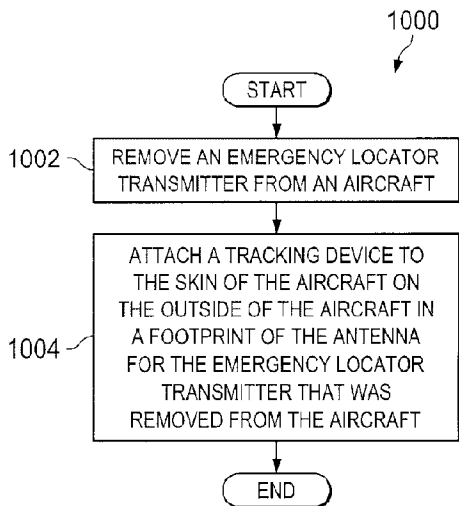




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(57) **Abrégé/Abstract:**

An aircraft tracking apparatus includes a satellite navigation system receiver that identifies a position of an aircraft using navigation signals from a satellite navigation system. The apparatus also includes a satellite communications transceiver, a number of antennas for the satellite navigation system receiver and the satellite communications transceiver and a processor that generates position information identifying the aircraft position as identified by the satellite navigation system receiver and sends the position information automatically at a rate, to a receiving station via a communications satellite in a low Earth orbit using the satellite communications transceiver. The satellite navigation system receiver, the satellite communications transceiver, the number of antennas, and the processor are hermetically sealed within a housing attached to the aircraft on an outside of the aircraft, the housing having a footprint that matches a footprint of an emergency locator antenna to allow it to replace the emergency locator antenna.

ABSTRACT

An aircraft tracking apparatus includes a satellite navigation system receiver that identifies a position of an aircraft using navigation signals from a satellite navigation system. The apparatus also includes a satellite communications transceiver, a number of antennas for
5 the satellite navigation system receiver and the satellite communications transceiver and a processor that generates position information identifying the aircraft position as identified by the satellite navigation system receiver and sends the position information automatically at a rate, to a receiving station via a communications satellite in a low Earth orbit using the satellite communications transceiver. The satellite navigation system receiver, the satellite
10 communications transceiver, the number of antennas, and the processor are hermetically sealed within a housing attached to the aircraft on an outside of the aircraft, the housing having a footprint that matches a footprint of an emergency locator antenna to allow it to replace the emergency locator antenna.

AIRCRAFT TRACKING METHOD AND DEVICE AND METHOD OF INSTALLATION

BACKGROUND

5 The present disclosure relates generally to identifying, locating, and responding to an aircraft in distress. More particularly, the present disclosure relates to a method and apparatus for delivering an alert from an aircraft to a search and rescue system for responding to the aircraft in distress.

10 Many aircraft carry distress radio beacons. Distress radio beacons may be known as emergency beacons or by other names. For example, without limitation, many commercial passenger aircraft and other aircraft may carry a distress radio beacon known as an emergency locator transmitter, ELT.

15 An emergency locator transmitter on an aircraft is intended to aid in locating the aircraft after a crash. An emergency locator transmitter on an aircraft may be manually or automatically activated to send out a distress signal when the aircraft is in distress. For example, without limitation, an emergency locator transmitter may be activated to transmit a distress signal automatically upon immersion in water or when another condition indicating that the aircraft is in distress is detected.

20 A search and rescue system may detect a distress signal generated by an emergency locator transmitter or other distress radio beacon on an aircraft and respond in an appropriate manner. For example, COSPAS-SARSAT is an international humanitarian search and rescue system for locating and responding to aircraft, ships, or individuals in distress. The COSPAS-SARSAT system includes a network of satellites, ground stations, mission control centers, and rescue coordination centers.

25 COSPAS-SARSAT uses satellites to detect distress signal transmissions from emergency locator transmitters on aircraft. The signal from an emergency locator transmitter on an aircraft is received by a satellite in the COSPAS-SARSAT system and relayed to the nearest available ground station. The ground station, called a Local User Terminal, processes

the signal and determines the position from which it originated. The primary means for determining the position of the transmission from the emergency locator transmitter is using satellite orbit information and signal Doppler measurements. In some cases, an emergency locator transmitter may be configured to determine its location using a satellite navigation system receiver that is either integrated into the emergency locator transmitter or fed by a satellite navigation system receiver that is not part of the emergency locator transmitter.

Information identifying the position of the emergency locator transmitter is transmitted from the ground station to a mission control center where it is joined with identification data and other information associated with the emergency locator transmitter. The mission control center then transmits an alert message to an appropriate rescue coordination center based on the determined geographic location of the detected transmission from the emergency locator transmitter and other available information.

Current emergency locator transmitters may have several limitations. For example, position information provided by current emergency locator transmitters may not be sufficiently accurate or provided in a sufficiently reliable manner to locate an aircraft in distress effectively. The majority of currently fielded emergency locator transmitters do not provide position information directly. The location of the emergency locator transmitter is determined by radio frequency direction finding or multilateration through satellite links. This process may take an undesirably long time and may not be sufficiently reliable.

The weight of current emergency locator transmitters may be relatively high. Maintenance requirements for current emergency locator transmitters also may be relatively high. For example, most emergency locator transmitters fitted to aircraft today are powered by a non-rechargeable battery that is relatively heavy and must be maintained appropriately to ensure reliable operation and to prevent any undesired condition from occurring. It also may be relatively difficult to reduce or eliminate undesirable tampering with current emergency locator transmitters.

Accordingly, it would be beneficial to have a method and apparatus that take into account one or more of the issues discussed above, as well as possible other issues.

SUMMARY

The present disclosure relates generally to tracking the position of an aircraft. More particularly, the present disclosure relates to a method and device for tracking the position of an aircraft and a method for attaching a tracking device to an aircraft.

Many aircraft carry distress radio beacons. Distress radio beacons also may be known as emergency beacons or by other names. For example, without limitation, many commercial passenger aircraft and other aircraft may carry a distress radio beacon known as an emergency locator transmitter, ELT.

An emergency locator transmitter on an aircraft is intended to aid in locating the aircraft after a crash. An emergency locator transmitter or other distress radio beacon on an aircraft may be manually or automatically activated to send out a distress signal. For example, without limitation, an emergency locator transmitter may be activated automatically upon immersion in water.

The distress signals generated by an emergency locator transmitter or other distress radio beacon on an aircraft may be monitored and detected by a network of satellites worldwide. The geographic position of an emergency locator transmitter or other radio distress beacon emitting a distress signal may be determined using a satellite navigation system, triangulation, or using another method or an appropriate combination of methods.

Current emergency locator transmitters may have several limitations. For example, position information provided by current emergency locator transmitters may not be sufficiently accurate or provided in a sufficiently reliable manner to effectively locate an aircraft in distress effectively. The majority of currently fielded emergency locator transmitters do not provide position information directly. The location of the emergency locator transmitter is determined by radio frequency direction finding or multilateration through satellite links. This process may take an undesirably long time and may not be sufficiently reliable.

The weight of current emergency locator transmitters may be relatively high. Maintenance requirements for current emergency locator transmitters also may be relatively

high. For example, most emergency locator transmitters fitted to aircraft today are powered by a non-rechargeable battery that is relatively heavy and must be maintained appropriately to ensure reliable operation and to prevent any undesired condition from occurring. It also may be relatively difficult to reduce or eliminate undesirable tampering with current emergency
5 locator transmitters.

Accordingly, it would be beneficial to have a method and apparatus that take into account one or more of the issues discussed above, as well as other possible issues.

In one embodiment, there is provided an apparatus including a satellite navigation system receiver configured to identify a position of an aircraft using navigation signals
10 received from a satellite navigation system, a satellite communications transceiver, a number of antennas for the satellite navigation system receiver and the satellite communications transceiver, and a processor configured to generate position information identifying the position of the aircraft as identified by the satellite navigation system receiver. The processor is also configured to send the position information to a receiving station via a communications
15 satellite in a low Earth orbit using the satellite communications transceiver. The processor is also configured to generate and send the position information automatically at a rate. The apparatus further includes a housing attached to the aircraft on an outside of the aircraft. The satellite navigation system receiver, the satellite communications transceiver, the number of antennas, and the processor are hermetically sealed within the housing.

In another embodiment, there is provided a method of tracking a position of an aircraft. The method involves: identifying, using a satellite navigation system receiver, the position of the aircraft using navigation signals received from a satellite navigation system; generating, by a processor, position information identifying the position of the aircraft as identified using the satellite navigation system receiver; and sending, by the processor, the position information to
20 a receiving station via a communications satellite in a low Earth orbit using a satellite communications transceiver. The processor generates and sends the position information automatically at a rate. The satellite navigation system receiver, the processor, and the satellite communications transceiver are hermetically sealed within a housing attached to the aircraft on an outside of the aircraft.
25

In another embodiment, there is provided a method of attaching a tamper-proof tracking device to an aircraft. The method involves removing an antenna for an emergency locator transmitter from a location on a skin of the aircraft where the antenna for the emergency locator transmitter is attached to the skin of the aircraft and attaching the tamper-proof tracking device to the skin of the aircraft at the location on the skin of the aircraft where the antenna for the emergency locator transmitter was attached to the skin of the aircraft. The tamper-proof tracking device includes a satellite navigation system receiver configured to identify a position of the aircraft using navigation signals received from a satellite navigation system, a satellite communications transceiver, a number of antennas for the satellite navigation system receiver and the satellite communications transceiver, a processor configured to generate position information identifying the position of the aircraft as identified by the satellite navigation system receiver and send the position information to a receiving station via a communications satellite in a low Earth orbit using the satellite communications transceiver, and a housing containing the satellite navigation system receiver, the satellite communications transceiver, the number of antennas, and the processor. The satellite navigation system receiver, the satellite communications transceiver, the number of antennas, and the processor are hermetically sealed within the housing.

In another embodiment, there is provided an apparatus including a satellite navigation system receiver configured to identify a position of an aircraft using navigation signals received from a satellite navigation system, a satellite communications transceiver, a number of antennas for the satellite navigation system receiver and the satellite communications transceiver, and a processor configured to generate position information identifying the position of the aircraft as identified by the satellite navigation system receiver and configured to send the position information to a receiving station via a communications satellite in a low Earth orbit using the satellite communications transceiver. The processor is configured to generate and send the position information automatically at a rate. The apparatus further includes a housing attached to the aircraft on an outside of the aircraft. The satellite navigation system receiver, the satellite communications transceiver, the number of antennas, and the processor are hermetically sealed within the housing. A footprint of the housing on the outside of the aircraft matches a footprint on the outside of the aircraft of an antenna for an emergency

locator transmitter that was removed from the aircraft before the housing was attached to the aircraft.

