



ARABIAN SEA INDIAN OCEAN ATS
COORDINATION GROUP AND INDIAN
OCEAN STRATEGIC PARTNERSHIP TO
REDUCE EMISSIONS WORKING GROUP
MEETING

ARABIAN SEA INDIAN OCEAN ATS COORDINATION GROUP AND INDIAN OCEAN STRATEGIC PARTNERSHIP TO REDUCE EMISSIONS WORKING GROUP MEETING

DOHA, QATAR 4-5 JUNE 2014

Agenda Item 3: Report from ANSPs

Maldives Updates

(Presented by Maldives)

SUMMARY

The paper provides information about updates from Maldives.

1. INTRODUCTION

- 1.1 The paper presents information on initiatives in Male FIR.

2. DISCUSSION

2.1 ADS-B implementation progress in Maldives

- 2.1.1 As part of the effort to enhance the efficiency and safety of the air traffic services, MACL has completed installation and commissioning of 4 ADS-B ground stations, which have been integrated into the ATM automation system.
- 2.1.2 Male' Area Control Center is equipped with SELEX SI ATM automation system. Recently, a major software upgrade has been conducted in order to introduce ads-b tracks to the controller working positions. We have observed issues which need to be addressed and resolved prior to commencing of any ads-b control operation.

2.2 Major issues observed

- 2.2.1 Label swapping between aircrafts randomly occurs, mostly noticeable between IFR and VFR tracks within control zone with tracks at close proximity. For

example, an aircraft A taking off gets automatically correlated with the aircraft B label which is about to land.

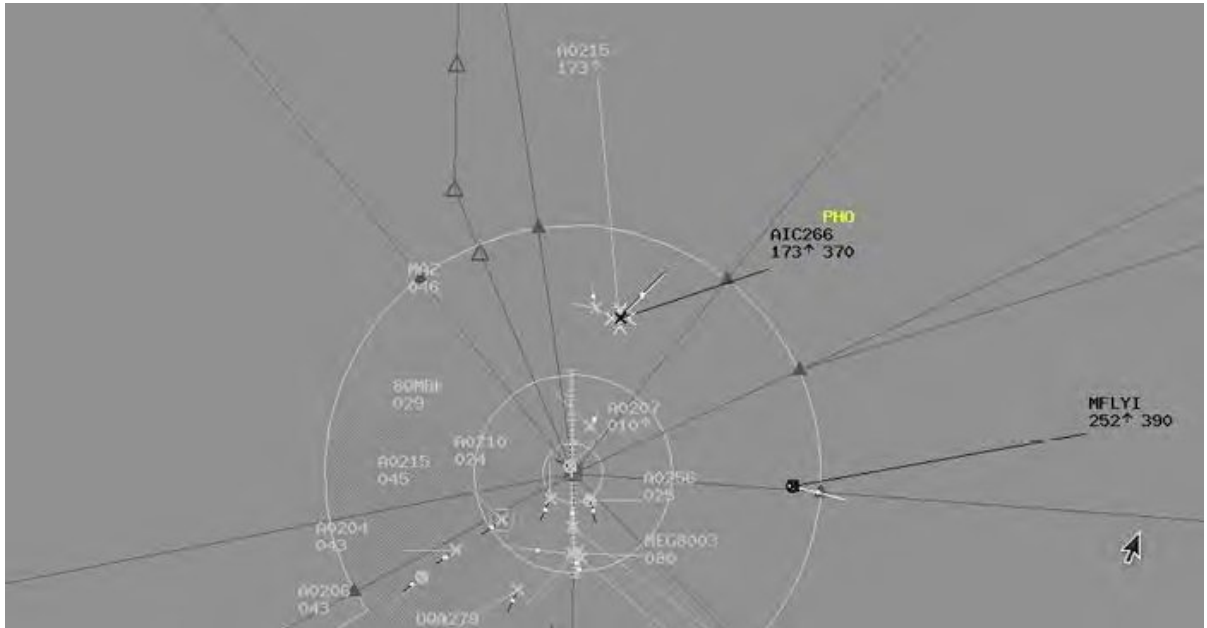


Figure 1 – Two SSR codes assigned to the same aircraft

2.2.2 Ghost tracks are sometimes displayed with ads-b tracks. These tracks are identified as system tracks. Controllers are well aware of these system tracks and they have been advised on how to attend such instances.



