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# ICAO AFI GADSS Workshop

## Agenda Item 4

### Location of an Aircraft in Distress Repository (LADR)

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# LADR – What is it?



???



## Annex 6 — Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes

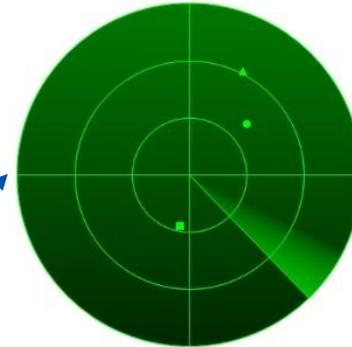
### 6.18 LOCATION OF AN AEROPLANE IN DISTRESS

- 6.18.1 *As of 1 January 2025*, 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 2024, 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.



# 6.18 LOCATION OF AN AIRCRAFT IN DISTRESS

 Oceanic Airways



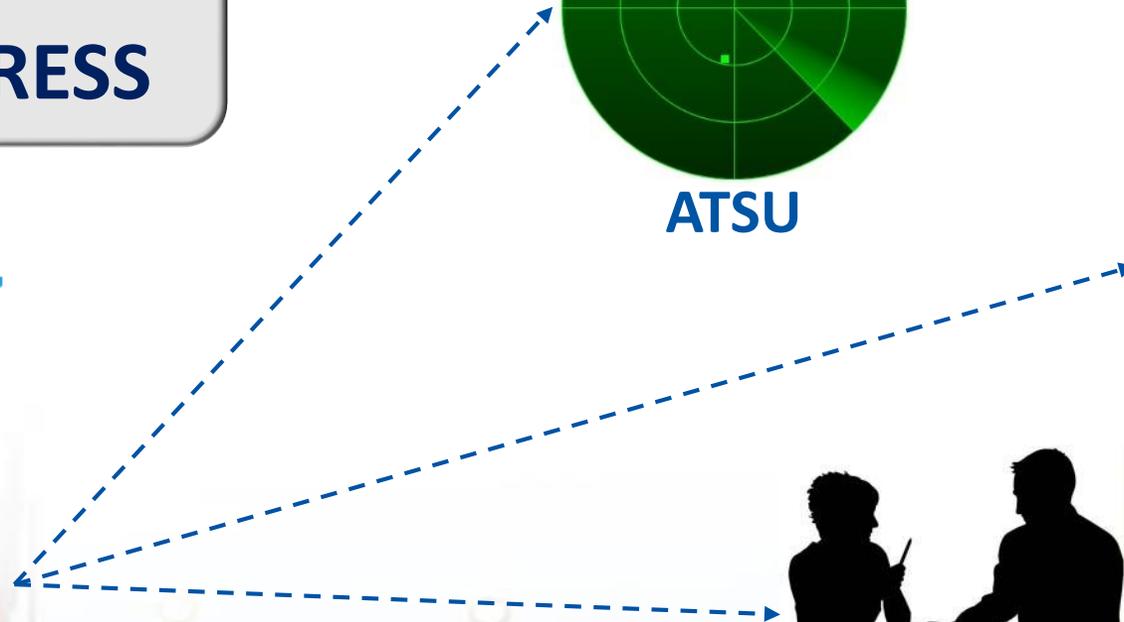
ATSU



RCC



Other





# 6.18 LOCATION OF AN AIRCRAFT IN DISTRESS

 Oceanic Airways



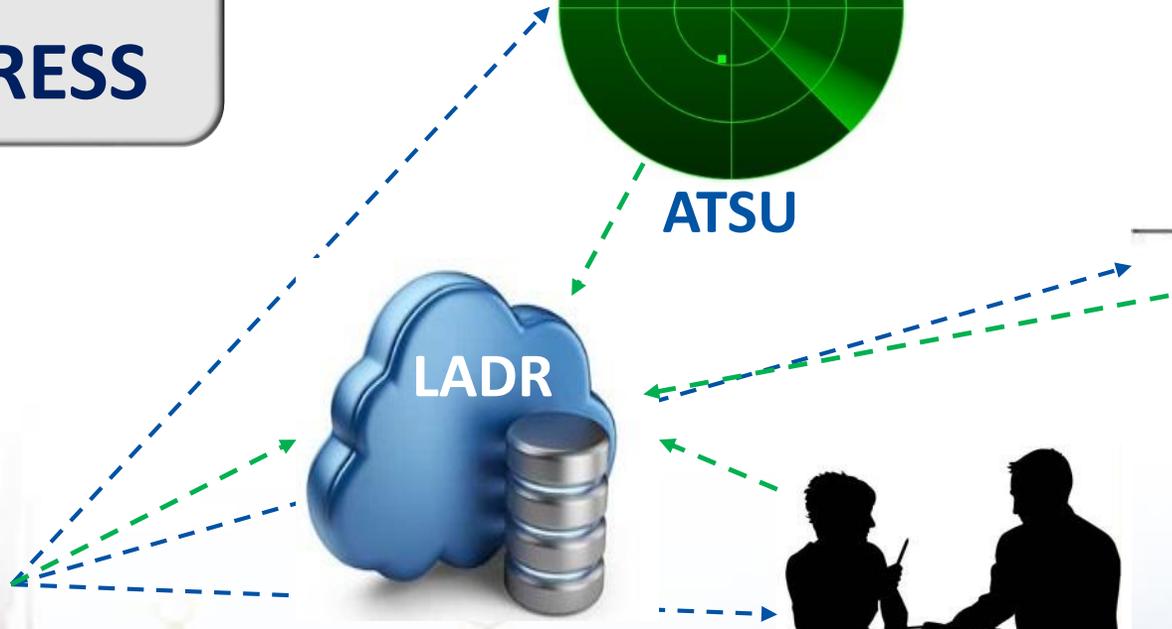
ATSU



RCC



Other





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**Flight**

Last Latitude:	Last Longitude:
58.4290°	-45.1368°
Last Transmitted Time (UTC):	
2020-05-28 17:08:29	
3LD:	Registration:
BAW	9MMRO
Aircraft Address:	Callsign:
