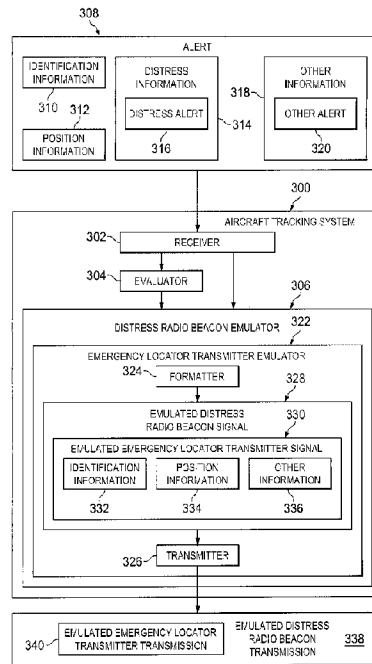




(22) Date de dépôt/Filing Date: 2016/07/11
(41) Mise à la disp. pub./Open to Public Insp.: 2017/02/21
(45) Date de délivrance/Issue Date: 2022/03/08
(30) Priorités/Priorities: 2015/08/21 (US14/832,851);
2015/08/21 (US14/832,879)

(51) Cl.Int./Int.Cl. *H04W 4/06* (2009.01),
B64D 45/00 (2006.01), *H04B 7/185* (2006.01),
H04W 4/029 (2018.01), *H04W 4/42* (2018.01),
H04W 4/90 (2018.01)
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(54) Titre : SURVEILLANCE DE DETRESSE D'AERONEF ET INTERFACE DE SYSTEME DE RECHERCHE ET SAUVETAGE
(54) Title: AIRCRAFT DISTRESS TRACKING AND INTERFACE TO SEARCH AND RESCUE SYSTEM



(57) **Abrégé/Abstract:**

An alert comprising identification information identifying an aircraft and position information identifying a position of the aircraft is sent by a tracking device on the aircraft via a communications satellite to a receiver in an aircraft tracking system. A formatter in the aircraft tracking system produces an emulated distress radio beacon signal comprising the identification and position information, in a format of a signal generated by a distress radio beacon. A transmitter in the aircraft tracking system broadcasts the emulated distress radio beacon signal from a location other than the aircraft as an emulated distress radio beacon transmission configured to be received and processed by a search and rescue system. Before broadcasting the emulated distress radio beacon signal, the aircraft tracking system sends registration information to the search and rescue system to indicate that an apparent distress radio beacon transmission identifying the aircraft is the emulated distress radio beacon transmission.

ABSTRACT

An alert comprising identification information identifying an aircraft and position information identifying a position of the aircraft is sent by a tracking device on the aircraft via a communications satellite to a receiver in an aircraft tracking system. A formatter in the aircraft tracking system produces an emulated distress radio beacon signal comprising the identification and position information, in a format of a signal generated by a distress radio beacon. A transmitter in the aircraft tracking system broadcasts the emulated distress radio beacon signal from a location other than the aircraft as an emulated distress radio beacon transmission configured to be received and processed by a search and rescue system. Before broadcasting the emulated distress radio beacon signal, the aircraft tracking system sends registration information to the search and rescue system to indicate that an apparent distress radio beacon transmission identifying the aircraft is the emulated distress radio beacon transmission.

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AIRCRAFT DISTRESS TRACKING AND INTERFACE TO SEARCH AND RESCUE SYSTEM

BACKGROUND

5 The present disclosure relates generally to identifying, locating, and responding to an aircraft in distress. More particularly, the present disclosure relates to a method and apparatus for delivering an alert from an aircraft to a search and rescue system for responding to the aircraft in distress.

10 Many aircraft carry distress radio beacons. Distress radio beacons may be known as emergency beacons or by other names. For example, without limitation, many commercial passenger aircraft and other aircraft may carry a distress radio beacon known as an emergency locator transmitter, ELT.

15 An emergency locator transmitter on an aircraft is intended to aid in locating the aircraft after a crash. An emergency locator transmitter on an aircraft may be manually or automatically activated to send out a distress signal when the aircraft is in distress. For example, without limitation, an emergency locator transmitter may be activated to transmit a distress signal automatically upon immersion in water or when another condition indicating that the aircraft is in distress is detected.

20 A search and rescue system may detect a distress signal generated by an emergency locator transmitter or other distress radio beacon on an aircraft and respond in an appropriate manner. For example, COSPAS-SARSAT is an international humanitarian search and rescue system for locating and responding to aircraft, ships, or individuals in distress. The COSPAS-SARSAT system includes a network of satellites, ground stations, mission control centers, and rescue coordination centers.

25 COSPAS-SARSAT uses satellites to detect distress signal transmissions from emergency locator transmitters on aircraft. The signal from an emergency locator transmitter on an aircraft is received by a satellite in the COSPAS-SARSAT system and relayed to the nearest available ground station. The ground station, called a Local User Terminal, processes the signal and determines the position from which it originated. The primary means for determining the position of the transmission from the emergency locator transmitter is using satellite orbit
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information and signal Doppler measurements. In some cases, an emergency locator transmitter may be configured to determine its location using a satellite navigation system receiver that is either integrated into the emergency locator transmitter or fed by a satellite navigation system receiver that is not part of the emergency locator transmitter.

5 Information identifying the position of the emergency locator transmitter is transmitted from the ground station to a mission control center where it is joined with identification data and other information associated with the emergency locator transmitter. The mission control center then transmits an alert message to an appropriate rescue coordination center based on the determined geographic location of the detected transmission from the emergency locator
10 transmitter and other available information.

Current emergency locator transmitters may have several limitations. For example, position information provided by current emergency locator transmitters may not be sufficiently accurate or provided in a sufficiently reliable manner to locate an aircraft in distress effectively. The majority of currently fielded emergency locator transmitters do not provide position
15 information directly. The location of the emergency locator transmitter is determined by radio frequency direction finding or multilateration through satellite links. This process may take an undesirably long time and may not be sufficiently reliable.

The weight of current emergency locator transmitters may be relatively high. Maintenance requirements for current emergency locator transmitters also may be relatively
20 high. For example, most emergency locator transmitters fitted to aircraft today are powered by a non-rechargeable battery that is relatively heavy and must be maintained appropriately to ensure reliable operation and to prevent any undesired condition from occurring. It also may be relatively difficult to reduce or eliminate undesirable tampering with current emergency locator transmitters.

25 Accordingly, it would be beneficial to have a method and apparatus that take into account one or more of the issues discussed above, as well as possible other issues.

SUMMARY

The present disclosure relates generally to tracking the position of an aircraft. More particularly, the present disclosure relates to a method and device for tracking the position of an
30 aircraft and a method for attaching a tracking device to an aircraft.

Many aircraft carry distress radio beacons. Distress radio beacons also may be known as emergency beacons or by other names. For example, without limitation, many commercial passenger aircraft and other aircraft may carry a distress radio beacon known as an emergency locator transmitter, ELT.

5 An emergency locator transmitter on an aircraft is intended to aid in locating the aircraft after a crash. An emergency locator transmitter or other distress radio beacon on an aircraft may be manually or automatically activated to send out a distress signal. For example, without limitation, an emergency locator transmitter may be activated automatically upon immersion in water.

10 The distress signals generated by an emergency locator transmitter or other distress radio beacon on an aircraft may be monitored and detected by a network of satellites worldwide. The geographic position of an emergency locator transmitter or other radio distress beacon emitting a distress signal may be determined using a satellite navigation system, triangulation, or using another method or an appropriate combination of methods.

15 Current emergency locator transmitters may have several limitations. For example, position information provided by current emergency locator transmitters may not be sufficiently accurate or provided in a sufficiently reliable manner to effectively locate an aircraft in distress effectively. The majority of currently fielded emergency locator transmitters do not provide position information directly. The location of the emergency locator transmitter is determined
20 by radio frequency direction finding or multilateration through satellite links. This process may take an undesirably long time and may not be sufficiently reliable.

The weight of current emergency locator transmitters may be relatively high. Maintenance requirements for current emergency locator transmitters also may be relatively high. For example, most emergency locator transmitters fitted to aircraft today are powered by a
25 non-rechargeable battery that is relatively heavy and must be maintained appropriately to ensure reliable operation and to prevent any undesired condition from occurring. It also may be relatively difficult to reduce or eliminate undesirable tampering with current emergency locator transmitters.

Accordingly, it would be beneficial to have a method and apparatus that take into
30 account one or more of the issues discussed above, as well as other possible issues.

In one embodiment, there is provided a method of delivering an alert from an aircraft to a search and rescue system. The method involves receiving the alert by a receiver in an aircraft tracking system from a tracking device on the aircraft via a communications satellite, wherein the alert comprises identification information identifying the aircraft and position information identifying a position of the aircraft. The method further involves, in response to receiving the alert, generating an emulated distress radio beacon signal by a formatter in the aircraft tracking system, wherein the emulated distress radio beacon signal comprises the identification information and the position information in a format of a signal generated by a distress radio beacon. The method further involves broadcasting the emulated distress radio beacon signal by a transmitter in the aircraft tracking system from a location other than the aircraft as an emulated distress radio beacon transmission that is configured to be received and processed by the search and rescue system. The method further involves sending registration information by the aircraft tracking system to the search and rescue system before broadcasting the emulated distress radio beacon signal, wherein the registration information indicates that an apparent distress radio beacon transmission received by the search and rescue system that identifies the aircraft is the emulated distress radio beacon transmission.

In another embodiment, there is provided an apparatus. The apparatus includes a receiver configured to receive an alert from an aircraft via a communications satellite, wherein the alert comprises identification information identifying the aircraft and position information identifying a position of the aircraft. The apparatus further includes a formatter configured to generate an emulated distress radio beacon signal comprising the identification information and the position information in a format of a signal generated by a distress radio beacon, and a transmitter configured to broadcast the emulated distress radio beacon signal from a location other than the aircraft as an emulated distress radio beacon transmission that is configured to be received and processed by a search and rescue system. The apparatus is further configured to send registration information to the search and rescue system before the emulated distress radio beacon signal is broadcast, wherein the registration information indicates that an apparent distress radio beacon transmission received by the search and rescue system that identifies the aircraft is the emulated distress radio beacon transmission.

