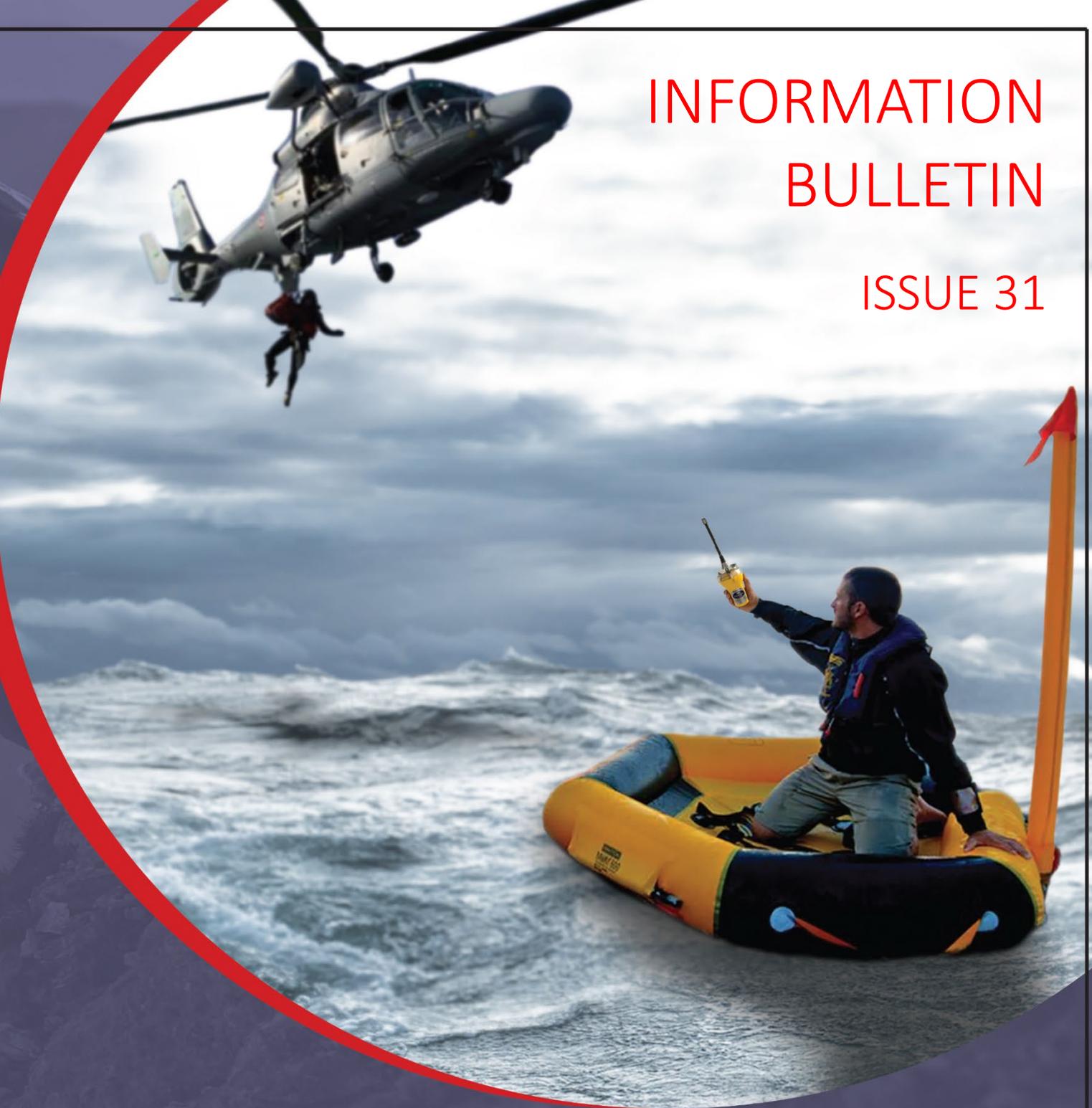


INFORMATION BULLETIN

ISSUE 31



WE SAVE
LIVES

МЫ СПАСАЕМ
ЖИЗНИ ЛЮДЕЙ

NOUS SAUVONS
DES VIES

ABOUT US



Life-saving technology is all around us, whether it is the latest tools and techniques in a hospital, or safety features in modern automobiles. Sometimes these technologies are little known, or a bit complex to readily understand. But they nonetheless **SAVE LIVES!**

Such is the International Cospas-Sarsat Programme. Although having a somewhat awkward name, and not always being well known, WE SAVE LIVES!

In fact, as of **2023, we have helped to save about 64,000 people in 20,000 search-and-rescue (SAR) events.** And this is an undercount, because Cospas-Sarsat statistics include only cases where a reliable “after action” report has been prepared and submitted through reporting channels to the Cospas-Sarsat Secretariat, the administrative arm of the Programme located in Montréal, Québec, Canada.

How does Cospas-Sarsat do it?

Forty-five countries and agencies have joined together in unprecedented cooperation to build and launch SAR receivers into space and to operate satellite ground stations to listen for signals from compatible distress beacons anywhere on Earth. The distress alerts received from beacons are relayed to a government agency that can take action for rescue, as well as the “home” country of the beacon.