7500BF	BAW123
Flight Number:	
n/a	

- The LADR can be accessed as data files, or using the viewer shown here.
- As a single source, there is reduced risk of transcription errors in passing position information and updates via voice.
- The LADR helps operators fulfil their responsibility under Annex 6, 6.18.3, to “make position information of a flight in distress available to the appropriate organizations”.



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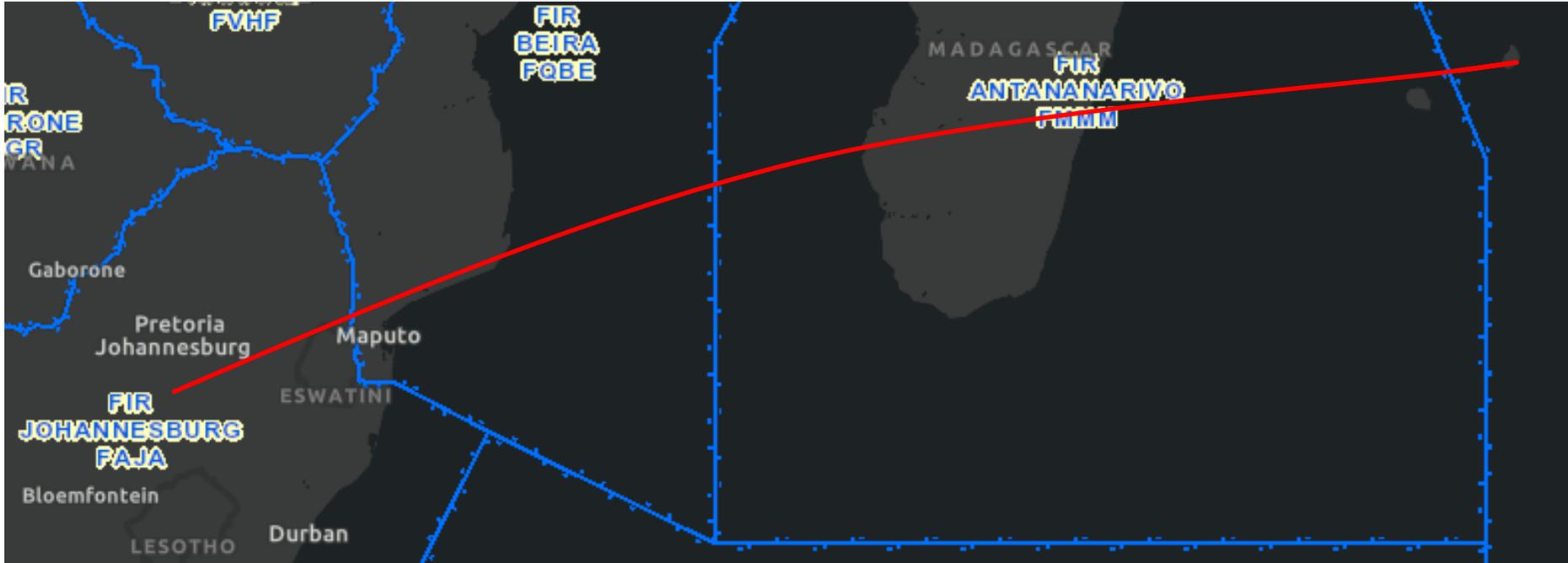


