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Seminar on Satellite-Aided Distress Tracking

Agenda Item 10 – Promoting SPOC response information around the RCC



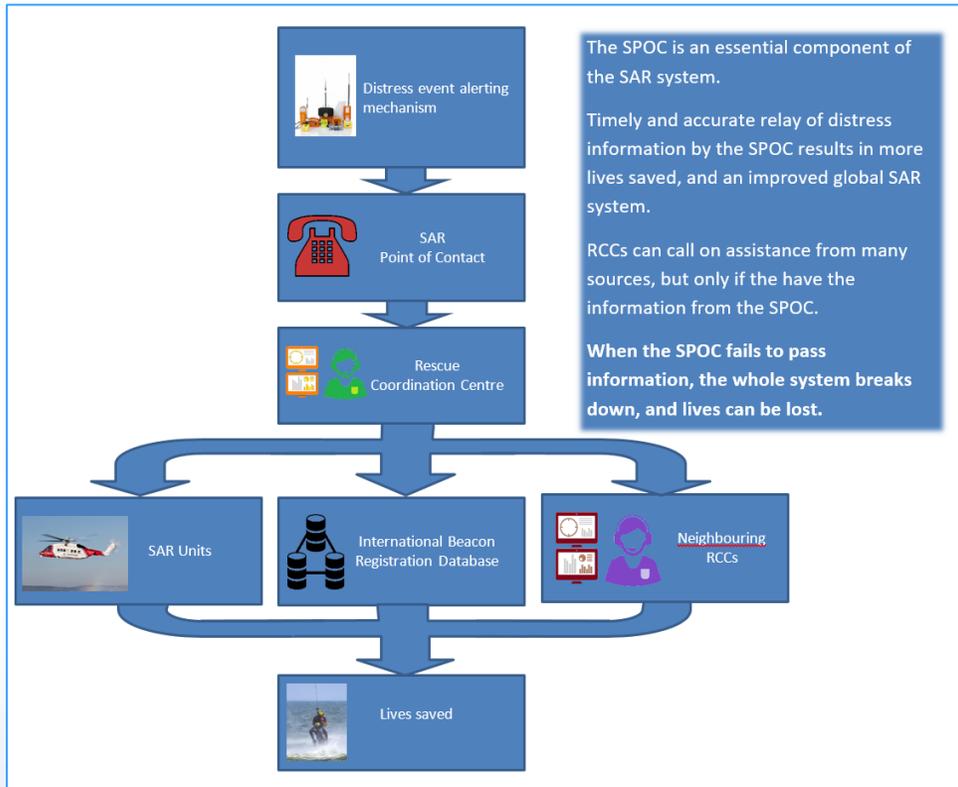
Promoting SPOC responses

- Benefits of responding poster
- Checklist poster – what to do
- Training programme for distress message response procedures





Promoting SPOC testing



406MHz Beacon Alert Response Checklist and Considerations for RCCs

Awareness

406 MHz Beacon Alerts are always Distress Alerts!	
Who	<ul style="list-style-type: none"> Name / number of caller passing the alert Confirm alert method of receipt, e.g. EPIRP / ELT / PLB
What	<ul style="list-style-type: none"> Confirm alert method of receipt, e.g. EPIRP / ELT / PLB Aircraft / vessel details, e.g. description / call sign / type
Where	<ul style="list-style-type: none"> Position in Lat / Long
When	<ul style="list-style-type: none"> Time of initial activation and last alert