In another embodiment, there is provided a method of tracking a position of an aircraft. The method involves: identifying, using a satellite navigation system receiver, the position of the aircraft using navigation signals received from a satellite navigation system; generating, by
5 a processor, position information identifying the position of the aircraft as identified using the satellite navigation system receiver; and sending, by the processor, the position information to a receiving station via a communications satellite in a low Earth orbit using a satellite communications transceiver. The processor generates and sends the position information
10 automatically at a rate. The satellite navigation system receiver, the processor, and the satellite communications transceiver are hermetically sealed within a housing attached to the aircraft on an outside of the aircraft. A footprint of the housing on the outside of the aircraft matches a footprint on the outside of the aircraft of an antenna for an emergency locator transmitter that was removed from the aircraft before the housing was attached to the aircraft.

15 Various features, functions, and benefits may be achieved independently in various embodiments of the present disclosure or may be combined in yet other embodiments in which further details can be seen with reference to the following description and drawings.

BRIEF DESCRIPTION OF THE DRAWINGS

The novel features believed characteristic of the illustrative embodiments are set forth in the appended claims. The illustrative embodiments, however, as well as a preferred mode of use, further objectives, and benefits thereof, will best be understood by reference to the following detailed description of illustrative embodiments of the present disclosure when read
5 in conjunction with the accompanying drawings, wherein:

Figure 1 is an illustration of an aircraft operating environment in accordance with an illustrative embodiment;

Figure 2 is an illustration of a block diagram of a tracking device on an aircraft in
10 accordance with an illustrative embodiment;

Figure 3 is an illustration of a block diagram of a tracking device attached to an aircraft to replace an emergency locator transmitter on the aircraft in accordance with an illustrative embodiment;

Figure 4 is an illustration of a footprint of an antenna for an emergency locator
15 transmitter on the skin of an aircraft in accordance with an illustrative embodiment;

Figure 5 is an illustration of attaching a tracking device to an aircraft in accordance with an illustrative embodiment;

Figure 6 is an illustration of a tracking device attached to an aircraft in accordance with an illustrative embodiment;

Figure 7 is an illustration of a top view of the housing for a tracking device in
20 accordance with an illustrative embodiment;

Figure 8 is an illustration of a state diagram for a tracking device in accordance with an illustrative embodiment;

Figure 9 is an illustration of a flowchart of a process for tracking an aircraft in
25 accordance with an illustrative embodiment; and

Figure 10 is an illustration of a flowchart of a process for attaching a tracking device to an aircraft in accordance with an illustrative embodiment.

DETAILED DESCRIPTION

The following description of **Figures 1-10** refers to reference characters in **Figures 1-10**.

5 The different illustrative embodiments recognize and take into account a number of different considerations. “A number,” as used herein with reference to items, means one or more items. For example, “a number of different considerations” are one or more different considerations.

10 The different illustrative embodiments recognize and take into account that there may be great interest in the ability to track aircraft globally in a manner that improves upon the use of emergency locator transmitters. For example, it may be desirable that global tracking of aircraft is provided with better accuracy, greater reliability, and at lower cost than may be provided using current emergency locator transmitters.

15 It also may be desirable that a device for tracking the position of an aircraft is both robust and autonomous. For example, it may be desirable that a device for tracking the position of an aircraft is implemented in a tamper-proof manner. For example, without limitation, it may be desirable that a device for tracking the position of an aircraft is implemented such that proper operation of the tracking device cannot be affected in an undesired manner by a person onboard the aircraft.

20 The illustrative embodiments provide a technical solution to the problem of tracking an aircraft globally. The illustrative embodiments provide an improved tracking device for an aircraft that uses a satellite navigation system for determining the position of the aircraft and communicates position information identifying the position of the aircraft to an appropriate receiving station via a satellite.

25 For example, without limitation, a tracking device in accordance with an illustrative embodiment may include a receiver for receiving navigation signals from global positioning system satellites or another appropriate satellite navigation system. The tracking device may include an appropriate transceiver for sending position information to the receiving station via Iridium communications satellites or other communications satellites in low Earth orbit. The

electronics for determining the position of the aircraft and for sending the position information to the receiving station may be contained within a housing that is configured to be attached to a skin of the aircraft on the outside of the aircraft.

5 A tracking device in accordance with an illustrative embodiment may be implemented in a tamper-proof manner, so that proper operation of the tracking device may not be affected in an undesired manner from onboard the aircraft. For example, without limitation, backup or primary power for operation of a tracking device in accordance with an illustrative embodiment may be provided by a battery or other source of power that is contained within the housing attached to the outside of the aircraft. In this case, power for operation of the tracking device may not be intentionally or accidentally interrupted from inside of the aircraft.
10

Providing backup battery power in the housing for the tracking device also makes reliable operation of a tracking device in accordance with an illustrative embodiment more robust. For example, without limitation, providing backup battery power for a tracking device in accordance with an illustrative embodiment may allow the tracking device to continue to operate properly when other power for the aircraft to which the tracking device is attached is lost.
15

Interfaces for controlling operation of a tracking device in accordance with an illustrative embodiment from inside of an aircraft to which the tracking device is attached may be limited or eliminated to reduce or prevent undesired tampering with operation of the tracking device from onboard the aircraft. In some embodiments, all or substantially all control of a tracking device in accordance with an illustrative embodiment is provided either automatically by the electronics for the tracking device itself or by commands sent via a satellite to the tracking device from a location remote from the aircraft to which the tracking device is attached.
20

Turning to **Figure 1**, an illustration of an aircraft operating environment is depicted in accordance with an illustrative embodiment. Aircraft operating environment **100** may include any appropriate environment in which aircraft **102** may be operated in any appropriate manner. For example, without limitation, aircraft **102** may be in flight in aircraft operating environment **100**.
25

Aircraft **102** may be any appropriate type of aircraft that may be configured to perform any appropriate operation or mission in aircraft operating environment **100**. For example, without limitation, aircraft **102** may be a commercial passenger aircraft, a cargo aircraft, a military aircraft, or any other appropriate type of aircraft. Further, aircraft **102** may be a fixed wing aircraft, a rotary wing aircraft, or a lighter-than-air aircraft. Still further, aircraft **102** may be a manned aircraft or an unmanned aircraft.

In accordance with an illustrative embodiment, aircraft **102** may include tracking device **104**. For example, without limitation, tracking device **104** may be attached to the skin of aircraft **102** on the outside of aircraft **102**. In accordance with an illustrative embodiment, tracking device **104** may be configured to automatically determine the position of aircraft **102** when aircraft **102** is in flight in aircraft operating environment **100** and to automatically send position information identifying the position of aircraft **102** to receiving station **106** via satellite **108**.

Tracking device **104** may be configured to identify the position of aircraft **102** using navigation signals **110** received from a number of navigation system satellites **112** in satellite navigation system **114** in a known manner. Tracking device **104** may use navigation signals **110** received from more than three navigation system satellites **112** in satellite navigation system **114** to determine the position of aircraft **102**. For example, without limitation, navigation system satellites **112** may include satellites in satellite navigation system **114** such as the Global Positioning System, GPS, the Global Navigation Satellite System, GLONASS, other appropriate satellite navigation systems, or various combinations of satellite navigation systems that may be used by tracking device **104** to determine the position of aircraft **102**.

Satellite **108** may comprise any appropriate satellite or plurality of satellites for establishing a communications link between tracking device **104** and receiving station **106** for sending position information identifying the position of aircraft **102** from tracking device **104** to receiving station **106**. For example, without limitation, satellite **108** may be a communications satellite in low Earth orbit. A satellite in low Earth orbit is in orbit around the Earth with an altitude between approximately **160** kilometers and **2000** kilometers. For example, without limitation, satellite **108** may be a satellite in the Iridium satellite

constellation operated by Iridium Communications. A satellite in the Iridium satellite constellation is referred to herein as an Iridium satellite or an Iridium communications satellite.

Information other than position information may be sent from tracking device **104** on aircraft **102** to receiving station **106** via satellite **108**. For example, without limitation, tracking device **104** may be configured to send an alert to receiving station **106** via satellite **108** when aircraft **102** is determined to be in distress. Additionally, instructions for controlling operation of tracking device **104** may be sent from receiving station **106** to tracking device **104** on aircraft **102** via satellite **108**. For example, without limitation, instructions for controlling when or how often position information is sent from tracking device **104** may be sent from receiving station **106** to tracking device **104** via satellite **108**.

For example, without limitation, receiving station **106** may be located on the ground. Receiving station **106** may be part of or otherwise associated with any appropriate facility or entity that may be associated with the operation of aircraft **102**. For example, without limitation, receiving station **106** may be operated by or for an airline that operates aircraft **102**. For example, without limitation, receiving station **106** may be part of or associated with a global aircraft tracking system.

Turning to **Figure 2**, an illustration of a block diagram of a tracking device on an aircraft is depicted in accordance with an illustrative embodiment. Tracking device **200** attached to aircraft **201** may be an example of one implementation of tracking device **104** attached to aircraft **102** in **Figure 1**.

For example, without limitation, tracking device **200** may be attached to aircraft **201** on outside **202** of aircraft **201**. Attaching tracking device **200** to aircraft **201** on outside **202** of aircraft **201** and other features of tracking device **200** described herein make tracking device **200** tamper-proof **203**. Tracking device **200** may be considered tamper-proof **203** when the possibility of undesired tampering with operation of tracking device **200** from inside **240** of aircraft **201** is substantially reduced or eliminated. For example, without limitation, attaching tracking device **200** to aircraft **201** on outside **202** of aircraft **201** and limiting connections to

tracking device **200** from inside **240** of aircraft **201** in combination make tracking device **200** tamper-proof **203**.

Tracking device **200** comprises various electronics contained within housing **204**. Housing **204** may be made in any appropriate manner of any appropriate material such that the
5 electronics contained inside housing **204** are protected to maintain proper operation of tracking device **200** when tracking device **200** is attached to aircraft **201** on outside **202** of aircraft **201**. For example, without limitation, the electronics may be hermitically sealed **206** within interior **208** of housing **204**. The electronics may be hermetically sealed **206** within interior **208** of housing **204** using any appropriate materials and structures to provide an airtight seal between
10 interior **208** of housing **204** and outside **202** of aircraft **201** when tracking device **200** is attached to aircraft **201** on outside **202** of aircraft **201**.

Housing **204** may have any appropriate shape. For example, without limitation, housing **204** may have an appropriately aerodynamic shape. Electronics for tracking device **200** may include satellite navigation system receiver **210**, number of antennas **212**, satellite
15 communications transceiver **214**, distress identifier **216**, and processor **218**.

Satellite navigation system receiver **210** may be configured to receive navigation signals from satellites in a satellite navigation system via number of antennas **212**. For example, without limitation, satellite navigation system receiver **210** may be configured to use satellite navigation system receiver antenna **219** in number of antennas **212** to receive the
20 navigation signals. For example, without limitation, satellite navigation system receiver **210** may be configured to receive navigation signals from satellites in a global navigation satellite system such as the Global Positioning System (GPS), the Global Navigation Satellite System (GLONASS), another appropriate satellite navigations system, or from various combinations of satellite navigation systems. In accordance with an illustrative embodiment, the navigation
25 signals received by satellite navigation system receiver **210** may be used to determine the position of aircraft **201**.

