International Civil Aviation Organization
CAR/SAM Regional Planning and Implementation Group (GREPECAS)

INFORMATION PAPER

GREPECAS/22 — IP/09
13/09/24

Fourth GREPECAS–RASG-PA Joint Meeting and
Twenty-second Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/22)
Virtual Phase (Asynchronous, 16 September to 11 October 2024)
In-Person Phase (Lima, Peru, 20 to 22 November 2024)

Agenda Item 5: **CAR/SAM Air Navigation Services (ANS) Implementation**

5.1 Air Traffic Management (ATM), Airspace optimization, Air Traffic Flow Management (AFTM) and Search and Rescue (SAR)

COSPAS-SARSAT DISTRESS ALERTS DATABASE - ECCAIRS

(Presented by The Civil Aviation Department Suriname)

EXECUTIVE SUMMARY

This information paper is submitted to the GREPECAS for introducing the notification of COSPAS/SARSAT distress alerts database, based on ECCAIRS platform and implemented in Suriname in order to ensure and promote safety surveillance

Strategic Objectives:	• Safety
References:	• ECCAIRS Platform • COSPAS-SARSAT distress alert

1. Introduction.

1.1 Following challenges experienced by the Search and Rescue department in handling COSPAS-SARSAT distress alerts, it has become apparent that retrieving the contact details of the aircraft in distress is not within reach, which should be investigated to notify to the safety authority.

1.2 Taking advantage that the ECCAIRS platform taxonomy offers the possibility to store COSPAS-SARSAT distress alerts in a standard format. Suriname have designed with the assistance of ICAO SAM, a specific view, shown in **Appendix A,** for storing the above-mentioned alerts notification.

2. Objective.

2.1 Introducing of COSPAS/SARSAT distress alerts notifications based on ECCAIRS view implemented in Suriname in order to keep a database for monitoring periodically the number of true and false events.

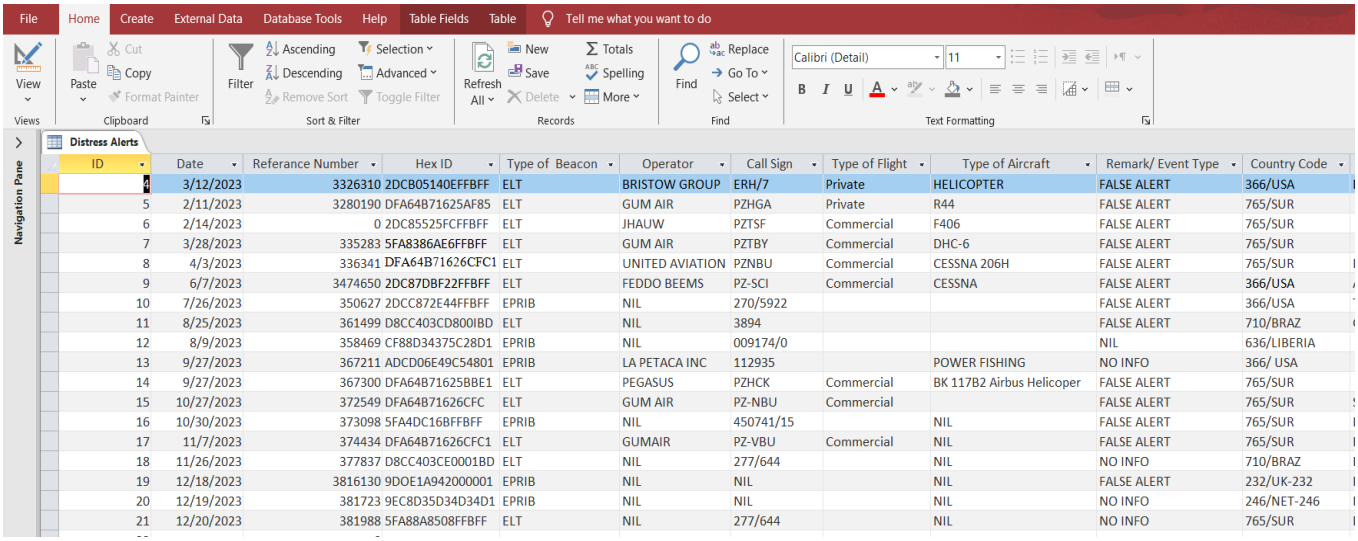
2.2 Ensuring the good coordination with the SPOC and the well performance of aircraft ELT (Emergency

Locator Transmitter).

