

**ASSOCIATION OF ASIA PACIFIC AIRLINES  
RESOLUTION NO. 6  
Series of 2014**

**A RESOLUTION ON AIR TRAFFIC MANAGEMENT AND SURVEILLANCE**

The AAPA ASSEMBLY OF PRESIDENTS, in its 58<sup>th</sup> meeting duly assembled,

RECOGNISING THAT:

- I. Commercial aviation is the safest form of travel with more than 100,000 flights operating safely each day;
- II. Aircraft accident investigations play an important role in identifying and addressing safety deficiencies and risk factors;
- III. Recent events including the losses of AF447 and MH370 have highlighted difficulties in tracking and locating aircraft which have lost contact or are in distress;
- IV. ICAO has established a special ad hoc working group on aircraft tracking to review the roles and responsibilities of governments, airlines, air navigation service providers, and search and rescue authorities in both routine and non-routine aircraft tracking situations;
- V. Complementing ICAO efforts, the air transport industry established an aircraft tracking task force with the objective to assess the current state of global aircraft tracking capabilities and to recommend further enhancements of appropriate performance based aircraft tracking options;
- VI. ICAO has also established new requirements for emergency locator beacons that should assist in expediting the location of flight data recorders at accident sites;
- VII. Governments and the aviation industry share responsibility for ensuring that flying remains both safe and secure, and are committed to delivering continuous improvements in system reliability and safety performance;

NOTING THAT:

- VIII. All commercial aircraft routinely operate under the direction of ground based air traffic control services;
- IX. Surveillance services provided by air traffic control services track the location and identification of an aircraft, but there are inherent limitations in the degree of coverage due to various technical and organisational gaps in the system of global air traffic management;
- X. Aircraft operating in oceanic regions and other remote airspace may be beyond the range of existing surveillance systems, relying on older technologies including periodic position reports made by the flight crew using voice communications;
- XI. ICAO has established the Global Air Navigation Plan (GANP Doc 9750) that provides guidance on further capacity and capability enhancements to global air navigation, for progressive implementation over the time period 2013 – 2028. These changes will deliver further significant enhancements in the tracking of aircraft utilising upgraded satellite navigation systems with global coverage;

BELIEVING THAT:

- XII. Air carriers have every incentive to enhance aircraft tracking capabilities;
- XIII. Procedures and communications protocols between air navigation service providers (ANSP), air carriers and other relevant authorities can be strengthened to enhance the response to situations where an aircraft is lost or in distress;
- XIV. Accident investigations are significantly hindered by any delay in locating and retrieving evidence including the flight data recorders;

RESOLVES:

- XV. TO URGE governments to strengthen and periodically test together with relevant stakeholders established procedures to respond effectively to aircraft lost or in distress;

XVI. TO URGE governments and aerospace manufacturers to develop improved location and data retrieval systems to expedite the recovery of flight data for accident investigations;

XVII. TO URGE governments to review and where appropriate accelerate implementation and deployment of new capabilities envisaged in the GANP.

APPROVED this 19<sup>th</sup> day of November 2014.

Certified correct:

Attested by:

ANDREW HERDMAN  
Director General

OSAMU SHINOBE  
AAPA Chairman – 2014