Satellite communications transceiver **214** may be configured to send and receive information via a satellite communications system. For example, without limitation, satellite communications transceiver **214** may be configured to send and receive information via

communications satellites in low Earth orbit, such as satellites in the Iridium network, other appropriate communications satellites, or various communications satellites from various combinations of satellite communications systems.

In accordance with an illustrative embodiment, satellite communications transceiver
5 **214** may be used to send position information **220** to a receiving station via a satellite. Position information **220** may include information identifying the position determined using the navigation signals received by satellite navigation system receiver **210**. In distinct embodiments, position information **220** may be augmented by additional information such as time stamps, and other aircraft navigation or aircraft state data.

10 Satellite communications transceiver **214** also may be used to send identification information **222**, alert **224**, other appropriate information, or various combinations of appropriate information to a receiving station via a satellite. Identification information **222** may include information identifying aircraft **201**. Alert **224** may include information indicating that aircraft **201** is in distress.

15 Satellite communications transceiver **214** also may be configured to receive instructions **226** via a satellite. For example, without limitations, instructions **226** may include instructions for controlling operation of the electronics for tracking device **200**.

Satellite communications transceiver **214** may use satellite communications antenna
20 **230** in number of antennas **212** to send and receive communications from a communications satellite. Alternatively, satellite communications transceiver **214** and satellite navigation system receiver **210** may share the use of shared antenna **232** in number of antennas **212**. In this case, diplexer **234** or another appropriate device may be used for separating and directing the appropriate signals from shared antenna **232** to satellite navigation system receiver **210** and satellite communications transceiver **214** and for directing any signals from satellite
25 communications transceiver **214** to shared antenna **232**.

Distress identifier **216** may be configured to identify when aircraft **201** is in distress. The functions performed by distress identifier **216** may be implemented in hardware or in software running on hardware. For example, without limitation, the functions performed by

distress identifier **216** may be implemented, in whole or in part, in software running on processor **218**. Alternatively, the functions performed by distress identifier **216** may be implemented entirely separately from processor **218**.

5 Distress may include any undesired condition of aircraft **201**. Distress identifier **216** may be configured to identify when aircraft **201** is in distress automatically in any appropriate manner. For example, without limitation, distress identifier **216** may determine that aircraft **201** is in distress when power for operation of electronics for tracking device **200** that is provided on power line **236** from power source **238** on inside **240** of aircraft **201** is interrupted.

10 In some distinct embodiments, a list or a matrix of indicators that aircraft **201** is in distress, or factors associated with aircraft **201** in distress, may be stored in storage **241** and used by distress identifier **216** to automatically determine that aircraft **201** is in distress. Examples of indicators that aircraft **201** is in distress may include abnormal position changes, abnormal deviations from flight plans, and abnormal commanded changes to the configuration
15 of aircraft **201** that may put the aircraft in harm.

Alternatively, or in addition, distress identifier **216** may be configured to identify when aircraft **201** is in distress in response to the operation of manual actuator **242** by a human operator. Manual actuator **242** may comprise any appropriate actuation or signaling device that may be operated manually by a human operator located inside **240** aircraft **201**. For
20 example, without limitation, distress identifier **216** may determine that aircraft **201** is in distress in response to manual activation of a switch or other appropriate manual actuator **242** by a human operator inside **240** of aircraft **201**. In this case, the switch or other appropriate one of manual actuator **242** may be connected to provide an appropriate signal to indicate distress to distress identifier **216** either by a wire or wirelessly in any appropriate manner.

25 In some embodiments, no interface or other capability is provided for a human operator inside **240** of aircraft **201** to inhibit or cancel any such indication of distress that is provided to or determined by distress identifier **216**. Limiting interfaces for controlling operation of tracking device **200** from inside **240** of aircraft **201** in this manner may reduce or

eliminate accidental or intentional tampering with the desirable operation of tracking device **200**.

Distress identifier **216** may provide an appropriate indication to processor **218** in response to automatic or manual identification of distress by distress identifier **216**. An
5 indication that aircraft **201** is in distress may be provided from distress identifier **216** to processor **218** in any appropriate manner and form.

Processor **218** may be configured to control the operation of tracking device **200** including satellite navigation system receiver **210** and satellite communications transceiver **214**. For example, processor **218** may be configured to use satellite navigation system receiver
10 **210** to determine the position of aircraft **201** and to generate position information **220** identifying the position of aircraft **201** as identified using satellite navigation system receiver **210**. Processor **218** may be configured to use satellite communications transceiver **214** to send position information **220** to a receiver station via a satellite. Processor **218** may be configured to generate and send position information **220** automatically at rate **244** while aircraft **201** is in
15 flight.

Rate **244** may be defined by fixed intervals. Alternatively, processor **218** may be configured to change rate **244** for generating and sending position information **220** based on various conditions. For example, processor **218** may be configured to change rate **244** for generating and sending position information **220** based on the geographic location of aircraft
20 **201**. For example, without limitation, processor **218** may be configured to send updates for position information **220** more frequently when aircraft **201** is in flight over the ocean or in another remote location. Processor **218** may be configured to send position information updates less frequently when aircraft **201** is in flight in a location where aircraft **201** may be in sight of an air traffic control radar system or in another less remote location. Processor **218**
25 also may be configured to generate and send position information **220** more frequently when it is determined that aircraft **201** is in distress.

Processor **218** also may be configured to generate and send alert **224** when it is determined that aircraft **201** is in distress. For example, alert **224** may be generated and sent by processor **218** to a receiving station via a satellite along with or in addition to position

information **220** transmitted using satellite communications transceiver **214**. For example, without limitation, alert **224** may include or be associated with position information **220** identifying the position of aircraft **201** when the distress started. For example, without limitation, alert **224** may include information identifying various characteristics of the distress, such as the condition or event that triggered the indication of distress or any other appropriate information or various combinations of information about the distress.

Processor **218** also may be configured to take appropriate action in response to instructions **226** received via a satellite and satellite communications transceiver **214**. For example, without limitation, processor **218** may be configured to generate and send position information **220**, change rate **244** for generating and sending position information **220**, or take other appropriate actions or various combinations of actions in response to instructions **226** received via satellite communications transceiver **214**.

Electronics for tracking device **200** may include power supply **246**. Power supply **246** may be implemented in any appropriate manner to provide appropriate electrical power for operation of the various electronic components in tracking device **200** from electrical power provided to power supply **246** on power line **236**. For example, without limitation, in the case where tracking device **200** is attached to aircraft **201** on outside **202** of aircraft **201**, power line **236** may be connected to provide electrical power to power supply **246** from power source **238** on inside **240** of aircraft **201**. Power source **238** may comprise any appropriate source of electrical power for operation of tracking device **200**.

Power line **236** may be implemented in any appropriate manner to provide electrical power from an appropriate power source **238** to power supply **246** in tracking device **200**. Various undesirable conditions on power line **236** may cause inconsistencies in power supply **246** or other electronics in tracking device **200**. For example, without limitation, power line **236** may include circuit breaker **248**. Circuit breaker **248** may be implemented in any known and appropriate manner to prevent undesirable conditions on power line **236** from reaching power supply **246** or other electronics in tracking device **200**. For example, without limitation, circuit breaker **248** may be implemented in a known and appropriate manner to prevent excessive current, excessive voltage, excessive power, or any other undesirable condition or

combination of undesirable conditions on power line **236** from reaching power supply **246** and other electronics for tracking device **200**.

Electrical power for operation of tracking device **200** may include battery **249**. Battery **249** may be contained in housing **204** along with the other electronic components of tracking device **200**. Battery **249** may include any appropriate type and number of batteries for providing appropriate electrical power for operation of various electronic components in tracking device **200**. Power for operation of tracking device **200** may be provided by battery **249** as an alternative or in addition to providing power for operation of tracking device **200** from power source **238** via power line **236**. For example, without limitation, when power for operation of tracking device **200** is available from both battery **249** and from power source **238** via power line **236**, battery **249** may be used to provide back-up power for operation of tracking device **200** when power on power line **236** is interrupted. For example, without limitation, when tracking device **300** is attached to aircraft **201** on outside **202** of aircraft **201**, providing battery **249** for powering tracking device **200** may prevent accidental or intentional disabling of the operation of tracking device **200** from inside **240** of aircraft **201** by disrupting power for tracking device **200** that is provided on power line **236** from power source **238** located inside **240** of aircraft **201**.

The different components illustrated for tracking device **200** are not meant to provide architectural limitations to the manner in which different embodiments may be implemented. The different illustrative embodiments may be implemented in a system including components in addition to or in place of those illustrated for tracking device **200**. Other components shown in **Figure 2** can be varied from the illustrative examples shown.

For example, without limitation, processor **218** may also be configured to receive information identifying the position of aircraft **201** from other aircraft systems **250** on inside **240** of aircraft **201**. Information provided by other aircraft systems **250** may be used for back-up, calibration, testing, or in comparison with the position of aircraft **201** identified using satellite navigation system receiver **210**.

Electronics for tracking device **200** may be implemented in any appropriate manner using any appropriate hardware or hardware in combination with software. For example,

without limitation, processor **218** may be configured to execute instructions for software that may be loaded or otherwise stored in storage **241**. Processor **218** may be a number of processors, a multi-processor core, or some other type of processor, depending on the particular implementation. Further, processor **218** may be implemented using a number of
5 heterogeneous processor systems in which a main processor is present with secondary processors on a single chip. As another illustrative example, processor **218** may be a symmetric multi-processor system containing multiple processors of the same type.

Storage **241** may include memory, persistent storage, or any other appropriate storage devices or various combinations of storage devices. Storage **241** may comprise any piece of
10 hardware that is capable of storing information, such as, for example, without limitation, data, program code in functional form, and/or other suitable information either on a temporary basis and/or a permanent basis. Storage **241** may also be referred to as a computer readable storage device in these examples. Storage **241**, in these examples, may be, for example, a random access memory or any other suitable volatile or non-volatile storage device. Storage **241** may
15 take various forms, depending on the particular implementation. For example, storage **241** may be implemented, in whole or in part, as part of processor **218**. Alternatively, storage **241** may be implemented entirely separately from processor **218**.

In any case, instructions for the operating system, applications, and/or programs may be located in storage **241**, which is in communication with processor **218** in any appropriate
20 manner. The processes of the different embodiments may be performed by processor **218** using computer-implemented instructions, which may be located in storage **241**. These instructions may be referred to as program instructions, program code, computer usable program code, or computer readable program code that may be read and executed by processor **218**. The program code in the different embodiments may be embodied on different
25 physical or computer readable storage media.

In these examples, storage **241** may be a physical or tangible storage device used to store program code rather than a medium that propagates or transmits program code. In this case, storage **241** may be referred to as a computer readable tangible storage device or a

computer readable physical storage device. In other words, storage **241** is embodied in a medium that can be touched by a person.