In another embodiment, there is provided a system. The system includes a tracking device on an aircraft configured to send an alert from the aircraft via a communications satellite, wherein the alert comprises identification information identifying the aircraft and position information identifying a position of the aircraft. The system further includes an aircraft tracking system configured to receive the alert from the aircraft, generate an emulated distress radio beacon signal comprising the identification information and the position information in a format of a signal generated by a distress radio beacon, and broadcast the emulated distress radio beacon signal from a location other than the aircraft as an emulated distress radio beacon transmission. The system further includes a search and rescue system configured to: receive the emulated distress radio beacon transmission as an apparent distress radio beacon transmission via a search and rescue system satellite; receive registration information before receiving the emulated distress radio beacon transmission, the registration information indicating that the apparent distress radio beacon transmission that identifies the aircraft is the emulated distress radio beacon signal, and use the identification information and the position information to conduct a search and rescue operation.

In another embodiment, there is provided a method of using an alert from an aircraft to perform a search and rescue operation. The method involves receiving, by a search and rescue system, an apparent distress radio beacon transmission comprising identification information identifying the aircraft and position information identifying a position of the aircraft. The method further involves using the identification information, by the search and rescue system, to identify registration information for the aircraft indicating whether the apparent distress radio beacon transmission is an emulated distress radio beacon transmission transmitted from a transmitter that is not a distress radio beacon located on the aircraft. The method further involves using the position information, by the search and rescue system, to perform the search and rescue operation in response to a determination that the apparent distress radio beacon transmission is the emulated distress radio beacon transmission transmitted from the transmitter that is not the distress radio beacon located on the aircraft.

In another embodiment, there is provided a method of delivering an alert from an aircraft to a search and rescue system. The method involves receiving the alert by a receiver in an aircraft tracking system from a tracking device on the aircraft via a communications satellite,

wherein the alert comprises identification information identifying the aircraft and position information identifying a position of the aircraft. The method further involves, in response to receiving the alert, generating an emulated distress radio beacon signal by a formatter in the aircraft tracking system, wherein the emulated distress radio beacon signal comprises the
5 identification information and the position information in a format of a signal generated by a distress radio beacon. The method further involves broadcasting the emulated distress radio beacon signal by a transmitter in the aircraft tracking system from a location other than the aircraft as an emulated distress radio beacon transmission that is configured to be received and processed by the search and rescue system. The method further involves sending registration
10 information by the aircraft tracking system to the search and rescue system before broadcasting the emulated distress radio beacon signal, wherein the registration information indicates that an apparent distress radio beacon transmission that identifies the aircraft is the emulated distress radio beacon transmission, and wherein the registration information includes transmitter position information that the search and rescue system can compare to a calculated position of
15 the apparent distress radio beacon transmission to validate the apparent distress radio beacon transmission.

In another embodiment, there is provided an apparatus, including a receiver configured to receive an alert from an aircraft via a communications satellite, wherein the alert comprises identification information identifying the aircraft and position information identifying a position
20 of the aircraft. The apparatus further includes a formatter configured to generate an emulated distress radio beacon signal comprising the identification information and the position information in a format of a signal generated by a distress radio beacon. The apparatus further includes a transmitter configured to broadcast the emulated distress radio beacon signal from a location other than the aircraft as an emulated distress radio beacon transmission that is
25 configured to be received and processed by a search and rescue system. The apparatus is further configured to send registration information to the search and rescue system before the emulated distress radio beacon signal is broadcast, wherein the registration information indicates that an apparent distress radio beacon transmission that identifies the aircraft is the emulated distress radio beacon transmission and wherein the registration information includes transmitter position
30 information that the search and rescue system can compare to a calculated position of the

apparent distress radio beacon transmission to validate the apparent distress radio beacon transmission.

5 In another embodiment, there is provided a system including a tracking device on an aircraft configured to send an alert from the aircraft via a communications satellite, wherein the alert comprises identification information identifying the aircraft and position information identifying a position of the aircraft. The system further includes an aircraft tracking system configured to receive the alert from the aircraft, generate an emulated distress radio beacon signal comprising the identification information and the position information in a format of a signal generated by a distress radio beacon, and broadcast the emulated distress radio beacon
10 signal from a location other than the aircraft as an emulated distress radio beacon transmission. The system further includes a search and rescue system configured to receive the emulated distress radio beacon transmission as an apparent distress radio beacon transmission via a search and rescue system satellite. The search and rescue system further receives registration information before receiving the emulated distress radio beacon transmission. The registration
15 information indicates that that the apparent distress radio beacon transmission that identifies the aircraft is the emulated distress radio beacon signal and the registration information includes transmitter position information that the search and rescue system can compare to a calculated position of the apparent distress radio beacon transmission to validate the apparent distress radio beacon transmission, and use the identification information and the position information to
20 conduct a search and rescue operation.

In another embodiment, there is provided a method of using an alert from an aircraft to perform a search and rescue operation. The method involves receiving, by a search and rescue system, an apparent distress radio beacon transmission comprising identification information identifying the aircraft and position information identifying a position of the aircraft and using
25 the identification information, by the search and rescue system, to identify registration information for the aircraft indicating whether the apparent distress radio beacon transmission is an emulated distress radio beacon transmission transmitted from a transmitter that is not a distress radio beacon located on the aircraft. The registration information includes transmitter position information that the search and rescue system can compare to a calculated position of
30 the apparent distress radio beacon transmission to validate the apparent distress radio beacon

transmission. The method further involves using the position information, by the search and rescue system, to perform the search and rescue operation in response to a determination that the apparent distress radio beacon transmission is the emulated distress radio beacon transmission transmitted from the transmitter that is not the distress radio beacon located on the aircraft.

5 Various features, functions, and benefits may be achieved independently in various embodiments of the present disclosure or may be combined in yet other embodiments in which further details can be seen with reference to the following description and drawings.

BRIEF DESCRIPTION OF THE DRAWINGS

10 The novel features believed characteristic of the illustrative embodiments are set forth in below. The illustrative embodiments, however, as well as a preferred mode of use, further objectives, and benefits thereof, will best be understood by reference to the following detailed description of illustrative embodiments of the present disclosure when read in conjunction with the accompanying drawings, wherein:

15 Figure 1 is an illustration of an aircraft operating environment in accordance with an illustrative embodiment;

 Figure 2 is an illustration of a block diagram of an aircraft operating environment in accordance with an illustrative embodiment;

20 Figure 3 is an illustration of a block diagram of an aircraft tracking system in accordance with an illustrative embodiment;

 Figure 4 is an illustration of a block diagram of a search and rescue system in accordance with an illustrative embodiment;

 Figure 5 is an illustration of a block diagram of a tracking device in accordance with an illustrative embodiment;

25 Figure 6 is an illustration of a flowchart of a process of using an alert from an aircraft to perform a search and rescue operation in accordance with an illustrative embodiment;

 Figure 7 is an illustration of a flowchart of a process for delivering an alert from an aircraft to a search and rescue system in accordance with an illustrative embodiment;

30 Figure 8 is an illustration of a flowchart of a process for using an alert from an aircraft to perform a search and rescue operation in accordance with an illustrative embodiment; and

Figure 9 is an illustration of a block diagram of a data processing system in accordance with an illustrative embodiment.

DETAILED DESCRIPTION

5 The following description of Figures 1-9 refers to reference characters in Figures 1-9.

Different illustrative embodiments recognize and take into account a number of different considerations. "A number," as used herein with reference to items, means one or more items. For example, "a number of different considerations" are one or more different considerations.

10 The different illustrative embodiments recognize and take into account that many of the limitations of an emergency locator transmitter may be overcome by replacing the emergency locator transmitter on an aircraft with an Iridium based tracking system. The different illustrative embodiments also recognize, however, that the current COSPAS-SARSAT search and rescue system is not configured to receive alerts from such a tracking system.

15 Illustrative embodiments provide a system and method for receiving alerts and position information from a tracking device on an aircraft and re-transmitting the alerts in an appropriate format for the current COSPAS-SARSAT system. In accordance with an illustrative embodiment, an alert received from the tracking device on an aircraft may be converted into an emulated emergency locator transmitter signal that may be broadcast using a transmitter that emulates a transmission from an emergency locator transmitter.

20 Turning to Figure 1, an illustration of an aircraft operating environment is depicted in accordance with an illustrative embodiment. Aircraft operating environment 100 may include any appropriate environment in which aircraft 102 may be operated in any appropriate manner.

25 Aircraft 102 may be any appropriate type of aircraft that may be configured to perform any appropriate operation or mission in aircraft operating environment 100. For example, without limitation, aircraft 102 may be a commercial passenger aircraft or any other appropriate type of aircraft.

Aircraft operating environment 100 may include search and rescue system 104. Search and rescue system 104 may comprise various systems and personnel for responding to an

indication that aircraft **102** is in distress. For example, without limitation, search and rescue system **104** may comprise the COSPAS-SARSAT search and rescue system.

5 Search and rescue system **104** may comprise search and rescue system satellites **106** and ground facilities **108**. Search and rescue system satellites **106** may comprise satellites in low Earth orbit, satellites in geostationary orbits, or both. Search and rescues system satellites are configured to detect transmissions from distress radio beacons, such as emergency locator transmitters, and to rely such transmissions to ground facilities **108**.

10 Ground facilities **108** are configured to receive the relayed distress radio beacon transmissions from search and rescue system satellites **106**, process the distress radios beacon transmissions, and conduct appropriate search and rescue operations in response. For example, without limitation, ground facilities **108** may include multiple response centers having various resources for responding to various distress situations. Ground facilities **108** may be configured to process received distress radio beacon transmissions to identify and notify the appropriate response center or centers for responding to a particular distress situation.

