



# International (ICAO/IMO)

International Civil Aviation Organization (ICAO)

International Maritime Organization (IMO)

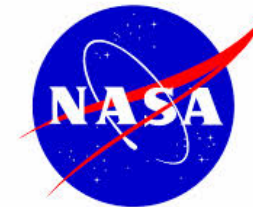
SAR Controllers Workshop 2019

4-8 March 2019

Dave Edwards

U.S. Coast Guard HQ SAR Office

International Engagement





# ICAO, IMO and Our Hemisphere

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- Questions – My job is to talk about what you want or need to hear.
  - If there is something on your mind, ask now
  - As you think of questions then please ask.
- If no questions, then I will talk the full time



# ICAO, IMO and Our Hemisphere

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- IAMSAR Manual – 2019 edition applicable 1 July
  - Not printed yet. CG-SAR will provide one set to each USCG RCC and RSC (need name & address).
  - Changes include: (highlighted text in IAMSAR)
    - Additional aeronautical terms
    - Volume III content moved around
    - Implementation of functions Global Aeronautical Distress and Safety System. GADSS has a small set of functions while GMDSS has various types of equipment
  - Mass rescue operations updates
  - Update MEDICO or MEDEVAC Checklist (Tim C)



# ICAO, IMO and Our Hemisphere

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- Regional meetings
  - ICAO Western Hemisphere “SAR and Civil-Military Coordination and Cooperation” held November 2018, next is 17-19 September 2019, Mexico City.
  - Asia-Pacific annual SAR Working Group Meeting, 14-17 May 2019, in Bangkok, Thailand
  - Both regions are developing a regional “SAR Plan”
- ICAO/IMO Joint Working Group on SAR to consider 9-13 SEP 2019 in Chile? **Do you have topics for it to discuss?**

# ICAO/IMO JWG Meeting September 2019

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- U.S. Topics
  - U.S. domestic Phase-out of 121.5 MHz ELT
  - Position information in standard format: latitude and longitude in degrees, minutes, decimal minutes (IAMSAR Manual Vol II, Chapter 5).
  - GADSS/ADT updates
- Other idea and Yours:
  - Central Alerting Post (one page handout)
  - Standard format for information exchange among aircraft operator, ATSU and RCC (proposal later in presentation).
  - Your thoughts, now or later by email



# ICAO operational impact

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- Global Aeronautical Distress and Safety System (GADSS) Concept of Operations being implemented!
  - Operator (owner or company) has big role
  - November 2018 Flight tracking: Operator to ensure position available at least every 15 minutes (Latitude, Longitude, Altitude and Time)
  - 1 January 2021 Autonomous Distress Tracking
    - At least every minute, Lat, Lon and time (not altitude)
  - Roles not changed: (1) Operator to Air Traffic Service Unit (ATSU) to RCC or (2) Aero RCC notifies ATSU, and Operator as practicable.
    - Maritime and Joint RCC (MRCC and JRCC) ?? ATSU role?



# Current thinking, Future planning

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- 13 FEB 2018 United Airlines flight from San Francisco to Honolulu lost 1 of 2 engines over the Pacific Ocean ...How would You handle this?
  - ADT in general: Operator notifies the ATSU and its level of concern. ATSU may declare an emergency phase and notifies the RCC. **The RCC decides level of response** (monitor, SURPIC, deploy, ... ?)
  - ADT reported by ELT (DT) direct to the RCC. Check with ATSU. **“Other” ADT into Distress Tracking Data Repository (DTR).**
  - Roles not changed for Operator, ATSU and RCC.
  - What about flight going into foreign SAR region?



# Report form for Notification among Operator, ATSU and RCC

Required information	
1.	Initial or subsequent notification indication
2.	Flight number and call-sign
3.	Aircraft type
4.	Last known position (place, time)
5.	Time of last communication
6.	Last known altitude or flight level
7.	Next expected 4D/15 position (if known), and estimate
8.	Name of ATSU notified
9.	Name of operator
10.	Contact details of operator primary point of contact for this event
Supplementary information, if available	
11.	Contact actions attempted
12.	Registration
13.	SAR info: color and distinctive marking
14.	Fuel endurance or fuel endurance remaining at last known position
15.	Total persons on board
16.	Alternate or possible alternate aerodromes
17.	Any other relevant information (e.g. dangerous goods on board)





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- What else?