Figure 2 – ghost tracks

2.2.3 ADS-C track splitting issue - When a flight track is connected with ADS-C, the flight track gets split into multiple tracks which are shown close to the original track.

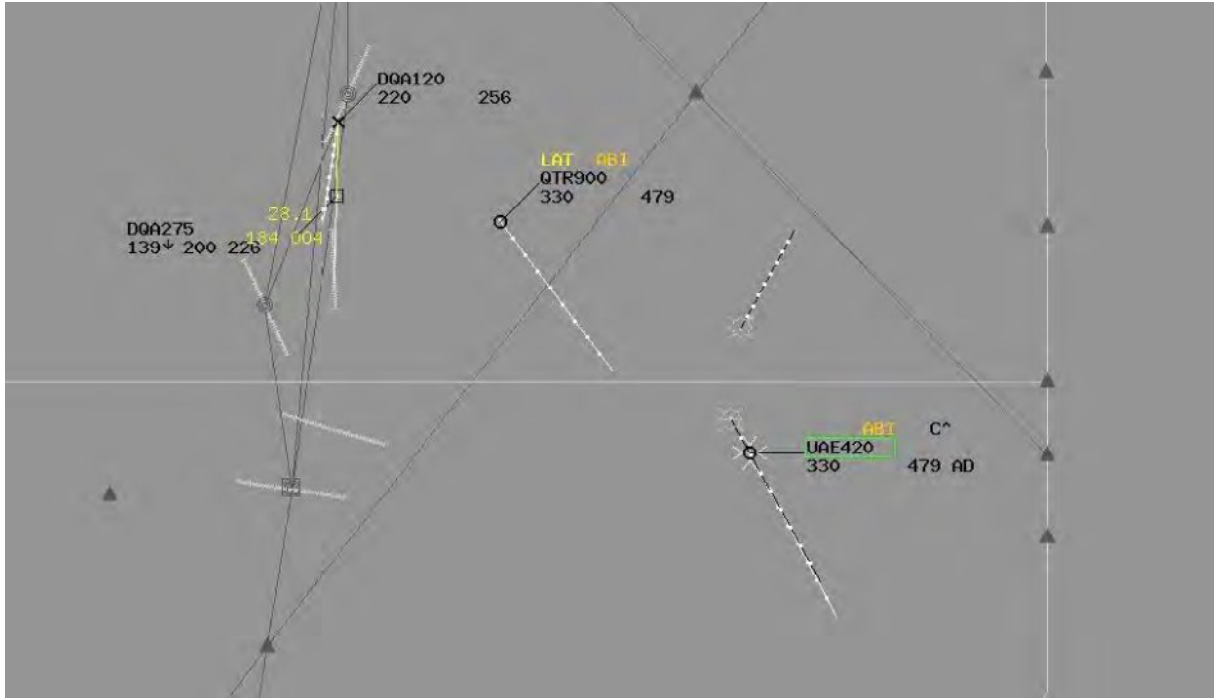


Figure 3 – multiple tracks of same aircraft

2.3 Proposed immediate and short plans 2014 to 2018 to address current Air Traffic System issues

Objective	Initiatives	Delivery
1. Continuity of service	<p>a. Replace the existing Selex ATM system and Enhance and expand ADS-B surveillance services with multi-lateration at INIA</p> <p>b. Replace the current Mode C Radar at INIA with a Mode S</p> <p>c. Implement AMHS & AIM</p>	<p>Nov 2015</p> <p>May 2016</p> <p>Jan 2016</p>
2. Redesign Maldives airspace for safety, capacity, and efficiency, minimize noise and reduce emissions	Pursue the targets set in Maldives PBN Implement Plan, to transit from sensor based navigation to performance based navigation	Dec 2016

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information contained in the paper.