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UNITING AVIATION

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ICAO APAC GADSS Workshop

23 May 2022

Air Navigation Service Provider Considerations

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Annex 11 — *Air Traffic Services*

5.2 Notification of rescue coordination centres

5.2.1 Without prejudice to any other circumstances that may render such notification advisable, air traffic services units shall, except as prescribed in 5.5.1, notify rescue coordination centres immediately an aircraft is considered to be in a state of emergency in accordance with the following:

a) *Uncertainty phase* when:

- 1) no communication has been received from an aircraft within a period of thirty minutes after the time a communication should have been received, or from the time an unsuccessful attempt to establish communication with such aircraft was first made, whichever is the earlier, or when
- 2) an aircraft fails to arrive within thirty minutes of the estimated time of arrival last notified to or estimated by air traffic services units, whichever is the later, except when no doubt exists as to the safety of the aircraft and its occupants.

No Impact



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b) *Alert phase* when:

- 1) following the uncertainty phase, subsequent attempts to establish communication with the aircraft or inquiries to other relevant sources have failed to reveal any news of the aircraft, or when
- 2) an aircraft has been cleared to land and fails to land within five minutes of the estimated time of landing and communication has not been re-established with the aircraft, or when
- 3) information has been received which indicates that the operating efficiency of the aircraft has been impaired, but not to the extent that a forced landing is likely, **or where the likelihood of a forced landing has not been determined,** except when evidence exists that would allay apprehension as to the safety of the aircraft and its occupants, or when
- 4) an aircraft is known or believed to be the subject of unlawful interference.



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c) *Distress phase* when:

- 1) following the alert phase, further unsuccessful attempt to establish communication with the aircraft and more widespread unsuccessful inquiries point to the probability that the aircraft is in distress, or when
- 2) the fuel on board is considered to be exhausted or to be insufficient to enable the aircraft to reach safety, or when
- 3) information is received which indicates that the operating efficiency of the aircraft has been impaired to the extent that a forced landing is likely, or when
- 4) information is received or it is reasonably certain that the aircraft is about to make or has made a forced landing,

except when there is reasonable certainty that the aircraft and its occupants are not threatened by grave and imminent danger and do not require immediate assistance.

No Impact



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Using the ADT information

- **NOT AN ALERT!**
- **Repository of location information – ‘accident site finder’**
- **Choose to subscribe**
- **Access information on aircraft within your FIR, plus a buffer**
- **How to access**
- **Impact on procedures**





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Questions