Cospas-Sarsat compatible distress beacons are all around you, though you probably don’t notice them. They are in the cockpits of airplanes, and in aircraft survival rafts. They are on almost every ship traversing international waters, and often on the lifejackets of crew. They are on many pleasure craft, in some cases as a matter of obligation by a national government. They can be in the backpacks of hikers, climbers and snowmobilers in remote areas, who know that a Cospas-Sarsat beacon may be the only way to summon help in a life-threatening emergency.

Compatible beacons (those that operate at 406 MHz), made by dozens of different manufacturers, can be purchased from many types of vendors: retail stores, on-line and/or as original equipment on an aircraft or vessel. Cospas-Sarsat itself does not make or sell beacons, though we review independent laboratory testing of all beacon models to ensure that they meet our rigorous specifications.

Originally conceived by Canada, France, the former Soviet Union (succeeded in the Programme by the Russian Federation) and the United States, they and the other 41 participating States and agencies have dedicated themselves to the humanitarian service of detecting and distributing these life-saving distress alerts free of charge to any of the over 200 countries and territories on Earth.

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WE SAVE LIVES

2023

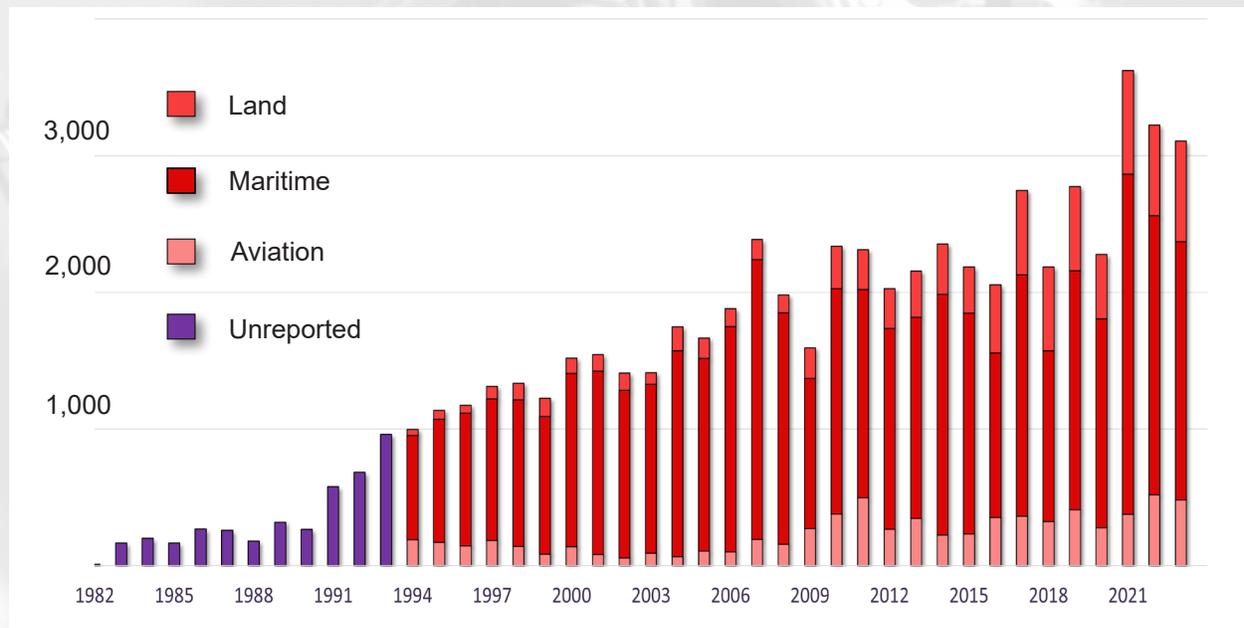
1,176 SAR Events



3,109
Persons
Rescued



STEADY GROWTH OF A LIFE SAVING SYSTEM



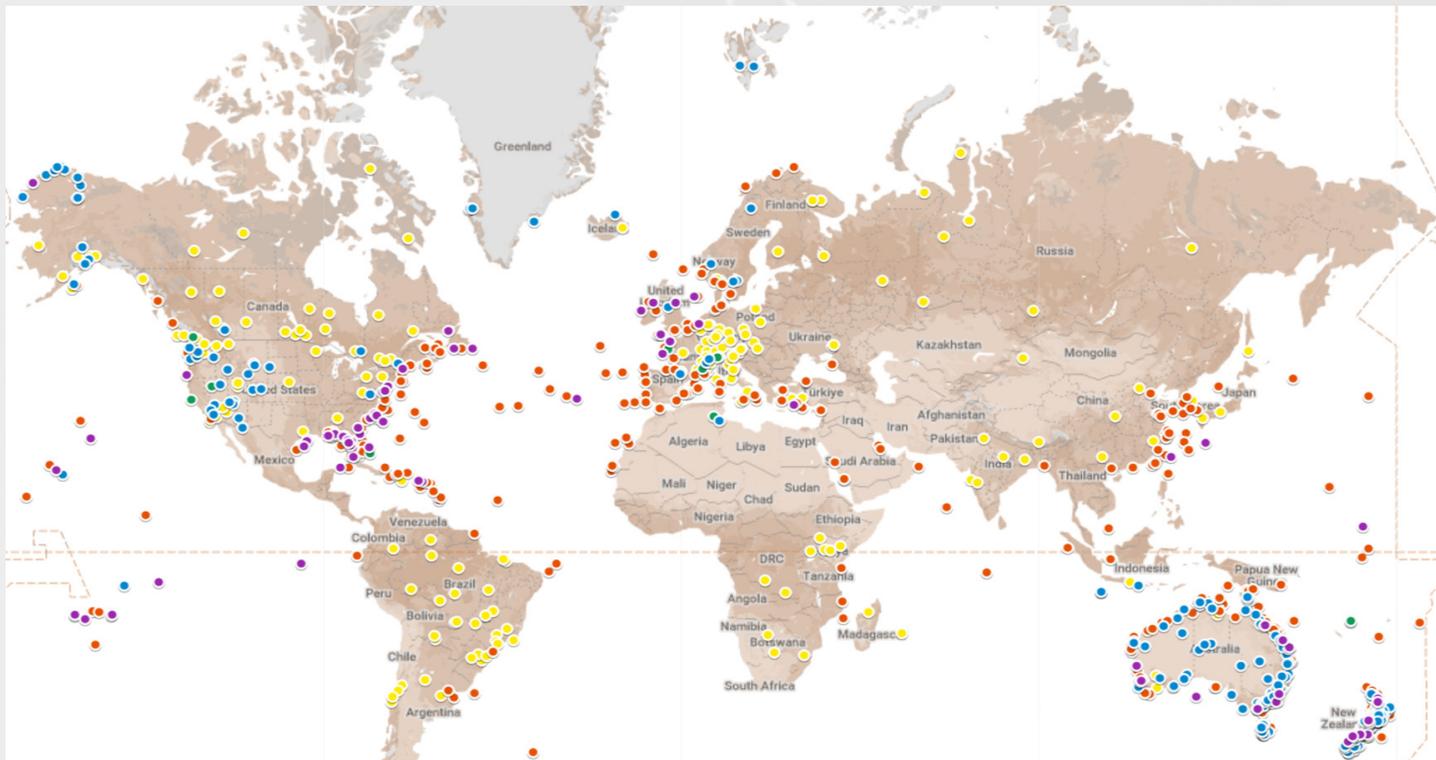
Since September 1982, the Cospas-Sarsat System has provided assistance in rescuing at least 63,745 persons in 19,883 SAR events.

ISSUE 31

WE SAVE LIVES

2023 SAR EVENTS

LEGEND: Yellow (ELTs), Red (EPIRBs), Blue (Land PLBs), Green (Aviation PLBs), Purple (Maritime PLBs).



SAR OPERATIONS (Year 2023)

From January to December 2023, the Cospas-Sarsat System provided assistance in rescuing 3,109 persons in 1,076 SAR events.

Type of Distress	SAR Events	Persons Rescued
Aviation	214	482
Maritime	391	1,889
Land	471	738
Total	1,076	3,109

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2024 NOTABLE SAVES

ALGERIAN NAVAL FORCES RESCUED CREW OF DREDGER VESSEL AFTER EPIRB ACTIVATION

