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Workgroup (APSAR/WG/11)

Bangkok, Thailand, 5 – 8 May 2026

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**Agenda Item 4: Asia/Pacific and Inter-regional SAR Planning, Coordination and Cooperation**

**2025 ELT TRUE ALERTS WITHIN THE MANILA SRR**

(Presented by Philippines)

**SUMMARY**

This paper presents the ELT true distress alerts handled within the Manila SRR for 2025. Coordination process from the reception of the alerts to SAR operations or activation of airport emergency plan is also discussed.

**1. INTRODUCTION**

1.1 The Civil Aviation Authority of the Philippines (CAAP) through the Philippine Aeronautical Rescue Coordination Center (PARCC) is the SAR Point of Contact (SPOC) in the Philippines for Cospas-Sarsat.

1.2 From 2024, there is a significant increase in ELT registration due to collaboration with CAAP regulatory body and issuance of Aeronautical Information Circular (AIC).

1.3 ELT registration provided efficient coordination between PARCC and aircraft owner for confirmation of flight details, thus SAR provision is faster.

1.4 In 2025, PARCC handled five accidents and serious incidents with true distress signals emitted by the ELT.

**2. DISCUSSION**

Robinson Helicopter R44, 1 February 2025

2.1 On 1 February 2025 at 0900Z, a R44 II helicopter was involved in a fatal accident of the lone occupant north of Manila, Philippines. The helicopter departed Baguio Airport at 0351Z for Manila with an estimated elapsed time (EET) of 0130. AFTN message was sent by Manila Flight Service Station inquiring information due negative arrival report received. Communication search ensued. Close coordination between PARCC and aircraft operator was necessary to determine the possible flight path taken by the pilot.

2.2 From the communication search, it was found that helicopter made a stopover at Binalonan Airport to refuel and took off for Manila at 0835Z. No other information received after the take-off was made known.

2.3 PARCC coordinated with the Cabanatuan City Disaster Risk Reduction and Management Office (CDRRMO) for SAR operations.

2.4 The helicopter was found on grid coordinates of 15.642546N 120.703026E submerged in a creek with water depth of approximately five to seven feet.

2.5 Eight distress alerts near the crash site were received by PARCC between 1104Z to 1344Z from the ELT registered under the helicopter.

Cessna 152, 30 March 2025

2.6 On 30 March 2025, PARCC received six distress alerts from the ELT of the said aircraft between 0001Z until 0126Z. Coordination with the airport officials and the aircraft operator confirmed that the aircraft was involved in a fatal accident about 312 meters from the edge of RWY 08 of Lingayen Airport.

2.7 From the report of the Aircraft Accident Investigation and Inquiry Board (AAIIB) on the accident, that upon the initial examination at the accident site, ELT was not damaged, and was still emitting distress signal. It was shut off by the responding company mechanic.

Cessna 172M, 11 July 2025

2.8 On 11 July 2025, PARCC received two ELT alerts from a Cessna 172M aircraft near Iba Community Airport. Upon coordination with airport authorities and aircraft operator, it was confirmed that the aircraft diverted to Iba Community Airport due inclement weather enroute to their aerodrome of destination.

2.9 According to the report from the AAIIB, upon take-off of the aircraft at Iba Community Airport, the aircraft failed to attain adequate take-off speed and crashed on the vacant lot approximately 771 meters from the runway at 0058Z. The aircraft occupants were able to egress from the aircraft and sustained minor injuries.

2.10 The aircraft ELT was activated and eventually received by PARCC at 0059Z and 0214Z.

Tecnam P2002JF, 11 September 2025

2.11 On or about 0350-0355Z of 11 September 2025, a Tecnam P2002JF aircraft crash landed on a rice field approximately 2,000 meters from Binalonan Airport.

2.12 Five distress alerts were received by PARCC between 0403Z until 0426Z, which were immediately coordinated with the operator and local police unit.

2.13 The first distress alert was unlocated. The second and third distress alerts were about 7,300 meters from the crash site, the fourth and fifth distress alerts were approximately 740 and 1,500 meters away from the crash site, respectively.

Cessna 172, 12 September 2025

2.14 On 12 September 2025 at about 0206Z, PARCC received two distress alerts from a C172 aircraft approximately 1,900 meters southwest of San Fernando Airport.

2.15 Coordination with the aircraft operator and the airport authorities confirmed that a Cessna 172 aircraft crash landed in the area. The airport rescue and firefighting services responded to the accident and secured the area. The aircraft occupants were able to egress immediately and brought to the nearby hospital.

Improving the Service

2.16 Regulations on the registration of ELT have proven effective for quick confirmation of distress. The knowledge if an aircraft is in distress through the information from aircraft and beacon owner provides the RCC a valuable edge in time and responding to the distress immediately.

2.17 Yearly workshops on ELT, GADSS, alerting procedures, and development in the area of SAR operations provisions between PARCC, aircraft operators, beacon owners, ELT testing facilities, ATS units, airport personnel and SRUs have positive impact on the compliance, communication and coordination on the flying community.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to note the information contained in this paper.

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