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Module 4

Location of an Aircraft in Distress Repository (LADR)

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**Global Aeronautical Distress and Safety System (GADSS)
Workshop**
Online from 8 to 10 February 2022





LADR – What is it?



???



Annex 6 — Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes

6.18 LOCATION OF AN AEROPLANE IN DISTRESS

- 6.18.1 All aeroplanes of a maximum certificated take-off mass of over 27, 000 kg for which the individual certificate of airworthiness is first issued on or after 1 January 2023, shall autonomously transmit information from which a position can be determined by the operator, at least once every minute, when in distress, in accordance with Appendix 9.
- 6.18.2 **Recommendation.**— *All aeroplanes of a maximum certificated take-off mass of over 5 700 kg for which the individual certificate of airworthiness is first issued on or after 1 January 2023, should autonomously transmit information from which a position can be determined at least once every minute, when in distress, in accordance with Appendix 9.*
- 6.18.3 The operator shall make position information of a flight in distress available to the appropriate organizations, as established by the State of the Operator.



6.18 LOCATION OF AN AIRCRAFT IN DISTRESS

 Oceanic Airways



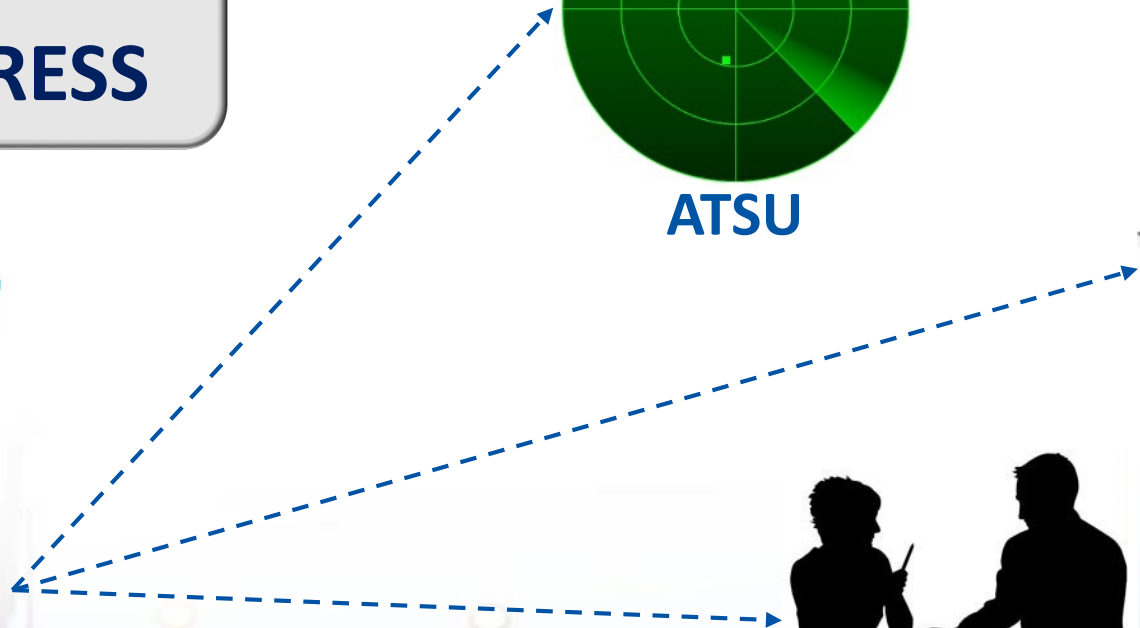
ATSU



RCC



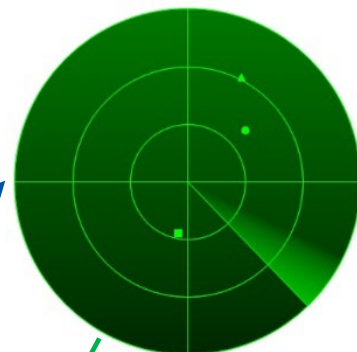
Other





6.18 LOCATION OF AN AIRCRAFT IN DISTRESS

 Oceanic Airways



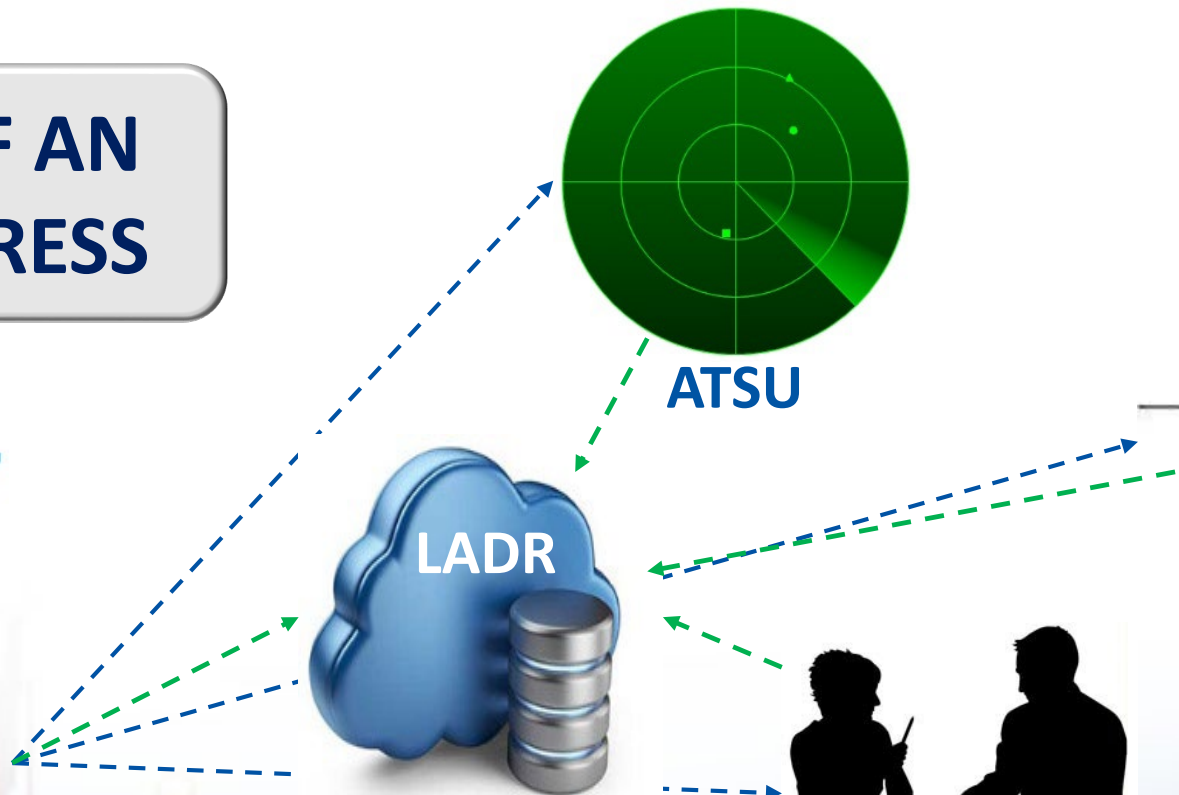
ATISU



RCC



Other





ICAO

Flight

Last Latitude:	Last Longitude:
58.4290°	-45.1368°
Last Transmitted Time (UTC):	
2020-05-28 17:08:29	
3LD:	Registration:
BAW	9MMRO
Aircraft Address:	Callsign:
7500BF	BAW123
Flight Number:	
n/a	

- The LADR can be accessed as data files, or using the viewer shown here.
- As a single source, there is reduced risk of transcription errors in passing position information and updates via voice.