3 LIVES SAVED

On 11 February 2024, at 06:14 UTC, the Algerian Mission Control Center received a distress signal from an EPIRB in the Algerian service area, associated with the dredger vessel "NOVADRAGMAR", sailing under the flag of Saint Vincent and the Grenadines according to the Vincentian beacon registration database. The alert message was sent to RCC and MRCC Algeria, and a rescue operation was immediately launched, including an AW-139 helicopter.

The EPIRB was activated due to the sinking of the dredger vessel. Two sailors of Portuguese nationality and a sailor of Dominican nationality were on board. The units carried out the rescue and transferred the ship's crew to hospital to receive health care.

In this incident, Cospas-Sarsat provided the first alert.



The rescue helicopter arriving on scene



An AW-139 used by the Algerian SAR authorities



SAR responders during the winching operation



One of the sailors saved during the rescue operation

2024 NOTABLE SAVES

PLB ACTIVATED BY HIKERS IN SWISS ALPS

2 LIVES SAVED

On 13 August 2024, a PLB was activated near the Matterhorn in Switzerland. The alert was received by the French Mission Control Center (FMCC) and relayed to the Swiss point of contact for Cospas-Sarsat distress alerts. As this beacon was Australian-coded and well registered in their national database, the Australian MCC was able to liaise with the beacon owner's emergency contacts which confirmed that two trekkers planned to hike from the Arolla Glacier to Lac de Places de Moulin in Italy without a mountain guide.



An Air Glaciers helicopter operating in Switzerland
Source: <https://jungfrauregion.swiss/>

Tasked to the scene by the SAR services, Air Glacier Helicopter located and evacuated the two trekkers from opposite Col Collon shortly after 17:30 on the same day, mere hours after the initial PLB activation.

The hikers had lost their way and were exhausted but unharmed. The rapidly deteriorating weather conditions in a high mountainous environment and the approaching darkness with lower temperatures could have been fatal for unequipped people if they had not been evacuated in time.

Two lives were saved thanks to their PLB providing the only alert and the excellent cooperation between all agencies involved.



