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Automatic Dependent Surveillance — Contract (ADS-C) Climb and Descend Procedure (CDP)



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TABLE OF CONTENTS

	<i>Page</i>
Foreword	(iii)
Glossary	(v)
Acronyms	(vii)
References	(ix)
Chapter 1. Introduction	
Chapter 2. ADS-C CDP Procedure	
Chapter 3. SASP Safety Assessment	
Chapter 4. Implementation Considerations.....	
Appendix. Implementation Hazard Log	

FOREWORD

The availability of the automatic dependent surveillance — contract (ADS-C) in oceanic airspace allows the application of improved separation procedures which enables aircraft to fly closer to their optimum flight level.

The Separation and Airspace Safety Panel (SASP) developed the ADS-C climb and descend procedure (CDP) that is detailed in the PANS-ATM in response to the demand by airlines to facilitate the assignment of optimal altitudes.

This circular provides guidelines and supporting material for the implementation of the ADS-C CDP intended for use with aircraft equipped with ADS-C, direct controller-pilot communication (using either voice or controller-pilot data link communication) and an air traffic service provider equipped with a ground-based automation system capable of calculating the distance between aircraft by using their near-simultaneous ADS-C position reports.

GLOSSARY

Note.— The terms below are used in the context of this circular and have no official status within ICAO.

Aircraft pair. The manoeuvring aircraft and the blocking aircraft.

Blocking aircraft. The aircraft that prevents an altitude change under standard separation rules.

Hazard. An unsafe event defined as a condition or an object with the potential to cause injuries to personnel, damage to equipment or structures, loss of material, or reduction of ability to perform a prescribed function.

Manoeuvring aircraft. The aircraft that is issued the altitude change.

Unsafe event. A condition or an object with the potential to cause injuries to personnel, damage to equipment or structures, loss of material, or reduction of ability to perform a prescribed function.

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ACRONYMS

ADS-B	Automatic dependent surveillance — broadcast
ADS-C	Automatic dependent surveillance — contract
ANSP	Air navigation service provider
ATC	Air traffic control
ATM	Air traffic management
ATS	Air traffic service
BADA	Base of Aircraft Data (data base)
CDP	Climb and descend procedure
CNS	Communications, navigation and surveillance
CPDLC	Controller-pilot data link communication
DCPC	Direct controller-pilot communication
DME	Distance measuring equipment
EUROCONTROL	European Organisation for the Safety of Air Navigation
FAA	(United States) Federal Aviation Administration
FANS 1/A	Future Air Navigation System (1 Boeing/A Airbus)
FDPS	Flight data processing system
FIR	Flight information region
ft	Feet
GNSS	Global navigation satellite system
GOLD	Global operational data link document
ITP	In-trail procedure
km	Kilometre
kt	Knot(s)
LDE	Lateral deviation event
m	Metre(s)
MST	Manoeuvre start time
NM	Nautical mile(s)
NOPAC	North Pacific (route system)
PANS-ATM	Procedures for Air Navigation Services — Air Traffic Management (Doc 4444)
PBN	Performance-based navigation
RAIM	Receiver autonomous integrity monitoring
SARPs	Standards and Recommended Practices
SASP	Separation and Airspace Safety Panel
TLS	Target level of safety
WP	Working paper