# LADR/ADT Scenarios





# Scenario 1





# Scenario 1



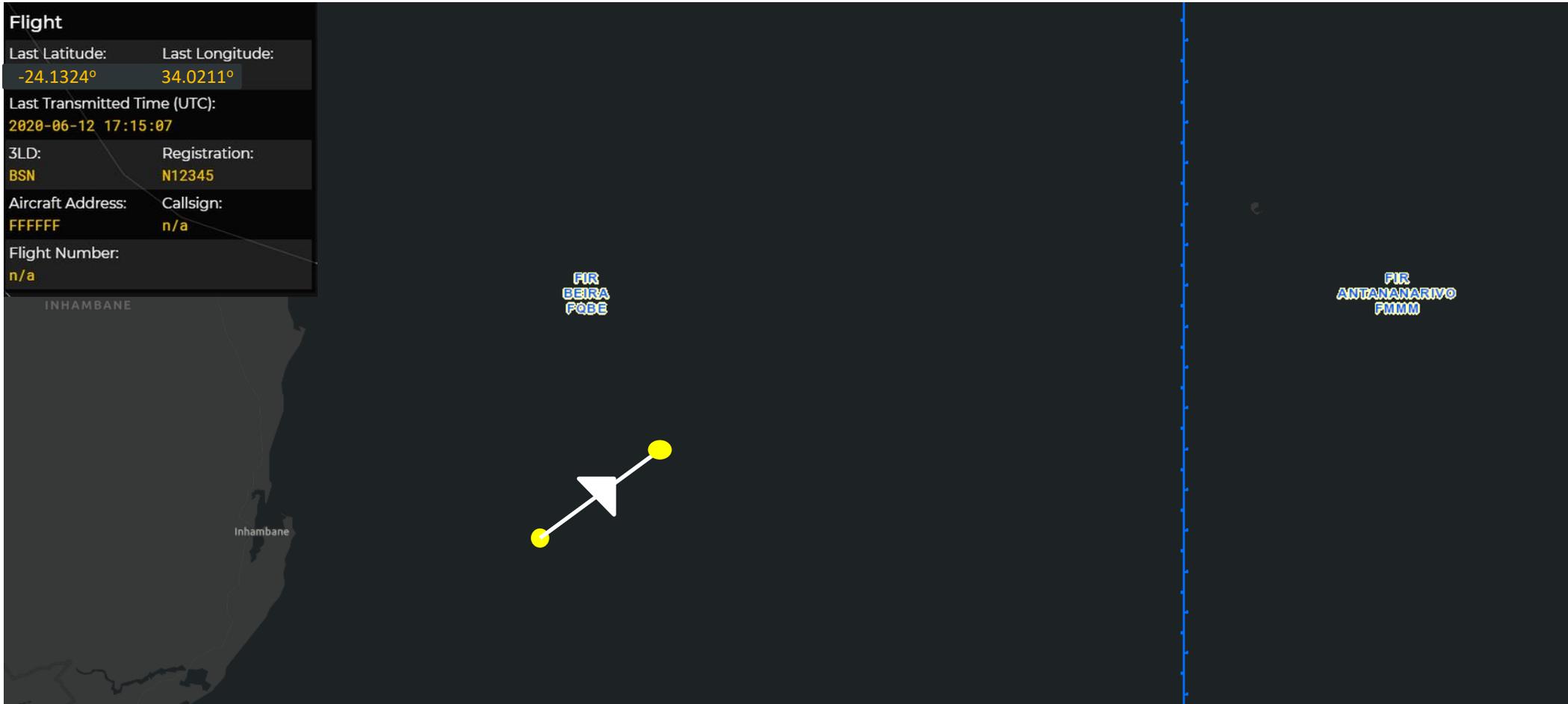


# Scenario 1





# Scenario 1





# Scenario 1





# Scenario 1





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## Considerations

- New procedures?
- Multiple messages?
- Contact operator?
- Contact ACC?
- End of event?
- False activations?