15 In accordance with an illustrative embodiment, aircraft **102** may include tracking device **112**. For example, without limitation, tracking device **112** may be attached to the skin of aircraft **102** on the outside of aircraft **102**. In accordance with an illustrative embodiment, tracking device **112** may be configured to determine automatically the position of aircraft **102**, to determine when aircraft **102** is in distress, and to send an alert including position information
20 identifying the position of aircraft **102** when aircraft **102** is determined to be in distress.

25 Tracking device **112** may be configured to identify the position of aircraft **102** using navigation signals **114** received from a number of navigation system satellites **116** in a known manner. Tracking device **112** may use navigation signals **114** received from more than three navigation system satellites **116** to determine the position of aircraft **102**. For example, without limitation, navigation system satellites **116** may include satellites in satellite navigation system **117** such as the Global Positioning System, GPS, the Global Navigation Satellite System, GLONASS, other appropriate satellite navigation systems, or various combinations of satellite navigation systems that may be used by tracking device **112** to determine the position of aircraft **102**.

In accordance with an illustrative embodiment, tracking device **112** on aircraft is not a conventional emergency locator transmitter or other conventional distress radio beacon. In accordance with an illustrative embodiment, tracking device **112** is configured to send an alert including position information to aircraft tracking system **118** via communications satellite **120**.

5 For example, without limitation, aircraft tracking system **118** may be a global aircraft tracking system. Aircraft tracking system **118** may be operated by any appropriate entity. For example, without limitation, when aircraft **102** is a commercial passenger aircraft, aircraft tracking system **118** may be operated by an airline. Alternatively, aircraft tracking system **118** may be operated by a third party for a number of airlines or other operators of aircraft **102**.

10 Communications satellite **120** may comprise any appropriate communications satellite or a plurality of communications satellites for establishing a communications link between tracking device **112** on aircraft **102** and aircraft tracking system **118**. Tracking device **112** may be configured to send alerts, including position information identifying the position of aircraft **102**, from tracking device **112** to aircraft tracking system **118** via the communications link established using communications satellite **120**. For example, without limitation, 15 communications satellite **120** may be a communications satellite in low Earth orbit. A satellite in low Earth orbit is in orbit around the Earth with an altitude between approximately **160** kilometers and **2000** kilometers. For example, without limitation, communications satellite **120** may be an Iridium communications satellite in the Iridium satellite constellation operated by 20 Iridium Communications.

Search and rescue system **104** may not be configured to receive an alert transmitted from tracking device **112** on aircraft **102**. In accordance with an illustrative embodiment, however, aircraft tracking system **118** may include appropriate facilities for receiving an alert transmission from tracking device **112** on aircraft **102**, evaluating the alert, and transmitting the 25 alert in an appropriate format to be received and processed by search and rescue system **104**. For example, without limitation, aircraft tracking system **118** may be configured to evaluate an alert received from tracking device **112** on aircraft **102** to determine whether the alert indicates that aircraft **102** is in distress.

Appropriate action by search and rescue system **104** may be desired or required when 30 aircraft **102** is in distress. If action from search and rescue system **104** is desired or required,

aircraft tracking system **118** may generate emulated distress radio beacon signal **122**. Emulated distress radio beacon signal **122** may include identification information identifying aircraft **102** and position information identifying the position of aircraft **102** as provided in the alert received from tracking device **112** on aircraft **102**. Emulated distress radio beacon signal **122** may be in a standard format of a signal generated by a distress radio beacon. For example, without limitation, emulated distress radio beacon signal **122** may be in the standard format of a transmission from an emergency locator transmitter on an aircraft. Aircraft tracking system **118** may broadcast emulated distress radio beacon signal **122** as an emulated distress radio beacon transmission that is configured to be received and processed by search and rescue system **104**.
5
10 Emulated distress radio beacon signal **122** may be broadcast from a location that is not on aircraft **102** using any appropriate transmitter **124** that is configured to emulate a transmission from a distress radio beacon on an aircraft. For example, without limitation, transmitter **124** may be located on the ground.

Emulated distress radio beacon signal **122** may be received by search and rescue system satellites **106** and relayed to ground facilities **108** for search and rescue system **104** in a normal manner. Search and rescue system **104** thus may be notified of and respond to an alert generated by tracking device **112** on aircraft **102** without significant changes to search and rescue system **104**.
15

Turning to Figure 2, an illustration of a block diagram of an aircraft operating environment is depicted in accordance with an illustrative embodiment. Aircraft operating environment **200** may be an example of one implementation of aircraft operating environment **100** in Figure 1. Aircraft operating environment **200** may comprise aircraft **202**, aircraft tracking system **204**, and search and rescue system **206**.
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Aircraft **202** may be any appropriate type of aircraft that may be configured to perform any appropriate operation or mission in aircraft operating environment **200**. For example, without limitation, aircraft **202** may be a commercial passenger aircraft, a cargo aircraft, a military aircraft, or any other appropriate type of aircraft. Aircraft **202** may be a fixed wing aircraft, a rotary wing aircraft, or a lighter-than-air aircraft. Aircraft **202** may be a manned aircraft or an unmanned aircraft.
25

Before operating aircraft **202** in aircraft operating environment **200**, registration information **207** for aircraft **200** may be provided to search and rescue system. Registration information **207** may comprise the same type of information that would be needed by search and rescue system **206** to respond to a transmission from an actual emergency locator transmitter on an aircraft. For example, without limitation, registration information **207** may include information connecting aircraft identification information in a received distress radio beacon signal to the operator of the aircraft, appropriate contact information, an appropriate regulatory authority that should be contacted in an emergency situation, or other appropriate information. The aircraft position at the time of the distress signal reception may determine which Air Navigation Service Unit should be contacted as well.

For example, without limitation, registration information **207** may notify search and rescue system **206** that an apparent distress radio beacon transmission from aircraft **202** is not from a distress radio beacon on aircraft **202**, but is from aircraft tracking system **204**. Registration information is provided to search and rescue system **206** so that search and rescue system **206** may respond appropriately when an apparent distress radio beacon transmission from aircraft **202** is received by search and rescue system **206**.

Aircraft **202** includes tracking device **208**. Tracking device **208** may be configured to send alert **210** to aircraft tracking system **204** via communications satellite **212**. Communications satellite **212** may be a communications satellite in low Earth orbit **214**. For example, without limitation, communications satellite **212** may be Iridium communications satellite **216**.

Alert **210** may indicate that aircraft **202** is in distress and may include position information identifying the position of aircraft **202**. Aircraft tracking system **204** may evaluate alert **210** and broadcast emulated distress radio beacon transmission **218**. Emulated distress radio beacon transmission **218** may include information identifying aircraft **202** and position information identifying the position of aircraft **202** and may be in the form of a transmission from a distress radio beacon that can be received and processed by search and rescue system **206**.

For example, without limitation, search and rescue system **206** may comprise the COSPAS-SARSAT **219** search and rescue system or another appropriate search and rescue

system that may be configured to receive and process standard distress radio beacon transmission **220** from distress radio beacon **222** on an aircraft to perform a search and rescue operation. Signals in standard distress radio beacon transmission **220** from distress radio beacon **222** may be in standard format **224** of signals generated by distress radio beacon **222**.

5 Search and rescue system **206** may receive emulated distress radio beacon transmission **218** and use the information provided in emulated distress radio beacon transmission **218** along with registration information **207** for aircraft **202** to conduct an appropriate search and rescue operation. In accordance with an illustrative embodiment, emulated distress radio beacon transmission **218** may be in standard format **224** of standard distress radio beacon transmission
10 **220** from distress radio beacon **222** on an aircraft. Therefore, search and rescue system **206** may receive and process emulated distress radio beacon transmission **218** to conduct an appropriate search and rescue operation in the same manner or a similar manner to which standard distress radio beacon transmission **220** from distress radio beacon **222** on an aircraft is received and processed by search and rescue system **206**.

15 Turning to Figure 3, an illustration of a block diagram of an aircraft tracking system is depicted in accordance with an illustrative embodiment. Aircraft tracking system **300** may be an example of one implementation of aircraft tracking system **118** in Figure 1 and aircraft tracking system **204** in Figure 2.

Aircraft tracking system **300** may include receiver **302**, evaluator **304**, and distress radio
20 beacon emulator **306**.

Receiver **302** may include any appropriate communications system including a satellite communications receiver for receiving alert **308** from an aircraft via a communications satellite. Alert **308** may include identification information **310**, position information **312**, distress information **314**, and other information **318**. Distress information **314** may indicate that alert
25 **308** is distress alert **316**. Alternatively, other information **318** may indicate that alert **308** is other alert **320** other than distress alert **316**.

Evaluator **304** may be configured to evaluate whether alert **308** is distress alert **316** or other alert **320**. The evaluation performed by evaluator **304** may be performed automatically by a computer system or by a computer system in combination with a human operator.

For example, without limitation, distress radio beacon emulator **306** may be emergency locator transmitter emulator **322**. Distress radio beacon emulator **306** may comprise formatter **324** and transmitter **326**. In response to alert **308** being determined to be distress alert **316** by evaluator **304**, formatter **324** may generate emulated distress radio beacon signal **328**. Formatter **324** may be configured to generate emulated distress radio beacon signal **328** in a standard format of a signal generated by a distress radio beacon. For example, without limitation, emulated distress radio beacon signal **328** may be emulated emergency locator transmitter signal **330** in a standard format of a signal generated by an emergency locator transmitter. Emulated distress radio beacon signal **328** may include identification information **332** identifying the aircraft from which alert **308** was received, position information **334** identifying the position of the aircraft as identified in alert **308**, and other information **336**.

Transmitter **326** may be configured to broadcast emulated distress radio beacon signal **328** as emulated distress radio beacon transmission **338**. For example, without limitation, transmitter **326** may be configured to broadcast emulated emergency locator transmitter signal **330** as emulated emergency locator transmitter transmission **340**. For example, without limitation, emulated emergency locator transmitter transmission **340** may be encoded by formatter **324** and broadcast by transmitter **326** in accordance with emergency locator transmitter standards for signal modulation, message format, repetition rate, power, other characteristics, or various combinations of characteristics of a transmission from a standard emergency locator transmitter. For example, without limitation, transmitter **326** may broadcast emulated emergency locator transmitter transmission **340** at approximately **406** MHz or at any other appropriate frequency to emulate a transmission from a standard emergency locator transmitter.

