



ICAO

UNITING AVIATION

NO COUNTRY LEFT BEHIND



APSAR/WG/5

Agenda Item 3 – Global Update;

**WP03, ICAO activities relating
to GADSS**

9 – 11 June 2020





Global Aeronautical Distress and Safety System (GADSS)

- Aircraft Tracking
- Autonomous distress tracking (ADT) of aircraft in flight
- Post-flight localisation and recovery (PFLR)



ICAO Provisions - New ones on the horizon, and delays to future equipage.

Autonomous transmission of position information (Annex 6 Part I para 6.18) now from 1 Jan 2023 (2 year delay).

Proposals for operators to monitor and respond to ADT events, and populate the LADR, envisaged for 4 Nov 2021 applicability. (Note – still of a lot of process to go for these!)





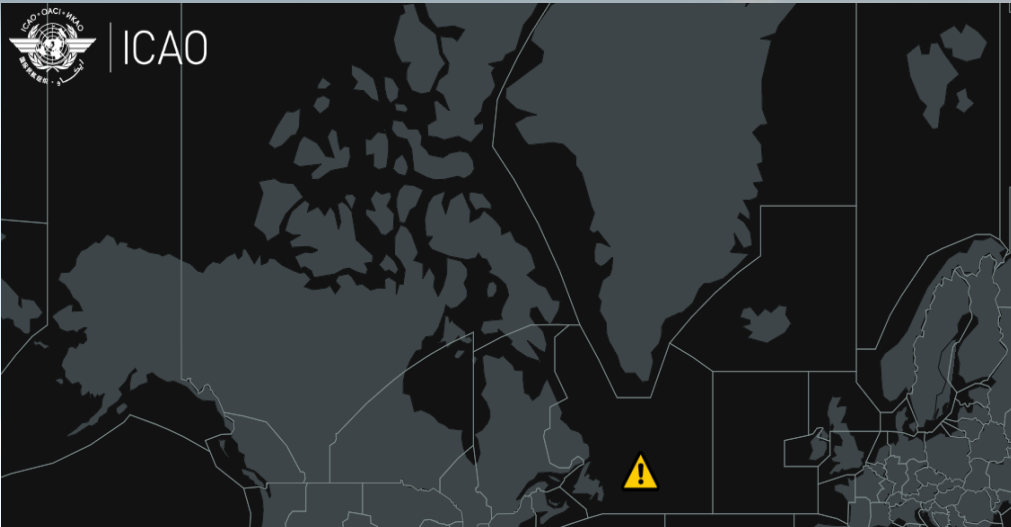
LADR

- Prototype now available.
- Functionality development workshop (provisionally) scheduled for w/c 6 July.



ICAO UNITING AVIATION

NO COUNTRY LEFT BEHIND



ICAO

Flight

Last Latitude:	Last Longitude:
50.4290°	-45.1360°
Last Transmitted Time (UTC):	
2020-05-28 17:08:29	
3LD:	Registration:
BAW	9MMRO
Aircraft Address:	Callsign:
75008F	BAW123
Flight Number:	
n/a	

ICAO

Flight

Last Latitude:	Last Longitude:
50.4290°	-45.1360°
Last Transmitted Time (UTC):	
2020-05-28 17:08:29	
3LD:	Registration:
BAW	9MMRO
Aircraft Address:	Callsign:
75008F	BAW123
Flight Number:	
n/a	





GADSS Rollout

Input from APSAR/WG:

- What do you need next?
- What gaps exist in being able to implement GADSS?
 - What means are required to rollout the GADSS concept?





ICAO UNITING AVIATION

NO COUNTRY LEFT BEHIND



Thank you

