



# International (ICAO/IMO)

International Civil Aviation Organization (ICAO)

International Maritime Organization (IMO)

SAR Controllers Workshop 2018

March 2018

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
- International Aeronautical and Maritime SAR (IAMSAR) Manual – 2016 edition and 2019



# ICAO, IMO and Our Hemisphere

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- IAMSAR Manual 2016 edition:
  - You should have a copy
  - Do you have any questions or concerns about it
- IAMSAR Manual – 2019 edition
  - Changes will be approved March 2018 for publishing as 2019 edition effective June 2019
  - Changes include:
    - Aircraft coordinator (ACO) – do you use one?
    - Volume III reorganized
    - Medical questions (courtesy of RCC Boston)
      - MEDEVAC debate (transport, commercial company, )



# ICAO, IMO and Our Hemisphere

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- Western Hemisphere regional meetings
  - ICAO “SAR and Civil-Military Coordination and Cooperation” seminar postponed (new staff).
  - IMO Central American SAR Workshop – held but US not able to attend. [Anyone here attend?]
  - [Asia/Pacific – 2 annual meetings]
- **Do you** have ideas for the ICAO/IMO Joint Working Group on SAR to consider 17-21 SEP 2018 in Seattle, Washington?
  - SAR aircraft flight management system for navigation and search patterns



# 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.
  - Roles not changed for Operator, ATSU and RCC.
  - What about flight going into foreign SAR region?
  - How long is duration of flight for ADT operating?



# SAR Vision for 2030

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- SAR is a key component of ICAO's SWIM system
- Autonomous distress tracking (ADT) is a rare event but competently handled by the global network
- Automated exchange of info between ATSUs and RCCs
- Long haul [oceanic] flight smoothly handed off from ATSU to ATSU, from RCC to RCC
- Clear alignment between flight information regions and SAR regions
- Annex 6, Annex 11 and Annex 12 processes well understood by ATSUs and RCCs
- Pilots and passengers are well supported
- Less search time and risk for SAR response units



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- What else?