

## LETTER FROM SUPPORTING MCC to SPOCs on ELT(DT)

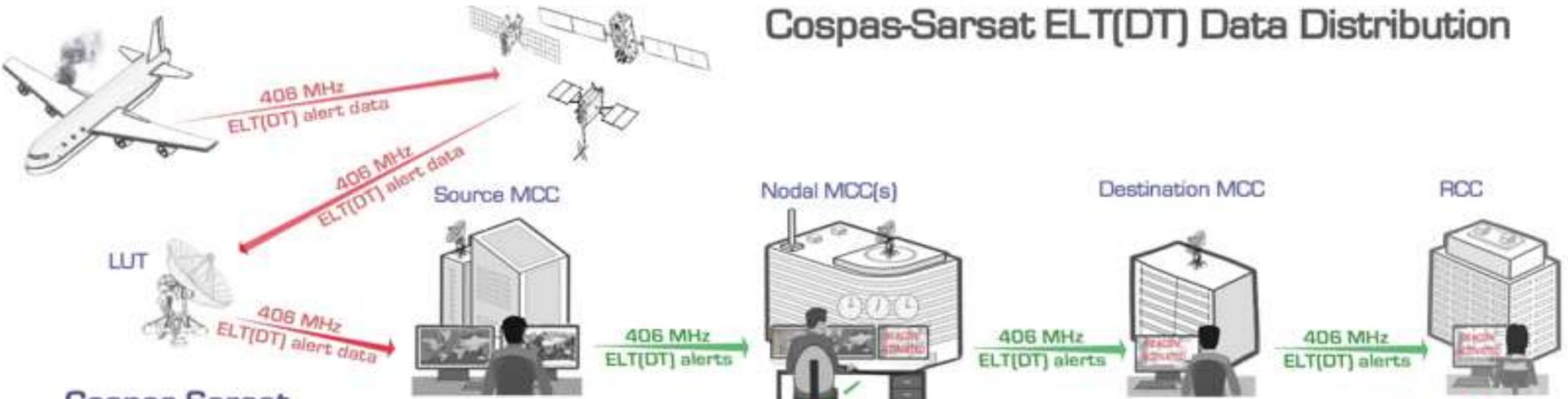
### **NATIONAL AND REGIONAL PROCEDURES ARE TO BE ESTABLISHED**

Coordination between 3 key  
stakeholders

ATS  
Airline Operator  
SPOC/RCC

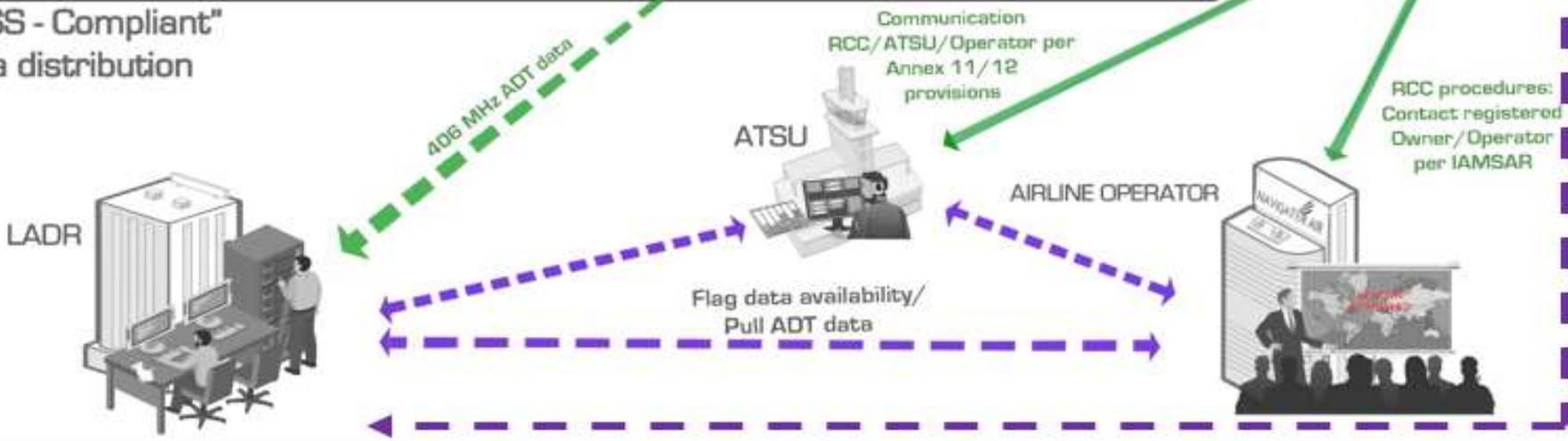
1. Note that the SIT 185 message is reporting the detection of a signal from the new beacon type, the ELT(DT), as Paragraph 1 of the SIT 185 message contains “DISTRESS TRACKING” and Paragraph 3 clearly identifies the source of the message as “ELT DISTRESS TRACKING”.
2. Study the basic event information provided in the ELT (DT) SIT 185 message:
  - Paragraph 3 will provide the registration “flag” State of the aircraft decoded from the ICAO 24-bit address, and the aircraft operator, both contained in the beacon message,
  - Paragraph 4 will provide the aircraft position.
3. If your agency has subscribed to the LADR for the geographic region in which the ELT(DT) is located and has elected to receive notifications, review the notifications received by email, SMS or AFTN/AMHS (as set in your LADR user profile), informing you that data that might be of interest is available.
4. Login to the LADR to access all available information for the event, including the aircraft’s last known position (LKP).
5. Contact the appropriate ATSU(s) (and possibly the airline operator) per ICAO Annexes 11 and 12 to exchange further information about the possible (or confirmed) distress event. The contact information for both ATSU and Aircraft operator should be available within the Ops Control Directory.
6. If necessary, request that the sending MCC limit the continuous transmission of SIT 185 alerts for the beacon event<sup>2</sup> to reserve the AFTN/AMHS terminal for other important information related to the event or other possible distress alerts in your SRR.
7. Monitor the LKP available in the LADR to assist in determining the trajectory of the aircraft to support coordination with the appropriate ATSU and neighbouring RCCs, as appropriate.
8. Contact your supporting MCC for any necessary clarifications about the content of a SIT 185 message.
9. Prepare for a SAR operation, while monitoring incoming messages for a possible cancellation message (in a SIT 185 cancellation message, Paragraph 1 contains “DISTRESS TRACKING COSPAS-SARSAT USER CANCELLATION ALERT”).
10. Launch SAR activities appropriate to your SRR (and IAMSAR Manual guidance) and/or communicate with the appropriate SAR authorities to inform them of the event in order to provide a proper response.