2.3 Recommending corrective actions by the safety authority to the air operators according to the investigation of false alerts.

3. Description of the processing of "COSPAS-SARSAT distress alerts" before the implementation of ECCAIRS.

3.1 When receiving a COSPAS-SARSAT distress alert, the data was stored after verification if it was a true or false alert, in a Microsoft-Access database specially designed for storing COSPAS-SARSAT distress alerts. See next figure:



Distress Alerts

ID	Date	Referance Number	Hex ID	Type of Beacon	Operator	Call Sign	Type of Flight	Type of Aircraft	Remark/ Event Type	Country Code
4	3/12/2023	3326310	2DCB05140EFFBFF	ELT	BRISTOW GROUP	ERH/7	Private	HELICOPTER	FALSE ALERT	366/USA
5	2/11/2023	3280190	DFA64B71625AF85	ELT	GUM AIR	PZHGA	Private	R44	FALSE ALERT	765/SUR
6	2/14/2023	0	2DC85525FCFFBFF	ELT	JHAUW	PZTSF	Commercial	F406	FALSE ALERT	765/SUR
7	3/28/2023	335283	5FA8386AE6FFBFF	ELT	GUM AIR	PZTBY	Commercial	DHC-6	FALSE ALERT	765/SUR
8	4/3/2023	336341	DFA64B71626CFC1	ELT	UNITED AVIATION	PZNBU	Commercial	CESSNA 206H	FALSE ALERT	765/SUR
9	6/7/2023	3474650	2DC87DBF22FFBFF	ELT	FEDDO BEEMS	PZ-SCI	Commercial	CESSNA	FALSE ALERT	366/USA
10	7/26/2023	350627	2DCC872E44FFBFF	EPRIB	NIL	270/5922			FALSE ALERT	366/USA
11	8/25/2023	361499	D8CC403CD800IBD	ELT	NIL	3894			FALSE ALERT	710/BRAZ
12	8/9/2023	358469	CF88D34375C28D1	EPRIB	NIL	009174/0			NIL	636/LIBERIA
13	9/27/2023	367211	ADCD06E49C54801	EPRIB	LA PETACA INC	112935		POWER FISHING	NO INFO	366/ USA
14	9/27/2023	367300	DFA64B71625BBE1	ELT	PEGASUS	PZHCK	Commercial	BK 117B2 Airbus Helicoper	FALSE ALERT	765/SUR
15	10/27/2023	372549	DFA64B71626CFC	ELT	GUM AIR	PZ-NBU	Commercial		FALSE ALERT	765/SUR
16	10/30/2023	373098	5FA4DC16BFFBFF	EPRIB	NIL	450741/15		NIL	FALSE ALERT	765/SUR
17	11/7/2023	374434	DFA64B71626CFC1	ELT	GUMAIR	PZ-VBU	Commercial	NIL	FALSE ALERT	765/SUR
18	11/26/2023	377837	D8CC403CE0001BD	ELT	NIL	277/644		NIL	NO INFO	710/BRAZ
19	12/18/2023	3816130	9DOE1A942000001	EPRIB	NIL	NIL		NIL	FALSE ALERT	232/UK-232
20	12/19/2023	381723	9EC8D35D34D34D1	EPRIB	NIL	NIL		NIL	NO INFO	246/NET-246
21	12/20/2023	381988	5FA88A8508FFBFF	ELT	NIL	277/644		NIL	NO INFO	765/SUR

3.2 With this method, the safety authority had to be notified of a possible emergency by e-mail or telephone. This process cannot be monitored by the safety authority and only true alerts were reported, it is worth mentioning that most distress alerts are false. This meant that a large part of the reports went unnoticed by the safety authority. With the result that the correct data is not displayed during data analysis.

4. Description of the processing of "COSPAS-SARSAT distress alerts" using the ECCAIRS view.

4.1 The implementation of ECCAIRS in Suriname has had a lasting positive effect on the reporting process of distress alert to the safety authority.

4.2 Some benefits are the following: The reporting process in general is simplified using a standard format (ECCAIRS view, the report always accessible to the safety authority, the safety culture is promoted and the gap between service provider and safety authority is reduced.

