

WSI FUSION'S WORLDWIDE FLIGHT TRACKING

The Weather Company, an IBM Business, has enhanced worldwide flight tracking in its WSI Fusion integrated dispatch solution. Integrating data from FlightAware, the world's leading flight tracking data company, provides even better access to flight-following capabilities worldwide.



WORLDWIDE FLIGHT TRACKING

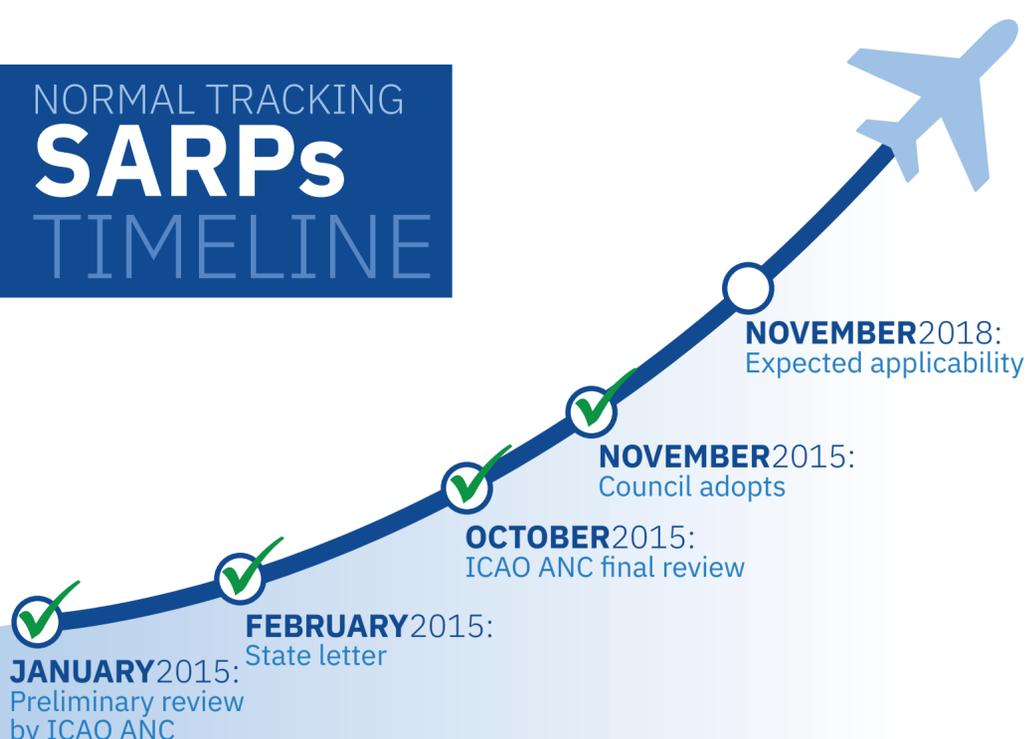
Greater coverage of flights worldwide

- Better flight location accuracy across all regions
- Seamless integration with other WSI Fusion features and views
- Improved situational awareness
- Increased safety, confidence, and efficiency

NORMAL TRACKING

SARPs

TIMELINE



FLIGHT TRACKING MYTHS



MYTH: THE GLOBAL AERONAUTICAL DISTRESS AND SAFETY SYSTEM (GADSS) IS SINGULARLY FOCUSED ON FLIGHT TRACKING.

FALSE. It's an operations concept that encompasses the overall effectiveness of the current alerting of search and rescue services. It also enhances that effectiveness by addressing key improvement areas and developing and implementing GADSS.

GADSS addresses all phases of flight under all circumstances, including distress. GADSS will maintain an up-to-date record of aircraft progress and – in case of a crash, forced landing, or ditching – the location of survivors, the aircraft, and recoverable flight data.



2018

MYTH: THE RATIFIED AMENDMENTS TO ANNEX 6 REGARDING FLIGHT TRACKING ARE ALL EFFECTIVE IN 2018 AND APPLICABLE TO THE EXISTING FLEET AND NEW DELIVERIES.

FALSE. The flight tracking provisions have two phases: By November 2018, when aircraft are in normal flight conditions, operators should be able to track them every 15 minutes, with optional abnormal-event tracking capability. By 2021, new-production airframes should be able to produce position reports once per minute when under abnormal flight conditions, independent of aircraft power and not isolatable. This capability can be remotely activated.

The reference to new-production airframes is an important distinction; the automated detection of abnormal flight conditions, independent power sources, and non-isolatable requirements aren't available today for newly delivered aircraft or retrofit applications. The 2021 guidance is applicable only to aircraft delivered in January 2021 and thereafter, not to aircraft delivered prior.



MYTH: ALL OF THE GADSS-RELATED AMENDMENTS HAVE BEEN ADOPTED BY CIVIL AVIATION REGULATORS WORLDWIDE INTO THEIR GOVERNING REGULATIONS AS MANDATES.

FALSE. At the time of publication, only a few – India, Malaysia, China, Singapore, and the European Aviation Safety Agency – have introduced requirements around the 2018 flight tracking provision. The 2021 provision requires new aircraft

capabilities that have yet to be standardized, developed, or certified. Although the AEEC and commercial aircraft manufacturers are working toward those efforts, it will be some time before aircraft equipped to meet the 2021 guidance are available for delivery. Any regulatory guidance will be subject to availability of airborne systems, which is nontrivial.



MYTH: THERE IS ONE APPROACH ALLOWING OPERATORS TO COMPLY WITH THE 2018 GUIDANCE.

FALSE. Providing tracking globally, although completely achievable, still requires the use of multiple techniques and data correlation from several sources with updated positions every 15 minutes or less. Given existing regulatory mandates for ADS-B equipage that become effective in 2020, ADS-B and Satellite ADS-B

becoming fully operational provides some promise of unifying global tracking around a single technology. The realities of equipage timelines and other factors will require that tracking solutions handle data from disparate sources – ANSP radar data and FANS/ADC, ADS-B, and ACARS position reports – effectively for some time into the future.

FlightAware ADS-B Statistics

13,000+



SITES

11,000+



PARTICIPANTS

170



COUNTRIES REPRESENTED

78M+



POSITIONS PER HOUR

ibm.com/weather

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