Alternatively, program code may be transferred to processor **218** using computer readable signal media. Computer readable signal media may be, for example, a propagated data signal containing program code. For example, computer readable signal media may be an
5 electromagnetic signal, an optical signal, and/or any other suitable type of signal. These signals may be transmitted over communications links, such as wireless communications links, optical fiber cable, coaxial cable, a wire, and/or any other suitable type of communications link. In other words, the communications link and/or the connection may be
10 physical or wireless in the illustrative examples. In some illustrative embodiments, program code may be downloaded over a network to storage **241** from another device or data processing system through computer readable signal media for use within processor **218**.

The different embodiments may be implemented using any hardware device or system capable of running program code. As one example, electronics for tracking device **200** may
15 include organic components integrated with inorganic components and/or may be comprised entirely of organic components excluding a human being. For example, storage **241** may be comprised of an organic semiconductor.

In another illustrative example, processor **218** may take the form of a hardware unit that has circuits that are manufactured or configured for a particular use. This type of hardware
20 may perform operations without needing program code to be loaded in storage **241** to be configured to perform the operations.

For example, when processor **218** takes the form of a hardware unit, processor **218** may be a circuit system, an application-specific integrated circuit (ASIC), a programmable logic device, or some other suitable type of hardware configured to perform a number of
25 operations. With a programmable logic device, the device is configured to perform the number of operations. The device may be reconfigured at a later time or may be permanently configured to perform the number of operations. Examples of programmable logic devices include, for example, a programmable logic array, programmable array logic, a field programmable logic array, a field programmable gate array, and other suitable hardware

devices. With this type of implementation, program code may be omitted, because the processes for the different embodiments are implemented in a hardware unit.

In still another illustrative example, processor **218** may be implemented using a combination of processors found in computers and hardware units. Processor **218** may have a number of hardware units and a number of processors that are configured to run program code. With this depicted example, some of the processes may be implemented in the number of hardware units, while other processes may be implemented in the number of processors.

Turning to **Figure 3**, an illustration of a block diagram of a tracking device attached to an aircraft to replace an emergency locator transmitter on the aircraft is depicted in accordance with an illustrative embodiment. Tracking device **300** on aircraft **301** may be an example of one implementation of tracking device **104** on aircraft **102** in **Figure 1** or of tracking device **200** on aircraft **201** in **Figure 2**.

Tracking device **300** is attached to skin **302** of aircraft **301** on outside **306** of aircraft **301**. Skin **302** comprises any appropriate structure that separates outside **306** of aircraft **301** from inside **304** of aircraft **301**.

Tracking device **300** comprises electronics **308** contained within housing **309**. Electronics **308** may be configured to automatically determine a position of aircraft **301** to which tracking device **300** is attached and to send position information identifying the position of aircraft **301** to a receiving station via a satellite. For example, electronics **308** may be configured to identify the position of aircraft **301** using navigation signals received from a number of satellites in a satellite navigation system. For example, without limitation, electronics **308** may be configured to send position information identifying the position of aircraft **301** to a receiving station via an Iridium communications satellite or another appropriate communications satellite in low Earth orbit. Electronics **308** also may be configured to send an alert to the receiving station via a communications satellite when aircraft **301** is determined to be in distress, to receive instructions or other information for controlling the operation of tracking device **300** via a communications satellite, or to perform other appropriate functions or various combinations of appropriate functions.

The functionality provided by tracking device **300** may replace and improve upon the functionality provided by emergency locator transmitter **310** on aircraft **301**. For example, without limitation, emergency locator transmitter **310** may be removed from aircraft **301** before tracking device **300** is attached to aircraft **301**. Removing emergency locator transmitter **310** from aircraft **301** may include removing antenna **311** for emergency locator transmitter **310** from skin **302** of aircraft **301** on outside **306** of aircraft **301** and removing electronics **312** for emergency locator transmitter **310** from inside **304** of aircraft **301**.

Footprint **314** of antenna **311** is the area on skin **302** of aircraft **301** from which antenna **311** for emergency locator transmitter **310** was removed. Footprint **314** may include various structures for positioning antenna **311** for emergency locator transmitter **310** on skin **302** of aircraft **301**, for attaching antenna **311** for emergency locator transmitter **310** to skin **302** of aircraft **301**, for sealing antenna **311** to skin **302** of aircraft **301**, or for other appropriate purposes or various combinations of purposes. For example, without limitation, footprint **314** may include mounting holes **316** and through hole **318**. Mounting holes **316** may include any appropriate number of holes in skin **302** of aircraft **301** within footprint **314**. Mounting holes **316** may have been used to attach antenna **311** for emergency locator transmitter **310** to skin **302** of aircraft **301**. Through hole **318** may comprise a hole extending from inside **304** of aircraft **301** to outside **306** of aircraft **301** through skin **302** of aircraft **301** within footprint **314**. Through hole **318** may have been used for extending wiring through skin **302** of aircraft **301** to connect antenna **311** for emergency locator transmitter **310** to electronics **312** for emergency locator transmitter **310**.

Tracking device **300** may be attached to skin **302** of aircraft **301** in footprint **314**, at the location on skin **302** of aircraft **301** from where antenna **311** for emergency locator transmitter **310** was removed. For example, base plate **320** may be attached to skin **302** of aircraft **301** in footprint **314**. The area covered by base plate **320** on skin **302** of aircraft **301** may match footprint **314**. In other words, the footprint of base plate **320** may match footprint **314** of antenna **311** for emergency locator transmitter **310** removed from aircraft **301**.

Base plate **320** may be attached to skin **302** of aircraft **301** using appropriate fasteners **322**. For example, without limitation, fasteners **322** may extend from base plate **320** into

mounting holes **316** in skin **302** of aircraft **301** to attach base plate **320** to skin **302** of aircraft **301**. Fasteners **322** may include any appropriate structures for attaching base plate **320** to skin **302** of aircraft **301**. For example, without limitation, fasteners **322** may include screws, bolts, clips, rivets, an adhesive, any other appropriate fastening structure or material, or various combinations of appropriate fasteners.

Base plate **320** may be made of any appropriate material in any appropriate manner. For example, without limitation, base plate **320** may comprise an appropriate electromagnetic interference shielding material. In this case, base plate **320** may be configured to perform the function of electromagnetic interference shielding gasket **323**. Alternatively, or in addition, electromagnetic interference shielding gasket **323** that is not part of base plate **320** may be used. For example, without limitation, electromagnetic interference shielding gasket **323** may be positioned between base plate **320** and skin **302** of aircraft **301**, between base plate **320** and housing **309**, or both. Electromagnetic interference shielding gasket **323** may be configured to reduce or prevent undesired electromagnetic interference with operation of tracking device **300** from a source of electromagnetic interference inside **304** of aircraft **301** and vice versa. For example, without limitation, electromagnetic interference shielding gasket **323** may be configured to reduce or prevent undesired radio frequency interference with operation of tracking device **300** from a source of radio frequency interference inside **304** of aircraft **301** and vice versa.

For example, without limitation, base plate **320** may include attachment structures **324** and through hole **326**. Base plate **320** may be positioned on skin **302** of aircraft **301** such that through hole **326** in base plate **320** may be aligned with through hole **318** in skin **302** of aircraft **301** when base plate **320** is attached to skin **302** of aircraft **301**.

Housing **309** may be attached to base plate **320** using appropriate fasteners **330**. For example, without limitation, fasteners **330** may extend from housing **309** to engage attachment structures **324** on base plate **320** to attach housing **309** to base plate **320**. Fasteners **330** may include any appropriate structures for attaching housing **309** to base plate **320**. Appropriate fasteners **330** to be used for any particular implementation may depend on the particular implementation of corresponding attachment structures **324** in base plate **320**, and vice versa.

For example, without limitation, fasteners **330** may include screws, bolts, clips, rivets, an adhesive, any other appropriate fastening structure or material, or various combinations of appropriate fasteners. Fasteners **330** for attaching housing **309** to base plate **320** may be the same as or different from fasteners **322** for attaching base plate **320** to skin **302** of aircraft **301**.

5 Line **337** may be extended from electronics **308** in housing **309** attached to skin **302** of aircraft **301** on outside **306** of aircraft **301** to aircraft systems **338** inside **304** of aircraft **301**. For example, line **337** may be extended through hole **326** in base plate **320** and through hole **318** in skin **302** of aircraft **301** to connect aircraft systems **338** to electronics **308**. In various distinct embodiments, line **337** may include one or more wires, data buses, or other
10 appropriate connections between electronics **308** in tracking device **300** and aircraft systems **338**. For example, without limitation, line **337** may comprise a power line extending from electronics **308** in housing **309** of tracking device **300** to aircraft systems **338** providing a source of electrical power for tracking device **300**. Alternatively, or in addition, without limitation, line **337** may include a wire or other physical structure for carrying appropriate
15 signals to electronics **308** in tracking device **300** from aircraft systems **338** inside **304** of aircraft **301** to indicate that aircraft **301** is in distress, to provide information identifying the position of aircraft **301**, or for any other appropriate purpose or various combinations of purposes.

The illustration of **Figure 3** is not meant to imply physical or architectural limitations
20 to the manner in which different illustrative embodiments may be implemented. Other components in addition to, in place of, or in addition to and in place of the ones illustrated may be used. Some components may be unnecessary in some illustrative embodiments. Also, the blocks are presented to illustrate some functional components. One or more of these blocks may be combined, divided, or combined and divided into different blocks when implemented
25 in different illustrative embodiments.

For example, tracking device **300** may be attached to skin **302** of aircraft **301** without using base plate **320**. For example, without limitation, tracking device **300** may be attached to skin **302** of aircraft **301** by attaching housing **309** directly to skin **302** of aircraft **301** on outside **306** of aircraft **301** in an appropriate manner. Alternatively, tracking device **300** may

be attached to skin **302** of aircraft **301** by attaching housing **309** to skin **302** of aircraft **301** on outside **306** of aircraft **301** with only electromagnetic interference shielding gasket **323** between housing **309** and skin **302** of aircraft **301**. The area covered by housing **309** or electromagnetic interference shielding gasket **323** on skin **302** of aircraft **301** when housing **309** is attached to skin **302** of aircraft **301** may match footprint **314** of antenna **311** for emergency locator transmitter **310** removed from aircraft **301**. In other words, the footprint of housing **309** or electromagnetic interference shielding gasket **323** may match footprint **314** of antenna **311** for emergency locator transmitter **310** removed from aircraft **301**.

Turning to **Figure 4**, an illustration of a footprint of an antenna for an emergency locator transmitter on the skin of an aircraft is depicted in accordance with an illustrative embodiment. Footprint **400** may be an example of one implementation of footprint **314** of antenna **311** for emergency locator transmitter **310** on the skin of aircraft **301** in **Figure 3**.

Footprint **400** may be the area on the outside surface of the skin of an aircraft which is or was covered by the structure of an antenna for an emergency locator transmitter when the antenna is or was attached to the skin of the aircraft. In accordance with an illustrative embodiment, a tracking device comprising electronics configured to automatically determine the position of the aircraft and to automatically send position information identifying the position of the aircraft to a receiving station via a satellite may be attached to the skin of the aircraft in footprint **400** after removing the antenna for the emergency locator transmitter from the skin of the aircraft.