Turning to Figure 4 an illustration of a block diagram of a search and rescue system is depicted in accordance with an illustrative embodiment. Search and rescue system **400** may be an example of one implementation of search and rescue system **104** in Figure 1 and search and rescue system **206** in Figure 2. For example, without limitation, search and rescue system **400** may comprise search and rescue system satellites **402**, ground stations **404**, mission control center **406**, and response center **408**.

Search and rescue system satellites **402** are configured to detect apparent distress radio beacon transmission **410** and relay apparent distress radio beacon transmission **410** to ground stations **404**. Ground stations **404** are configured to receive and process apparent distress radio beacon transmission **410** from search and rescue system satellites **402**. Ground stations **404** may extract identification information **412**, position information **414**, and other information **416** from received apparent distress radio beacon transmission **410** and forward such information to mission control center **406**. Ground stations **404** also may include position calculator **418** for determining calculated position **420** of the transmission of apparent distress radio beacon transmission **410** using satellite orbit information and signal Doppler measurements in a known manner. Calculated position **420** also may be provided to mission control center **406**.

Mission control center **406** may receive information from ground stations **404** and exchange information with other mission control centers **422**. Mission control center **406** may use registration information **424** in registration database **426** to determine whether apparent distress radio beacon transmission **410** is an emulated distress radio beacon and to determine the appropriate response center **408** to notify. Registration information **424** may include, for example, without limitation, identification information **428**, transmitter information **430**, and other information **432**.

Transmitter information **430** in registration information **424** may indicate that apparent distress radio beacon transmission **410** from an aircraft identified by identification information **428** is an emulated distress radio beacon transmission. Transmitter information **430** also may identify transmitter position **434** of the source of the emulated distress radio beacon transmission. Mission control center **406** may comprise validator **436** for validating a received emulated distress radio beacon transmission by comparing calculated position **420** for the transmission to transmitter position **434** as identified in registration information **424**.

Response center **408** may include resources **438** for performing search and rescue operations. Response center **408** may use information provided by mission control center **406** to use resources **438** in an appropriate manner to perform a search and rescue operation in response to the received emulated distress radio beacon transmission.

The illustrations of Figures **2-4** are not meant to imply physical or architectural limitations to the manner in which different illustrative embodiments may be implemented.

Other components in addition to, in place of, or in addition to and in place of the ones illustrated may be used. Some components may be unnecessary in some illustrative embodiments. Also, the blocks are presented to illustrate some functional components. One or more of these blocks may be combined, divided, or combined and divided into different blocks when implemented in
5 different illustrative embodiments.

Turning to Figure 5, an illustration of a block diagram of a tracking device is depicted in accordance with an illustrative embodiment. Tracking device 500 may be an example of one implementation of tracking device 112 on aircraft 102 in Figure 1 or tracking device 208 on aircraft 202 in Figure 2. For example, without limitation, tracking device 500 may be attached to
10 aircraft 501 on outside 502 of aircraft 501.

Tracking device 500 comprises various electronics contained within housing 504. Housing 504 may be made in any appropriate manner of any appropriate material such that the electronics contained inside housing 504 are protected to maintain proper operation of tracking device 500 when tracking device 500 is attached to aircraft 501 on outside 502 of aircraft 501.
15 For example, without limitation, the electronics may be hermetically sealed 506 within interior 508 of housing 504. The electronics may be hermetically sealed 506 within interior 508 of housing 504 using any appropriate materials and structures to provide an airtight seal between interior 508 of housing 504 and outside 502 of aircraft 501 when tracking device 500 is attached to aircraft 501 on outside 502 of aircraft 501. Electronics for tracking device 500 may include
20 satellite navigation system receiver 510, number of antennas 512, satellite communications transceiver 514, distress identifier 516, and processor 518.

Satellite navigation system receiver 510 may be configured to receive navigation signals from satellites in a satellite navigation system via number of antennas 512. For example, without limitation, satellite navigation system receiver 510 may be configured to use satellite
25 navigation system receiver antenna 519 in number of antennas 512 to receive the navigation signals. For example, without limitation, satellite navigation system receiver 510 may be configured to receive navigation signals from satellites in a global navigation satellite system such as the Global Positioning System (GPS), the Global Navigation Satellite System (GLONASS), another appropriate satellite navigations system, or from various combinations of
30 satellite navigation systems. In accordance with an illustrative embodiment, the navigation

signals received by satellite navigation system receiver **510** may be used to determine the position of aircraft **501**.

Satellite communications transceiver **514** may be configured to send and receive information via a satellite communications system. For example, without limitation, satellite communications transceiver **514** may be configured to send and receive information via communications satellites in low Earth orbit, such as satellites in the Iridium network, other appropriate communications satellites, or various communications satellites from various combinations of satellite communications systems.

In accordance with an illustrative embodiment, satellite communications transceiver **514** may be used to send position information **520** to a receiving station via a satellite. Position information **520** may include information identifying the position determined using the navigation signals received by satellite navigation system receiver **510**. In distinct embodiments, position information **520** may be augmented by additional information such as time stamps, and other aircraft navigation or aircraft state data.

Satellite communications transceiver **514** also may be used to send identification information **522**, alert **524**, other information **525**, or various combinations of appropriate information to a receiving station via a satellite. Identification information **522** may include information identifying aircraft **501**. Alert **524** may include information indicating that aircraft **501** is in distress.

Satellite communications transceiver **514** also may be configured to receive instructions **526** via a satellite. For example, without limitations, instructions **526** may include instructions for controlling operation of the electronics for tracking device **500**.

Satellite communications transceiver **514** may use satellite communications antenna **530** in number of antennas **512** to send and receive communications from a communications satellite. Alternatively, satellite communications transceiver **514** and satellite navigation system receiver **510** may share the use of shared antenna **532** in number of antennas **512**. In this case, diplexer **534** or another appropriate device may be used for separating and directing the appropriate signals from shared antenna **532** to satellite navigation system receiver **510** and satellite communications transceiver **514** and for directing any signals from satellite communications transceiver **514** to shared antenna **532**.

Distress identifier **516** may be configured to identify when aircraft **501** is in distress. The functions performed by distress identifier **516** may be implemented in hardware or in software running on hardware. For example, without limitation, the functions performed by distress identifier **516** may be implemented, in whole or in part, in software running on processor **518**.
5 Alternatively, the functions performed by distress identifier **516** may be implemented entirely separately from processor **518**.

Distress may include any undesired condition of aircraft **501**. Distress identifier **516** may be configured to identify when aircraft **501** is in distress automatically in any appropriate manner. For example, without limitation, distress identifier **516** may determine that aircraft **501**
10 is in distress when power for operation of electronics for tracking device **500** that is provided on power line **536** from power source **538** on inside **540** of aircraft **501** is interrupted.

In some distinct embodiments, a list or a matrix of indicators that aircraft **501** is in distress, or factors associated with aircraft **501** in distress, may be stored in storage **541** and used by distress identifier **516** to automatically determine that aircraft **501** is in distress. Examples of
15 indicators that aircraft **501** is in distress may include abnormal position changes, abnormal deviations from flight plans, and abnormal commanded changes to the configuration of aircraft **501** that may put the aircraft in harm.

Alternatively, or in addition, distress identifier **516** may be configured to identify when aircraft **501** is in distress in response to the operation of manual actuator **542** by a human
20 operator. Manual actuator **542** may comprise any appropriate actuation or signaling device that may be operated manually by a human operator inside **540** aircraft **501**. For example, without limitation, distress identifier **516** may determine that aircraft **501** is in distress in response to manual activation of a switch or other appropriate manual actuator **542** by a human operator inside **540** aircraft **501**. In this case, the switch or other appropriate one of manual actuator **542**
25 may be connected to provide an appropriate signal to indicate distress to distress identifier **516** either by a wire or wirelessly in any appropriate manner.

In some embodiments, no interface or other capability is provided for a human operator inside **540** aircraft **501** to inhibit or cancel any such indication of distress that is provided to or determined by distress identifier **516**. Limiting interfaces for controlling operation of tracking

device **500** from inside **540** aircraft **501** in this manner may reduce or eliminate accidental or intentional tampering with the desirable operation of tracking device **500**.

Distress identifier **516** may provide an appropriate indication to processor **518** in response to automatic or manual identification of distress by distress identifier **516**. An indication that aircraft **501** is in distress may be provided from distress identifier **516** to processor **518** in any appropriate manner and form.

Processor **518** may be configured to control the operation of tracking device **500** including satellite navigation system receiver **510** and satellite communications transceiver **514**. For example, processor **518** may be configured to use satellite navigation system receiver **510** to determine the position of aircraft **501** and to generate position information **520** identifying the position of aircraft **501** as identified using satellite navigation system receiver **510**. Processor **518** may be configured to use satellite communications transceiver **514** to send position information **520** to a receiver station via a satellite. Processor **518** may be configured to generate and send position information **520** automatically at rate **544** while aircraft **501** is in flight.

Rate **544** may be defined by fixed intervals. Alternatively, processor **518** may be configured to change rate **544** for generating and sending position information **520** based on various conditions. For example, processor **518** may be configured to change rate **544** for generating and sending position information **520** based on the geographic location of aircraft **501**. For example, without limitation, processor **518** may be configured to send updates for position information **520** more frequently when aircraft **501** is in flight over the ocean or in another remote location. Processor **518** may be configured to send position information updates less frequently when aircraft **501** is in flight in a location where aircraft **501** may be in sight of an air traffic control radar system or in another less remote location. Processor **518** also may be configured to generate and send position information **520** more frequently when it is determined that aircraft **501** is in distress.

