

CIVIL AVIATION NOTICES

CAN 2-07

AIRCRAFT TRACKING

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AIRCRAFT TRACKING

7.1 General

This Notice applies to all persons conducting air operations in Oman and all persons operating an Omani registered aircraft.

7.2 Purpose

The Civil Aviation Notices, hereinafter referred to as Notices, are issued by the Public Authority for Civil Aviation (PACA). The Notices are a means of circulating essential information of an administrative or technical nature to holders of PACA licenses and Certificates, foreign air operators in Oman, and foreign operators of Omani registered aircraft.

7.3 Applicability

This CAN applies to all Oman certified Air operators operating aircraft operating aeroplanes with an MCTOM of greater than 27 000kg with an MOPSC of more than nineteen (19) or aeroplanes with an MCTOM of more than 45 500kg issued with a CoA after the 16th December 2018.

7.4 Cancellation

Not Applicable

7.5 Effective date

This CAN is effective from date of issue.

7.7 Aircraft Tracking Systems – Aeroplanes

(See para 7.9 for AMC to this section)

The operator shall establish an aircraft tracking capability to track aeroplanes throughout its area of operations.

A. Aircraft tracking system — Aeroplanes

- (a) By 16 December 2018 at the latest, the operator shall establish and maintain, as part of the system for exercising operational control over the flights, an aircraft tracking system, which includes the flights eligible to (b) when performed with the following aeroplanes:
- (1) aeroplanes with an MCTOM of more than 27 000 kg, with an MOPSC of more than 19, and first issued with an individual CoA before 16 December 2018, which are equipped with a capability to provide a position additional to the secondary surveillance radar transponder;
 - (2) all aeroplanes with an MCTOM of more than 27 000 kg, with an MOPSC of more than 19, and first issued with an individual CoA on or after 16 December 2018; and
 - (3) all aeroplanes with an MCTOM of more than 45 500 kg and first issued with an individual CoA on or after 16 December 2018.

- (b) Flights shall be tracked by the operator from take-off to landing, except when the planned route and the planned diversion routes are fully included in airspace blocks where:
- (1) ATS surveillance service is normally provided which is supported by ATC surveillance systems locating the aircraft at time intervals with adequate duration; and
 - (2) the operator has provided to competent air navigation service providers necessary contact information.

7.8 Retention of Aircraft Tracking Data

(See para 7.10 for GM to this section)

The operator shall establish procedures, approved by the Authority, for the retention of aircraft tracking data to assist the Search and Rescue agency in determining the last known position of the aircraft.

7.9 AMC for Aircraft Tracking System – Aeroplanes

EQUIPMENT, PERFORMANCE AND PROCEDURES WHEN AIRCRAFT TRACKING IS REQUIRED

(a) ***Automatic tracking of aeroplane position***

The aircraft tracking system shall rely on equipment capable of automatically detecting and transmitting a position report to the aircraft operator, except if (d)(2) applies.

(b) ***Position reporting period***

The tracking of an individual flight shall provide a position report at time intervals which do not exceed 15 minutes.

(c) ***Content of position reports***

Each position report shall contain at least the latitude, the longitude and the time of position determination and whenever available, an indication of the aeroplane altitude, except that for each flight:

- (1) One of the position reports may contain only time-stamped data indicating that the aeroplane has left the gate;
- (2) One of the position reports may contain only time-stamped data indicating that the aeroplane has become airborne;
- (3) One of the position reports may contain only time-stamped data indicating that the aeroplane has landed; and
- (4) One of the position reports may contain only time-stamped data indicating that the aeroplane has reached the gate.

(d) ***Source of position data***

The data contained in a position report may come from:

- (e) ATC surveillance systems, if the ATC surveillance data source is capable of providing this data with a delay equal to or less than 10 minutes;
- (f) the flight crew, if the planned flight duration is less than two position reporting periods;
- (g) aeroplane systems. In that case:
 - (1) the source of time, latitude and longitude data shall be the navigation system of the aeroplane or an approved GNSS receiver;
 - (2) the source of altitude data should be:
 - the same source as for time, latitude and longitude data, or
 - an approved source of pressure altitude; and
 - (3) the delivery time of position reports from the aeroplane to the operational control over the flight shall, to the extent possible, not exceed 10 minutes; or

- (a) any data source when the position report is of a type designated by (c)(1), (c)(2), (c)(3) or (c)(4). In that case, the delivery time of position reports from the data source to the operational control over the flight shall, to the extent possible, not exceed 10 minutes.
- (b) **Temporary lack of aircraft tracking data**
Aircraft tracking data may be incomplete due to a temporary or unexpected issue prior to or during the flight. However, the operator should:
- (1) identify any loss of aircraft tracking data which is not due to a temporary issue; and
 - (2) address any systematic lack of aircraft tracking data affecting a given aeroplane or a given route in a timely manner.
- (j) **Operational control over the flights**
When abnormal flight behaviour is suspected, this should be checked and acted upon without delay.
- (k) **Recording of aircraft tracking data during normal operation**
When the tracking of a flight is required, all related aircraft tracking data shall be recorded on the ground, including position data from ATC surveillance systems when they are used. The aircraft tracking data of a given flight shall be retained until confirmation that the flight is completed and no accident or serious incident occurred.
- (l) **Preserving aircraft tracking data after an accident or a serious incident**
Following an accident or a serious incident, the operator shall retain the aircraft tracking data of the involved flight for at least 30 days. In addition, the operator shall be capable of providing a copy of this data without delay and in an electronic format that is human-readable using a common text file editor.
- (m) **Procedures**
The operator shall establish procedures describing its aircraft tracking system, including the identification of abnormal flight behaviour and the notification of the competent ATS unit, when appropriate. These procedures shall be integrated with the emergency response plan of the operator.

7.10 GM – Retention of Aircraft Tracking Data

Guidance on aircraft tracking capabilities is contained in the Aircraft Tracking Implementation Guidelines is available from ICAO Circular – 347