The Personal Locator Beacon (PLB) position, as processed and distributed to the SAR point of contact by the System



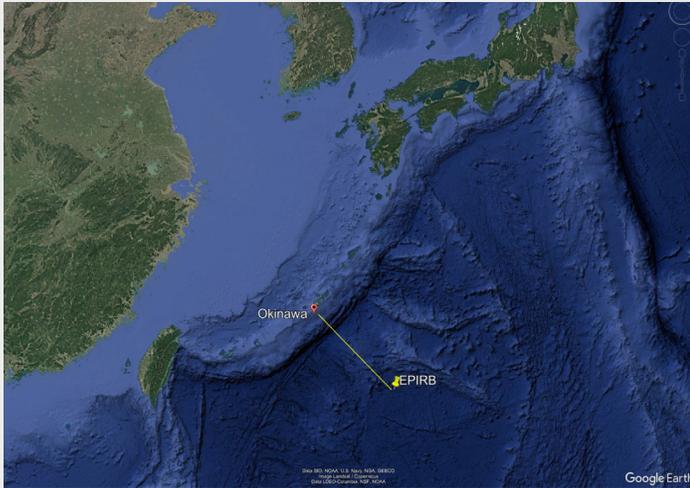
The position of the survivors, surrounded by high-mountainous environment

2024 NOTABLE SAVES

JAPANESE FISHING BOAT SINKS DUE TO FIRE ON BOARD

7 LIVES SAVED

On 29 August 2024 at 20:58 UTC, the Japan MCC (JAMCC) received a distress alert from a Japanese-coded EPIRB located 240 nautical miles southeast of Okinawa Island, Japan.



The beacon position, 240 NM southeast of Okinawa Island, Japan

The beacon identifier was checked by JAMCC and found to be associated with a Japanese fishing boat with a crew of eight. Though JAMCC attempted to make contact with the boat by various means of communication, none of the efforts were successful.

Japan Coast Guard aircraft were deployed to the scene and spotted one fishing boat on fire and one life raft with seven people onboard.

As a result of the rescue coordination, the seven crew members were rescued by one liquefied-natural-gas carrier navigating nearby, after they accepted the request of SAR services. The rescued crew were relayed to land by a Japan Coast Guard patrol vessel.

The fishing boat sank at sea approximately eight hours after JAMCC received the initial distress alert, and just two hours after Japan Coast Guard aircraft reached on scene.



Distress situation observed by the Japan Coast Guard MA721 airplane arriving on scene

This maritime accident was initially notified only by the 406 MHz EPIRB activation, and there was no relevant information available to clarify whether the signal was a real distress or a false alert until the SAR asset reached the scene.



The liferaft with seven crew (they did not carry an EPIRB)

Thanks to the EPIRB, which kept transmitting signals until the ship sank and helped the SAR aircraft to provide a prompt response, the fishermen were found quickly in the Pacific Ocean and saved far away from shore.



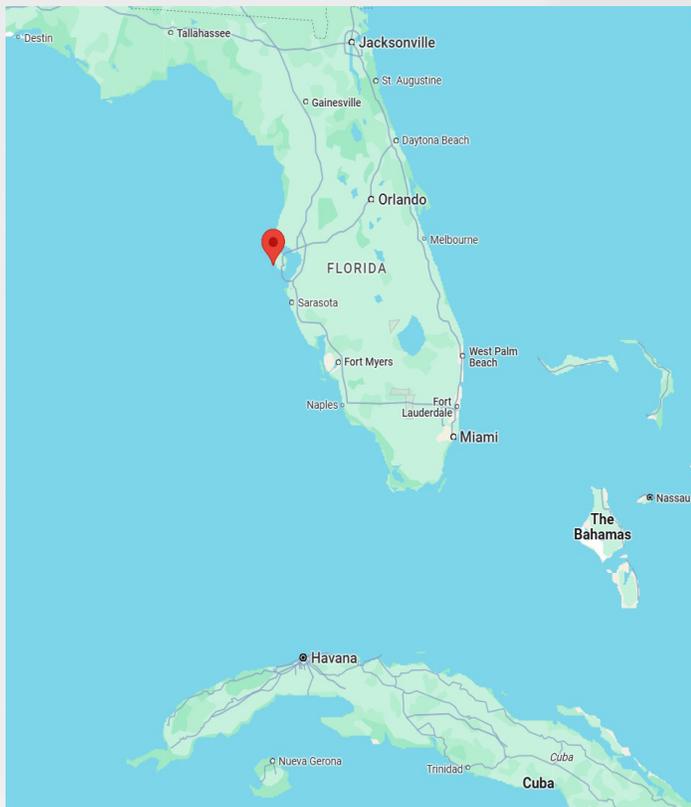
MA721 Aircraft belonging to the Japan Coast Guard

2024 NOTABLE SAVES

FISHING BOAT CAPTAIN RESCUED AFTER SURVIVING HURRICANE MILTON

1 LIFE SAVED

At 21:56 UTC on 9 October 2024, an EPIRB was activated 23 NM west of Madeira Beach, Florida. At the time, Hurricane Milton was bearing down on Florida's west coast with predicted landfall that night.



Madeira Beach, Florida, USA

US Coast Guard District 7 received the alert and correlated it with a case being worked by Sector St. Petersburg. Watch standers at Sector St. Petersburg made contact with the person in distress, the captain of fishing vessel Captain Dave, who reported that his vessel's rudder was fouled with a line, and she had become disabled.

The weather at the time was 6/8-foot seas, and approximately 30 mph winds but was quickly deteriorating as the category-3 hurricane approached.

The Coast Guard instructed the captain to don a life jacket and stay with the vessel's EPIRB. Watch standers lost communication with the captain at approximately 22:45 UTC.

Once hurricane conditions eased the following day, assets from Air Station Clearwater and Air Station Miami were launched to the EPIRB coordinates. Utilizing the EPIRB's 121.5 MHz modulated homing signal, USCG helicopters located the Captain Dave master, who was wearing a personal flotation device and clinging to a cooler. The helicopter crew safely hoisted him up, and flew him to a hospital in Tampa, FL.