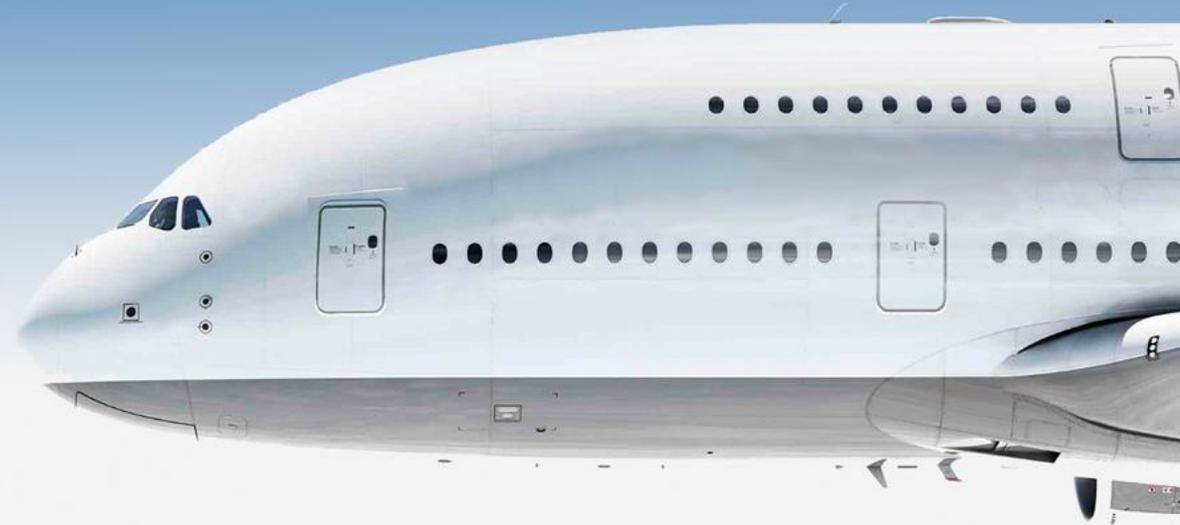
# Scenario 2





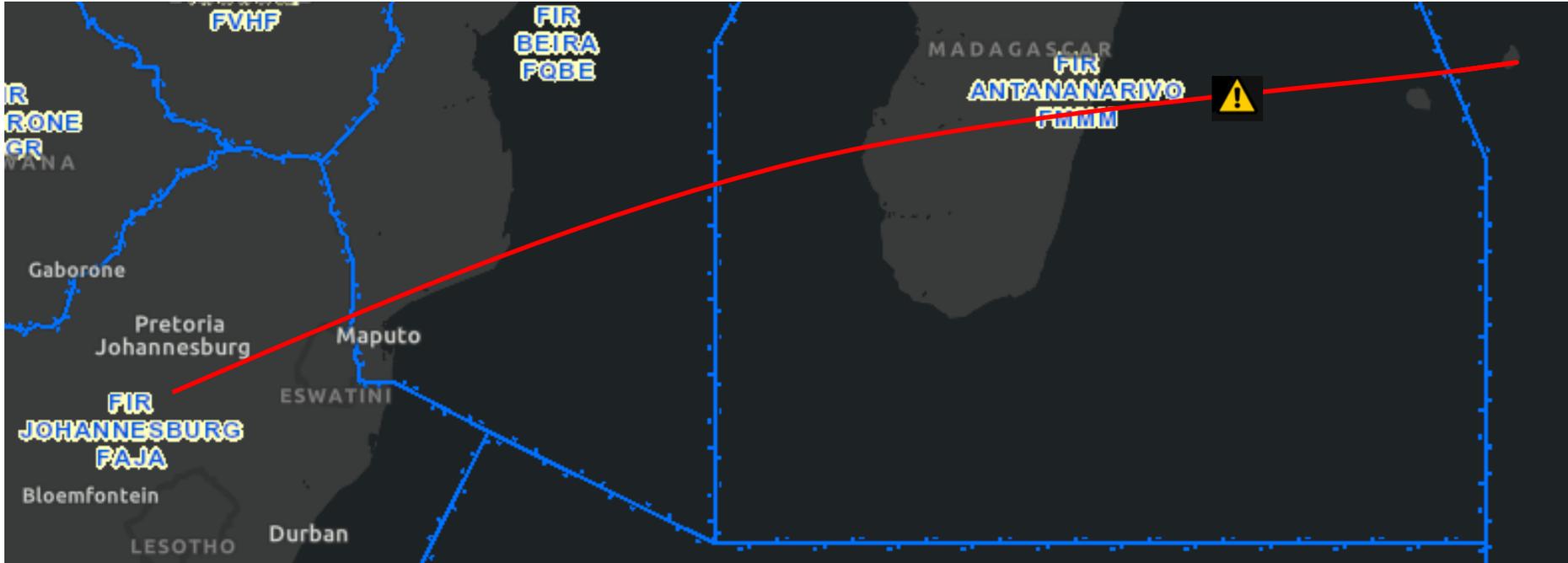
# Considerations

- New procedures?
- Contact operator?
- Contact ACC?
- Handover?
- ALERFA/DETRESFA?