Processor **518** also may be configured to generate and send alert **524** when it is determined that aircraft **501** is in distress. For example, alert **524** may be generated and sent by processor **518** to a receiving station via a satellite along with or in addition to position information **520** transmitted using satellite communications transceiver **514**. For example, without limitation, alert **524** may include or be associated with position information **520**

identifying the position of aircraft **501** when the distress started. For example, without limitation, alert **524** may include information identifying various characteristics of the distress, such as the condition or event that triggered the indication of distress or any other appropriate information or various combinations of information about the distress.

5 Processor **518** also may be configured to take appropriate action in response to instructions **526** received via a satellite and satellite communications transceiver **514**. For example, without limitation, processor **518** may be configured to generate and send position information **520**, change rate **544** for generating and sending position information **520**, or take other appropriate actions or various combinations of actions in response to instructions **526**
10 received via satellite communications transceiver **514**.

Electronics for tracking device **500** may include power supply **546**. Power supply **546** may be implemented in any appropriate manner to provide appropriate electrical power for operation of the various electronic components in tracking device **500** from electrical power provided to power supply **546** on power line **536**. For example, without limitation, in the case
15 where tracking device **500** is attached to aircraft **501** on outside **502** of aircraft **501**, power line **536** may be connected to provide electrical power to power supply **546** from power source **538** on inside **540** of aircraft **501**. Power source **538** may comprise any appropriate source of electrical power for operation of tracking device **500**.

Power line **536** may be implemented in any appropriate manner to provide electrical
20 power from an appropriate power source **538** to power supply **546** in tracking device **500**. Various undesirable conditions on power line **536** may cause inconsistencies in power supply **546** or other electronics in tracking device **500**. For example, without limitation, power line **536** may include circuit breaker **548**. Circuit breaker **548** may be implemented in any known and appropriate manner to prevent undesirable conditions on power line **536** from reaching power
25 supply **546** or other electronics in tracking device **500**. For example, without limitation, circuit breaker **548** may be implemented in a known and appropriate manner to prevent excessive current, excessive voltage, excessive power, or any other undesirable condition or combination of undesirable conditions on power line **536** from reaching power supply **546** and other electronics for tracking device **500**.

Electrical power for operation of tracking device **500** may include battery **549**. Battery **549** may be contained in housing **504** along with the other electronic components of tracking device **500**. Battery **549** may include any appropriate type and number of batteries for providing appropriate electrical power for operation of various electronic components in tracking device **500**. Power for operation of tracking device **500** may be provided by battery **549** as an alternative or in addition to providing power for operation of tracking device **500** from power source **538** via power line **536**. For example, without limitation, when power for operation of tracking device **500** is available from both battery **549** and from power source **538** via power line **536**, battery **549** may be used to provide back-up power for operation of tracking device **500** when power on power line **536** is interrupted. For example, without limitation, when tracking device **500** is attached to aircraft **501** on outside **502** of aircraft **501**, providing battery **549** for powering tracking device **500** may prevent accidental or intentional disabling of the operation of tracking device **500** from inside **540** of aircraft **501** by disrupting power for tracking device **500** that is provided on power line **536** from power source **538** located inside **540** of aircraft **501**.

The different components illustrated for tracking device **500** are not meant to provide architectural limitations to the manner in which different embodiments may be implemented. The different illustrative embodiments may be implemented in a system including components in addition to or in place of those illustrated for tracking device **500**. Other components shown in Figure **5** can be varied from the illustrative examples shown.

For example, without limitation, processor **518** may also be configured to receive information identifying the position of aircraft **501** from other aircraft systems **550** on inside **540** of aircraft **501**. Information provided by other aircraft systems **550** may be used for back-up, calibration, testing, or in comparison with the position of aircraft **501** identified using satellite navigation system receiver **510**.

Electronics for tracking device **500** may be implemented in any appropriate manner using any appropriate hardware or hardware in combination with software. For example, without limitation, processor **518** may be configured to execute instructions for software that may be loaded or otherwise stored in storage **541**. Processor **518** may be a number of processors, a multi-processor core, or some other type of processor, depending on the particular

implementation. Further, processor **518** may be implemented using a number of heterogeneous processor systems in which a main processor is present with secondary processors on a single chip. As another illustrative example, processor **518** may be a symmetric multi-processor system containing multiple processors of the same type.

5 Storage **541** may include memory, persistent storage, or any other appropriate storage devices or various combinations of storage devices. Storage **541** may comprise any piece of hardware that is capable of storing information, such as, for example, without limitation, data, program code in functional form, and/or other suitable information either on a temporary basis and/or a permanent basis. Storage **541** may also be referred to as a computer readable storage
10 device in these examples. Storage **541**, in these examples, may be, for example, a random access memory or any other suitable volatile or non-volatile storage device. Storage **541** may take various forms, depending on the particular implementation. For example, storage **541** may be implemented, in whole or in part, as part of processor **518**. Alternatively, storage **541** may be implemented entirely separate from processor **518**.

15 In any case, instructions for the operating system, applications, and/or programs may be located in storage **541**, which is in communication with processor **518** in any appropriate manner. The processes of the different embodiments may be performed by processor **518** using computer-implemented instructions, which may be located in storage **541**. These instructions may be referred to as program instructions, program code, computer usable program code, or
20 computer-readable program code that may be read and executed by processor **518**. The program code in the different embodiments may be embodied on different physical or computer-readable storage media.

In these examples, storage **541** may be a physical or tangible storage device used to store program code rather than a medium that propagates or transmits program code. In this case,
25 storage **541** may be referred to as a computer-readable tangible storage device or a computer-readable physical storage device. In other words, storage **541** is embodied in a medium that can be touched by a person.

Alternatively, program code may be transferred to processor **518** using computer-readable signal media. Computer-readable signal media may be, for example, a propagated data
30 signal containing program code. For example, computer-readable signal media may be an

electromagnetic signal, an optical signal, and/or any other suitable type of signal. These signals may be transmitted over communications links, such as wireless communications links, optical fiber cable, coaxial cable, a wire, and/or any other suitable type of communications link. In other words, the communications link and/or the connection may be physical or wireless in the illustrative examples. In some illustrative embodiments, program code may be downloaded over a network to storage **541** from another device or data processing system through computer-readable signal media for use within processor **518**.

The different embodiments may be implemented using any hardware device or system capable of running program code. As one example, electronics for tracking device **500** may include organic components integrated with inorganic components and/or may be comprised entirely of organic components excluding a human being. For example, storage **541** may be comprised of an organic semiconductor.

In another illustrative example, processor **518** may take the form of a hardware unit that has circuits that are manufactured or configured for a particular use. This type of hardware may perform operations without needing program code to be loaded in storage **541** to be configured to perform the operations.

For example, when processor **518** takes the form of a hardware unit, processor **518** may be a circuit system, an application-specific integrated circuit (ASIC), a programmable logic device, or some other suitable type of hardware configured to perform a number of operations. With a programmable logic device, the device is configured to perform the number of operations. The device may be reconfigured at a later time or may be permanently configured to perform the number of operations. Examples of programmable logic devices include a programmable logic array, programmable array logic, a field programmable logic array, a field programmable gate array, and other suitable hardware devices. With this type of implementation, program code may be omitted, because the processes for the different embodiments are implemented in a hardware unit.

In still another illustrative example, processor **518** may be implemented using a combination of processors found in computers and hardware units. Processor **518** may have a number of hardware units and a number of processors that are configured to run program code.

With this depicted example, some of the processes may be implemented in the number of hardware units, while other processes may be implemented in the number of processors.

Turning to Figure 6, an illustration of a flowchart of a process of using an alert from an aircraft to perform a search and rescue operation is depicted in accordance with an illustrative embodiment. Process 600 may be implemented, for example, in aircraft operating environment 5 100 in Figure 1 or in aircraft operating environment 200 in Figure 2.

Process 600 may begin with registering an aircraft with a search and rescue system (operation 602). For example, without limitation, operation 602 may include providing appropriate registration information to the search and rescue system so that the search and 10 rescue system may identify what is apparently a transmission from an emergency locator transmitter on the aircraft as an emulated emergency locator transmitter transmission from a location other than the aircraft.

A tracking device on the aircraft then may generate and send an alert to an aircraft tracking system via a communications satellite (operation 604). The aircraft tracking system 15 then may generate and broadcast an emulated distress radio beacon transmission based on the alert received from the aircraft (operation 606). The emulated distress radio beacon transmission may be received by a search and rescue system and processed by the search and rescue system to determine an appropriate response (operation 608). The search and rescue system then may use appropriate resources to implement the appropriate response (operation 610), with the 20 process terminating thereafter.

Turning to Figure 7, an illustration of a flowchart of a process for delivering an alert from an aircraft to a search and rescue system is depicted in accordance with an illustrative embodiment. For example, without limitation, process 700 may be implemented by aircraft tracking system 300 in Figure 3.

Process 700 may begin with determining whether an alert, including aircraft identification information and position information, is received from a tracking device on an aircraft (operation 704). Operation 704 may be repeated until an alert is received from an aircraft. 25

When it is determined in operation 704 that an alert is received from an aircraft, the alert 30 may be evaluated (operation 706). Evaluating the received alert may include determining

whether the alert is a distress alert indicating that the aircraft is in distress (operation 708). When the alert is not a distress alert, appropriate action may be taken (operation 710). In this case, the appropriate action taken in operation 710 does not include alerting a search and rescue system.

5 When it is determined in operation 708 that the received alert is a distress alert, an emulated distress radio beacon signal including the identification information and the position information may be generated (operation 712). The emulated distress radio beacon signal then may be broadcast (operation 714), with the process terminating thereafter.

10 Turning to Figure 8, an illustration of a flowchart of a process of using an alert from an aircraft to perform a search and rescue operation is depicted in accordance with an illustrative embodiment. Process 800 may be performed, for example, by search and rescue system 400 in Figure 4.

15 Process 800 may begin with receiving an apparent distress radio beacon transmission via a search and rescue system satellite (operation 802). Identification information in the apparent distress radio beacon transmission may be used to identify registration information for the aircraft in a registration database (operation 804). The identified registration information then may be used to determine whether the apparent distress radio beacon transmission is an emulated distress radio beacon transmission (operation 806). If it is determined at operation 806 that the apparent distress radio beacon transmission is an emulated distress radio beacon transmission, a calculated position for the transmitter may be compared to information identifying the transmitter position in the registration information (operation 810).

