Inmarsat’s Vision for Aviation is to be at the forefront of the innovation, technology and services of the “Connected Aircraft”: we will continue investing our efforts in shaping the next generation Safety services network while anticipating the passenger’s demand for communication services.
Inmarsat offer to ICAO/ IATA

In support of flight tracking initiative

➤ “Low Hanging Fruit”

➤ Incentivise
Inmarsat offer to ICAO/ IATA
In support of flight tracking initiative

“Low Hanging Fruit”
Surveillance - ADS-C

ADS-C / Future Air Navigation Systems (FANS 1/A)

ADS-C is about regular position reports at pre-set frequencies (periodic contract). It is also about:

- Automatically Triggered Deviation reports (Event) – today from trajectory, soon steep descent – and more to come.

- Possibility to increase rate of periodic contract in case of Event

- Alert in case of position report being not submitted within some time limits.
Inmarsat Classic Aero installed on 90% of all Wide-Body Air Transport aircraft.

Number of FANS capable Wide-Body aircraft flying oceanic routes is nearing 80%.

Wide-Body aircraft currently out of Boeing/Airbus lines are FANS capable.

Geographical coverage is expanding – and possibility of up to 5 contracts.

...but usage remains relatively limited – except over dense routes.
Inmarsat offer to ICAO/ IATA

In support of flight tracking initiative

▷ Incentivise
Inmarsat offer to ICAO/ IATA

In support of flight tracking initiative

Inmarsat will offer:

- One free ADS-C Position Reporting every 15’ to the 80% of wide-body transoceanic aircraft which are already FANS equipped.

- Adding position reporting within the Inmarsat ‘handshake’ - for the 20% of wide-body aircraft which are not FANS compliant and may ask for it
Conclusion

The meeting is invited to:

a) Note the information provided in the paper

b) Further investigate the opportunity to

SWITCH-ON
THANK YOU