



International Civil Aviation Organization

**FIFTH MEETING OF THE SAT FANS I/A INTEROPERABILITY TEAM
(SAT FIT/5)
(Lisbon, Portugal, 17 to 18 May 2010)**

Agenda 4: System Performance Monitoring

Harmonization of the ADS-C Contracts.

(Presented by Brazil)

1. Introduction

Summary
This paper addresses the need of harmonization with parameters, used by the ACCs, applied in periodic and event contracts.
References:
• FANS OPERATION MANUAL.

1.1 The update rate of the Periodic Contract should be harmonized in South Atlantic, in order to guarantee the coherence between the applicable procedures used by all ATC Units involved. In the same sense, there is a need of harmonizing the parameters that will trigger the Event Contract in South Atlantic.

2. Discussion

2.1 Taking into consideration that initially the ADS-C will not be used to reduce the separation minima in South Atlantic, Brazilian Administration has established the bellow listed rules:

a) Update rate for **Periodic Contracts**:
20 minutes.

Note1: as said before, considering that ADS will not be used to reduce separation minima.

Note2: this is pattern to be used in regular situations and do not prevent the Controller to alter this parameter for situations where a higher or lower reporting rate may be required.

b) Event contracts triggered by **Altitude Range Change Events**:
200 ft

Note1: take into consideration that is RVSM airspace and the tolerance applicable in that kind of airspace is 200ft.

c) Event contracts triggered by **Lateral Deviation Change Events**:
5 NM

Note1: even though the airways are defined as RNP-10, which have a primary area of protection of 10 NM.

Note2: in case of turning the airways of EUR-SAM Corridor into RNP-4, all the parameters above mentioned would remain the same, except the lateral deviation which could be reduced to 4 NM, according to the primary area of protection of 4 NM.

d) Event contracts triggered by **Vertical Rate Change Events**:

5000 ft/min

Note: This is a proposed value based on the maximum rate of climb/descent often used by large body aircrafts.

2.3 Special attention must be given to item 1.2.7 of Doc 9613 (PBN Manual):

“Status monitoring: When implement RNP-4, the air traffic service provider must monitor the status of GNSS and issue timely warnings of outages (NOTAMS).”

Note1: before implement RNP-4 on EUR-SAM Corridor, States must be sure that monitoring service all over their FIR is feasible.

Note2: if all States figure out monitoring GNSS signals is not possible, rules containing exceptions should be proposed to be attached in Doc-9613 (PBN Manual).

3. Conclusion

3.1. The meeting is invited to:

- 1) Discuss about the parameters to be harmonized between ATC Units related to periodic and event contracts.

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