20 It then may be determined whether the emulated distress radio beacon transmission is valid (operation 810). If it is determined that the emulated distress radio beacon transmission is not valid, an indication that the emulated distress radio beacon is not valid may be provided (operation 812), with the process terminating thereafter. If it is determined that the emulated distress radio beacon transmission is valid, an appropriate response center may be identified (operation 814), position information for the aircraft may be sent to the identified appropriate response center (operation 816), and resources may be used by the appropriate response center to implement an appropriate response (operation 818), with the process terminating thereafter.

Turning to Figure 9, an illustration of a block diagram of a data processing system on which various functions may be implemented is depicted in accordance with an illustrative embodiment. In this illustrative example, data processing system 900 includes communications fabric 902. Communications fabric 902 provides communications between processor unit 904, memory 906, persistent storage 908, communications unit 910, input/output (I/O) unit 912, and display 914.

Processor unit 904 serves to execute instructions for software that may be loaded into memory 906. Processor unit 904 may be a number of processors, a multi-processor core, or some other type of processor, depending on the particular implementation. Further, processor unit 904 may be implemented using a number of heterogeneous processor systems in which a main processor is present with secondary processors on a single chip. As another illustrative example, processor unit 904 may be a symmetric multi-processor system containing multiple processors of the same type.

Memory 906 and persistent storage 908 are examples of storage devices 916. A storage device is any piece of hardware that is capable of storing information, such as, for example, without limitation, data, program code in functional form, and/or other suitable information either on a temporary basis and/or a permanent basis. Storage devices 916 may also be referred to as computer-readable storage devices in these examples. Memory 906 may be, for example, a random access memory or any other suitable volatile or non-volatile storage device. Persistent storage 908 may take various forms, depending on the particular implementation.

For example, persistent storage 908 may contain one or more components or devices. For example, persistent storage 908 may be a hard drive, a flash memory, a rewritable optical disk, a rewritable magnetic tape, or some combination of the above. The media used by persistent storage 908 also may be removable. For example, a removable hard drive may be used for persistent storage 908.

Communications unit 910, in these examples, provides for communications with other data processing systems or devices. In these examples, communications unit 910 is a network interface card. Communications unit 910 may provide communications through the use of either or both physical and wireless communications links.

Input/output unit **912** allows for input and output of data with other devices that may be connected to data processing system **900**. For example, input/output unit **912** may provide a connection for user input through a keyboard, a mouse, and/or some other suitable input device. Further, input/output unit **912** may send output to a printer. Display **914** provides a mechanism to display information to a user.

Instructions for the operating system, applications, and/or programs may be located in storage devices **916**, which are in communication with processor unit **904** through communications fabric **902**. In these illustrative examples, the instructions are in a functional form on persistent storage **908**. These instructions may be loaded into memory **906** for execution by processor unit **904**. The processes of the different embodiments may be performed by processor unit **904** using computer-implemented instructions, which may be located in a memory, such as memory **906**.

These instructions are referred to as program instructions, program code, computer-usable program code, or computer-readable program code that may be read and executed by a processor in processor unit **904**. The program code in the different embodiments may be embodied on different physical or computer-readable storage media **924**, such as memory **906** or persistent storage **908**.

Program code **918** is located in a functional form on computer-readable media **920** that is selectively removable and may be loaded onto or transferred to data processing system **900** for execution by processor unit **904**. Program code **918** and computer-readable media **920** form computer program product **922** in these examples. In one example, computer-readable media **920** may be computer-readable storage media **924** or computer-readable signal media **926**.

Computer-readable storage media **924** may include, for example, an optical or magnetic disk that is inserted or placed into a drive or other device that is part of persistent storage **908** for transfer onto a storage device, such as a hard drive, that is part of persistent storage **908**. Computer-readable storage media **924** also may take the form of a persistent storage, such as a hard drive, a thumb drive, or a flash memory, that is connected to data processing system **900**. In some instances, computer-readable storage media **924** may not be removable from data processing system **900**.

In these examples, computer-readable storage media **924** is a physical or tangible storage device used to store program code **918** rather than a medium that propagates or transmits program code **918**. Computer-readable storage media **924** is also referred to as a computer-readable tangible storage device or a computer-readable physical storage device. In other words, computer-readable storage media **924** is a medium that can be touched by a person.

Alternatively, program code **918** may be transferred to data processing system **900** using Computer-readable signal media **926**. Computer-readable signal media **926** may be, for example, a propagated data signal containing program code **918**. For example, computer-readable signal media **926** may be an electromagnetic signal, an optical signal, and/or any other suitable type of signal. These signals may be transmitted over communications links, such as wireless communications links, optical fiber cable, coaxial cable, a wire, and/or any other suitable type of communications link. In other words, the communications link and/or the connection may be physical or wireless in the illustrative examples.

In some illustrative embodiments, program code **918** may be downloaded over a network to persistent storage **908** from another device or data processing system through computer-readable signal media **926** for use within data processing system **900**. For instance, program code stored in a computer-readable storage medium in a server data processing system may be downloaded over a network from the server to data processing system **900**. The data processing system providing program code **918** may be a server computer, a client computer, or some other device capable of storing and transmitting program code **918**.

The different components illustrated for data processing system **900** are not meant to provide architectural limitations to the manner in which different embodiments may be implemented. The different illustrative embodiments may be implemented in a data processing system including components in addition to or in place of those illustrated for data processing system **900**. Other components shown in Figure **9** can be varied from the illustrative examples shown. The different embodiments may be implemented using any hardware device or system capable of running program code. As one example, the data processing system may include organic components integrated with inorganic components and/or may be comprised entirely of organic components excluding a human being. For example, a storage device may be comprised of an organic semiconductor.

In another illustrative example, processor unit **904** may take the form of a hardware unit that has circuits that are manufactured or configured for a particular use. This type of hardware may perform operations without needing program code to be loaded into a memory from a storage device to be configured to perform the operations.

5 For example, when processor unit **904** takes the form of a hardware unit, processor unit **904** may be a circuit system, an application-specific integrated circuit (ASIC), a programmable logic device, or some other suitable type of hardware configured to perform a number of operations. With a programmable logic device, the device is configured to perform the number of operations. The device may be reconfigured at a later time or may be permanently configured
10 to perform the number of operations. Examples of programmable logic devices include, for example, a programmable logic array, programmable array logic, a field programmable logic array, a field programmable gate array, and other suitable hardware devices. With this type of implementation, program code **918** may be omitted, because the processes for the different embodiments are implemented in a hardware unit.

15 In still another illustrative example, processor unit **904** may be implemented using a combination of processors found in computers and hardware units. Processor unit **904** may have a number of hardware units and a number of processors that are configured to run program code **918**. With this depicted example, some of the processes may be implemented in the number of hardware units, while other processes may be implemented in the number of processors.

20 In another example, a bus system may be used to implement communications fabric **902** and may be comprised of one or more buses, such as a system bus or an input/output bus. Of course, the bus system may be implemented using any suitable type of architecture that provides for a transfer of data between different components or devices attached to the bus system.

25 Additionally, communications unit **910** may include a number of devices that transmit data, receive data, or transmit and receive data. Communications unit **910** may be, for example, a modem or a network adapter, two network adapters, or some combination thereof. Further, a memory may be, for example, memory **906**, or a cache, such as those found in an interface and memory controller hub that may be present in communications fabric **902**.

30 The flowcharts and block diagrams in the different depicted embodiments illustrate the architecture, functionality, and operation of some possible implementations of apparatuses and

methods in illustrative embodiments. In this regard, each block in the flowcharts or block diagrams may represent a module, segment, function, and/or a portion of an operation or step. For example, one or more of the blocks may be implemented as program code, in hardware, or a combination of program code and hardware. When implemented in hardware, the hardware
5 may, for example, take the form of integrated circuits that are manufactured or configured to perform one or more operations in the flowcharts or block diagrams.

In some alternative implementations of an illustrative embodiment, the function or functions noted in the blocks may occur out of the order shown in the figures. For example, in some cases, two blocks shown in succession may be executed substantially concurrently, or the
10 blocks may sometimes be performed in the reverse order, depending upon the functionality involved. Also, other blocks may be added in addition to the blocks illustrated in a flowchart or block diagram.

The description of the different illustrative embodiments has been presented for purposes of illustration and description, and is not intended to be exhaustive or to limit the embodiments
15 in the form disclosed. Many modifications and variations will be apparent to those of ordinary skill in the art. Further, different illustrative embodiments may provide different benefits as compared to other illustrative embodiments. The embodiment or embodiments selected are chosen and described in order to best explain the principles of the embodiments, the practical application, and to enable others of ordinary skill in the art to understand the disclosure for
20 various embodiments with various modifications as are suited to the particular use contemplated.

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EMBODIMENTS IN WHICH AN EXCLUSIVE PROPERTY OR PRIVILEGE IS CLAIMED ARE DEFINED AS FOLLOWS:

1. A method of delivering an alert from an aircraft to a search and rescue system,
5 comprising:

receiving the alert by a receiver in an aircraft tracking system from a tracking
device on the aircraft via a communications satellite, wherein the alert comprises
identification information identifying the aircraft and position information
10 identifying a position of the aircraft;

in response to receiving the alert, generating an emulated distress radio beacon
signal by a formatter in the aircraft tracking system, wherein the emulated distress
radio beacon signal comprises the identification information and the position
15 information in a format of a signal generated by a distress radio beacon;

broadcasting the emulated distress radio beacon signal by a transmitter in the
aircraft tracking system from a location other than the aircraft as an emulated
distress radio beacon transmission that is configured to be received and processed
20 by the search and rescue system; and

sending registration information by the aircraft tracking system to the search and
rescue system before broadcasting the emulated distress radio beacon signal,
wherein the registration information indicates that an apparent distress radio
25 beacon transmission received by the search and rescue system that identifies the
aircraft is the emulated distress radio beacon transmission.