Man hoisted to safety after surviving Hurricane Milton, clinging to a cooler

"This man survived in a nightmare scenario for even the most experienced mariner," said Lt. Cmdr. Dana Grady, Sector St. Petersburg's command center chief.

"To understand the severity of the hurricane conditions, we estimate he experienced approximately 75-90 mph winds, 20/25-foot seas, for an extended period of time to include overnight. He survived because of a life jacket, his emergency position indicating radio beacon, and a cooler."

ISSUE 31

2024 NOTABLE SAVES

EGYPTIAN NAVAL FORCES COORDINATE SAR OPERATION IN THE RED SEA

33 LIVES SAVED

On 25 November 2024 at 00:48 UTC, the Algerian MCC received distress signal from an EPIRB registered to the Egyptian tourist yacht "SEA STORY" and sent the alert to the JRCC Cairo, Egypt.



Egyptian tourist yacht "SEA STORY"

At 01:10 UTC, two rescue boats were engaged, and helicopters took off from the Berenice Unit's SAR Centre. Naval units from the Southern Fleet were assigned to head to the location of the incident according to the received coordinates.

The tourist yacht with 44 people onboard had hit a rogue wave and capsized. 33 people were rescued, and four bodies recovered. Medical and administrative care was promptly provided to the survivors, and those requiring urgent medical attention were transported to nearby hospitals.

Cospas-Sarsat provided the first alert for this mass rescue operation.



Semi-rigid Rescue Boats carrying passengers



Survivor requesting a medical assistance



Egyptian authorities taking care of survivors

2024 NOTABLE SAVES

ELT PROVIDES THE ONLY HOPE FOR SURVIVAL

3 LIVES SAVED

On 19 December 2024, an Antonov 2 aircraft with two crew members and one passenger was enroute from Milkovo to Ossora in Kamchatka region of the Russian Federation, an area known for its extreme natural and climatic conditions, and snowy winters.

The An-2 suddenly began to ice up at about 6,600ft (2,000m) which extremely degraded the ability of the An-2 to remain in flight. As the weight of the aircraft began to increase - the airplane drastically lost altitude and fell into deep snow. Fortunately, a real tragedy was somehow averted, and there were survivors after the crash.

All radio equipment onboard the An-2 was damaged, and no one had a satellite phone. In this critical situation, the Cospas-Sarsat 406-MHz ELT was the only hope for survival, and the Cospas-Sarsat System did not fail!

An initial distress signal from the beacon was relayed by the Russian GEOSAR satellite Louch-5V from the GEOLUT in the Krasnoyarsk Region and forwarded to the Russian MCC (CMC) in Moscow.



The crash site in the Kamtchaka region, known for its extreme winter conditions

The distress signals were also relayed by GEOSAR satellites Electro-L No.4, Louch-5A to their associated GEOLUTs and the Arktika-M satellite (in a highly elliptical orbit). A few minutes after receiving the first GEOSAR alerts, distress messages proving a position for the incident were received from the LEOSAR system and associated LEOLUTs in Nakhodka, and from other MCCs based in Australia (AUMCC), France (FMCC) and Japan (JAMCC).

The distress alerts were immediately transmitted to the main aviation Rescue Coordination Center (RCC).

The position identified by the System made it possible to determine the search area for the An-2 emergency landing site, located in an extremely remote mountainous area with rugged terrain. The nearest settlement was located 160 km from the crash site.

Low clouds, strong gusty winds, snow, and other harsh weather conditions hampered the SAR operation. It is worth noting that the ELT installed on board the An-2 could only be activated manually meaning that people on board the An-2 were alive and needed immediate help from rescuers.



The Antonov 2 aircraft, upside down after its emergency landing in the deep snow

The crew and the passenger of the An-2 were rescued almost three days later. As they waited for help to arrive, they set up some dwellings in the "snowy desert" similar to an igloo. The survivors heated up snow to get drinking water, warmed themselves by burning fuel and a wooden crate of cargo in a bucket. According to their own words, the temperature dropped below -25 °C at night.

In this case, the ELT provided the only source of information on the crash. The Cospas-Sarsat System has once again proved its reliability and efficiency!

ISSUE 31

NOTES FROM THE CHAIR

A FEW WORDS FROM THE COUNCIL CHAIR



HENRIK SMITH

Canada

2024-2025 Council Chair

It is an exciting time to be working in COSPAS-SARSAT. As we individually focus on the myriad of tasks that need to be completed to keep the System operating and evolving, it is important to occasionally step back and look at what we have accomplished. The advancements we have collectively made over the last few years, and those we are on the cusp of completing in the next few years, are truly transformational. When the Programme started, we were excited to be able to detect an alert within hours and with an accuracy of tens of kilometers. Today we measure success in terms of seconds and meters. Each year, we add new satellites, new and improved Local User Terminals (LUTs), Mission Control Centers (MCCs) and beacons. Our ability to create, share and move alert data around the globe improves with every system component commissioning, every launch and every beacon innovation.

