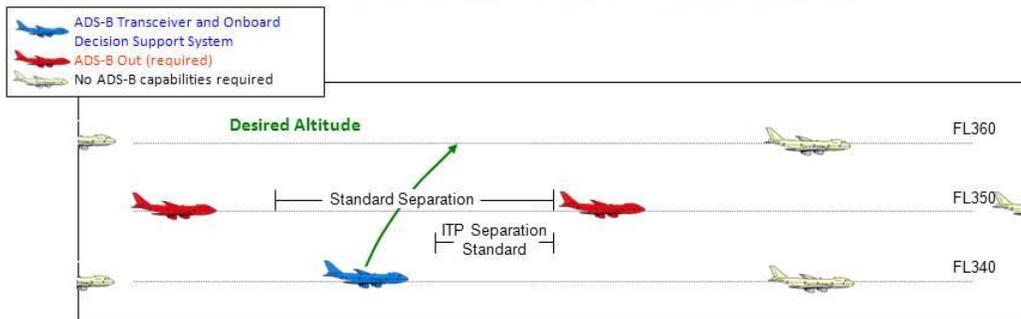


BEBS No. 4

Candidate Scenario Title: In Trail Procedures (ITP) / South Pacific and Beyond

<p>Operational Description</p>	<p>The overall objective of the ADS-B ITP concept is to increase the efficiency of long-haul flights while maintaining the current level of safety. The concept takes advantage of “ADS-B In” to display traffic on an Electronic Flight Bag (EFB). In addition to increasing flight crew awareness of the traffic around them, ITP displays offer the capability of climbing or descending through altitudes currently blocked by traffic due to procedural separation standards. After flight crews gain experience with the ITP display and the capability of the ITP to optimize altitude, it is expected that they will be comfortable lowering the amount of contingency fuel carried, thereby reducing fuel burn and carbon emissions.</p> <p>ADS-B equipment provides situational awareness up to 200 miles out, compared to the current 40 miles, which enhances safety over the ocean. The expanded view will also enable pilots to make more informed requests of air traffic control for changes in altitude or to avoid weather or turbulence.</p> <p>The FAA has worked with the International Civil Aviation Organization (ICAO) to develop a new separation standard that allows aircraft to climb or descend through the altitude of blocking traffic, if that traffic is at least 15 miles distant from the requesting aircraft. ADS-B ITP will allow flight crews to obtain optimum altitudes more often than they can using today’s separation standards.</p>	
<p>Target Operational Time Frame</p>		<p>2012-2013</p>
<p>Technology (equipage) Targeted</p>		<p>ADS-B Out and ADS-B In avionics, ITP application, Electronic Flight Bag</p>
<p>Impact on equipped and capable a/c</p>		<p>Fuel and time savings achieved by attaining and maintaining optimum altitude. Environmental benefits from reduced fuel burn / emissions</p>
<p>Impact to non-equipped and not capable a/c</p>		<p>Neutral</p>
<p>Impact on NAS efficiency or capacity</p>		<p>Neutral</p>

Motivation for ADS-B In-Trail Procedures



NEED → **CHALLENGE** = **OPPORTUNITIES**

→ Altitude Changes required for better fuel economy, winds, and ride quality

→ The combination of locally dense traffic and large separation minima limits altitude changes

→ Use airborne ADS-B applications to enable altitude changes otherwise blocked by conventional operations