



PIARCO INTERNATIONAL NOTAM OFFICE

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REPUBLIC OF TRINIDAD AND TOBAGO

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REPUBLIC OF TRINIDAD AND TOBAGO

Operational Implementation of Automatic Dependent Surveillance-Broadcast (ADS-B) and Multilateration (MLAT) as Sources of Surveillance Utilised by the Automated Air Traffic Management (ATM) System for the Provision of Air Traffic Services (ATS) within the Piarco (TTZP) Flight Information Region (FIR)

1. Introduction

1.1 The Trinidad and Tobago Civil Aviation Authority (TTCAA) Air Navigation Services Division (ANSD), hereby notifies operators of the operational implementation of ADS-B and MLAT as recognized surveillance sources within the TTZP FIR Continental and Oceanic Sectors, and within the Piarco Approach Sector. This AIC is intended to inform aircraft operators and other stakeholders of operational procedures associated with these surveillance technologies.

1.2 Surveillance within the TTZP FIR and Piarco Approach Sector will be provided through a combination of:

- a) Ground-based ADS-B receiver stations;
- b) Space-based ADS-B surveillance services;
- c) MLAT systems; and
- d) Secondary Surveillance Radar (SSR).

1.3 In accordance with the relevant International Civil Aviation Organization (ICAO) Standards and Recommended Practices (SARPs), surveillance sources are integrated into the Piarco Area Control Centre (ACC) ATM System and will be utilized for the provision of ATS, including the application of surveillance-based separation minima, where applicable.

2. Effective Date

2.1 This implementation becomes effective on: 29 June 2026 at 1300 UTC

3. Application of a Surveillance-based Air Traffic Services

3.1 An ADS-B surveillance service, with the application of surveillance-based separation minima, will be provided in the following sectors within the Piarco FIR as defined in the Eastern Caribbean (ECAR) Aeronautical Information Publication (AIP), (ENR 2.2) below

a) North Sector (NES/NWS):

- i. Ground-based ADS-B;
- ii. Satellite-based ADS-B; and
- iii. SSR.



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b) South Sector (SS):

- i. Ground-based ADS-B;
- ii. Satellite Based ADS-B; and
- iii. SSR.

c) Approach Sector (APS):

- i. Ground-based ADS-B;
- ii. Satellite Based ADS-B;
- iii. MLAT; and
- iv. SSR.

3.2 Procedural air traffic control separation is provided in the Piarco Oceanic Sector (OS), however, surveillance monitoring for the purpose of situational awareness, will be provided using space-based ADS-B. Additionally, Automatic Dependent Surveillance Contract (ADS-C) is available to be used by aircraft operators to provide position reports.

4. Onboard Equipment Requirements

4.1. Equipment requirements for ADS-B service:

- a) 1090 MHz Extended Squitter (1090ES) ADS-B Out capability; and
- b) Equipment compliant with:
 - i. RTCA DO-260B (or later equivalent standard), and
 - ii. ICAO Annex 10 Volume IV performance requirements.

4.2. ADS-B onboard equipment must:

- a) Be approved in accordance with the airworthiness regulations of the aircraft's State of Registry; and
- b) Broadcast valid and accurate:
 - i. ICAO 24-bit aircraft address;
 - ii. Flight Identification (matching filed flight plan);
 - iii. Position, altitude, and velocity data;
 - iv. Status/intent data;
 - v. System integrity/accuracy indicator; and
 - vi. Precise Time data derived from an approved Global Navigation Satellite System (GNSS) Source.



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4.3. Equipment Requirements for MLAT service:

- a) SSR Transponder Mode A/C; and
- b) Installed in accordance with State of Registry certification requirements.

5. Operational Use

5.1. **ADS-B and MLAT surveillance data** from both ground-based and space-based systems will be used by Air Traffic Control (ATC) for one (1) or more of the following:

- a) Surveillance-based separation;
- b) Oceanic and remote area surveillance;
- c) Traffic information services;
- d) Safety monitoring;
- e) Airspace capacity optimization; and
- f) ATFM support.

6. Pilot and Aircraft Operators Responsibilities

6.1. Pilots and aircraft operators shall:

- a) Ensure correct Flight ID entry into the Flight Management System (FMS) prior to departure;
- b) Ensure appropriate ADS-B capability is accurately filed in item 10b of the ICAO 2012 Flight Plan form;
- c) Ensure continued airworthiness and integrity of ADS-B transmissions;
- d) Ensure that any ADS-B malfunction is reported to ATC immediately; and
- e) Investigate and rectify, without delay, any anomalies in ADS-B or transponder data reported by ATC.



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7. Contingency/Exception Procedures

7.1. In the event of ADS-B unavailability (E.g. equipment unavailability/failure; GNSS Interference; or RAIM outages):

- a) Pilots shall inform ATC as soon as practicable.
- b) ATC may:
 - i. Apply alternative separation standards;
 - ii. Limit entry into designated surveillance airspace; and
 - iii. Issue rerouting or altitude restrictions if necessary.

8. Cancellation

8.1. This communication shall remain valid unless superseded or incorporated into the ECAR AIP.

9. Further Information

9.1. Enquiries may be addressed to:

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