ELT(DT)s are at Full Operational Capability (FOC), and we are in the final stages of ensuring connectivity to the Location of Aircraft in Distress Repository (LADR) and working with partner organizations to ensure manufacturers and operators can take maximum advantage of this new capability. MEOSAR is at Initial Operational Capability (IOC) and we are actively striving to reach FOC, possibly this year. The system's ability to support Second Generation Beacons (SGBs) is advancing rapidly, and with it exciting new opportunities including Two-Way Communications (TWC). Collectively these evolutions are impressive. And the evolution continues.

We have also continued to evolve as a hybrid-friendly organization. We have a record number of Expert and Correspondence Working Groups which regularly meet virtually to advance specific issues. At the same time, we are once again meeting in person, with a hybrid option, for our larger meetings and to address more complex subjects. In 2024, as a global organization, we were able to enjoy the exceptional hospitality of Türkiye, which co-hosted EWG-6 on TWC in Antalya in February, and the Kingdom of Saudi Arabia, which hosted the Council meeting (CSC-71) in Riyadh in October. This meeting was the first time the Council met outside of a Party State. In 2025, we are honored to have accepted invitations to meet in Abu Dhabi, UAE in June for the 39th Joint Committee meeting and in Doha, Qatar for a Council meeting (CSC-73).

Finally, we have never forgotten that our greatest strength is the people who commit so much, and work so hard, to ensure the continued success of the Programme. The Cospas-Sarsat Programme has long benefited from a succession of extraordinary experts, both at the national and programmatic level, and in 2024 that successful succession continued. Within the Programme Secretariat we said goodbye to Steve Lett, who served as Head of Secretariat for 13 years and welcomed Dr. Shefali Juneja. Dr. Shefali has extensive international experience, and with the support and expertise of the highly skilled and dedicated Secretariat staff will no doubt lead the Programme to further success. At the national level, we saw many longtime friends and Cospas-Sarsat experts move on; some to new opportunities, others to well-earned retirement. All left their mark and all left well trained successors.

On a personal note, my tenure as Chair of the Council will end in April 2025. It has been a pleasure working with all of you and I thank you for your support. Mr. Bruno Chazal will be our next Chairman. Please join me in welcoming him and wishing him all the best.

ISSUE 31

NOTES FROM THE HEAD OF SECRETARIAT

A FEW WORDS FROM THE HEAD OF SECRETARIAT



DR. SHEFALI JUNEJA
Head of Secretariat

In this most exceptional time, marking 45 years since the signing of the first Memorandum of Understanding (MOU) on 23 November 1979, I would like to extend my warmest regards to all of you — our partners, stakeholders, and colleagues across the globe. This milestone year reminds us of how far we have come in advancing global search-and-rescue operations, and the impact our collective efforts continue to have on saving lives.

Having joined the Cospas-Sarsat family in September 2024, I am excited with the work accomplished last year. Like many others, we adapted to the evolving global situation, moving many of our important meetings and working groups to virtual or hybrid platforms. In the past year alone, the Secretariat and our participants organized and executed numerous experts working group meetings, made critical decisions to enhance global search-and-rescue capabilities, and pushed forward key projects with remarkable efficiency—thanks to the dedication and ingenuity of all those involved.

Among our greatest achievements is the continued development and deployment of MEOSAR space and ground segment assets, which significantly enhance distress signal detection. We also made great strides in expanding the capabilities of our System by introducing more sophisticated capabilities such as the Second-Generation Beacons, the Return Link Service, and ELT(DTs), and ensuring faster and more reliable responses to emergencies worldwide by developing Two-Way Communication capability.

The Programme is working closely with ICAO and Eurocontrol on supporting the Location in Distress Repository (LADR). ELT(DT)s are the response developed by the Programme to address ICAO Autonomous Distress Tracking requirements under Global Aeronautical Distress and Safety System (GADDS). The rapid development of ELT(DT)s has also created additional challenges which are currently being addressed by the Programme.

As we celebrate 45 years of Cospas-Sarsat's life-saving work, there are many exciting developments and achievements to discover, and we are poised to continue innovating and evolving as we move forward.

Together, we are making the world a safer place, one distress signal at a time!

ISSUE 31

COSPAS-SARSAT PEOPLE & EVENTS IN 2024



38th Joint Committee Meeting – June 2024, Montréal, Québec, Canada



Open Meeting of the Seventy-First Session of the Cospas-Sarsat Council – October 2024, Riyadh, Saudi Arabia



Experts Working Group Meeting on Two-Way Communication (EWG-6/2024)
February 2024, Antalya, Türkiye

ISSUE 31

COSPAS-SARSAT PEOPLE & EVENTS IN 2024



Experts Working Group Meeting on Finalization of SGB Type Approval and Related Documents (EWG-7/2024)
May 2024, Montréal, Québec, Canada



South Central Data Distribution Region Meeting – February 2024, Doha, Qatar



Central Data Distribution Region Meeting – Mars 2024, Bari, Italy

FAREWELL AND HAIL

FAREWELL, MR. MARK TURNER



Mr. Mark Turner, the US Representative to the Programme since Feb 2019 departed our realm in January 2025. He served as the US Representative for 6 years and chaired the Council meetings in 2023 and 2024, as well as the EWG-2/2018 on GMDSS and GADSS Distress Alert Data Management..

Mark's involvement in Programme meetings began in 2010, but before that had developed a warm place in his heart for the Programme already, when serving operational tours with the USCG. Mark flew the H-60 helicopter in Astoria, Oregon, Kodiak, Alaska and Clearwater Florida where he was selected as the Order of the Daedalian USCG exceptional aviator of the year for his leadership during rescue operations during Hurricane Ike.