Footprint **400** may include various structures for attaching the antenna for an emergency locator transmitter to the skin of the aircraft, for positioning the antenna for the emergency locator transmitter on the skin of the aircraft properly, for sealing the antenna to the skin of the aircraft, for other appropriate purposes, or for various combinations of purposes. A number of these structures may be used when a tracking device in accordance with an illustrative embodiment is attached to the skin of the aircraft in footprint **400** in place of the antenna for the emergency locator transmitter. For example, without limitation, footprint **400** may include mounting holes **402** and through hole **404**.

Mounting holes **402** may include any appropriate number of holes in the skin of the aircraft within footprint **400**. For example, footprint **400** may include more or fewer than six mounting holes **402**. Mounting holes **402** may be located at any appropriate positions within footprint **400**. Mounting holes **402** may be configured to receive any appropriate fasteners for attaching the antenna for an emergency locator transmitter to the skin of the aircraft in footprint **400**. In accordance with an illustrative embodiment, mounting holes **402** may be used in combination with appropriate fasteners to attach a housing containing the electronics for a tracking device in accordance with an illustrative embodiment to the skin of the aircraft in footprint **400**.

Through hole **404** may comprise a hole extending through the skin of the aircraft within footprint **400**. For example, footprint **400** may include more or fewer than one through hole **404**. Through hole **404** may be located at any appropriate position within footprint **400**. An antenna wire may be extended from electronics for an emergency locator transmitter located within the interior of an aircraft to the antenna for the emergency locator transmitter attached to the skin of the aircraft on the outside of the aircraft in footprint **400**. In accordance with an illustrative embodiment, a power line for providing power from a power source inside of the aircraft to electronics in a tracking device attached to the skin of the aircraft on the outside of the aircraft in footprint **400** may be extended through hole **404**.

Alternatively, through hole **404** may not be used when a tracking device in accordance with an illustrative embodiment is attached to the skin of the aircraft in footprint **400**. For example, without limitation, through hole **404** may not be needed when all power for operation of a tracking device attached to the skin of the aircraft in footprint **400** is provided by a battery or other appropriate power source that is contained, along with other electronics for the tracking device, within a housing for the tracking device that is attached to the skin of the aircraft on the outside of the aircraft in footprint **400**. Through hole **404** may or may not be filled or covered as appropriate when through hole **404** is not needed for a tracking device attached to the skin of the aircraft in footprint **400**.

Turning to **Figure 5**, an illustration of attaching a tracking device to an aircraft is depicted in accordance with an illustrative embodiment. Attaching tracking device **500** to skin

502 of an aircraft may be an example of one implementation of attaching tracking device 300 to skin 302 of aircraft 301 in **Figure 3**.

Skin 502 includes mounting holes 504 and through hole 506. Base plate 508 is attached to skin 502 using appropriate fasteners 510 that extend through base plate 508 into mounting holes 504. Through hole 512 on base plate 508 is aligned with through hole 506 in skin 502. Attachment structures 514 also are provided on base plate 508.

Housing 516 is attached to base plate 508 by fasteners 518 connected to attachment structures 514 on base plate 508. Interior 520 of housing 516 may be hermetically sealed and may contain, for example, without limitation, Global Positioning System patch antenna 526, Global Navigation Satellite System patch antenna 528, Iridium patch antenna 530, power supply 532, and other electronics 534. Power line 536 may extend from a power source inside of the aircraft to power supply 532 in housing 516 via through hole 506 in skin 502 and through hole 512 in base plate 508.

Turning to **Figure 6**, an illustration of a tracking device attached to an aircraft is depicted in accordance with an illustrative embodiment. **Figure 6** shows tracking device 500 in **Figure 5** after being attached to skin 502.

Turning to **Figure 7**, an illustration of a top view of the housing for a tracking device is depicted in accordance with an illustrative embodiment. **Figure 7** shows a top view of housing 516 for tracking device 500 taken along lines 7-7 in **Figure 6**.

Turning to **Figure 8**, an illustration of a state diagram for a tracking device is depicted in accordance with an illustrative embodiment. Operating states 800 may be examples of states of operation for tracking device 104 on aircraft 102 in **Figure 1**, tracking device 200 on aircraft 201 in **Figure 2**, or tracking device 300 on aircraft 301 in **Figure 3**.

A tracking device operating in normal operating state 802 may automatically identify the position of the aircraft to which it is attached, generate position information identifying the position of the aircraft, and send the position information to a receiving station at a desired rate. The tracking device may transition from normal operating state 802 to instruction handling state 804 in response to receiving instructions via a communications satellite 806.

In instruction handling state **804**, the operation of the tracking device may be changed based on the instructions received. For example, without limitation, the rate at which position information is generated and sent by the tracking device to the receiving station may be changed, or another appropriate change to the operation of the tracking device may be made.

5 Operation of the tracking device may transition back to normal operating state **802** from instruction handling state **804** when the instruction handling is complete **808**. For example, without limitation, the instruction handling may be complete when all changes to the operation of the tracking device based on the instructions received have been made.

10 Operation of the tracking device may transition from normal operating state **802** to distress operating state **810** in response to identifying that the aircraft to which the tracking device is attached is in distress **812**. In distress operating state **810**, the tracking device may generate and send a distress alert to the receiving station. The tracking device then may automatically identify the position of the aircraft, generate position information, and send the position information to the receiving station at an increased rate.

15 Return to normal operating state **802** from distress operating state **810** may be prevented. In particular, transition from distress operating state **810** to normal operating state **802** in response to any action by any person on the aircraft to which the tracking device is attached may be prevented. Transition from distress operating state **810** to instruction handling state **804** in response to receiving instructions from off of the aircraft via a communications
20 satellite also may be prevented.

Turning to **Figure 9**, an illustration of a flowchart of a process for tracking an aircraft is depicted in accordance with an illustrative embodiment. Process **900** may be implemented, for example, by tracking device **104** on aircraft **102** in **Figure 1**, tracking device **200** on aircraft **201** in **Figure 2**, or tracking device **300** on aircraft **301** in **Figure 3**.

25 Process **900** may begin with identifying a position of an aircraft using navigational signals received from a satellite navigation system using a satellite navigation system receiver (operation **902**). Position information identifying the position of the aircraft as identified using the satellite navigation system receiver then may be generated (operation **904**). The position

information then may be sent to a receiving station via a communications satellite in low Earth orbit using a satellite communications transceiver (operation **906**), with the process terminating thereafter. Process **900** may be repeated at a desired rate while the aircraft is in flight.

5 Turning to **Figure 10**, an illustration of a flowchart of a process for attaching a tracking device to an aircraft is depicted in accordance with an illustrative embodiment. Process **1000** may be an example of one implementation of a process for attaching tracking device **300** to aircraft **301** in **Figure 3**.

10 Process **1000** may begin by removing an emergency locator transmitter from an aircraft (operation **1002**). Operation **1002** may include removing an antenna for the emergency locator transmitter from where the antenna was attached to a skin of the aircraft on an outside of the aircraft.

15 A tracking device then may be attached to the skin of the aircraft on the outside of the aircraft in the footprint of the antenna for the emergency locator transmitter that was removed from the aircraft (operation **1004**), with the process terminating thereafter. Operation **1004** may include attaching a base plate to the skin of the aircraft and then attaching a housing for the tracking device to the base plate. Alternatively, operation **1004** may include attaching the housing for the tracking device directly to the skin of the aircraft without a base plate. As another example, operation **1004** may include attaching an electromagnetic interference
20 shielding gasket between the housing and the skin of the aircraft.

25 The description of the different illustrative embodiments has been presented for purposes of illustration and description and is not intended to be exhaustive or to limit the embodiments in the form disclosed. Many modifications and variations will be apparent to those of ordinary skill in the art. Further, different illustrative embodiments may provide different benefits as compared to other illustrative embodiments. The embodiment or
embodiments selected are chosen and described in order to best explain the principles of the embodiments, the practical application, and to enable others of ordinary skill in the art to understand the disclosure for various embodiments with various modifications as are suited to the particular use contemplated.

EMBODIMENTS IN WHICH AN EXCLUSIVE PROPERTY OR PRIVILEGE IS CLAIMED ARE DEFINED AS FOLLOWS:

1. An apparatus comprising:

5 a satellite navigation system receiver configured to identify a position of an aircraft using navigation signals received from a satellite navigation system;

a satellite communications transceiver;

a number of antennas for the satellite navigation system receiver and the satellite communications transceiver;

10 a processor configured to generate position information identifying the position of the aircraft as identified by the satellite navigation system receiver and send the position information to a receiving station via a communications satellite in a low Earth orbit using the satellite communications transceiver, wherein the processor is configured to generate and send the position information automatically at a rate; and

15 a housing attached to the aircraft on an outside of the aircraft, wherein the satellite navigation system receiver, the satellite communications transceiver, the number of antennas, and the processor are hermetically sealed within the housing.

2. The apparatus of claim 1, wherein a footprint of the apparatus on the outside of the aircraft matches a footprint on the outside of the aircraft of an antenna for an emergency locator transmitter that was removed from the aircraft.

3. The apparatus of claim 1, wherein:

25 an only electrical connection between an interior of the housing attached to the aircraft on the outside of the aircraft and an inside of the aircraft consists of a power line connecting the interior of the housing to a power source on the inside of the aircraft; and

further comprising a battery contained within the housing and configured to provide backup power for the apparatus when power for the apparatus from the power source on the inside of the aircraft is lost.

4. The apparatus of claim 1, wherein the number of antennas comprise:

5 a satellite navigation system receiver antenna for the satellite navigation system receiver and a satellite communications antenna for the satellite communications transceiver.

5. The apparatus of claim 1, wherein:

10 the satellite navigation system receiver is configured to receive the navigation signals from satellites in the satellite navigation system selected from the group of satellite navigation systems consisting of a Global Positioning System and a Global Navigation Satellite System; and

the satellite communications transceiver is configured to send the position information to the receiving station via an Iridium communications satellite.

15 6. The apparatus of claim 1, wherein the processor is further configured to:

receive instructions via the satellite communications transceiver; and

change the rate at which the position information is generated and sent to the receiving station in response to receiving the instructions.

7. The apparatus of claim 1 further comprising:

20 a distress identifier configured to identify when the aircraft is in distress; and

wherein the processor is configured to increase the rate at which the position information is generated and sent to the receiving station in response to the distress identifier identifying that the aircraft is in distress.

8. The apparatus of claim 1 further comprising:

25 a distress identifier configured to identify when the aircraft is in distress; and

wherein the processor is configured to generate and send an alert indicating that the aircraft is in distress to the receiving station via the communications satellite using the satellite communications transceiver in response to the distress identifier identifying that the aircraft is in distress.