2. The method of claim 1, wherein:

generating the emulated distress radio beacon signal comprises generating an emulated emergency locator transmitter signal in a format of a signal generated by an emergency locator transmitter; and

5 broadcasting the emulated distress radio beacon signal comprises broadcasting the emulated emergency locator transmitter signal from the location other than the aircraft as an emulated emergency locator transmitter transmission that is configured to be received and processed by the search and rescue system.

10 3. The method of claim 2, wherein broadcasting the emulated emergency locator transmitter signal comprises broadcasting the emulated emergency locator transmitter signal at approximately 406 MHz to emulate a transmission from an emergency locator transmitter.

15 4. The method of claim 1, wherein the registration information comprises transmitter information identifying the location other than the aircraft of the transmitter for broadcasting the emulated distress radio beacon signal.

20 5. The method of claim 1 further comprising:

evaluating the alert from the aircraft by an evaluator in the aircraft tracking system to determine whether the alert is a distress alert indicating that the aircraft is in distress; and

25 generating and broadcasting the emulated distress radio beacon signal in response to a determination that the alert is the distress alert.

6. The method of claim 1, wherein the alert is received from the aircraft via the communications satellite in low Earth orbit.

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7. The method of claim 6, wherein the alert is received from the aircraft via an Iridium communications satellite.

5 8. The method of claim 1, wherein the alert is generated by the tracking device on the aircraft comprising:

a satellite navigation system receiver configured to identify the position of the aircraft using navigation signals received from a satellite navigation system;

10 a satellite communications transceiver;

a number of antennas for the satellite navigation system receiver and the satellite communications transceiver;

15 a distress identifier configured to identify when the aircraft is in distress;

a processor configured to generate the position information identifying the position of the aircraft as identified by the satellite navigation system receiver, generate the alert, and send the alert via the communications satellite using the satellite communications transceiver in response to a determination by the distress identifier that the aircraft is in distress; and

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a housing attached to the aircraft on an outside of the aircraft and containing the satellite navigation system receiver, the satellite communications transceiver, the number of antennas, the distress identifier, and the processor.

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9. An apparatus, comprising:

a receiver configured to receive an alert from an aircraft via a communications satellite, wherein the alert comprises identification information identifying the aircraft and position information identifying a position of the aircraft;

5 a formatter configured to generate an emulated distress radio beacon signal comprising the identification information and the position information in a format of a signal generated by a distress radio beacon; and

10 a transmitter configured to broadcast the emulated distress radio beacon signal from a location other than the aircraft as an emulated distress radio beacon transmission that is configured to be received and processed by a search and rescue system;

15 wherein the apparatus is further configured to send registration information to the search and rescue system before the emulated distress radio beacon signal is broadcast, wherein the registration information indicates that an apparent distress radio beacon transmission received by the search and rescue system that identifies the aircraft is the emulated distress radio beacon transmission.

20 10. The apparatus of claim 9, wherein:

the formatter is configured to generate the emulated distress radio beacon signal as an emulated emergency locator transmitter signal in a format of a signal generated by an emergency locator transmitter; and

25 the transmitter is configured to broadcast the emulated emergency locator transmitter signal from the location other than the aircraft as an emulated emergency locator transmitter transmission that is configured to be received and processed by the search and rescue system.

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11. The apparatus of claim 10, wherein the transmitter is configured to broadcast the emulated emergency locator transmitter signal at approximately 406 MHz to emulate a transmission from an emergency locator transmitter.

5 12. The apparatus of claim 9, wherein the alert comprises distress information indicating whether the aircraft is in distress.

13. The apparatus of claim 12 further comprising:

10 an evaluator configured to evaluate the distress information in the alert from the aircraft to determine whether the alert is a distress alert indicating that the aircraft is in distress; and

15 wherein the formatter is configured to generate the emulated distress radio beacon signal in response to a determination that the alert is the distress alert.

14. A system, comprising:

20 a tracking device on an aircraft configured to send an alert from the aircraft via a communications satellite, wherein the alert comprises identification information identifying the aircraft and position information identifying a position of the aircraft;

25 an aircraft tracking system configured to receive the alert from the aircraft, generate an emulated distress radio beacon signal comprising the identification information and the position information in a format of a signal generated by a distress radio beacon, and broadcast the emulated distress radio beacon signal from a location other than the aircraft as an emulated distress radio beacon transmission; and

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a search and rescue system configured to receive the emulated distress radio beacon transmission as an apparent distress radio beacon transmission via a search and rescue system satellite, receive registration information before receiving the emulated distress radio beacon transmission, wherein the registration information indicates that the apparent distress radio beacon transmission that identifies the aircraft is the emulated distress radio beacon signal, and use the identification information and the position information to conduct a search and rescue operation.

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15. The system of claim 14, wherein the tracking device on the aircraft comprises:

a satellite navigation system receiver configured to identify the position of the aircraft using navigation signals received from a satellite navigation system;

a satellite communications transceiver;

a number of antennas for the satellite navigation system receiver and the satellite communications transceiver;

a distress identifier configured to identify when the aircraft is in distress;

a processor configured to generate the position information identifying the position of the aircraft as identified by the satellite navigation system receiver, generate the alert, and send the alert via the communications satellite using the satellite communications transceiver in response to a determination by the distress identifier that the aircraft is in distress; and

a housing attached to the aircraft on an outside of the aircraft and containing the satellite navigation system receiver, the satellite communications transceiver, the number of antennas, the distress identifier, and the processor.

16. The system of claim 14, wherein the aircraft tracking system comprises:

a receiver configured to receive the alert from the aircraft via the communications satellite, wherein the communications satellite is in a low Earth orbit;

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a formatter configured to generate the emulated distress radio beacon signal as an emulated emergency locator transmitter signal in a format of a signal generated by an emergency locator transmitter; and

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a transmitter configured to broadcast the emulated distress radio beacon signal as an emulated emergency locator transmitter transmission.

17. The system of claim 14, wherein the search and rescue system comprises the COSPAS-SARSAT search and rescue system.

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18. A method of using an alert from an aircraft to perform a search and rescue operation, comprising:

receiving, by a search and rescue system, an apparent distress radio beacon transmission comprising identification information identifying the aircraft and position information identifying a position of the aircraft;

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using the identification information, by the search and rescue system, to identify registration information for the aircraft indicating whether the apparent distress radio beacon transmission is an emulated distress radio beacon transmission transmitted from a transmitter that is not a distress radio beacon located on the aircraft; and

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using the position information, by the search and rescue system, to perform the search and rescue operation in response to a determination that the apparent

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distress radio beacon transmission is the emulated distress radio beacon transmission transmitted from the transmitter that is not the distress radio beacon located on the aircraft.

5 **19.** The method of claim **18**, wherein:

receiving the apparent distress radio beacon transmission comprises receiving the apparent distress radio beacon transmission via a search and rescue system satellite; and

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the registration information comprises transmitter information identifying a location of the transmitter; and further comprising:

determining a calculated position of the transmitter using orbit information for the search and rescue system satellite and signal Doppler measurements for the apparent distress radio beacon transmission; and

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comparing the location of the transmitter as identified in the registration information to the calculated position to determine whether the apparent distress radio beacon transmission is valid.

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20. A method of delivering an alert from an aircraft to a search and rescue system, comprising:

receiving the alert by a receiver in an aircraft tracking system from a tracking device on the aircraft via a communications satellite, wherein the alert comprises identification information identifying the aircraft and position information identifying a position of the aircraft;

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in response to receiving the alert, generating an emulated distress radio beacon signal by a formatter in the aircraft tracking system, wherein the emulated distress radio beacon signal comprises the identification information and the position information in a format of a signal generated by a distress radio beacon;

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broadcasting the emulated distress radio beacon signal by a transmitter in the aircraft tracking system from a location other than the aircraft as an emulated distress radio beacon transmission that is configured to be received and processed by the search and rescue system; and

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sending registration information by the aircraft tracking system to the search and rescue system before broad-casting the emulated distress radio beacon signal, wherein the registration information indicates that an apparent distress radio beacon transmission that identifies the aircraft is the emulated distress radio beacon transmission, wherein the registration information includes transmitter position information that the search and rescue system can compare to a calculated position of the apparent distress radio beacon transmission to validate the apparent distress radio beacon transmission.

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20 **21.** The method of claim **20**, wherein:

generating the emulated distress radio beacon signal comprises generating an emulated emergency locator transmitter signal in a format of a signal generated by an emergency locator transmitter; and

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broadcasting the emulated distress radio beacon signal comprises broadcasting the emulated emergency locator transmitter signal from the location other than the aircraft as an emulated emergency locator transmitter transmission that is configured to be received and processed by the search and rescue system.

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22. The method of claim 21, wherein broadcasting the emulated emergency locator transmitter signal comprises broadcasting the emulated emergency locator transmitter signal at approximately 406 MHz to emulate a transmission from an emergency locator transmitter.

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23. The method of claim 20, wherein the registration information comprises transmitter information identifying the location other than the aircraft of the transmitter for broadcasting the emulated distress radio beacon signal.

10 24. The method of claim 20 further comprising:

evaluating the alert from the aircraft by an evaluator in the aircraft tracking system to determine whether the alert is a distress alert indicating that the aircraft is in distress; and

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generating and broadcasting the emulated distress radio beacon signal in response to a determination that the alert is the distress alert.

20 25. The method of claim 20, wherein the alert is received from the aircraft via the communications satellite in low Earth orbit.

26. The method of claim 25, wherein the alert is received from the aircraft via an Iridium communications satellite.

25 27. The method of claim 20, wherein the alert is generated by the tracking device on the aircraft comprising:

a satellite navigation system receiver configured to identify the position of the aircraft using navigation signals received from a satellite navigation system;

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a satellite communications transceiver;

5 a number of antennas for the satellite navigation system receiver and the satellite communications transceiver; a distress identifier configured to identify when the aircraft is in distress;

10 a processor configured to generate the position information identifying the position of the aircraft as identified by the satellite navigation system receiver, generate the alert, and send the alert via the communications satellite using the satellite communications transceiver in response to a determination by the distress identifier that the aircraft is in distress; and

15 a housing attached to the aircraft on an outside of the aircraft and containing the satellite navigation system receiver, the satellite communications transceiver, the number of antennas, the distress identifier, and the processor.