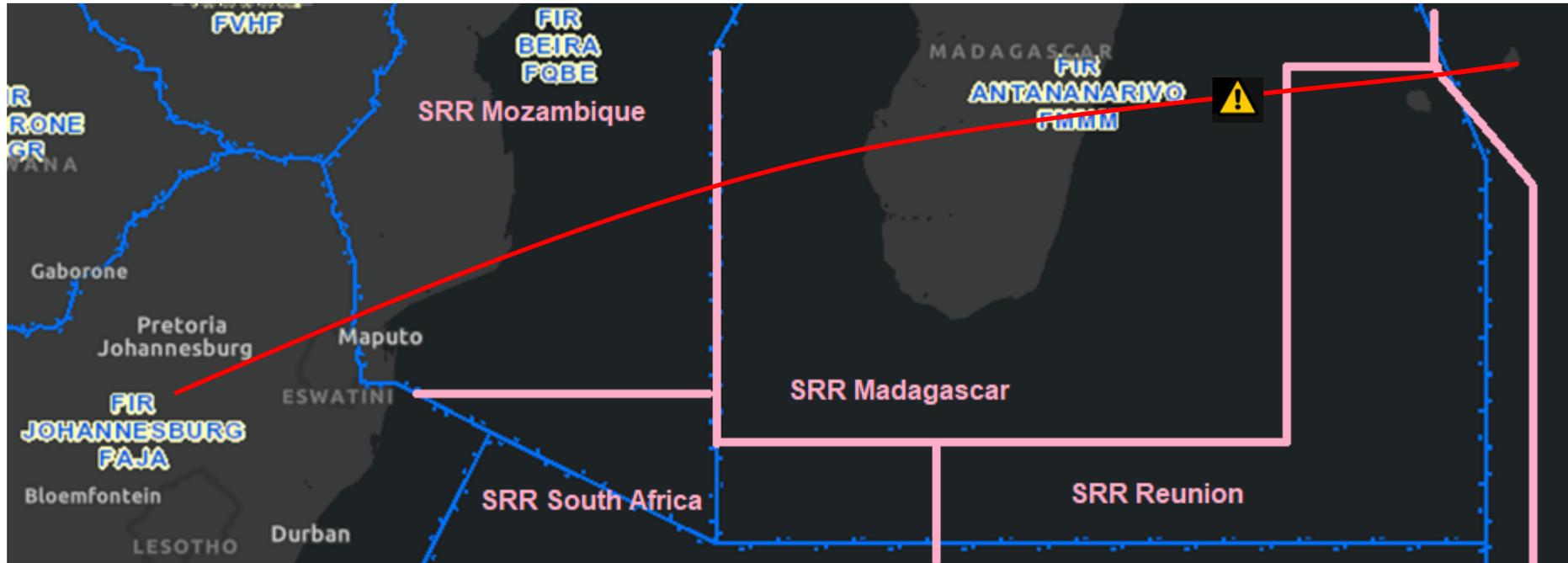


## Scenario 3





## Scenario 3





## Scenario 3

Flight	
Last Latitude:	Last Longitude:
-23.0602°	43.6259°
Last Transmitted Time (UTC):	
2020-06-12 17:15:07	
3LD:	Registration:
BSN	N12345
Aircraft Address:	Callsign:
FFFFFF	n/a
Flight Number:	
n/a	

FIR  
ANTANANARIVO  
FMMM

FIR  
ANTANANARIVO  
FMMM



## Scenario 3

Flight	
Last Latitude:	Last Longitude:
-23.0602°	43.7019°
Last Transmitted Time (UTC):	
2020-06-12 17:15:07	
3LD:	Registration:
BSN	N12345
Aircraft Address:	Callsign:
FFFFFF	n/a
Flight Number:	
n/a	