 - The LADR helps operators fulfil their responsibility under Annex 6, 6.18.3, to “make position information of a flight in distress available to the appropriate organizations”.



So, how to subscribe?

The screenshot shows the homepage of the GPS Control Directory. At the top, there is a header with a world map and the text "GPS CONTROL DIRECTORY". Below this is a section titled "ABOUT THIS DIRECTORY" with a paragraph of text. There are two main content blocks: "AIR NAVIGATION SERVICE PROVIDERS" and "AIR OPERATORS", each with a small image and a brief description. At the bottom, there is a section titled "ACCESS THE DIRECTORY" with a "LOGIN OR REGISTER" button.

GPS CONTROL DIRECTORY

ABOUT THIS DIRECTORY

The development of low-altitude tracking standards by the International Civil Aviation Organization (ICAO) identified a need to establish a means to facilitate communication and exchange of information between air operators and air navigation service providers. While the GPS Control Directory has been established to meet the implementation of the search tracking standard, it may also be useful for other circumstances.

AIR NAVIGATION SERVICE PROVIDERS

Provide your Service Information
Maintain your own service centre information, and share contact details for air operators around the world.

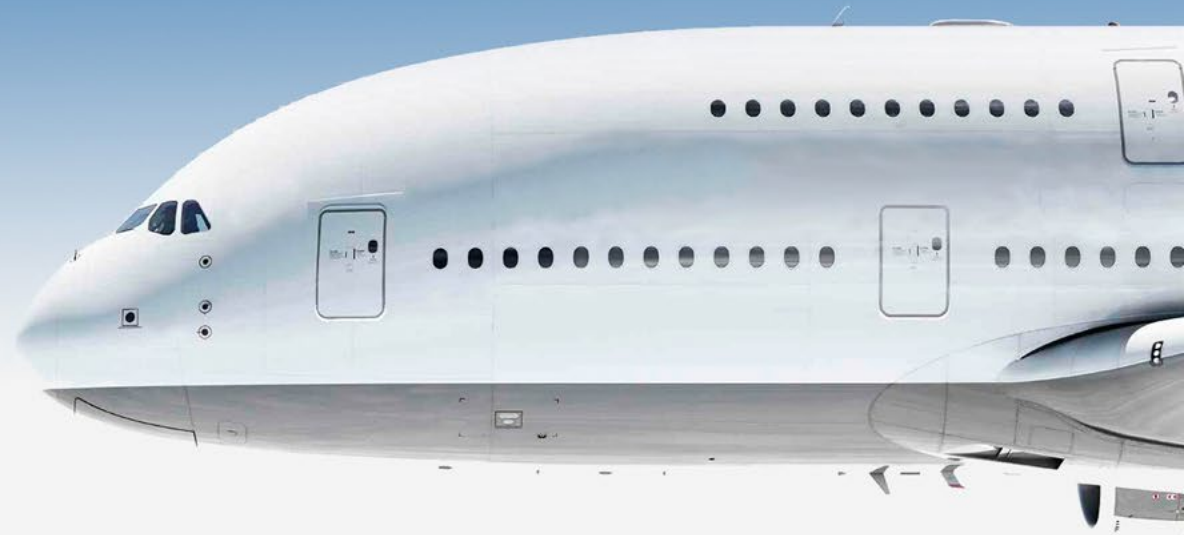
AIR OPERATORS

Update ICAO Details and Connect with ANSPs
Maintain your operational contact centre information, and share contact details for the global navigation service providers.

ACCESS THE DIRECTORY

In order to access the GPS Control Directory, ANSPs and air operators must have an account with the Data Network for Aviation (DNA), a new digital portal providing access to a range of tools and services. Visit the button below and follow the process. Further details will be requested by ICAO to approve your subsequent access to the GPS Control Directory.

[LOGIN OR REGISTER](#)





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Questions

