



ICAO

**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

**WESTERN AND CENTRAL AFRICA OFFICE**

**Twenty-Third Meeting on the Improvement of Air Traffic Services over the South Atlantic  
(SAT/23)**

**Durban, South Africa, 6-8 June 2018**

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**Agenda Item 2.7: Any Other Business**

**GADSS AIRCRAFT TRACKING REQUIREMENT**

*(Presented by the International Air Transport Association)*

<b>SUMMARY</b>
This paper provides information on new Global Aeronautical Distress and Safety System (GADSS) aircraft tracking requirements and asks States to provide surveillance and risk management information.

**1. INTRODUCTION:**

1.1 The Global Aeronautical Distress and Safety System (GADSS) Concept of Operations describes changes to ICAO Annexes and other documents that introduce new requirements for aircraft tracking.

**2. DISCUSSION:**

*Aircraft Tracking Function*

2.1 The following excerpts are from the GADSS CONOPS:

- 5.1.2: ICAO Annex 6 Part 1, section 3.5 titled ‘Aircraft Tracking’, applicable on the 08 Nov 2018 requires the operator to establish an aircraft tracking capability to track aeroplanes throughout its area of operations.

- 5.1.3: More specifically, paragraph 3.5.3 requires that the operator shall track the position of an aeroplane, with a maximum certificated take-off mass of over 45,500 kg and a seating capacity greater than 19, through automated reporting at least every 15 minutes for the portion(s)

of the in-flight operation(s) that is planned in an oceanic area(s) where an ATS unit obtains aeroplane position information at greater than 15 minute intervals.

- 3.1.1 ...The State of the operator may, based on the results of an approved risk assessment process implemented by the operator, allow for variations to the minimum automated reporting intervals.

- 3.1.3: The aircraft tracking function requires the aircraft operator to ensure that the aircraft is tracked when ATS surveillance services obtain an aircraft position at greater than 15 minute intervals. Having confirmed the air traffic services obtain an aircraft position at 15 minute intervals or less, an aircraft operator does not need to track the aircraft.

- 3.1.4: To enable aircraft operators to determine where they need to track their aircraft, ANSPs will make available details of the air traffic services surveillance capabilities provided in their area of responsibility. For aircraft a) operating in areas where there is no aircraft tracking function availability, b) for temporary operations outside the normal area of operation or c) for specific flights where the aircraft tracking capability may be unserviceable; an aircraft operator may conduct the flight based on a risk assessment acceptable to the State of Operator.

2.2 For airlines to assess where an additional capability may be required, the surveillance capability of States needs to be confirmed and in particular where ATC does not track aircraft at reporting intervals of 15 minutes or less.

2.3 Additionally, where ATC tracking does not meet the requirements of the GADSS, the State regulatory authorities will need to promulgate the process and timeline for affected aircraft on their registry to submit risk management plans to support requests for variations and exemptions.

### **3. ACTION BY THE MEETING:**

3.1. The meeting is invited to:

- a) note the information contained in this paper;
- b) discuss any relevant matters as appropriate; and
- c) agree to the draft conclusion below for:
  - i. States to provide information to ICAO APAC where actual surveillance capability does not meet the GADSS requirements in their area of responsibility together with a timeline for promulgation of regulatory requirements for airlines to submit requests for variations and exemptions; and,
  - ii. Given the new GADSS “Aircraft Tracking Requirements” are prescribed globally that ICAO Western and Central Africa Office request that:
    1. ICAO HQ ensure that other ICAO regions affected take similar action to i) above; and,
    2. ICAO HQ consolidate the information to make it available to all Operators and States alike.

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