Initial Action, Planning and Operations

Always take Distress Phase action based on the alert position - even if the identity and / or nature of distress are unknown	
Who	<p>National beacons</p> <ul style="list-style-type: none"> Identify beacon in national database Search using the unique Hex ID of the beacon first <p>Foreign beacons or if no national beacon registry is maintained</p> <ul style="list-style-type: none"> Decode MMSI at https://www.itu.int/mmsapp/ShipStation/list If EPIRB, check if this is coded with vessel's call sign Attempt to identify beacon owner at https://www.406registration.com/ <p>Single Point of Contact (SPoC)</p> <ul style="list-style-type: none"> SPoC for the country of registration should be able to provide identification Is the registered owner in possession of the beacon? Has it been given to someone else? Use beacon registration database for contact telephone numbers <p>Emergency Point of Contact (EPoC)</p> <ul style="list-style-type: none"> Be sensitive when dealing with the EPoC as this is often a close friend or relative. Keep the EPoC informed of SAR progress and where possible provide a single point of contact for them
When	<p>Detection time</p> <ul style="list-style-type: none"> Use first detection time for search planning Satellite pass detection time is updated on each subsequent pass
What	<p>Beacon Type</p> <ul style="list-style-type: none"> Is the alert EPIRB, PLB and ELT? <p>Alert Type</p> <ul style="list-style-type: none"> Detect Only (location is not known) - check LRIT, AIS and consider communications searches alongside normal avenues of investigation Unresolved (two positions A and B are displayed, position of beacon unknown) - if either position is within the national SRR, take immediate SAR action Resolved (position has been resolved to either A or B location) - take immediate SAR action Encoded (Unrefined ending in '00' or refined ending in other digits) - take immediate SAR action

	<p>Situation</p> <ul style="list-style-type: none"> How many people are onboard / at risk? Vessel / aircraft type may help to estimate number
Where	<p>Positions</p> <ul style="list-style-type: none"> Plot position and apply appropriate fix error or GPS error factor (from the information provided by MCC) as error radius MEOSAR positions are shown on the SIT 915 message in the DOA field Doppler Position Accuracy (derived from the confidence factor): <ul style="list-style-type: none"> 1 > 50nm 2 0 – 50nm 3 0 – 20nm 4 0 – 5nm If confidence factor is not included on alert ask the MCC <p>GNSS position Accuracy</p> <ul style="list-style-type: none"> up to 15nm
Comms	<p>Take appropriate action and do not delay tasking of resources!</p> <ul style="list-style-type: none"> Try to establish contact (if vessel) Broadcast MAYDAY Relay on all appropriate media Undertake communication searches in parallel to distress SAR action
Actions	<p>SAR action must be based on beacon location - ask MCC for advice and guidance on beacon behaviour, signal information, next satellite pass, etc.</p> <ul style="list-style-type: none"> Act upon the data received and take immediate SAR actions Instruct SRUs to monitor on 406MHz or 121.5MHz direction finding for homing signals (406MHz signal is likely to be stronger and more accurate), ask responding vessels / SRUs to monitor for AIS and / or Radar SART transmissions Ask ATC / ARCC to ask high flying aircraft to monitor 121.5MHz and report any homing signals with aircraft position, route and height at that time Check AIS for vessel and / or other vessels to respond in the vicinity and Fishing Vessel Monitoring System if maintained <p>Doppler positions – one position within national SRR:</p> <ul style="list-style-type: none"> Alert SRUs whilst obtaining further information and / or receiving further data from subsequent satellite passes and commence immediate readiness Consider immediate action prior to receiving new data from next satellite pass <p>Resolved Doppler positions</p> <ul style="list-style-type: none"> Task SRUs / create search plan using appropriate error factors <p>GNSS/GPS positions</p> <ul style="list-style-type: none"> Take immediate action regardless to status i.e. 'Unresolved' <p>Search Planning</p> <ul style="list-style-type: none"> Consider Datum Point as most appropriate for beacon positions

Conclusion

Termination	<p>Do not terminate a 406 beacon incident unless:</p> <ul style="list-style-type: none"> Confirmed as false alert activation, confirming HEX ID from beacon itself Persons at risk are rescued Confirmed that alert situation no longer exists <p>Inform MCC on the resolution or termination of the incident</p>
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Agenda Item 11 – Tracking the results of the Seminar





Success tracking

- MCCs record test conduct and results
 - Cospas-Sarsat track test results
 - JWG-SAR monitors results
- Expected outcome is an improvement in test success rate





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Agenda Item 12 – Feedback and Discussion





Feedback and discussion/AoB

- Feedback on SPOC testing process
- Challenges to implementing lessons from this Seminar
- Potential issues that could affect success
- GADSS, ADT and LADR





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Agenda Item 13 – Closing remarks





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Seminar closed.

Thank you for your participation!

