

Tel: 886-2-2349 6118
Fax: 886-2-2349 6122
AFTN: RCTPYAYX
E-Mail: ais@mail.caa.gov.tw

REPUBLIC OF CHINA
Civil Aeronautics Administration
Air Traffic Services Division
No. 340 Dunhua N.Road,
Taipei, 105, Taiwan

AIP
SUP
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ENR

REVISION TO AUTOMATIC DEPENDENT SURVEILLANCE BROADCAST (ADS-B) OUT OPERATION WITHIN TAIPEI FIR

1. Preface

- a. This AIP SUP supersedes AIP SUP 08/14.
- b. The harmonization of implementation in Phase 1 has been achieved; however, after reviewing the ADS-B Out equipage of aircraft with flying at or above FL290 within Taipei FIR, the effective date of Phase 2 is now adjusted to 31 December 2019, 0000UTC.
- c. Aircraft are no longer required for ADS-B Out operational approvals by the State of Registry (based on Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) Conclusion 26/42).

2. Implementation Plan

- a. All 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.
- b. The effective date that all aircraft flying at or above FL290 within Taipei FIR shall carry ADS-B Out equipage complying with the requirements in item 3 is now adjusted to 31 December 2019, 0000UTC.

3. ADS-B Out Equipage Requirements

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. Operational Limitations

- a. With immediate effect until 30 December 2019, 2359UTC, when ATC radar surveillance services for routes B576 and B591 operate normally, an aircraft unequipped with ADS-B Out equipage complying with the requirements in item 3 or carrying ADS-B Out equipage but the equipment unserviceable, may fly over two-mentioned routes at or above FL290. NOTAM will be issued when ATC radar surveillance services of routes B576 or B591 unavailable, aircraft flying over two-mentioned routes at or above FL290 shall carry equipage complying with item 3, otherwise shall fly at or below FL280.
- b. With effect from 31 December 2019, 0000UTC, all aircraft flying at or above FL290 within Taipei FIR shall carry ADS-B Out equipages complying with item 3. Otherwise aircraft shall fly at or below FL280.

5. Operational requirements

- a. With immediate effect until 30 December 2019, 2359UTC:
 - i. When an aircraft flying over routes B576 or B591 at or above FL290 within Taipei FIR, equipped ADS-B Out equipment becomes unserviceable during flight, the pilot must inform ATC as soon as possible.
 - ii. When an aircraft flying over routes B576 or B591 at or above FL290 within Taipei FIR equipped with ADS-B transmitting equipment which does not comply with the regional requirements, the pilot must inform ATC as soon as possible.
- b. With effect from 31 December 2019, 0000UTC:
 - i. When an aircraft flies at or above FL290 within Taipei FIR, the aircraft operator filing flight plan shall indicate relevant route and flight level depending on equipage.
 - ii. When an aircraft flying within Taipei FIR carries ADS-B transmitting equipage which does not comply with the regional requirements, the equipage shall be deactivated or set to transmit only a value of zero for the Navigation Uncertainty Category (NUC) by the pilot.

6. Flight planning requirements

- a. Aircraft operators shall indicate the appropriate ADS-B designator in item 10 of the flight plan:
 - i. B1 ADS-B with dedicated 1090MHz ADS-B "Out" capability
 - ii. B2 ADS-B with dedicated 1090MHz ADS-B "Out" and "In" capability
- b. Aircraft operators shall include the aircraft address (ICAO 24 Bit Code) in item 18 of the flight plan as per the following example:
CODE/899059
- c. The aircraft identification (ACID) not exceeding 7 characters must be accurately recorded in item 7 of the flight plan and replicated exactly when set in the aircraft (for transmission as Flight ID). Refer to appendix 2 to PANS-ATM Doc 4444 for further information about aircraft identification.

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