, upgraded to Mode ES (extended squitter) 1090 MHz, and that the GNSS sensor is compatible with the transponder.

Transponders that meet TSO-C166b and a compatible sensor that complies with TSO-C145 or 146 will meet the proposed rule requirements.

Do not fit universal access transceiver (UAT) systems that transmit on 978 MHz. These will not work in New Zealand.

For more information on avionics, please contact Clayton Hughes in the CAA Aircraft Certification Unit, avionics@caa.govt.nz.

If You Fly Below FL245

If you operate in controlled airspace below FL245, you should also consider the equipment requirements outlined in the NPRM. If you are planning on equipping your aircraft with ADS-B for the proposed 2021 mandate, some proposed requirements will be relevant to you. For example, we are proposing that all ADS-B data transmitted will need to meet certain standards to ensure it’s accurate.

A discussion document about introducing ADS-B below FL245 will be out for consultation in mid-2017.

You can find out more about NSS and ADS-B, including frequently asked questions, at the NSS web site, www.nss.govt.nz. ■

