

**INTERNATIONAL CIVIL AVIATION ORGANIZATION
SOUTH AMERICAN REGIONAL OFFICE**

**INFORMAL MEETING ON SEARCH AND RESCUE SERVICES FOR THE SAM REGION
(SAM 90/03 SAR)**

(Lima, Peru, 8 to 12 September 2003)

Agenda Item 5: Cospas-Sarsat in the SAM Region

- a) Review of the status of application of standards for the use of ELT in 406 MHz and review of the status of implementation and operation of the Data bank and data supplier, of SAM States**

(Presented by the Secretariat)

Summary

This working paper presents information to the meeting related with the mandatory use of the emergency locator transmitter (ELT) and proposes actions so that the SAM Region may have a Transition Plan that enables the compliance of ICAO Annexes 6 and 10, on the mandatory use of ELT in 406 MHz, and also to review the status of availability at a regional level of ELT records and data bases.

References

- Basic CAR/SAM Regional Navigation Plan
- GREPECAS/11 Meeting Report
- International Aeronautical and Maritime Search and Rescue Manual. (IAMSAR – Doc.9731)

1. Background

1.1 The Basic CAR/SAM ANP, Part VII – Search and Rescue Services, indicates that, in order to reach a timely compliance of future mandatory regulations in the CAR/SAM Regions, all aircraft must be equipped with emergency location transmitters (ELT), in accordance with Annex 6, should be equipped with automatic ELT operating in 406 MHz and in 121,5 MHz for homing (Recommendation 6/6 of the CAR/SAM/3 RAN Meeting).

1.2 Likewise, it is indicated that States should take appropriate measures to reduce the number of false alarms in 121,5 MHz produced when unintentionally activating ELT, and in order to avoid the non-authorized use of this frequency and frequency 406 MHz, and also that a record of all ELT installed in

aircraft affected to civil aviation of such State should be established, and place this information at the disposal of RCCs of other States. (Recommendation 6/4 a), b) and c) of the CAR/SAM/3 RAN Meeting.

1.3 The same Recommendation 6/4 in its literal d) indicates that CAR/SAM States should designate a SAR Point of Contact (SPOC) to include in Table SAR 1 of the Basic CAR/SAM Air Navigation Plan.

2. Analysis

2.1 The GREPECAS/11 Meeting, carried out in Manaus, Brazil, on December 2002, reviewed amendments to Annexes 6 and 10 adopted in 1999 by ICAO Council, where the dates in which aircraft should be equipped with ELT operating in 406 MHz and 121,5 MHz for homing are established.

2.2 GREPECAS/11 Meeting also noted the planned date for the Cospas-Sarsat System to deactivate satellite alert services in 121,5 MHz and 243 MHz. Consequently, ELT shall operate both in 406 MHz and 121,5 MHz or only in 121,5 MHz, until 1 January 2005.

2.3 The definitive de-activation of the satellite alert services in 121,5 MHz shall be 1 February 2009. As result of this decision, the users of beacons operating in 121,5 MHz shall not receive alert services of the Cospas-Sarsat System satellites as from the date, unless they acquire a 406 MHz beacon for replacement.

2.4 In view of the aforementioned, GREPECAS/11 formulated Conclusion 11/37 – Transition Plan for the Mandatory use of ELT in 406 MHz, which urges ICAO NACC and SAM Offices to encourage CAR/SAM States/Territories and International Organizations to take the pertinent measures in order to elaborate and apply a transition plan that permits the compliance of ICAO Annexes 6 and 10, on the mandatory use of ELT in 406 MHz.

2.5 On the other hand, the IAMSAR Manual on this respect indicates that it is also important to count with an ELT and EPIRB registry, provided that this equipment offer the opportunity to gather information that is very valuable in an emergency to come in assistance. When aircraft or ships registered in a State are acting at an international level, the registration data of the equipment shall be easily available for RCC at an international level. In order that this may occur the data shall be provided in one way or another together with the alert message.

2.6 States must carry out the necessary actions to ensure that both ELT and EPIRB are registered and that this information is immediately available to the SAR authorities. This means that the information registered must be available 24 hours a day for all SAR authorities, including those of other States and Organizations.

2.7 On the other hand, the RCC shall have all this data available, or be informed on how to have access to them. The users and authorities responsible for the registry and data base should keep this information up-to-date.