5 **9.** A method of tracking a position of an aircraft, comprising:

identifying, using a satellite navigation system receiver, the position of the aircraft using navigation signals received from a satellite navigation system;

generating, by a processor, position information identifying the position of the aircraft as identified using the satellite navigation system receiver;

10 sending, by the processor, the position information to a receiving station via a communications satellite in a low Earth orbit using a satellite communications transceiver;

wherein the processor generates and sends the position information automatically at a rate; and

15 wherein the satellite navigation system receiver, the processor, and the satellite communications transceiver are hermetically sealed within a housing attached to the aircraft on an outside of the aircraft.

10. The method of claim **9**, wherein:

20 an only electrical connection between an interior of the housing attached to the aircraft on the outside of the aircraft and an inside of the aircraft consists of a power line connected to a power source on the inside of the aircraft; and

further comprising providing backup power from a battery contained within the housing when power from the power source on the inside of the aircraft is lost.

11. The method of claim **9** further comprising:

25 a satellite navigation system receiver antenna for the satellite navigation system receiver and a satellite communications antenna for the satellite communications transceiver contained within the housing.

12. The method of claim 9, wherein:

the navigation signals are received from the satellite navigation system selected from the group of satellite navigation systems consisting of a Global Positioning System and a Global Navigation Satellite System; and

5 the position information is sent to the receiving station via an Iridium communications satellite.

13. The method of claim 9 further comprising:

receiving instructions, by the processor, via the satellite communications transceiver; and

10 changing the rate at which the position information is generated and sent to the receiving station in response to receiving the instructions by the processor.

14. The method of claim 9 further comprising:

identifying when the aircraft is in distress; and

15 increasing the rate at which the position information is generated and sent to the receiving station in response to identifying that the aircraft is in distress.

15. The method of claim 9 further comprising:

identifying when the aircraft is in distress; and

20 generating an alert indicating that the aircraft is in distress and sending the alert to the receiving station via the communications satellite using the satellite communications transceiver in response to identifying that the aircraft is in distress.

16. A method of attaching a tamper-proof tracking device to an aircraft, comprising:

removing an antenna for an emergency locator transmitter from a location on a skin of the aircraft where the antenna for the emergency locator transmitter is attached to the skin of the aircraft; and

25

attaching the tamper-proof tracking device to the skin of the aircraft at the location on the skin of the aircraft where the antenna for the emergency locator transmitter was attached to the skin of the aircraft,

wherein the tamper-proof tracking device comprises:

- 5 a satellite navigation system receiver configured to identify a position of the aircraft using navigation signals received from a satellite navigation system,
- a satellite communications transceiver,
- 10 a number of antennas for the satellite navigation system receiver and the satellite communications transceiver,
- a processor configured to generate position information identifying the position of the aircraft as identified by the satellite navigation system receiver and send the position information to a receiving station via a communications satellite in a low Earth orbit using the satellite communications transceiver, and
- 15 a housing containing the satellite navigation system receiver, the satellite communications transceiver, the number of antennas, and the processor, wherein the satellite navigation system receiver, the satellite communications transceiver, the number of antennas, and the processor
- 20 are hermetically sealed within the housing.

17. The method of claim 16, wherein attaching the tamper-proof tracking device to the skin of the aircraft comprises:

25 attaching the tamper-proof tracking device to the skin of the aircraft such that a footprint of the tamper-proof tracking device on the skin of the aircraft matches a footprint of the antenna for the emergency locator transmitter on the skin of the aircraft.

18. The method of claim 16, wherein attaching the tamper-proof tracking device to the skin of the aircraft comprises:

attaching a base plate to the skin of the aircraft in a footprint on the skin of the aircraft where the antenna for the emergency locator transmitter was attached to the skin of the aircraft; and

attaching the housing to the base plate.

19. The method of claim 16, wherein attaching the tamper-proof tracking device to the skin of the aircraft comprises:

attaching an electromagnetic interference shielding gasket between the tamper-proof tracking device and the skin of the aircraft.

20. The method of claim 16 further comprising:

extending a power line from the tamper-proof tracking device to a power source on an inside of the aircraft via a through hole in the skin of the aircraft, wherein the power line comprises an only electrical connection between the tamper-proof tracking device attached to the skin of the aircraft and the inside of the aircraft.

21. The apparatus of any one of claims 1, 3, 4, 5, 6, 7, or 8, wherein a footprint of the housing on the outside of the aircraft matches a footprint on the outside of the aircraft of an antenna for an emergency locator transmitter that was removed from the aircraft before the housing was attached to the aircraft.

22. The method of any one of claims 9, 10, 11, 12, 13, 14 or 15, wherein a footprint of the housing on the outside of the aircraft matches a footprint on the outside of the aircraft of an antenna for an emergency locator transmitter that was removed from the aircraft before the housing was attached to the aircraft.

