



**U.S. Department  
of Transportation  
Federal Aviation  
Administration**

# InFO

Information for Operators

InFO 24016

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Flight Standards Service  
Washington, DC

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*An InFO contains valuable information for operators that should help them meet certain administrative, regulatory, or operational requirements, with relatively low urgency or impact on safety. The contents of this document do not have the force and effect of law and are not meant to bind the public in any way. This document is intended only to provide clarity to the public regarding existing requirements under the law or agency policies.*

**Subject:** Global Aeronautical Distress Safety System (GADSS).

**Purpose:** This InFO serves to provide information on GADSS to all commercial operators conducting international operations.

**Background:** After the Malaysian Air flight MH370 aircraft disappeared on March 8, 2014, the International Civil Aviation Organization (ICAO) initiated a committee to review and make recommendations to improve aircraft tracking. The committee incorporated their findings into ICAO Annex 6 Part I.

**Discussion:** Section 6.18 of ICAO Annex 6 Part I, International Commercial Air Transport - Aeroplanes, 12th Edition, Amendment 48, states that as of January 1, 2025, all aeroplanes of a maximum certificated take-off mass of over 27,000 kilograms (59,524 pounds), for which the individual certificate of airworthiness is first issued on or after January 1, 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. There have been concerns that aircraft flying internationally may not have this capability in countries where it is required.

**Recommended Action:** Directors of Safety, Directors of Operations who manage aircraft, and pilots that fly internationally should note the ICAO GADSS effective date and requirements. While the Federal Aviation Administration (FAA) does not require GADSS in the United States (U.S.), operators conducting international operations should note:

1. They are required to meet the requirements of the applicable parts of Title 14 of the Code of Federal Regulations (14 CFR) when operating internationally.
  - 14 CFR Part 121 § 121.11 Rules applicable to operations in a foreign country,
  - 14 CFR Part 125 § 125.23(b) While operating outside the United States, and
  - 14 CFR Part 135 § 135.3(b) While operating outside the United States.
2. Approximately 88 countries have indicated to ICAO they are meeting the GADSS requirement. Operators flying international operations should confirm they are meeting the GADSS requirements of the States into which they operate.

3. On December 6, 2024, the European Union Aviation Safety Agency published *Important Information for Third Country Operators (TCO): Location of an Aeroplane in Distress: Entry Into Force and Exemption Process*. Operators flying into European States should review this TCO and confirm they are meeting the ICAO GADSS requirements of the States into which they wish to fly.
4. Operators with aircraft manufactured after January 1, 2024, flying international operations may wish to consult the manufacturer to determine if they meet the ICAO GADSS standard.

**Contact:** Direct questions or comments regarding this InFO to the FAA Flight Standards Service Aircraft Maintenance Division at 9-AWA-AFS-300-Correspondence@faa.gov.