# Cospas-Sarsat ELT(DT) Data Distribution

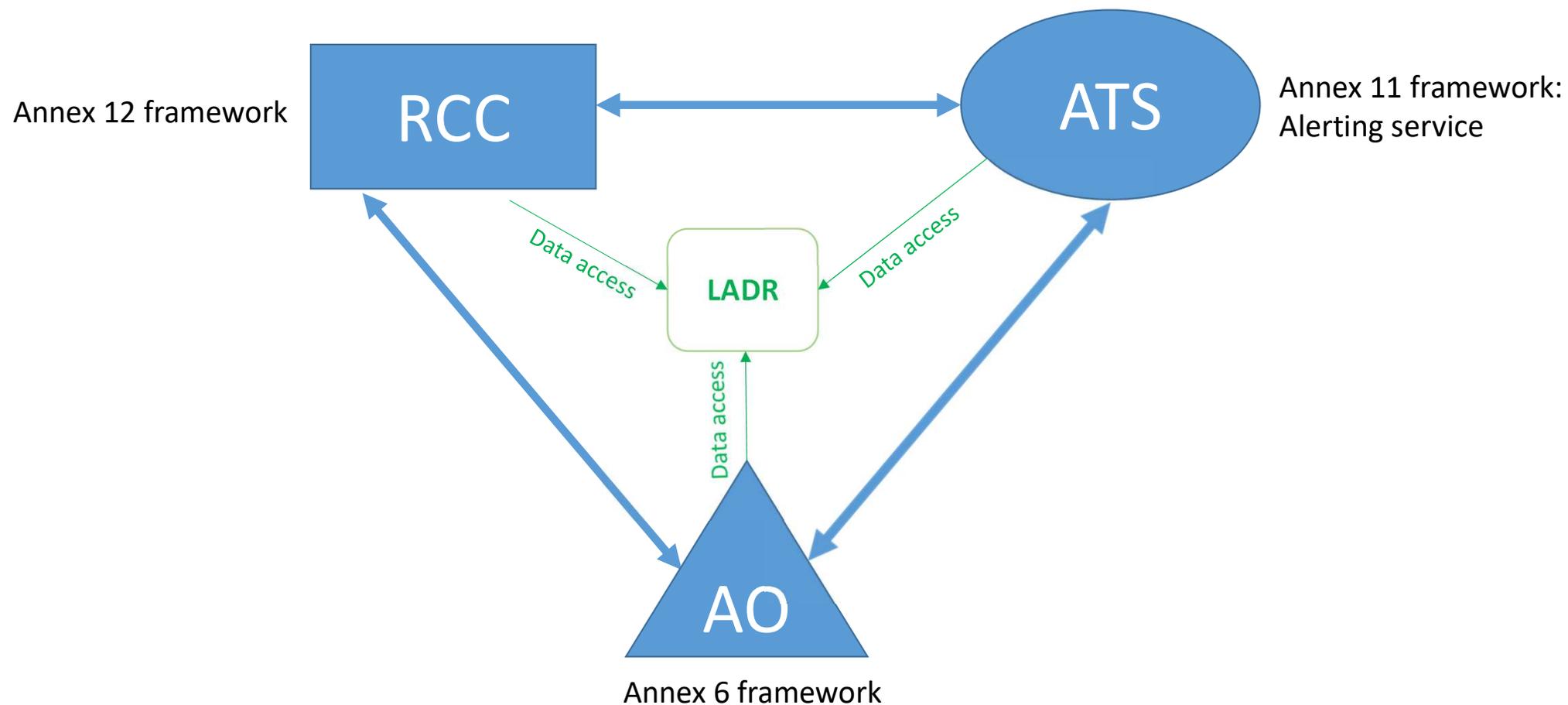


Cospas-Sarsat alert data distribution

"GADSS - Compliant" data distribution



# COOPERATION Through COMMUNICATION





# Sample ELT(DT) SIT message

## FGB ELT(DT)

1. **DISTRESS TRACKING** COSPAS-SARSAT DOA POSITION CONFLICT ALERT  
2. MSG NO 21013 CMCC REF 1D1200F03BBFDFF  
3. BEACON MESSAGE INFORMATION  
BEACON TYPE **ELT DISTRESS TRACKING**  
**AIRCRAFT 24 BIT ADDRESS 01E077 ASSIGNED TO G BRITAIN**  
**AIRCRAFT OPERATOR DESIGNATOR MMB**  
HEX ID 1D1200F03BBFDFF  
COUNTRY OF BEACON REGISTRATION 232/G BRITAIN  
ACTIVATION TYPE MANUAL  
GNSS POSITION PROVIDED BY EXTERNAL DEVICE  
4. ALERT POSITION INFORMATION  
DETECTED AT 04 AUG 20 101501 UTC BY MEOSAR  
ALERT LAST DETECTED AT 04 AUG 20 101501 UTC  
GNSS - 01 54.40 N 045 37.53 E  
**UPDATE TIME WITHIN 2 - 60 SECONDS OF DETECTION TIME**  
**ALTITUDE OF GNSS LOCATION BETWEEN 1600 AND 2200 METRES (BETWEEN 5200 AND 7200 FEET)**  
DOA - 02 00.1 N 046 06.2 E  
5. OTHER INFORMATION  
**GNSS POSITION UNCERTAINTY PLUS-MINUS 2 SECONDS OF LATITUDE AND LONGITUDE**  
DETECTION FREQUENCY 406.0400 MHZ  
POSITION CONFLICT BASED ON DISTANCE SEPARATION OF AT LEAST 20 KM  
ELT(DT) POSITION DOES NOT REFERENCE ANY PREVIOUS POSITION  
6. REMARKS  
THIS DISTRESS TRACKING MESSAGE IS BEING SENT TO APPROPRIATE SAR AUTHORITIES  
PROCESS THIS ALERT ACCORDING TO RELEVANT REQUIREMENTS  
END OF MESSAGE