4.3 An ECCAIRS centralized database, according to the notification process of Suriname is allowing above benefits.

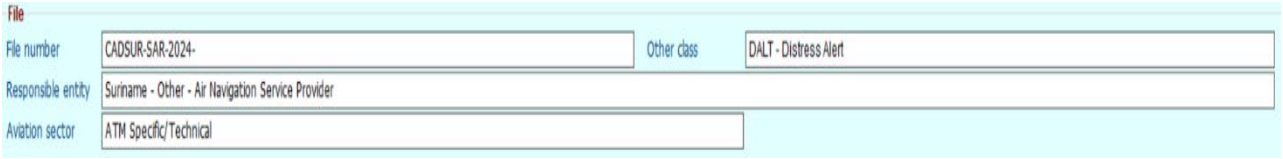
5. Layout of the Distress COSPAS-SARSAT Position Update Alert View Based on ECCAIRS Platform

5.1 According to the **Appendix A,** the layout of this Distress COSPAS-SARSAT Position Update Alert view is made up of the logo of the organization at the top right, in the Centre is the name of the organization

and next to it the flag of the country at the top left.

5.2 Below, there are the sections of the view called as follows: File, When, Where, Beacon Information, Aircraft and Additional Information.

5.3 File has as attributes: File number, Responsible entity, Aviation sector and other class.

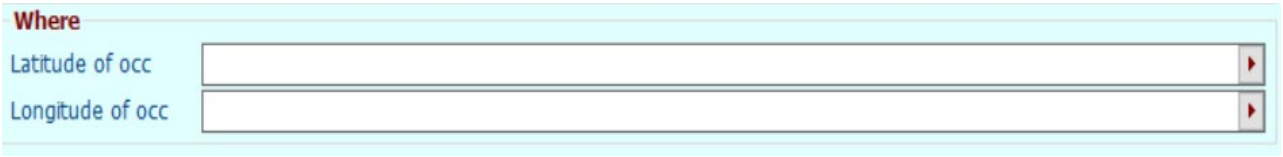


The file number is allocated to the responsible authority in a standardized format agreed upon with the safety authority to identify each occurrence. The responsible entity is the organization that is responsible for the report, this attribute is automatically filled in . Other class: DALT-Distress alert, is also automatically filled in,

5.4 When has as attributes: Local date and UTC Time.

In this section the date is set and time of an occurrence, the time will be set in UTC time

5.5 Where has as attributes: Latitude of occurrence and Longitude of occurrence.

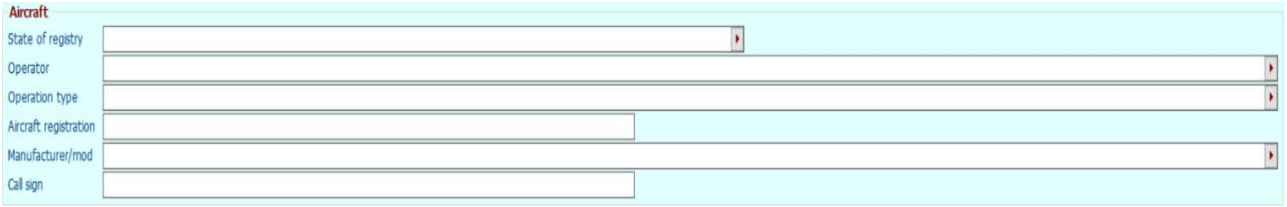


In this section the geographical location of the occurrence is set, based on the latitude and longitude.

5.6 Beacon information has as attributes: Reference number, HEX-ID, Type of Beacon and Event type.

The reference number is a number linked to a specific accident, based on the reference number there can be checked whether it concerns a new or the same case. In that context it was decided to use the reference number. The emergency notification also contains information about the beacon type, which could be an ETL or an Emergency Position-Indicating Radio Beacon (EPIRB). It is worth mentioning that Suriname stores ELTs, EPIRBs and Personal Locator Beacons (PLB)s in the ECCAIRS database. The attribute event type, gives the user the ability to specify three options, true, false and NIL

5.7 Aircraft has as attributes: State of registry, Operator, Operation type, Aircraft registration, Manufacturer/mod and Call sign.



5.8 The Distress COSPAS-SARSAT Position Update Alert view is not a standalone view, take note that it is linked to all other ECCAIRS views such as Initial Notification, Operational Preliminary and Operational Full, which are used to fill out the occurrence data according to the investigation management of a “true” distress alert.

