



To SAI Subcommittee
GAT Working Group

Date February 5, 2019

From Peter Grau
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Reference 19-999/SMA-112 lth

Subject **Meeting Announcement**
Global Aircraft Tracking (GAT) Working Group

Chairman **Chuck Adler, Boeing (Charles.O.Adler@Boeing.com)**

When **April 2-4, 2019**
Tuesday through Thursday, from 0900 to 1700

Host SatAuth is hosting the GAT Working Group in Johannesburg, South Africa.

Where Meeting Location
The Equinox Leadership and Innovation Centre
15 Alice Lane
Sandhurst, Sandton
2196 South Africa
+27 11 506 7776
Point of Contact
Paul Roux
Managing Director Satellite Authorisation Systems
email: paul@satauth.com
tel: +27 832 516 881

Please provide the following information no later than close of business Friday, **March 15, 2019** to Paul Roux:

- Name
- Contact e-mail address
- Contact mobile telephone number

Hotel The Sandton Sun Hotel, Sandton is the recommended hotel. It is within walking distance from the meeting venue. A preferential rate of R2,295 (approximately \$164) per night including breakfast and free WiFi has been established for participants in the Global Aircraft Tracking Working Group. This rate is available for a few days before and after the meeting. Please reference

SATAUTH and booking ID 3606301 when phoning in reservations for discounted rates, or use the following link to reserve your hotel room:

Zinhle.Masilela@tsogosun.com

Sandton Sun Hotel, Sandton

Corner Fifth and Alice Streets
Sandton, Johannesburg
South Africa 2146
+27 11 780 5000

Instructions Please notify the ARINC Industry Activities staff of your intention to attend by registering online before **Friday, March 15** at:

<http://www.aviation-ia.com/events/>.

The meeting is open to all interested parties. Individuals requesting time on the agenda should contact Chuck Adler or Peter Grau. The agenda will be finalized one week prior to the meeting.

Activity Scope The goal of the GAT Working Group is to prepare standards applicable to the ICAO Global Aeronautical Distress and Safety System (GADSS). These are intended to positively identify and track an aircraft with minimal impact on new production aircraft as well as legacy aircraft retrofit.

Meeting Objectives **Global Aircraft Tracking Standards**

The AEEC has formed the Global Aircraft Tracking (GAT) Working Group to prepare standards applicable to the ICAO Global Aeronautical Distress and Safety System (GADSS). The APIMs are as follows:

APIM 17-004 – Autonomous Distress Tracking (ADT)

APIM 17-005 – Timely Recovery of Flight Data (TRFD)

Several technologies may contribute to positive aircraft tracking. This includes ground-based and space-based ADS-B, satcom, ELT-DT, mixed technologies, and others.

The purpose of this meeting is to focus on the preparation of **ARINC Project Paper 681: *Timely Recovery of Flight Data (TRFD) Requirements and Architectures***.

ARINC Project Paper 680: *Autonomous Distress Tracking (ADT) Requirements and Architectures* will have already been circulated for adoption consideration. However, should there be any final comments on that draft, the GAT Working Group will determine the appropriate response.

ICAO Global Aeronautical Distress and Safety System (GADSS)

ICAO SARPS will require GADSS on certain production aircraft with a gross weight greater than 27,000 kg.

- Aircraft Tracking – All flight phases – 15-minute interval
- Autonomous Distress Tracking – High data rates

Technologies for consideration include Mode S, ADS-B, ADS-C, including satcom and VHF datalink.

APIM 17-004 – Autonomous Distress Tracking (ADT)

The goal is to define system requirements, equipment architectures, and aircraft installation standards for equipment capable of meeting ICAO GADDS requirements potentially including:

- Satcom-based tracker
- Space-based Automatic Dependent Surveillance – Broadcast (ADS-B)
- Fixed Emergency Locator Transmitter – Distress Tracker (ELT-DT)
- Dissimilar-Complementary Architectures

Airlines are expected to benefit by being able to meet the forthcoming worldwide Autonomous Distress Tracking mandates in the most effective manner possible.

APIM 17-005 – Timely Recovery of Flight Data (TRFD)

The Global Aircraft Tracking Working Group is expected to define system requirements, equipment architectures, and aircraft installation standards for equipment capable of meeting ICAO TRFD requirements potentially including:

- Automatic Deployable Flight Recorder (ADFR) installed on the aircraft which is capable of automatically deploying from the aircraft
- Flight Data Streaming (FDS) – the ability to stream flight data from the airplane while in flight
- Airlines are expected to benefit by being able to meet the forthcoming worldwide TRFD mandates in the most effective manner possible.