# Sample ELT(DT) SIT message

## SGB ELT(DT)

1. **DISTRESS TRACKING** COSPAS-SARSAT DOA POSITION MATCH ALERT

2. MSG NO 00192 AUMCC REF B27400F81FD4710

3. BEACON MESSAGE INFORMATION

BEACON TYPE SGB - **ELT DISTRESS TRACKING**

**AIRCRAFT 24 BIT ADDRESS 7100CE ASSIGNED TO SAUDI**

TAC 62 SERIAL NO 509

HEX ID B27400F81FD4 7100CE00000

COUNTRY OF BEACON REGISTRATION 403/SAUDI

**ACTIVATION TYPE AUTOMATIC BY BEACON (G-SWITCH/PROBABLE CRASH)**

4. ALERT POSITION INFORMATION

DETECTED AT 03 MAY 19 085310 UTC BY MEOSAR

ALERT LAST DETECTED AT 03 MAY 19 085310 UTC

GNSS - 02 24.40 N 046 04.11 E

TIME OF GNSS POSITION UPDATE: 03 MAY 19 085308 UTC

TIME SINCE GNSS LOCATION GENERATED: 0 MINUTES

ALTITUDE OF GNSS LOCATION: 125 METRES (410 FEET)

DOA - 02 25.1 N 046 06.2 E

5. OTHER INFORMATION

BEACON CHARACTERISTICS PER TAC DATABASE PROVIDED IN A SEPARATE MESSAGE

**GNSS POSITION UNCERTAINTY** PLUS-MINUS 1.7 METRES

**ELAPSED TIME SINCE ACTIVATION:** 0 HOURS

**REMAINING BATTERY CAPACITY** BETWEEN 75 AND 100 PERCENT

DETECTION FREQUENCY 406.0500 MHZ

ELT(DT) POSITION DOES NOT REFERENCE ANY PREVIOUS POSITION

6. REMARKS

THIS DISTRESS TRACKING MESSAGE IS BEING SENT TO APPROPRIATE SAR AUTHORITIES.

PROCESS THIS ALERT ACCORDING TO RELEVANT REQUIREMENTS.

