



ICAO

International Civil Aviation Organization

Sixth Meeting of the ICAO Asia/Pacific Search and Rescue Working Group (APSAR/WG/6)

Video Teleconference, 03 – 06 May 2021

Agenda Item 3: Global update

HOSTING OF AND FINANCIAL CONTRIBUTIONS FOR THE DEPLOYMENT OF THE LADR

(Presented by the Secretariat)

SUMMARY

This paper presents the ICAO State Letter concerning the hosting of and financial contributions for the Location of an Aircraft in Distress Repository (LADR) in support of the standards in Annex 6 – *Operation of Aircraft, Part I – International Commercial Air Transport – Aeroplanes*.

1. INTRODUCTION

1.1 The LADR is intended to meet the requirements for information sharing as part of the Global Aviation Distress and Safety System (GADSS).

1.2 The GADSS concept of operations and the functional specifications for the LADR are available at <https://www.icao.int/safety/globaltracking>.

1.3 Information related to the initial development of a centrally managed position data repository to address the concerns of Search and Rescue (SAR) services related to the ease and speed of obtaining autonomous distress tracking (ADT) information, was previously provided in State letter AN 11/1.1.29–19/63 dated 14 August 2019.

1.4 State Letter AN 11/1.1.29-21/31 dated 26 April 2021 (**Attachment A**) further discusses funding and hosting of the LADR

2. DISCUSSION

Annex 6 Provisions

2.1 Referring to the location of an aeroplane in distress, Annex 6 Part I Section 6.18 states:

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.

Note.— Refer to 4.2.1.3.1 for operator responsibilities when using third parties.

Funding

2.2 While the initial future costs of sustaining and managing the LADR will be met directly by ICAO, support is required to meet the costs associated with the development of the prototype LADR into a finalized version. To that end, ICAO is seeking contributions from Member States and international organizations that can be used to finalize the development of the LADR.

2.3 Contributions will be accepted through the ICAO Safety Fund (SAFE). Further information on SAFE, including projects, is available at:

<https://www.icao.int/safety/Pages/Safety-Fund-SAFE.aspx>

System Hosting

2.4 ICAO is seeking one or more Member States and/or international organizations willing to act as hosts for the system. Hosting may require both the physical infrastructure to support the system, as well as administrative support on a 24/7 basis.

Information Session and Expressions of Interest

2.5 An information session for States and IOs that may be interested in hosting the LADR will be held on 26 May 2021. Requests to attend the information session, and all enquiries regarding contributions for the development of the LADR or the use of SAFE for this activity may be directed to the ICAO Operational Safety Section at ops@icao.int.

2.6 Intention to provide contributions for funding the finalized version of the LADR and expressions of interest to host the LADR should be submitted to the ICAO Secretary General by 25 June 2021.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) discuss any relevant matters as appropriate.

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Международная
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гражданской
авиации

منظمة الطيران
المدني الدولي

国际民用
航空组织

Tel.: +1 514-954-8219 ext. 8080

Ref.: AN 11/1.1.29 - 21/31

26 April 2021

Subject: Hosting of and financial contributions for the deployment of the Location of an Aircraft in Distress Repository (LADR) in support of the Standards in Annex 6 — *Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes*

Action required: a) Intention to provide contributions by 25 June 2021; and b) Expressions of interest to act as host to the LADR provided by 25 June 2021

Sir/Madam,

1. I have the honour to refer to the location of an aircraft in distress repository (LADR), which is intended to meet the requirements for information sharing as part of the global aviation distress and safety system (GADSS). Information related to the initial development of a centrally managed position data repository to address the concerns of Search and Rescue (SAR) services related to the ease and speed of obtaining autonomous distress tracking (ADT) information, was provided via State letter AN 11/1.1.29–19/63 dated 14 August 2019.

2. The LADR prototype, completed utilizing funds contributed by Pakistan, Russian Federation, Singapore, United States and the International Air Transport Association (IATA) in response to State letter AN 11/1.1.29–19/63, was successfully used by representatives of SAR services, air navigation services providers, aircraft operators and ADT service providers during a virtual workshop in August 2020.

3. The forward equipage date of 1 January 2023 for ADT equipment to be fitted on new aircraft is fast approaching, and implementation of a fully developed LADR to receive and manage the transmitted data and provide controlled access to any necessary stakeholders is paramount. Whilst the initial future costs of sustaining and managing the LADR will be met directly by the International Civil Aviation Organization (ICAO) through provision of other services to the aviation community on a cost-recovery basis, support is required to meet the costs associated with the development of the prototype LADR into a finalized version. To that end, ICAO is seeking contributions from Member States and international organizations that can be used to finalize the development of the LADR.

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4. Contributions will be accepted through the ICAO Safety Fund (SAFE) as described in State letter SMM 1/1.CONF-15/69. For ease of reference, banking information for SAFE can also be found in the Attachment to this State letter. Further information on SAFE, including projects, is available at <https://www.icao.int/safety/Pages/Safety-Fund-SAFE.aspx>. The GADSS concept of operations and the functional specifications for the LADR are available at <https://www.icao.int/safety/globaltracking>. All enquiries regarding contributions for the development of the LADR or the use of SAFE for this activity may be directed to the Operational Safety Section at ops@icao.int.

5. In addition, ICAO is seeking one or more Member States and/or international organizations willing to act as hosts for the system. Hosting may require both the physical infrastructure to support the system, as well as administrative support on a 24/7 basis. An information session for States and international organizations that may be interested to host the LADR will be held on 26 May 2021. The information session will provide more details on the technical requirements and ongoing funding of the LADR. Requests to attend the information session should be directed to ops@icao.int. Intention to provide contributions for funding finalized version of the LADR and expressions of interest to host the LADR should be submitted to me by 25 June 2021.

Accept, Sir/Madam, the assurances of my highest consideration.



Fang Liu
Secretary General

Enclosure:
Banking information