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InFO

Information for Operators

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http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info/all_infos

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. This is a guidance document. Its content is not legally binding in its own right and will not be relied upon by the Department as a separate basis for affirmative enforcement action or other administrative penalty. Conformity with the guidance document is voluntary only. Nonconformity will not affect rights and obligations under existing statutes and regulations.

Subject: Global Aeronautical Distress Safety System (GADSS).

Purpose: This InFO provides information on GADSS requirements to foreign air carriers conducting operations within the United States (U.S.) under Title 14 Code of Federal Regulations (CFR) Part 129.

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 its findings into ICAO Annex 6, Part I, International Commercial Air Transport - Aeroplanes, 12th Edition, Amendment 48.

Discussion: Section 6.18 of ICAO Annex 6, Part I 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.

The Federal Aviation Administration (FAA) has determined that Automatic Dependent Surveillance-Broadcast (ADS-B) Out provides an equivalent level of compliance to ICAO requirements for GADSS and the relevant standards of Section 6.18 of ICAO Annex 6, Part I; therefore, FAA has filed a difference. Foreign Air Carriers that meet FAA ADS-B Out requirements (see 14 CFR §§ 91.225 and 91.227) do not need to request an exemption from § 129.5(b), which requires in relevant part that they conduct operations in accordance with ICAO Annex 6, Part I.

While FAA does not require GADSS for flights within U.S airspace, foreign air carriers conducting operations within the U.S. under part 129 are:

1. Required to meet the requirements of the applicable Parts of Title 14 CFR when operating within the U.S.
2. Meet the U.S. filed difference for Annex 6 GADSS equipment requirements when GADSS equipment is not installed on the aircraft. The operator should obtain permission, such as an

exemption, from the State of the Operator or the Regional Safety Oversight Organization (RSOO) that issued the Air Operator Certificate (AOC).

Recommended Action: Foreign Air Carrier's Management Personnel (e.g., Director of Safety, Directors of Operations who manage aircraft, or Chief Pilot(s)), should review this InFO and take appropriate action. Management Personnel should contact the government official(s) responsible for the issuance of the Foreign Air Carrier's AOC to request GADSS equipage they need while operating outside the U.S. and communicate those requirements to their pilots, dispatchers, and flight followers as appropriate.

Contact: Questions or comments regarding this InFO should be directed to the International Program Division at 9-AWA-AVS-AFS-050@faa.gov.