PIR  
ANTANANARIVO  
FMMM

PIR  
ANTANANARIVO  
FMMM



## Scenario 3

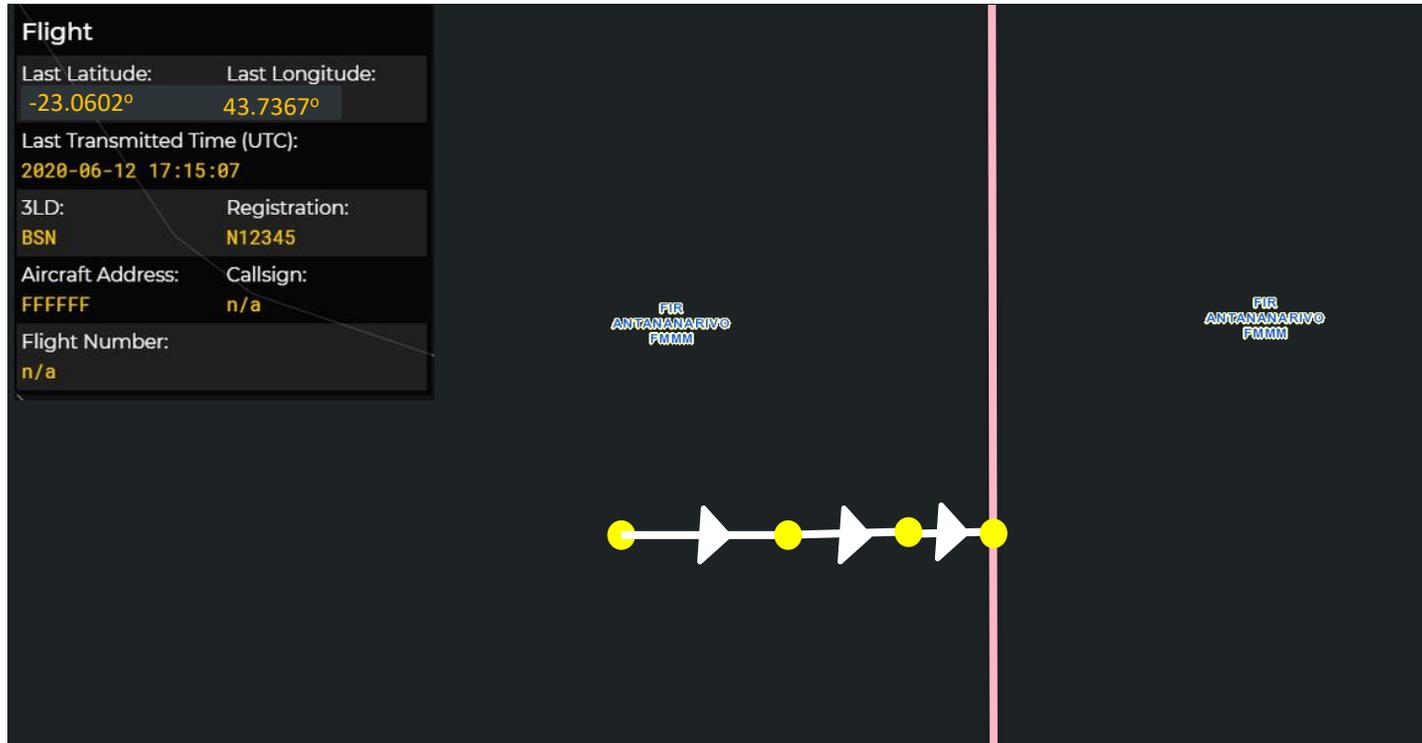
Flight	
Last Latitude:	Last Longitude:
-23.0602°	43.7243°
Last Transmitted Time (UTC):	
2020-06-12 17:15:07	
3LD:	Registration:
BSN	N12345
Aircraft Address:	Callsign:
FFFFFF	n/a
Flight Number:	
n/a	

PIR  
ANTANANARIVO  
FMMM

PIR  
ANTANANARIVO  
FMMM



## Scenario 3





# Scenario 3

Flight	
Last Latitude:	Last Longitude:
-23.0602°	43.7560°
Last Transmitted Time (UTC):	
2020-06-12 17:15:07	
3LD:	Registration:
BSN	N12345
Aircraft Address:	Callsign:
FFFFFF	n/a
Flight Number:	
n/a	