Mark, we will miss you!

MARK TURNER

USA Representative to the Programme - 2019-2025

Mr. Jim King recently retired, after working for 45 years on Cospas-Sarsat, most recently as an Analyst with the Canadian Department of National Defence. He attended over 100 international meetings, chaired some of them, and submitted over 200 papers.

In 1979, Jim was excited to work on a futuristic satellite system for search and rescue, called Cospas-Sarsat, where he helped develop LEOSAR in the 80s, GEOSAR in the 90s, and for the past 25 years, the MEOSAR system. For ten of those years, he was the Deputy Head and Technical Officer of the initial Cospas-Sarsat Secretariat, based at Inmarsat in London, UK.

Over the years, he had the opportunity to work on all aspects of the Cospas-Sarsat System, including satellite payloads and launches, beacons, LUTs, MCCs, System testing, type approval and commissioning, System documentation and administration. He visited beacon manufacturers, LUTs and MCCs on 6 continents.

He had also worked in parallel on various other satellite systems used for maritime vessel tracking, for satellite communications and navigation, and for Internet services. He has given several seminars and training courses and wrote chapters about Cospas-Sarsat in several journals, magazines and books, including the History book about Cospas-Sarsat.

Jim has a Bachelor and Master's degree in Engineering, is a registered Professional Engineer in Canada and was also a Canadian delegate at meetings of the European Space Agency (ESA) and the United Nations. He obtained an aircraft private pilot's licence and was a Canadian astronaut candidate. In retirement, he continues to work on the production of the History video of Cospas-Sarsat due to come out later this year.

FAREWELL, MR. JIM KING



JIM KING

Cospas-Sarsat Secretariat & Canadian DND - 1979-2025

FAREWELL AND HAIL

FAREWELL, MR. STEVEN LETT



STEVE LETT

Head of Cospas-Sarsat Secretariat - 2011-2024

Mr. Steven Lett departed as the Head of the Cospas-Sarsat Programme Secretariat after 13 fulfilling years. He led the Secretariat through the Programme's challenging period of transition to second-generation beacons, return-link service, MEOSAR, and incorporation into the International Civil Aviation Organization's Global Aeronautical Distress and Safety System (GADSS) with emergency locator beacons for distress tracking (ELT(DT)s). During that period, the Programme aided in the rescue of approximately 30,000 persons from around 10,000 distress incidents worldwide.

Steve observed: "It is the people who make Cospas-Sarsat the great humanitarian success that it is, and the relationships among delegations that make it so enriching. For the Secretariat staff, I cannot overstate how dedicated and hard-working the incredibly talented team is. Their sense of mission has meant significant personal sacrifices over the years in the interest of the Programme. It has been an honor for me to play a role in their professional achievements."

Steve led the Secretariat and provided guidance to the chairpersons through all 75 fixed-date Programme meetings hosted by the Secretariat during his tenure, including the swift transition to videoconference meetings that was required by the COVID-19 pandemic. He also contributed to regional meetings of Programme Participants and represented Cospas-Sarsat at UN-agency and other international conferences around the world.

Having returned to his hometown of Alexandria, Virginia, Steve has embarked on new adventures, both personal and professional.

Dr Shefali joined the Secretariat in August 2024 after having represented India on the International Civil Aviation Organization (ICAO) Council from 2019 to 2023.

In this capacity, she was instrumental in securing India's strategic position on global aviation policies and leading the nation's delegation in international aviation forums. She served as Vice President of the Council and Chairperson of several important committees in ICAO, spearheading work on Innovation and Global Aeronautical Distress Safety System through location information provided by Cospas-Sarsat Programme.

Immediately prior to joining Cospas-Sarsat, she was selected for a special position in the Government of India, Ministry of Finance, as Principal Commissioner (2023-2024), where she was responsible for national fiscal policymaking. She has also held various senior roles within the Indian aviation sector, including being on the Board of Directors of Air India.

Dr. Shefali's diplomatic and leadership skills have established her as a key figure in international policymaking, particularly in areas such as international cooperation, enhancement of safety through satellite communications, and technology integration for global aviation safety. She has represented India in various international organizations, including UNWTO, UNFCCC, the EU, ASEAN, and UNCTAD.

In recognition of her contributions to the aviation sector, she received an 'Excellence' award from the Ministry of Civil Aviation, Government of India.

She has a distinguished academic background with a Doctorate in History and MBA in Aviation Management, having further studied Public Policy and International Air Law at King's College, London and McGill University, Canada, respectively.