5.9 In order to promote the sharing of information that is crucial to monitor the performance of SPOC and the coordination held during an event. One of the advantages of sharing this information is that in the event of a possible accident or emergency, the responsible authority can monitor the data at any time. It is of equal importance that owners and/or commercial operators of aircraft, when reselling their aircraft, report this to the responsible authority. By enforcing such measures, the quality of the data is guaranteed or kept up to date.

6. Suggested Action

The meeting is invited to:

6.1 Take note that the ECCAIRS platform provides a useful taxonomy and interface for storing COSPAS-SARSAT distress alerts in a standard format.

6.2 Take note that the follow-up of distress alerts will strength the implementation of SARPs (Standards and Recommended Practices) in the State.

6.3 Consider the benefits of the implementation of a COSPAS-SARSAT distress alerts database, based on the ECCAIRS platform.

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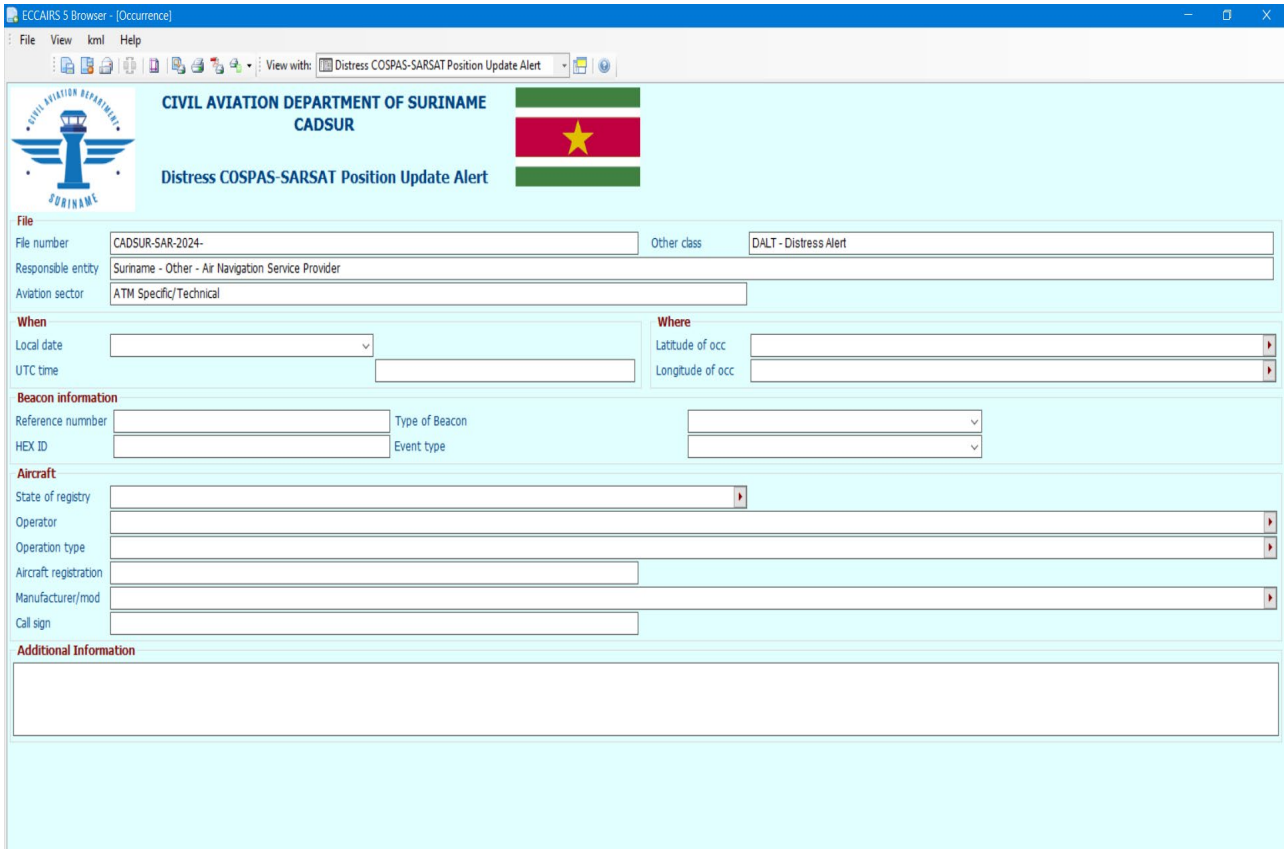
APPENDIX A

Distress COSPAS-SARSAT Position Update Alert View Based on ECCAIRS Platform



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