AERONAUTICAL INFORMATION CIRCULAR Y 031/2019

UNITED KINGDOM

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Subject
Operational

BARTON – GA AIRFIELDS ATS ADS-B TRAFFIC DISPLAY TRIAL

1 Introduction

1.1 In co-operation with Airspace4All and the CAA's Electronic Conspicuity Working Group and City Airport and Heliport (Manchester Barton) City Airport Ltd are trialling the use of a lowcost traffic display technology for GA airfield ATS units.

1.2 The aim of the trial is to gather evidence to enable the CAA to assess this capability and give consideration to policy change authorising use of ADS-B real-time traffic displays by GA ATS units. Additionally, it is hoped this trial will encourage further development of technology to support ATS provision at UK GA airfields.

2 General

2.1 The Airfield's ATS unit (callsign 'Barton Information') will be equipped with real-time flight tracking equipment that provides a situational awareness tool (which does not provide any form of Air Traffic Control service). A number of General Aviation aircraft based at the Trial Airfields will be equipped with ADS-B Out devices as part of a trial.

2.2 The ADS-B Display is only capable of displaying ADSB-Out equipped aircraft and that aircraft that are Mode A/C/S only equipped will not be displayed to ATS staff, **the Pilot in Command remains solely responsible for the safe conduct of flight**.

3 Qualifications to participate in the Trial

3.1 Only aircraft capable of transmitting ADS-B on 1090Mhz are eligible, this may be by either an integrated ADS-B out via a Mode S transponder or via a standalone CAP1391 approved ADS-B device.

3.2 Airspace4All is loaning a number of CAP1391 approved ADS-B devices to operators at the airfield. Loan of these devices will be arranged by invitation from the Airfield.

3.3 Additionally a limited number of aircraft will be permitted to transmit on a Mode S only equipped aircraft via a separate CAP 1391 device which is not integrated to a transponder. This will only be permitted via special arrangement with the Airfield, NATS and the CAA. Please contact the airfield using the contact details below for more details.

4 Pilot Position Reporting Procedures Phraseology

4.1 For the duration of the trail participating aircraft are requested to use the phraseology described below.

4.2 Inbound/ Transiting Aircraft: Inbound aircraft which are carrying a functioning ADSB-Out equipment will report on initial contact with Barton Information that they are 'ADSB equipped'.

Example "Barton Information, G-ABCD, Request join, ADSB equipped".

Example "Barton Information, G-ABCD, Request Basic Service, ADSB equipped".

4.3 Aircraft should report their position in relation to a Visual Reference Point (VRP), as listed in the Manchester Barton AIP AD 2.EGCB-1 Section 4, and their altitude referenced to the Manchester QNH.

Example "G-ABCD PA28, two miles north west of Middlebrook VRP, Altitude 2500ft QNH 1008, 2POB, request joining information".

Aircraft should make all other position reports (such as Entering the ATZ, Overhead, Descending Deadside, Downwind etc as normal).

4.4 Departing aircraft: Departing aircraft which are carrying a functioning ADSB-Out equipment will report on initial contact with Barton Information that they are 'ADSB equipped'.

Example "Barton Information, G-ABCD PA28 on apron, 2POB with Information Delta request taxi for Local flight, ADSB Equipped".

Departing aircraft will report leaving the ATZ and confirm the direction they are leaving to.

Example "G-CD leaving the ATZ North East".

5 Information from ATS based on Traffic Display

5.1 Pilots are to be aware that, whilst no ATC service will be provided, Barton Information may provide generic information based on the display to ADSB-Out equipped aircraft. This may include generic traffic information, warnings of the proximity of controlled airspace as well as warnings of aircraft approaching rising terrain in poor weather. It is emphasised that such information and warnings are not guaranteed and that **the Pilot in Command remains solely responsible for the safe conduct of flight.**

6 Trial Period

6.1 The trial is expected to start 1st March 2019 and will run for 6 months from this date unless otherwise notified.

7 Additional Information

7.1 The standalone CAP1391 approved SkyEcho devices do not support squawk codes and pilots are required to set the allocated squawk on their aircraft transponders. Pilots are reminded that the Barton Conspicuity Squawk (which is only to be selected when advised by Barton Information), and any other squawk allocated, or selected, are to be set only on the aircraft's inbuilt transponder - no attempt is to be made to modify settings on the SkyEcho.

8 Summary

8.1 For the purpose of the trial:

- No level of ATC service will be provided.
- The system is purely to assist the situational awareness of the FISOs.
- Traffic information may not be passed, and pilots remain responsible at all times for the safe conduct of their flight and seeing and avoiding other traffic.
- The picture the FISOs have may be incomplete as only ADSB equipped a/c will be displayed.

9 Contact

9.1 Any queries with regards to this trial shall be directed to adsbtrial@cityairportltd.com or via the on site Airport Duty Manager at Manchester Barton.