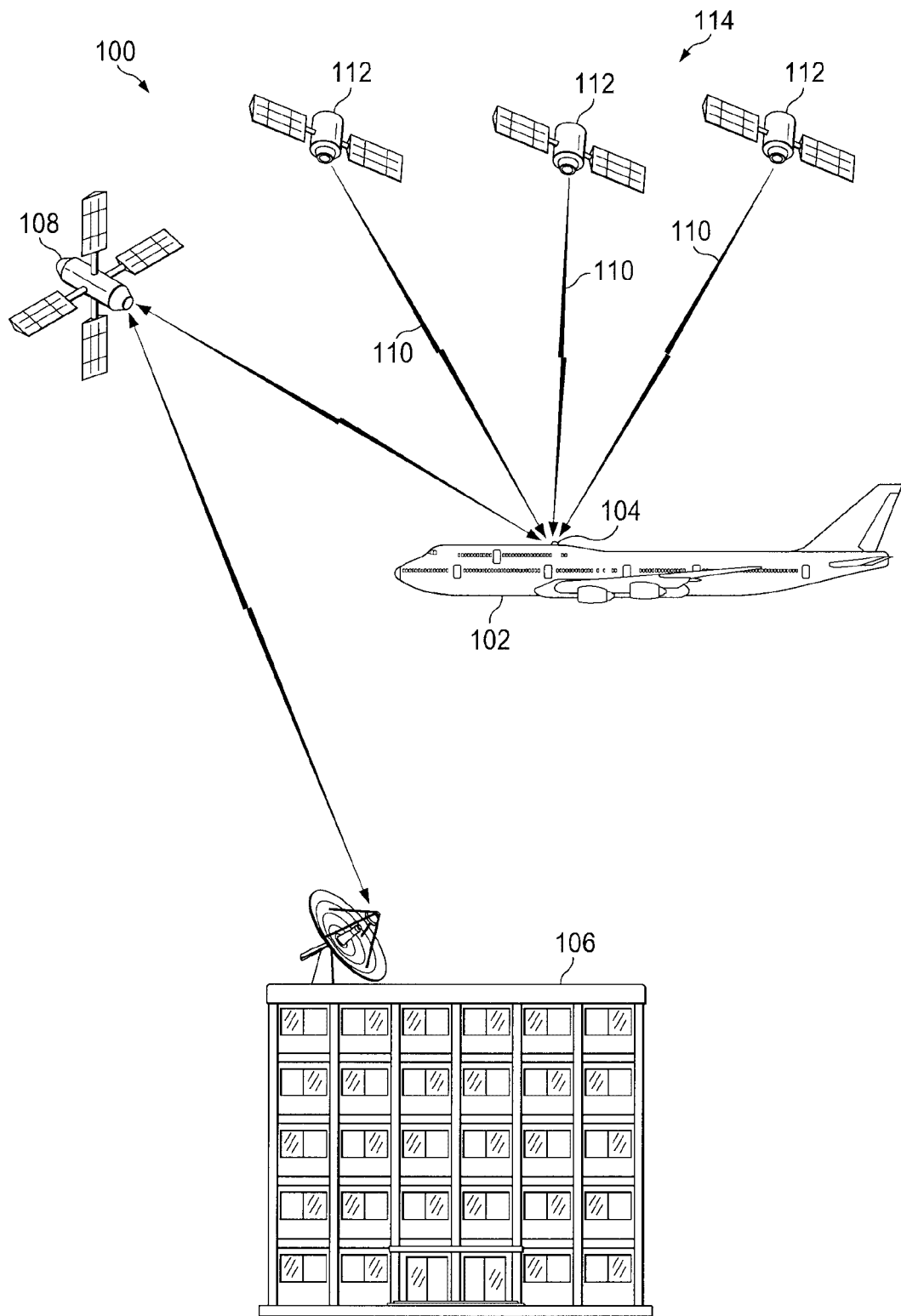


FIG. 1

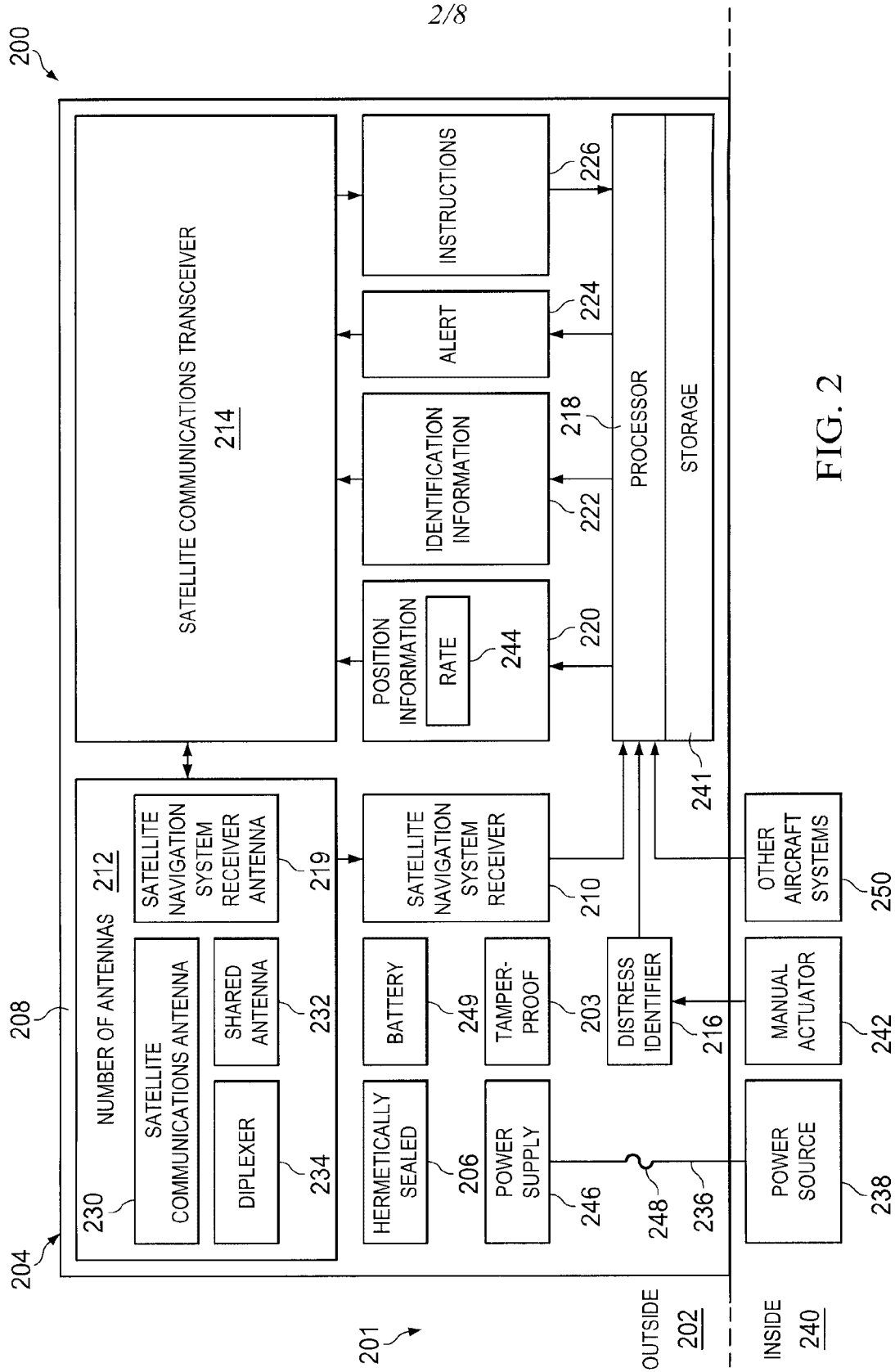


FIG. 2

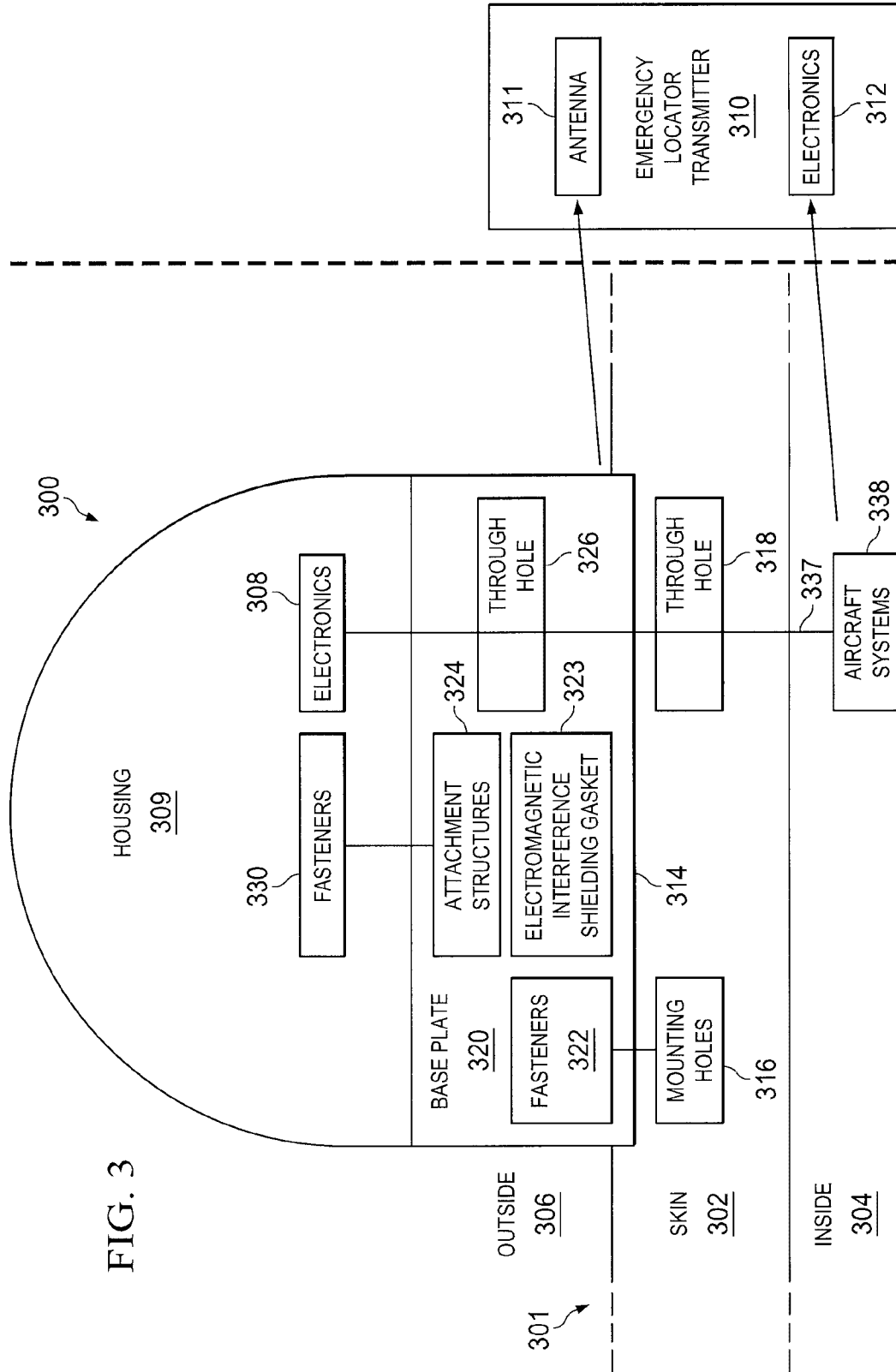


FIG. 3

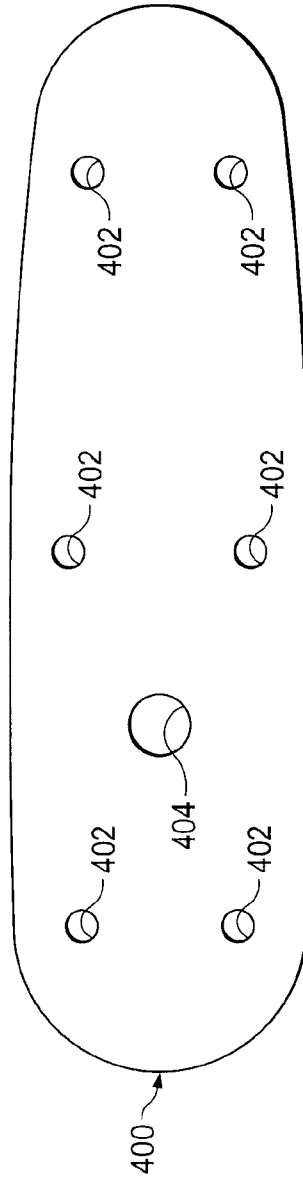


FIG. 4

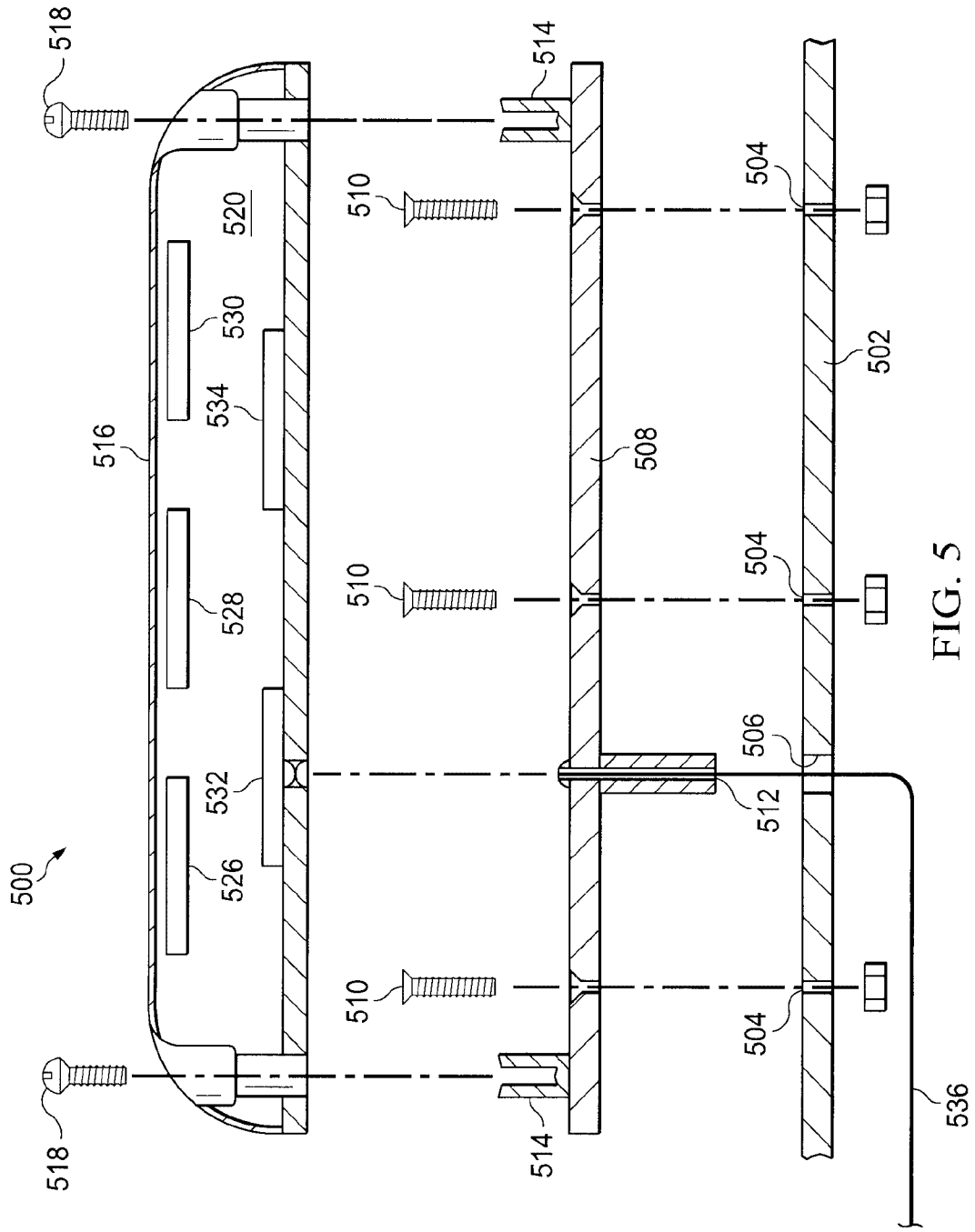


FIG. 5

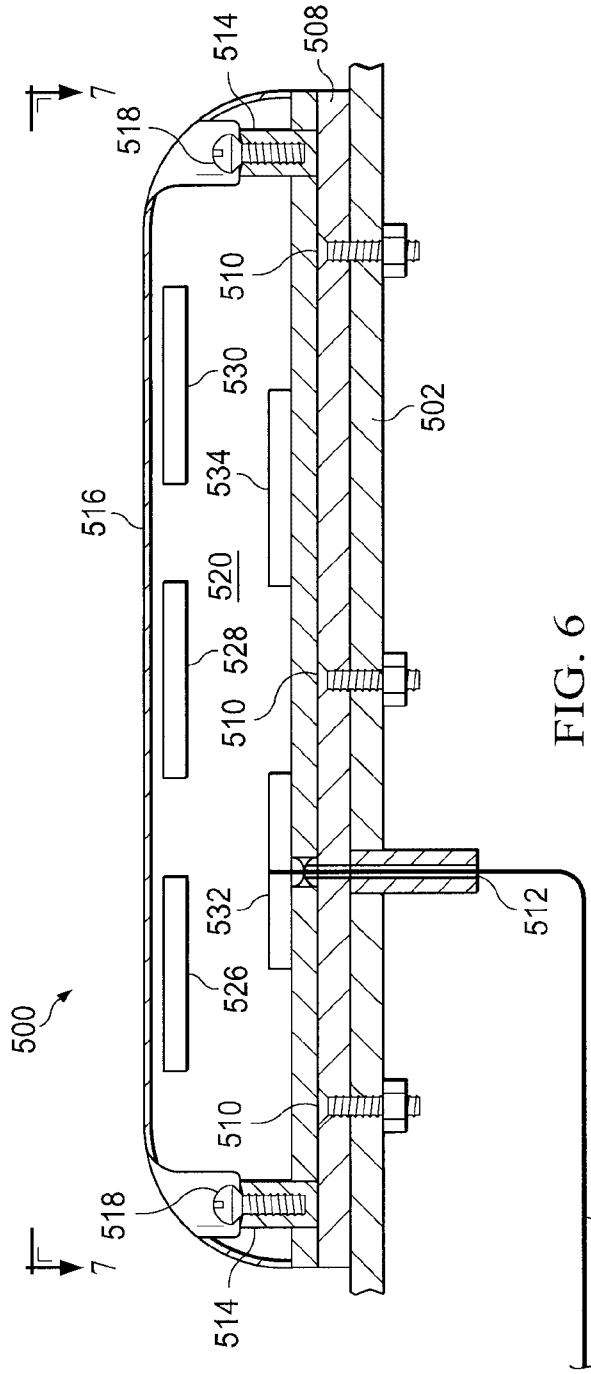


FIG. 6

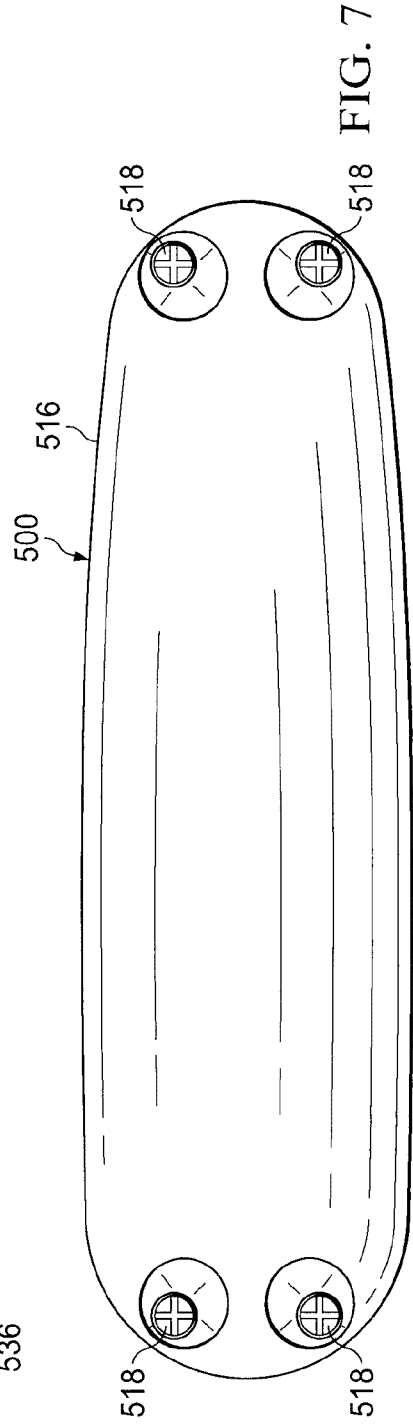


FIG. 7

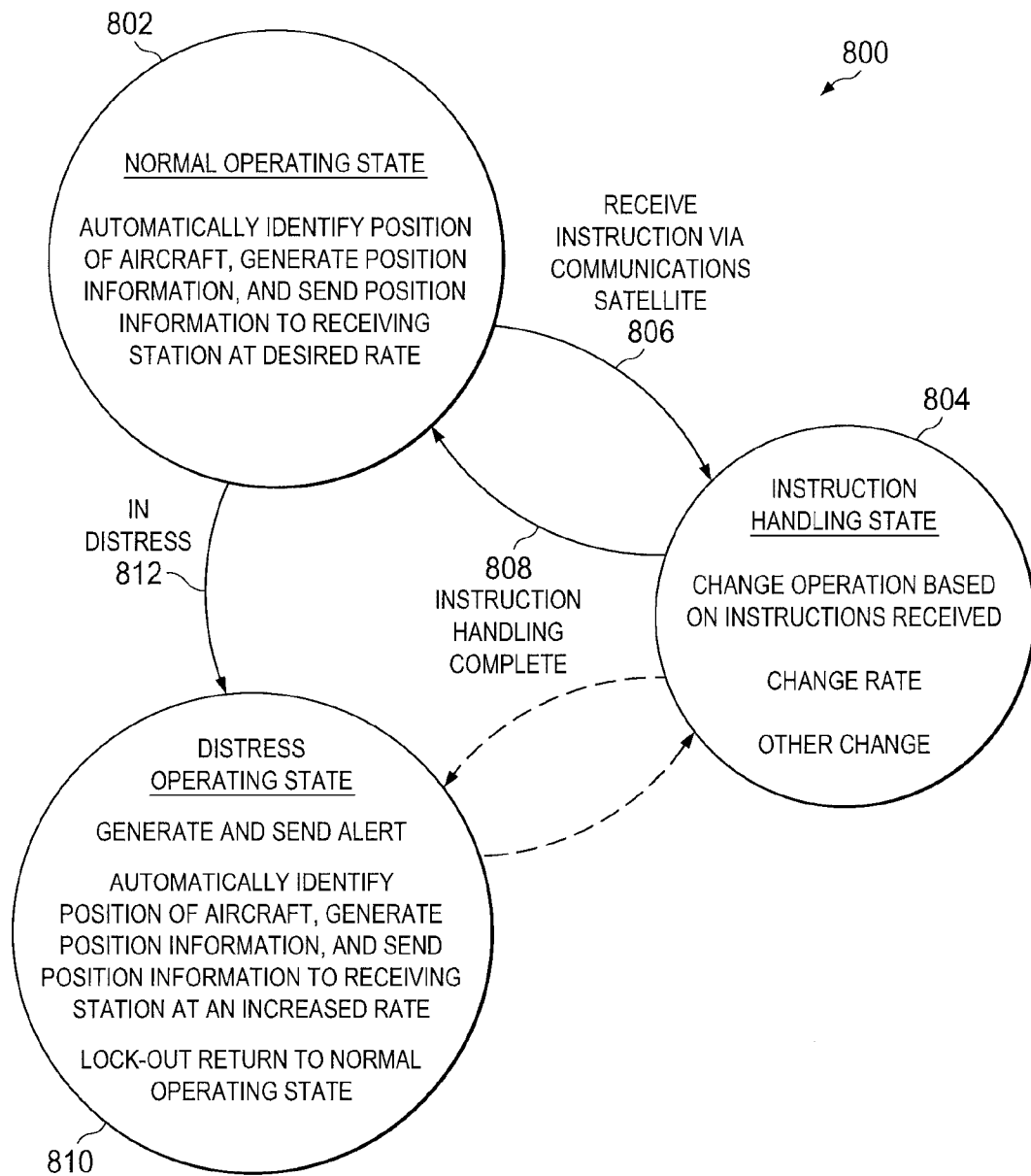


