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Outcome of the Second High-Level Safety Conference 2015 (HLSC2015) (Montreal, Canada, 2-5 February 2015)

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Outline

- Objective
- Background
- Frequency Protection
- Conclusion





Objective

- Bring together the Directors General of Civil Aviation and strategic decision makers to build consensus, obtain commitments and formulate recommendations for the effective and efficient progress of key aviation safety activities



Background

- The Conference stemmed from an international initiative led by ANSPs in Canada, Denmark and Ireland to provide an Aircraft Locating and Emergency Response Tracking service following the incident with MH370.
- The free tracking service will enable tracking of aircraft using satellite reception of ADS-B.



Background

- The service will make it possible for RCCs, ANSPs and authorized customers to request the location and last flight track of any 1090 Mhz ADS-B equipped aircraft flying in any airspace.
- The Coordination Centre will be based at Shannon Aeradio, in Ireland.
- No investment in additional equipment required from aircraft operators, States or ANSPs.



Frequency Protection

- A global network of 66 Low Earth Orbit satellites (IRIDIUM) will be used to locate and track aircraft and will have pole-to-pole coverage.
- The International Telecommunication Union (ITU) has allocated secure frequency protection for ADS-B signals from the aircraft to the satellites.



Frequency Protection

- Mandates for ADS-B equipage by aircraft throughout the world.
- ICAO has been requested to examine global provisions (SARPS and guidance material) and to identify where new provisions might be required.



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