END OF MESSAGE

# Access to the LADR ?



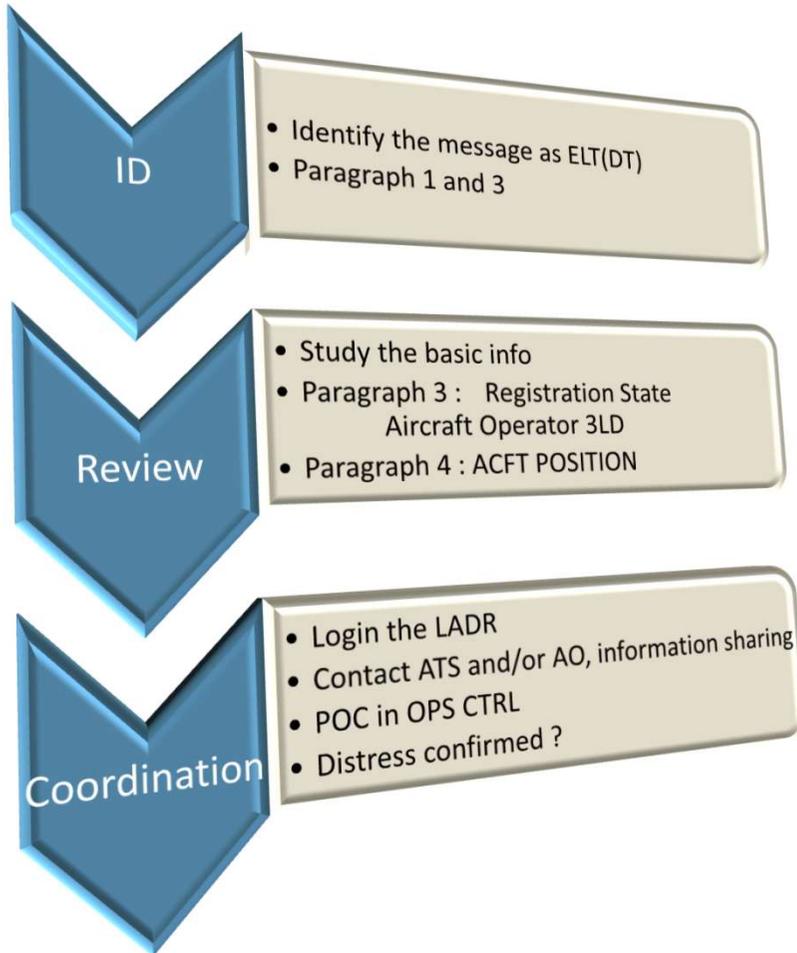
RCC

## **Subscribe to the Ops Control Directory**

POC in the OPS CTRL will be used to get access to the LADR

- State focal point, approved by ICAO, will be responsible for editing data. Other Users will have a read-only access
- RCCs don 't have access yet to the OPS CTRL directory
- ICAO will send STATE LETTER notifying SAR Authorities in due time

# PROPOSED ACTIONS when receiving a SIT 185 ELT(DT)

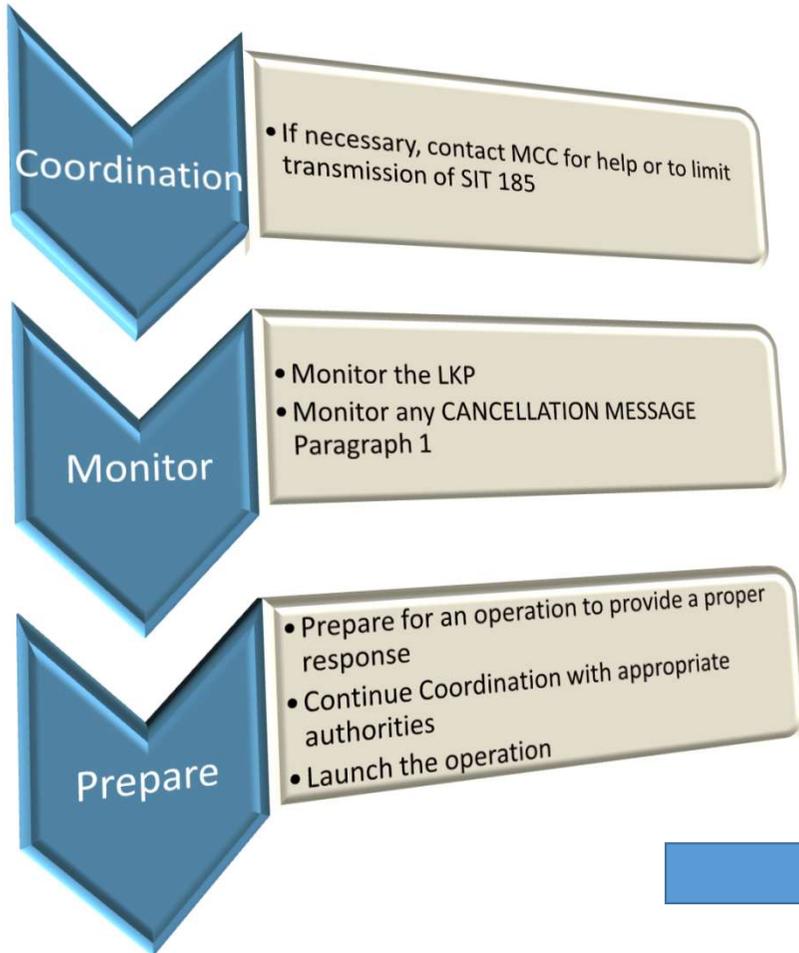


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UPDATE TIME WITHIN 2 - 60 SECONDS OF DETECTION TIME  
ALTITUDE OF GNSS LOCATION BETWEEN 1600 AND 2200 METRES (BETWEEN 5200 AND 7200 FEET)

**FOLLOW PROCEDURES ESTABLISHED BY YOUR STATE  
as per Annex 11, 12...**

**Communication is the key**

# PROPOSED ACTIONS when receiving a SIT 185 ELT(DT)



## 1. DISTRESS TRACKING COSPAS-SARSAT USER CANCELLATION ALERT





