

Project	Actions	Trends / Issues	Moving Forward	Actioned
Data Integrity - ELTs with no 24bit				
By comparing existing registered ELTs with a decode of their Hexcode, a list of 367 ELTs with no programmed 24 bit was generated	*checking original reg forms for input errors *contacting beacon owners to verify code *informing beacon owners of Transport Canada encoding rules & regulations *correcting any/all ELTs on verification of code	93 ELTs that had no 24 bit were located on aircrafts that operate overseas but have a Canadian reservation mark with TC. 24bit encoding doesn't apply to foreign registered A/C - these users have been identified	*each ELT registered must be checked at time of registration by CBR to ensure the correct encoding of ELTs *educating the beacon owners regarding proper encoding of an ELT *all registrations to be verified	*peer verification of all CBR entries *adding FAQs & links to Transport Canada aviation regulations *educating AMEs and Pilot/owners on the acceptable protocols
Data Integrity - Mismatched 24bit / ELTs				
Comparing existing registered ELTs with a decode of their Hexcode, a list of 332 ELTs with incorrect 24bits encoded was generated	*checking original reg forms for input errors *contacting beacon owners to verify code *informing beacon owners of Transport Canada encoding rules & regulations *correcting any/all ELTs on verification of code	135 User input errors - clerical, wrong tail marks	*each ELT registered must be checked at time of registration by CBR to ensure the correct encoding of ELTs *educating the beacon owners regarding proper encoding of an ELT *all registrations to be verified	*peer verification of all CBR entries *adding FAQs & links to Transport Canada aviation regulations *educating AMEs and Pilot/owners on the acceptable protocols
Data Integrity - FFBFF Incorrect ending				
Isolating all Hexcodes beginning with 278 that ended in any combination other than FFBFF - 52 codes were verified	*using COSPAS SARSAT decoder to provide correct code / current encoding issues *verifying original reg forms for input errors *contacting beacon owners to verify codes	25 Manufacturer errors - incorrectly labelled beacons - stickers gave wrong code, code on box did not match unit code etc	*each beacon registered must be checked at time of registration by CBR to ensure the correct encoding of ELTs *educating the beacon owners regarding proper encoding of an ELT *all registrations to be verified	*peer verification of all CBR entries *BEACON coding pattern recognition & its application to the database *STANDARD BEACON input errors
Data Integrity - 4th digit miscodes				
Isolating all Hexcodes that have an 'unexpected' 4th digit that may mean a miscode - 113 codes verified	*using COSPAS SARSAT decoder to provide correct code / current encoding issues *verifying original reg forms for input errors *contacting beacon owners to verify codes	14 Beacons entered that decoded to orbitography 48 beacons are encoded with MMSI The rest were input errors that have been rectified	*each beacon registered must be checked at time of registration by CBR to ensure the correct encoding of ELTs *educating the beacon owners regarding proper encoding of an ELT *all registrations to be verified	*peer verification of all CBR entries *BEACON coding pattern recognition & its application to the database *STANDARD BEACON input errors
Data integrity - Mass Mail out				
Isolating all files that had not been updated since 08/2010 over 9000 letters	Database pull isolating last update date *letters generated included all beacon, owner, contact and craft information *letters were assembled with reg forms & mailed *writing the letter - in both languages	*over 200 transfers of ownership were generated *update rates drastically improved *marked increase in registration	*every attempt to have files up to date every 12 months should be attempted * The cost of this undertaking was large - updates should be attempted via email / telephone first	*ABRC is assisting in updates * keeping an ongoing running database of ownership changes - the completion of the transfers being an SOP and CBR initiated
Data integrity - Mass Emails				
Isolating all beacons that had not been updated since 2011 6257 emails generated	*sending emails to beacon owners with 'active' status beacons only *sending emails based on beacon Type, Province and language *considerable time spent pulling files that had multiple emails in order to send them one email vs one email per beacon owned.	*increase in update rates *educating beacon owners about updating their files at least once a year.	*every attempt to have files up to date every 12 months should be attempted *ensure all beacons have an email address in their file .	*ABRC is assisting in updates *Informing owner via confirmation emails. info sheet upon registration and through FAQ about the need to update their file annually
Ownership transfers				
following up on ownership transfers generated by email, fax or post	*calling, emailing, faxing and sending letters by post to new owners of registered ELTs , EPIRBS & PLBs		*with regular updates, ownership transfers should be caught early * must educate owners, AME, vendors about registering replacement beacons and informing CBR of changes	*ABRC is assisting in updates * Emails, letters sent out requesting updates will continue to assist
Data cleansing - prep for new database				
In preparation for the new database, all information in the CBR is being edited to match the necessary format	*using the lists uploaded to the CBR test website, all files must be cleansed in order for the data to transfer correctly *using old files to verify information on registration *calling, emailing, faxing and sending letters via Canada post asking for updates	*>9000 Phone numbers needed cleansing *~900 had the incorrect province coding *all beacon models must be changed *all aircraft models, manufactureres and airports are to be changed	*regular updates and SOPs will contribute to the ongoing health of the data *database cleansing has revealed many files that need to be seen to after re-write - long out of date files with vessels that are no longer in the country etc..	
Current Database registration Statistics				
*existing stats form updated 2012 - addition of decomm, active deleted beacons *addition of comparison calculations to monitor growth for forecasting purposes	*weekly stats are pulled from the database for the relevant stats	*increases in PLB and EPIRB registrations *decrease in ELTs	*efforts to increase registrations must be continued - contacting non-registered recorded through ABRC, contacting vendors, manufacturers, database comparison to Transport Canada *Must improve community outreach !!	*ongoing ELT hunting through test bursts