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ICAO AFI GADSS Workshop

Agenda Item 2

Global Aeronautical Distress and Safety System (GADSS) Overview

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Many stakeholders!
**GADSS can greatly assist SAR in the
oceanic regions and remote land
regions (limited ATC surveillance)**



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Documents applicable for GADSS implementation

- Annex 6
- IAMSAR Manual 2022 edition:
 - Volume I Appendix G and Volume II Chapter 1
- Manual on the Global Aeronautical Distress and Safety System Doc 10165 (2022)



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Three primary GADSS functions for ATS and SAR

1. Aeroplane tracking – aircraft operator requirement since 2018
2. Autonomous Distress Tracking (ADT) – new-built aircraft equipage 1 January ~~2023~~ 2024
3. Post flight localization (ADT device not required to operate after an accident and possible 121.5 MHz homing issue)



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Annex 6, Part 1 – *Operation of Aircraft*

- Requirements – outlined later
 - On large commercial aircraft; few aircraft at first but ADT device and software are new
- Provides the requirement but not how to implement (ATS Units and RCCs need procedures, not a copy of Annex 6)



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IAMSAR Manual 2022 edition

- Amendments become applicable 1 June 2022. Adobe pdf file available in English, French and Spanish.
- GADSS explained in Volume I, Appendix G and Volume II
- Autonomous Distress Tracking (ADT), Volume II, Appendix V





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The Way Forward

- You now have a general understanding of GADSS and sources of information.
- Upcoming presentations will focus on operational procedures.
- Your questions are important for all of us.
- Are there any topics you want to add?
- Next presentation...