ARINC Project Paper 681: *Timely Recovery of Flight Data (TRFD) Requirements and Architectures* Strawman will be reviewed. The next steps are to define the characteristic that will specify equipment, interface, and aircraft installation requirements as well as ground system requirements.

Travel Information

Johannesburg, South Africa is served by the O. R. Tambo International Airport (JNB). The hotel is located 16 km from the airport. Travel time by taxi or automobile is approximately 25 minutes. Travel by train to the Sandton Gautrain Station (recommended) is approximately 20 minutes.

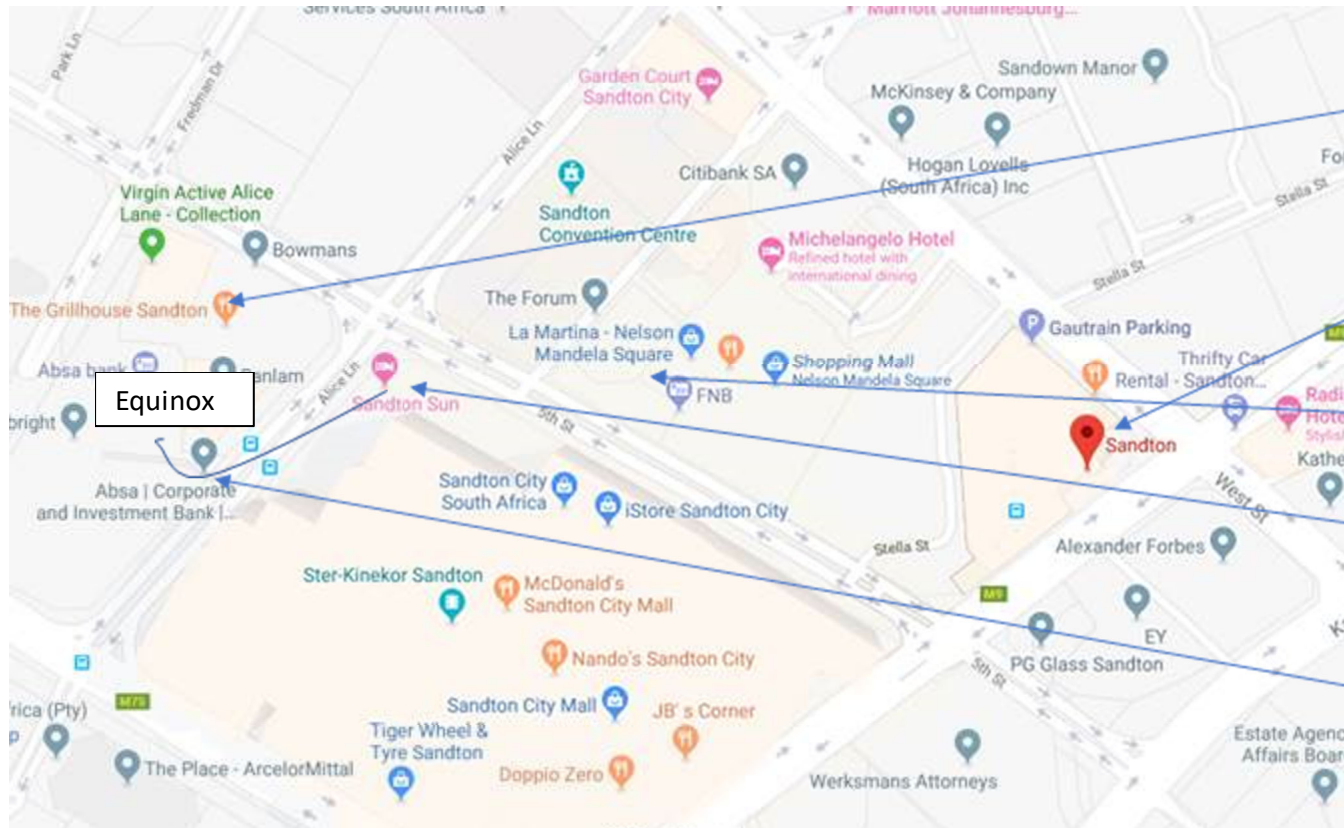
The Gautrain runs from within the airport. After you leave the arrivals hall look to the right, there will be a sign that points to the station, follow this up the escalator and then take the second escalator directly onto the platform.

<https://www.gautrain.co.za>

An area map of the meeting location and hotel are included as Attachment 1 to this announcement.

Attachment 1

Area Map



Dinner Venue The Grill House

Gautrain Sandton Station, Direct link to Sandton Nelson Mandela Square via the station

This is Nelson Mandela Square

Sandton Sun Hotel

ABSA Corporate and the Equinox

Equinox