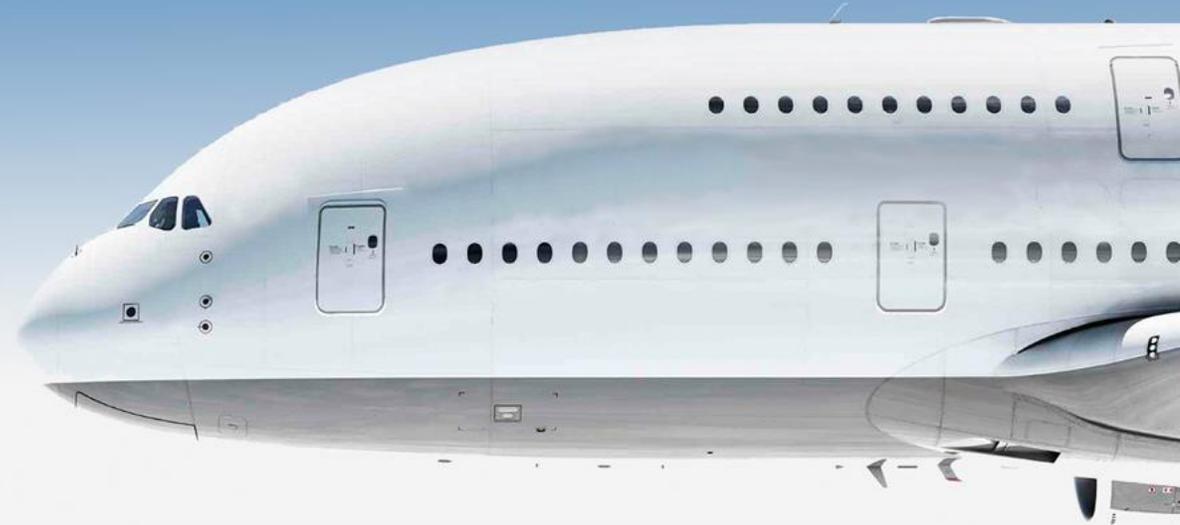
  

The diagram illustrates a flight path crossing a vertical boundary line between two Flight Information Regions (FIRs). The path is represented by a sequence of yellow dots and white arrows pointing to the right. The boundary line is a vertical pink line. Above the path, the FIRs are labeled: 'FIR ANTANANARIVO FMMM' on the left and 'FIR ANTANANARIVO FMMM' on the right. The path starts in the left FIR, crosses the boundary line, and continues into the right FIR.



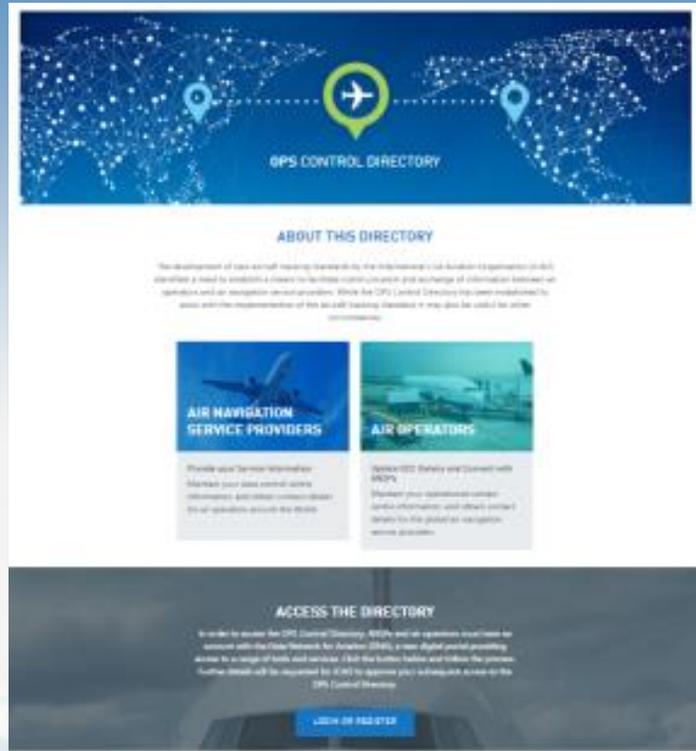
## Considerations

- New procedures?
- Contact operator?
- Contact ACC?
- Handover?
- Adjacent ACCs?





# So, how to subscribe?



**GPS CONTROL DIRECTORY**

**ABOUT THIS DIRECTORY**

The development of low-altitude flying standards by the International Civil Aviation Organization (ICAO) identified a need to establish a means to facilitate control cooperation and exchange of information between air operators and air navigation service providers. Since the GPS Control Directory has been established to assist air navigation service providers in the low-altitude flying standard it may also be useful for other stakeholders.

**AIR NAVIGATION SERVICE PROVIDERS**

Provide your service information. Maintain your data current, verify information and share contact details to air operators around the world.

**AIR OPERATORS**

Obtain ICAO Safety and Soundness (SSOP). Request your operational contact information and share contact details to the global air navigation service providers.

**ACCESS THE DIRECTORY**

In order to access the GPS Control Directory, both air operators and those associated with the Global Network for Aviation (GNA), a new digital portal providing access to a range of tools and services. ICAO has further details and follow the process further details will be supported by ICAO to approve your subscription access to the GPS Control Directory.

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# Questions

