



*International Civil Aviation Organization*

**The Second Meeting of the APANPIRG ATM Sub-Group  
(ATM /SG/2)**

Hong Kong, China, 04-08 August 2014

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**Agenda Item 6: AOP, MET, AIM, SAR**

**ICAO MULTI-DISCIPLINARY MEETING REGARDING GLOBAL TRACKING**

(Presented by Chair, ICAO Asia/Pacific SAR Task Force)

**SUMMARY**

This paper presents a brief overview of the recent ICAO Multi-disciplinary Meeting regarding Global Tracking and its Conclusions and Recommendations.

**1. INTRODUCTION**

1.1 In response to recent occurrences that raised global concern about the ability to globally track flights, ICAO held a special Multi-disciplinary Meeting regarding Global Tracking, at ICAO Headquarters in Montreal, 12 and 13 May 2014.

1.2 The purpose of the meeting was to explore the need for globally tracking airline flights and existing technologies to support it. Meeting objectives included:

- a) To reach a common agreement on the first key steps in making global flight tracking a priority;
- b) Agree that there is a need to track flights;
- c) Coordinate with industry initiatives; and
- d) Initiate ICAO developments.

**2. DISCUSSION**

Meeting Overview

2.1 The meeting was attended by 213 participants and observers from across the international aviation community including ICAO, aviation regulators, ANSPs, SAR experts, aircraft manufacturers, industry associations and vendors, the ITU and COSPAS-SARSAT.

2.2 The meeting discussed a range of issues associated with global tracking. Consensus was forged among Member States and the international air transport industry sector on the near-term priority to track airline flights, no matter their global location or destination. The meeting established a framework for future efforts in this regard for the medium and long term. There was strong support for the need for ICAO to increase its resources allocated to assisting with improvements to the global search and rescue (SAR) system.

2.3 Meeting Conclusions and Recommendations are per Attachment 1 to this paper.

2.4 An IATA Aircraft Tracking Task Force and an ICAO Ad-Hoc Working Group on Flight Tracking were formed immediately following the meeting. Both groups are currently working towards development of a Draft Concept of Operations on flight tracking with a Final high level concept of operations planned for delivery to the ICAO High Level Safety Conference, in February 2015.

**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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## Attachment 1

### **CONCLUSIONS AND RECOMMENDATIONS SPECIAL MEETING ON GLOBAL FLIGHT TRACKING MONTRÉAL, 12-13 MAY 2014**

The International Civil Aviation Organization (ICAO), upon the completion of this Special Meeting on Global Flight Tracking of Aircraft, forged consensus among its Member States and the international air transport industry sector on the near-term priority to track airline flights, no matter their global location or destination. Furthermore, the meeting established a framework for future efforts in this regard for the medium and long term.

#### **The meeting concluded that:**

#### **NEAR-TERM**

- a) global tracking of airline flights will be pursued as a matter of priority to provide early notice of and response to abnormal flight behaviour;
- b) a DRAFT concept of operations on flight tracking will be developed that includes a clear definition of the objectives of flight tracking that ensures that information is provided in a timely fashion to the right people to support search and rescue, recovery and accident investigation activities, as well as, the roles and responsibilities of all stakeholders;
- c) under the ICAO framework, the contribution by the industry through an Aircraft Tracking Task Force (ATTF) will help address the near-term needs for flight tracking;
- d) ICAO will consider establishing a short term joint ICAO/IATA advisory group to support the global tracking initiative;
- e) airlines will be encouraged to use existing equipment and procedures to the extent possible to support flight tracking pending the outcome of the AATF;
- f) in partnership with the Task Force, ICAO will develop guidance material, based on available flight tracking best practices;
- g) a FINAL high level concept of operations should be delivered to the ICAO High Level Safety Conference (HLSC 2015, February, Montreal);
- h) ICAO should increase its resources allocated to the Search and Rescue in order to improve the effectiveness across national and regional boundaries;
- i) ICAO should, in collaboration with a pool of search and rescue experts, identify and address operational search and rescue challenges with implementation of existing Annex 12 provisions, and provide assistance to States, including aiding in the setting of priorities for the mid and long term;

- j) ICAO should facilitate the sharing of experience and lessons learned from States that were recently involved in accidents where flight tracking could have facilitated search and rescue efforts to all other States;
- k) ICAO should strongly encourage States to regularly run practice exercises involving airlines operation centres, air navigation service providers (ANSPs) and rescue coordination centres (RCCs) to test and verify their ability to respond and coordinate together in an integrated manner to abnormal flight behaviour scenarios;

#### **MID-TERM**

- l) ICAO performance based provisions should be developed, using a multidisciplinary approach, on flight tracking to support the location of an accident site in a timely manner for the purpose of search and rescue and accident investigation;
- m) ICAO performance based provisions addressing flight tracking requirements should be sufficiently flexible to accommodate regional needs and be commensurate to operational situations;
- n) ICAO should encourage States and International Telecommunication Union (ITU) to take action, at the earliest opportunity, to provide the necessary spectrum allocations as emerging aviation needs are identified. This includes spectrum for satellite and radio services used for safety of life aviation services. ICAO encourages ITU to place this on the Agenda for the upcoming ITU World Radio Conference 2015;
- o) COSPAS-SARSAT should be invited to continue to investigate, within its own program and in partnership with the industry, the means of improving the reliability and utility of emergency locator transmitter (ELTs), particularly in the context of flight tracking during a distress event; and

#### **LONG-TERM**

- p) ICAO should work in coordination with ITU to develop aviation requirements for network communications associated with remote storage of flight information.

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