2.8 For ease of reference, **Appendix A** to this working paper indicates the complete text of GREPECAS/11 Conclusion 11/37 and the regulation that is contained in Annex 6 – Aircraft Operations, Parts I, II and III regarding the use of ELT.

3. **Suggested action**

3.1 The meeting is invited to review the information presented in this WP and with this information and the information supplied on this respect, the meetings are invited to:

- a) If considered pertinent, elaborate a draft transition plan of the SAM States according to GREPECAS/11 Conclusion 11/37 so that the Secretariat present it to the ATM Committee, of the GREPECAS ATM/CNS Subgroup; and
- b) Recognizing the importance of the domestic and international SAR, both aeronautical and maritime, to have available and timely the information contained in the ELT and EPIRB data base(s), and, if deemed pertinent, to approve the following draft Conclusion:

Draft Conclusion X/X National ELT /EPIRB Registry and data supplier

That the States/Territories/International Organizations that provide services in the SAM Region, which have not done yet so:

- a) Establish national registries for ELT and EPIRB and a data base with the information related to these equipment;
- b) Assign a supplier of information contained in the ELT and EPIRB data base, easily available to be consulted on a 24-hour basis; and
- c) Establish a communication link that enables immediate consultation by the RCC interested in having the information contained in the data base through the SAR Point of Contact (SPOC) by each State or International Organization.

**CONCLUSION 11/37 TRANSITION PLAN FOR THE MANDATORY USE OF ELT IN
 406 MHZ**

That ICAO NACC and SAM Regional Offices urge CAR/SAM States/Territories and International Organizations to adopt the relevant measures to develop and implement a transition plan to comply with the dispositions contained in ICAO Annexes 6 and 10 on the mandatory use of ELT on 406 MHz.

ANENX 6 – AIRCRAFT OPERATIONS

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Document	Effective Date	Aircraft	Flight Area	Amount and Type of ELT
Annex 6 Aircraft Operations	Until 1 January 2005	All aircraft	Flights prolong over water / terrest. Areas assigned	One ELT
Part II International General Aviation	From 1 January 2002	All aircraft with certif.1° Aircraft Ind.	Flights prolong over water / terrest. Areas assigned	One automatic ELT
Aircraft	From 1 January 2005	All aircraft	Flights prolong over water / terrest. Areas assigned	One automatic ELT

Document	Effective Date	Helicopter type	Flight Area	Amount and Type of ELT
	Until 1 January 2005	Performance 1, 2 & 3	Flights over water	One ELT (S) per raft (no more than 2 required)

Document	Effective Date	Helicopter type	Flight Area	Amount and Type of ELT
Annex 6 Aircraft Operations Part III International Operations International Commercial Air Transport	From 1 January 2002	All of Performance 1, 3 & 3 with Individual 1° certif. of Airworthiness	Flights over water	One automatic ELT And One ELT (S) in one raft
	Since 1 January 2005	All Performance 1, 3 & 3	Flights over water	One automatic ELT & One ELT (S) in one raft
Helicopters	Until 1 January 2005	All helicopters	Flights terrestrial designed areas	One ELT
	From 1 January 2002	All helicopters with airworthiness individual 1° certif.	Flights terrestrial designed areas	One automatic ELT
	From 1 January 2005	All helicopters	Flights terrestrial designed areas	One automatic ELT

Document	Effective date	Helicopter Type	Flight Area	Amount and type ELT
Annex 6 Aircraft Operations Part III International Operations International General Aviation Helicopters	Until 1 January 2005	Performance 1, 2 & 3	Flights over water	One ELT (S) per raft (no more than 2 required)
	From 1 January 2002	Performance 1, 2 & 3 With airworthiness individual 1° certif.	Flights over water	One automatic ELT and One ELT (S) in one raft
	From 1 January 2005	Performance 1, 2 & 3	Flights over water	One automatic ELT and One ELT (S) in one raft
	Until 1 January 2005	All Helicopters	Flights terrestrial areas designated	One ELT
	From 1 January 2002	Helicopters with airworthiness Individual 1° certif.	Flights terrestrial areas designated	One automatic ELT
	From 1 January 2005	All Helicopters	Flights terrestrial areas designated	One automatic ELT