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AIC
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INTRODUCTION OF AUTOMATIC DEPENDENT SURVEILLANCE BROADCAST (ADS-B) OUT SERVICE WITHIN TAIPEI FIR

1. Introduction

- a. Pursuant to the ICAO Asia-Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) Conclusion 19/37 and Conclusion 21/39 (see Attachment A), this AIC informs aircraft operators that the Civil Aeronautics Administration (CAA) plans to implement the use of Automatic Dependent Surveillance Broadcast (ADS-B) after December 2013 within Taipei Flight Information Region (FIR) to support future increase in airspace capacity and allow better flight accessibility.
- b. ADS-B is a surveillance system that uses Global Navigation Satellite System (GNSS), aircraft avionics, and ground infrastructures to accurately and quickly transmit flight information between aircraft and Air Traffic Services.
- c. CAA has already installed a series of ADS-B ground infrastructures to enhance the surveillance coverage of Taipei FIR and will be operational in the near future.

2. Airspace Implementation Plan and Operational Limitations

- a. On and after 12 December 2013, aircraft flying over routes B576 or B591 at or above FL290 within Taipei FIR, shall carry ADS-B Out equipage complying with the requirements in item 3. Aircraft not having the relevant operational approval or not carrying an ADS-B Out equipage that meets requirement specified in item 3 or not carrying a serviceable ADS-B Out equipage will be assigned a flight level at or below FL280.
- b. On and after 31 December 2014, aircraft flying at or above FL290 within Taipei FIR, shall carry ADS-B Out equipage complying with the requirements in item 3. Aircraft not having the relevant operational approval or not carrying an ADS-B Out equipage that meets requirement specified in item 3 or not carrying a serviceable ADS-B Out equipage will be assigned a flight level at or below FL280.

3. Aircraft Equipage for ADS-B Out

If an aircraft carries ADS-B Out equipage, the ADS-B Out equipage shall be certificated as meeting EASA AMC 20-24 or meets the equipment configuration standards in Appendix XI of Civil Aviation Order 20.18 of the Civil Aviation Safety Authority of Australia.

4. Aircraft Operator's Approval

If an aircraft carries ADS-B Out equipage, the aircraft operator must have the relevant ADS-B operational approval from the State of Registry.