FIG. 8

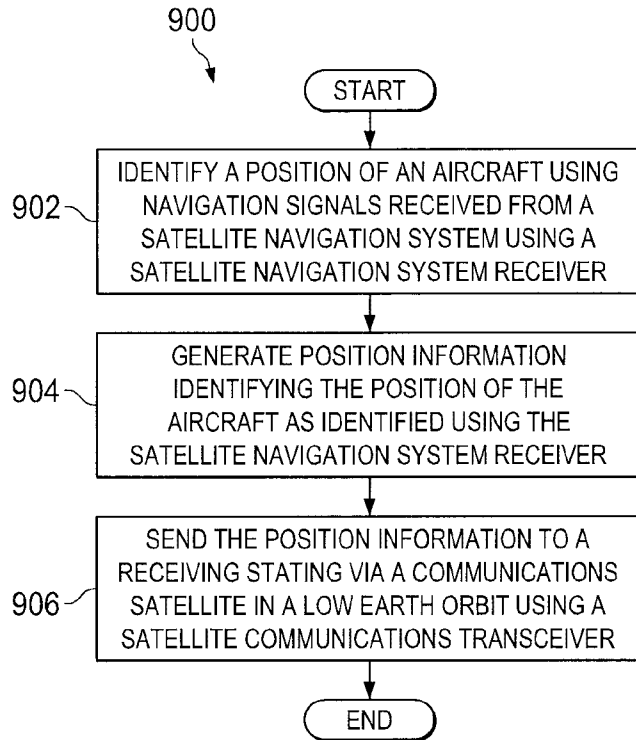


FIG. 9

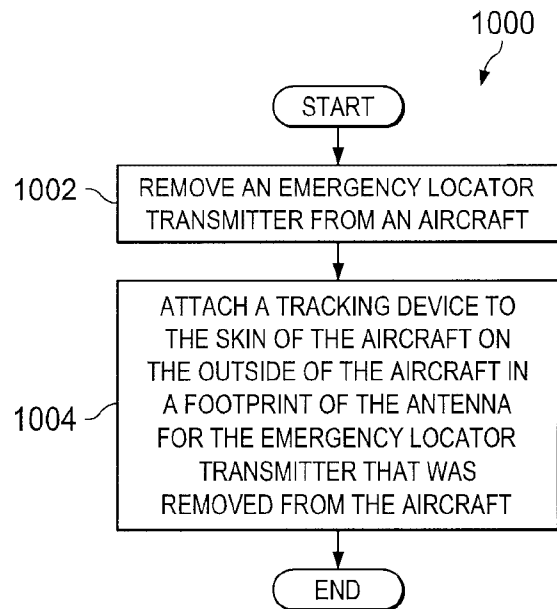


FIG. 10

1000

START

1002

REMOVE AN EMERGENCY LOCATOR
TRANSMITTER FROM AN AIRCRAFT

1004

ATTACH A TRACKING DEVICE TO
THE SKIN OF THE AIRCRAFT ON
THE OUTSIDE OF THE AIRCRAFT IN
A FOOTPRINT OF THE ANTENNA
FOR THE EMERGENCY LOCATOR
TRANSMITTER THAT WAS
REMOVED FROM THE AIRCRAFT

END