HAIL, DR. SHEFALI



DR. SHEFALI JUNEJA

Head of Cospas-Sarsat Secretariat - since 2024

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PARTICIPATING COUNTRIES AND ORGANIZATIONS

2025

Algeria
Argentina
Australia
Brazil
Canada
Chile
China (P.R. of)
Cyprus

Denmark
Finland
France
Germany
Greece
Hong Kong (China)
India
Indonesia

Italy
ITDC
Japan
Korea (Rep. of)
Malaysia
Netherlands (The)
New Zealand
Nigeria

Norway
Pakistan
Peru
Poland
Qatar
Russian Federation
Saudi Arabia
Serbia

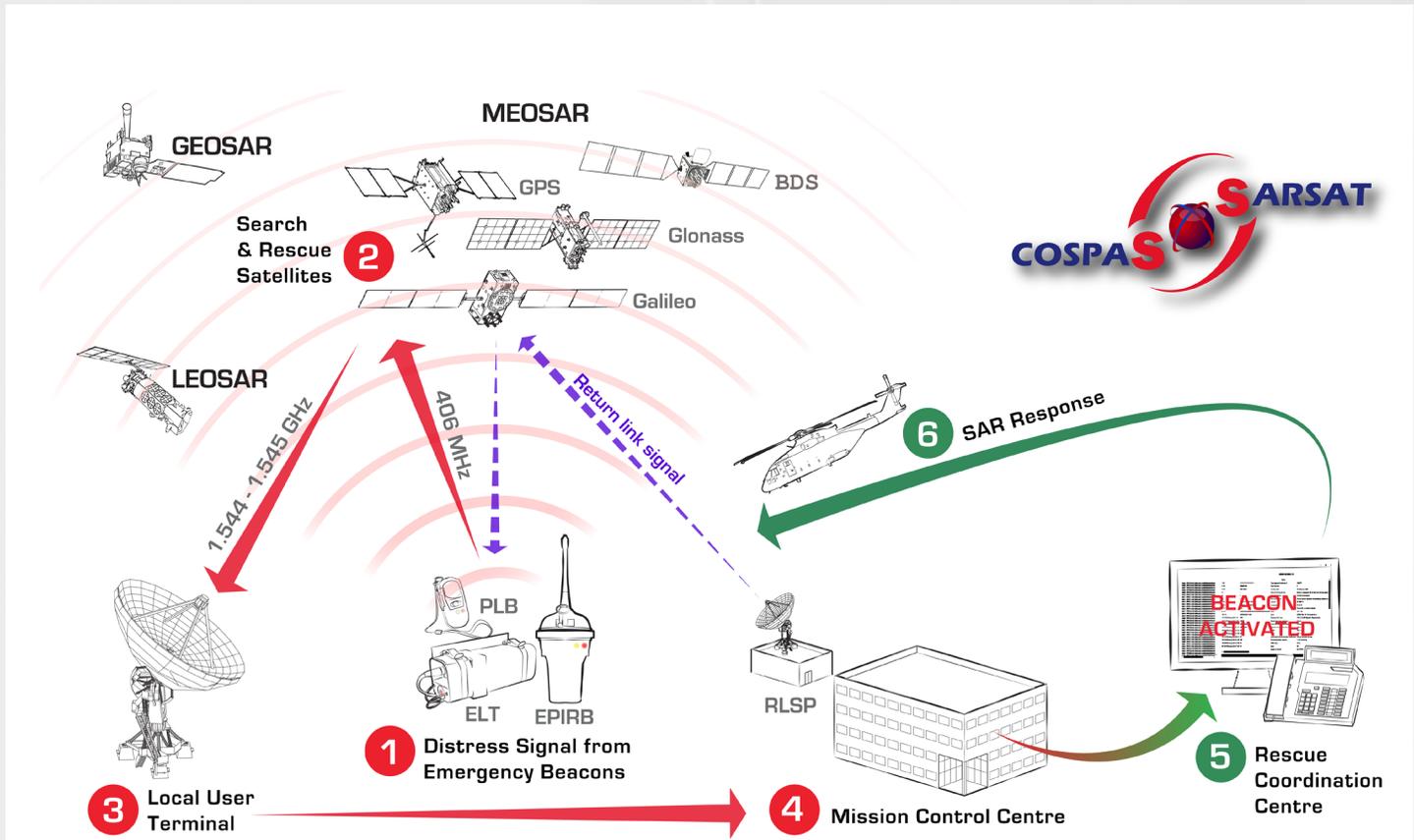
Singapore
South Africa
Spain
Sweden
Switzerland
Thailand
Togo
Tunisia

Turkey
UAE
UK
USA
Vietnam
Total: 45



ISSUE 31

HOW DOES THE COSPAS-SARSAT SYSTEM WORK?



The Cospas-Sarsat System provides distress alert and location information to search and rescue (SAR) services throughout the world for maritime, aviation and land users in distress. The System is comprised of:

- Satellites in low-altitude earth orbit (LEOSAR), geostationary orbit (GEOSAR) and medium altitude earth orbit (MEOSAR) that process and/or relay signals transmitted by distress beacons.
- Ground receiving stations, called “local user terminals” (LUTs), which process the satellite signals to locate the beacon.
- Mission control centres (MCCs) that distribute the distress alert information to SAR authorities.

The Cospas-Sarsat System detects distress beacons that operate at 406 MHz.

MARK YOUR CALENDARS!

For the first time ever, **10 September** will be celebrated as **Cospas-Sarsat Global Search and Rescue Day**, a powerful new initiative launched by the **Cospas-Sarsat Programme!**

This annual event shines a global spotlight on the **life-saving heroes** behind one of the world's most vital humanitarian efforts—those who work tirelessly to bring people home safely when accidents happen.

This inaugural celebration pays **special tribute** to the unsung experts at **Mission Control Centres (MCCs)**. These dedicated professionals play a **crucial role** in tracking distress signals and coordinating rescue efforts that save **countless lives across the Globe**.

Cospas-Sarsat Global Search and Rescue Day

10 SEPTEMBER 2025



**International Cospas-Sarsat Programme
Международная Программа Коспас-Сарсат
Programme International Cospas-Sarsat**

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