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

• 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

- 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

• 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?
• 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

• 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

- 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

<table>
<thead>
<tr>
<th>Required information</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Initial or subsequent notification indication</td>
</tr>
<tr>
<td>2. Flight number and call-sign</td>
</tr>
<tr>
<td>3. Aircraft type</td>
</tr>
<tr>
<td>4. Last known position (place, time)</td>
</tr>
<tr>
<td>5. Time of last communication</td>
</tr>
<tr>
<td>6. Last known altitude or flight level</td>
</tr>
<tr>
<td>7. Next expected 4D/15 position (if known), and estimate</td>
</tr>
<tr>
<td>8. Name of ATSU notified</td>
</tr>
<tr>
<td>9. Name of operator</td>
</tr>
<tr>
<td>10. Contact details of operator primary point of contact for this event</td>
</tr>
</tbody>
</table>

**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) |
ICAO, IMO and Our Hemisphere

• What else?