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Международная
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31 August 2018

Ref.: AN 11/1.1.29 –18/89

Subject: Request for airline operators to provide contact details of operational control centre (OCC) focal point, for access to aircraft tracking database

Action required: Encourage operators to participate in the aircraft tracking database and invite them to submit directly to ICAO their focal point information as per paragraphs 4 and 5.

Sir/Madam,

1. I have the honor to inform you of the continued efforts of the International Civil Aviation Organization (ICAO) to assist aircraft operators in fulfilling their aircraft tracking obligations in the event of a missed aircraft report in oceanic areas (Amendment 42 to Annex 6 — *Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes*, applicable on 8 November 2018, refers). As previously communicated in State letter AN 11/1.1.29–18/79 dated 26 July 2018, ICAO is establishing a database to make related information available to operators and air navigation services providers (ANSPs). Additional background and context for this initiative is provided in the Attachment.

2. You will recall that this new Standard (paragraph 3.5.3 of Annex 6, Part I) requires that operators track the position of certain aeroplanes through automated reporting at least every 15 minutes for the portion(s) of the in-flight operation(s) planned in oceanic area(s) where an air traffic services unit (ATSU) obtains aeroplane position information at greater than 15-minute intervals. ICAO is in the process of identifying these geographical areas and this information will be made available to operators graphically online.

3. Access to this information database will be made available to operators free of charge. However, in order to obtain access, ICAO is requesting that operators first provide key pieces of information that will facilitate communication between operators and ANSP. The database will provide operators access to an ANSP directory and will enable ANSPs to obtain the correct contact details for an operators OCC, in order to contact them directly in the instance where they are dealing with an ongoing incident involving one of their aircraft.

4. Operators are requested to nominate a focal point for this endeavour. The focal point should be the person authorized by the operator to provide and maintain current OCC contact information. The focal point will receive information on how to login and setup an account and grant additional access to other individuals or positions (e.g. OCC duty manager) within their organization. Operators are, therefore, invited to provide the following information:

- full name of operator's focal point;
- e-mail address for identified focal point; and
- the corresponding ICAO 3-letter designator for the operator.

5. Responses can be sent by email to: aircrafttracking@icao.int. Please note that those operators providing focal point details to ICAO in this manner will benefit from access to the database as it is released.

6. I would be grateful if your Administration would encourage the completion of this action as soon as possible.

Accept, Sir/Madam, the assurances of my highest consideration.

Fang Liu
Secretary General

Enclosure:

Context for the development of the database

CONTEXT FOR THE DEVELOPMENT OF THE DATABASE

In developing the aircraft tracking Standards, the International Civil Aviation Organization (ICAO) established a Normal Aircraft Tracking Implementation Initiative (NATII) to conduct table-top exercises to facilitate the implementation of the Standards and provide further recommendations. During their work the NATII identified a need to publish the information related to surveillance in airspace which overlies waters outside the territory of a State (“Oceanic Area” as referred to in Annex 6), in order that an operator could determine their tracking requirements in accordance with the Standards:

3.5.3 The operator shall track the position of an aeroplane through automated reporting at least every 15 minutes for the portion(s) of the in-flight operation(s) that is planned in an oceanic area(s) under the following conditions:

- a) the aeroplane has a maximum certificated take-off mass of over 45 500 kg and a seating capacity greater than 19; and
- b) where an ATS unit obtains aeroplane position information at greater than 15 minute intervals.

Note 1.— Oceanic area, for the purpose of aircraft tracking, is the airspace which overlies waters outside the territory of a State.

Note 2.— See Annex 11, Chapter 2, for coordination between the operator and air traffic services providers regarding position report messages.

The NATII also developed guidance, now published as Circ 347 – *Aircraft tracking implementation guidelines*, which contains information to support the uniform implementation of the aircraft tracking standards, in accordance with the recommendations of the Second ICAO High Level Safety Conference (HLSC/2/2015). This guidance includes operator actions in the event of a missed position report, and provides a standard report form to be used when contacting the relevant air navigation services provider (ANSP).