



ICAO

International Civil Aviation Organization
North American, Central American and Caribbean Office

WORKING PAPER

ANI/WG/SAR/TF/2 — WP/03
30/08/21

Second NAM/CAR Air Navigation Implementation Working Group (ANI/WG) Search and Rescue (SAR) Implementation Task Force Meeting (ANI/WG/SAR/TF/2)

On line, from 7 to 9 September 2021

Agenda Item 2: Review of the SAR Part of the CAR/SAM Regions Air Navigation Plan
2.2 Review of the SAR Plan of the CAR Region

UPDATE ON IMPLEMENTATION OF THE GLOBAL AERONAUTICAL DISTRESS AND SAFETY SYSTEM (GADSS)

(Presented by United States)

EXECUTIVE SUMMARY	
Under ICAO's Global Aeronautical Distress and Safety System (GADSS), certain new-built large commercial aircraft will be required to carry autonomous distress tracking (ADT) equipment starting 1 January 2023. The Appendix to this paper contains the most current information regarding GADSS and may influence new content for the Caribbean Region SAR Plan.	
Action:	Suggested Actions are presented in Section 3
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety
<i>References:</i>	<ul style="list-style-type: none">• Final Report of the First NAM/CAR Air Navigation Implementation Working Group (ANI/WG) Search and Rescue (SAR) Implementation Task Force Meeting (ANI/WG/SAR/TF/1)

1. Introduction

1.1 ANI/WG/SAR/TF1 Report, Conclusion 1 a) specifies that the ANI/WG SAR Implementation Task Force conduct a thorough review of the Caribbean Region Search and Rescue (SAR) Plan. The Appendix to this Working Paper contains information that should be available to and understood by rescue coordination centres before 1 January 2023.

2. Background

2.1 The ICAO/International Maritime Organization (IMO) Joint Working Group on Search and Rescue (ICAO/IMO JWG) has its meeting 6 to 10 September 2021. A working paper submitted to ICAO/IMO JWG twenty-eighth meeting, “Update on the implementation of GADSS” is attached as an Appendix to this Working Paper for ANI/WG/SAR/TF2.

2.2 Information within the Appendix should be reviewed by the NAM/CAR ANI/WG SAR Implementation Task Force for content that should be included within the next update of the Caribbean Region SAR Plan.

3. Suggestion Actions

3.1 The Meeting is invited to:

- a) note the information provided; and
- b) provide comments on the Appendix and provide them and the appendix to the NAM/CAR ANI/WG SAR Implementation Task Force for content that should be included within the next update of the Caribbean Region SAR Plan.



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Agenda item 3



**ICAO/IMO JOINT WORKING GROUP
ON HARMONIZATION OF AERONAUTICAL
AND MARITIME SEARCH AND RESCUE (ICAO/IMO JWG-SAR)**

TWENTY-EIGHTH MEETING

CONVENTIONS, PLANS, MANUALS AND OTHER DOCUMENTS AFFECTING SAR

Update on the implementation of GADSS

Presented by the United States

SUMMARY

***Executive
summary:***

A pending action item for the JWG is Topic 1 "Update on the implementation of GADSS". New information is provided on progress made in the implementation of the Global Aeronautical Distress and Safety System (GADSS)

Action to be taken: Paragraph 3.1

1 INTRODUCTION

1.1 The update on implementation of GADSS for JWG 27 was part of the amendment adopted for the 2022 edition of the IAMSAR Manual. The update for JWG 28 provides general information on the evolution of GADSS. Discussions may determine issues to consider for future amendment of the IAMSAR Manual. It is proposed that such issues be retained for a proposed GADSS amendment to be finalized at JWG 30, the third year of the IAMSAR Manual review process. This would enable consideration of possible lessons learned from actual operations with autonomous distress tracking devices and content in the 2022 edition of the IAMSAR Manual.

2 DISCUSSION

2.1 The text for the 2022 edition of IAMSAR Manual, Volume II, appendix V *Autonomous distress tracking of aircraft in flight* provides the most accurate, concise background information

for review by SAR services, aircraft operators and ATSUs. GADSS continues to evolve, making progress in areas such as:

- The GADSS Concept of Operations is being made into a specific, formal ICAO manual and, as such, will be periodically reviewed and updated. The GADSS Advisory Group (GADSS-AG) intends to complete the proposed draft manual by the end of 2021 for ICAO Montreal to begin its review process.
- The GADSS Manual will likely replace two existing documents - ICAO Circular 347 *Aircraft Tracking Implementation Guidelines for Operators and Civil Aviation Authorities*, and ICAO Doc 10054 *Manual on Location of Aircraft in Distress and Flight Recorder Data Recovery*.
- Location of Aircraft in Distress Repository (LADR): ICAO sent out a State letter dated 26 April on the hosting of and financial contributions for the deployment of the LADR. Contributions were sought to meet the costs associated with the development of the prototype LADR into a finalized version. The LADR will be operational prior to the date from which applicable aircraft are required to carry ADT devices.
- ICAO's OPS Control Directory (OPS CTRL): OPS CTRL is an existing database and will be used for appropriate entities to subscribe to the LADR. JWG 27 submitted a proposal for amendment to Annex 12 — *Search and Rescue*: "2.3.6 Contracting States shall require each rescue coordination centre to provide and maintain up-to-date operational contact details in the ICAO OPS Control Directory (OPS CTRL)." After reviewing the proposal made by JWG 27, the ICAO Air Traffic Management Operations Panel (ATMOPSP) agreed, in April 2021, to recommend to the ICAO Air Navigation Commission (ANC) proposals for amendment to Annex 11 — *Air Traffic Services* and Annex 12. Respectively, these proposals required that ATS units maintain information in the OPS CTRL database, and that RCCs both maintain information in the OPS CTRL database and subscribe to the LADR.
- Post Flight Localization: The GADSS-AG is working on a performance-based provision for post flight localization to be discussed by the ANC. This is to address the concerns of the SAR community regarding the potential loss of the 121.5 MHz homing capability if an ADT device replaced the automatic fixed ELT.

2.2 The information above and discussion within JWG 28 may reveal concerns that need further discussion before the next JWG or in other forums to provide clear guidance to the SAR services prior to the date from which applicable aircraft are required to carry autonomous distress tracking devices (1 January 2023).

3 ACTION REQUESTED OF THE JWG

3.1 The JWG is invited to decide which issues, as appropriate, need to be brought to the attention of ICAO or the GADSS Advisory Group for further discussion to enable clear guidance to be provided to SAR services prior to 1 January 2023.