28. An apparatus, comprising:

20 a receiver configured to receive an alert from an aircraft via a communications satellite, wherein the alert comprises identification information identifying the aircraft and position information identifying a position of the aircraft;

25 a formatter configured to generate an emulated distress radio beacon signal comprising the identification information and the position information in a format of a signal generated by a distress radio beacon; and

30 a transmitter configured to broadcast the emulated distress radio beacon signal from a location other than the aircraft as an emulated distress radio beacon transmission that is configured to be received and processed by a search and rescue system; and

wherein the apparatus is further configured to send registration information to the search and rescue system before the emulated distress radio beacon signal is broadcast, wherein the registration information indicates that an apparent distress radio beacon transmission that identifies the aircraft is the emulated distress radio beacon transmission, wherein the registration information includes transmitter position information that the search and rescue system can compare to a calculated position of the apparent distress radio beacon transmission to validate the apparent distress radio beacon transmission.

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29. The apparatus of claim 28, wherein:

the formatter is configured to generate the emulated distress radio beacon signal as an emulated emergency locator transmitter signal in a format of a signal generated by an emergency locator transmitter; and

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the transmitter is configured to broadcast the emulated emergency locator transmitter signal from the location other than the aircraft as an emulated emergency locator transmitter transmission that is configured to be received and processed by the search and rescue system.

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30. The apparatus of claim 29, wherein the transmitter is configured to broadcast the emulated emergency locator transmitter signal at approximately 406 MHz to emulate a transmission from an emergency locator transmitter.

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31. The apparatus of claim 28, wherein the alert comprises distress information indicating whether the aircraft is in distress.

32. The apparatus of claim 31 further comprising:

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an evaluator configured to evaluate the distress information in the alert from the aircraft to determine whether the alert is a distress alert indicating that the aircraft is in distress; and

5 wherein the formatter is configured to generate the emulated distress radio beacon signal in response to a determination that the alert is the distress alert.

33. A system, comprising:

10 a tracking device on an aircraft configured to send an alert from the aircraft via a communications satellite, wherein the alert comprises identification information identifying the aircraft and position information identifying a position of the aircraft;

15 an aircraft tracking system configured to receive the alert from the aircraft, generate an emulated distress radio beacon signal comprising the identification information and the position information in a format of a signal generated by a distress radio beacon, and broadcast the emulated distress radio beacon signal from a location other than the aircraft as an emulated distress radio beacon transmission;
20 and

a search and rescue system configured to receive the emulated distress radio beacon transmission as an apparent distress radio beacon transmission via a search and rescue system satellite, receive registration information before receiving the
25 emulated distress radio beacon transmission, wherein the registration information indicates that that the apparent distress radio beacon transmission that identifies the aircraft is the emulated distress radio beacon signal, wherein the registration information includes transmitter position information that the search and rescue system can compare to a calculated position of the apparent dis-tress radio beacon
30 transmission to validate the apparent distress radio beacon transmission, and use

the identification information and the position information to conduct a search and rescue operation.

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34. The system of claim 33, wherein the tracking device on the aircraft comprises:

a satellite navigation system receiver configured to identify the position of the aircraft using navigation signals received from a satellite navigation system;

10 a satellite communications transceiver;

a number of antennas for the satellite navigation system receiver and the satellite communications transceiver;

15 a distress identifier configured to identify when the aircraft is in distress;

20 a processor configured to generate the position information identifying the position of the aircraft as identified by the satellite navigation system receiver, generate the alert, and send the alert via the communications satellite using the satellite communications transceiver in response to a determination by the distress identifier that the aircraft is in distress; and

25 a housing attached to the aircraft on an outside of the aircraft and containing the satellite navigation system receiver, the satellite communications transceiver, the number of antennas, the distress identifier, and the processor.

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35. The system of claim 34, wherein the processor is configured to change a rate for generating and sending position information according changing conditions, wherein the processor is configured to generate and send position information more frequently when the aircraft is in distress than when the aircraft is not in distress.

36. The system of claim 33, wherein the aircraft tracking system comprises:

a receiver configured to receive the alert from the aircraft via the communications satellite, wherein the communications satellite is in a low Earth orbit;

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a formatter configured to generate the emulated distress radio beacon signal as an emulated emergency locator transmitter signal in a format of a signal generated by an emergency locator transmitter; and

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a transmitter configured to broadcast the emulated distress radio beacon signal as an emulated emergency locator transmitter transmission.

37. The system of claim 33, wherein the search and rescue system comprises the COSPAS-SARSAT search and rescue system.

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38. A method of using an alert from an aircraft to perform a search and rescue operation, comprising:

receiving, by a search and rescue system, an apparent distress radio beacon transmission comprising identification information identifying the aircraft and position information identifying a position of the aircraft;

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using the identification information, by the search and rescue system, to identify registration information for the aircraft indicating whether the apparent distress radio beacon transmission is an emulated distress radio beacon transmission transmitted from a transmitter that is not a distress radio beacon located on the aircraft, wherein the registration information includes transmitter position information that the search and rescue system can compare to a calculated position of the apparent distress radio beacon transmission to validate the apparent distress radio beacon transmission; and

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using the position information, by the search and rescue system, to perform the search and rescue operation in response to a determination that the apparent distress radio beacon transmission is the emulated distress radio beacon transmission transmitted from the transmitter that is not the distress radio beacon located on the aircraft.

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39. The method of claim **38**, wherein:

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receiving the apparent distress radio beacon transmission comprises receiving the apparent distress radio beacon transmission via a search and rescue system satellite; and

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the registration information comprises transmitter information identifying a location of the transmitter; and further comprising:

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determining a calculated position of the transmitter using orbit information for the search and rescue system satellite and signal Doppler measurements for the apparent distress radio beacon transmission; and

comparing the location of the transmitter as identified in the registration information to the calculated position to determine whether the apparent distress radio beacon transmission is valid.

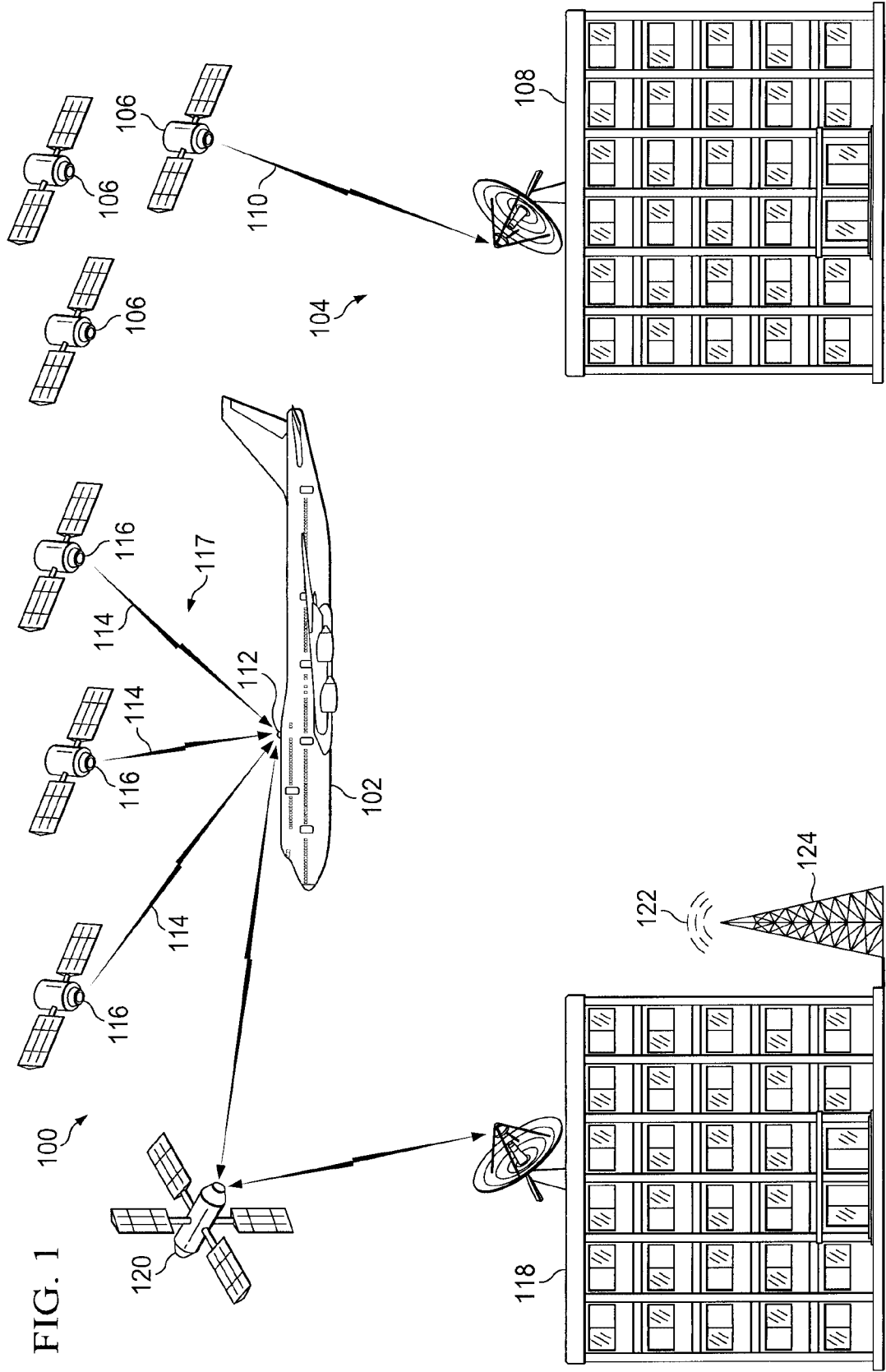


FIG. 1

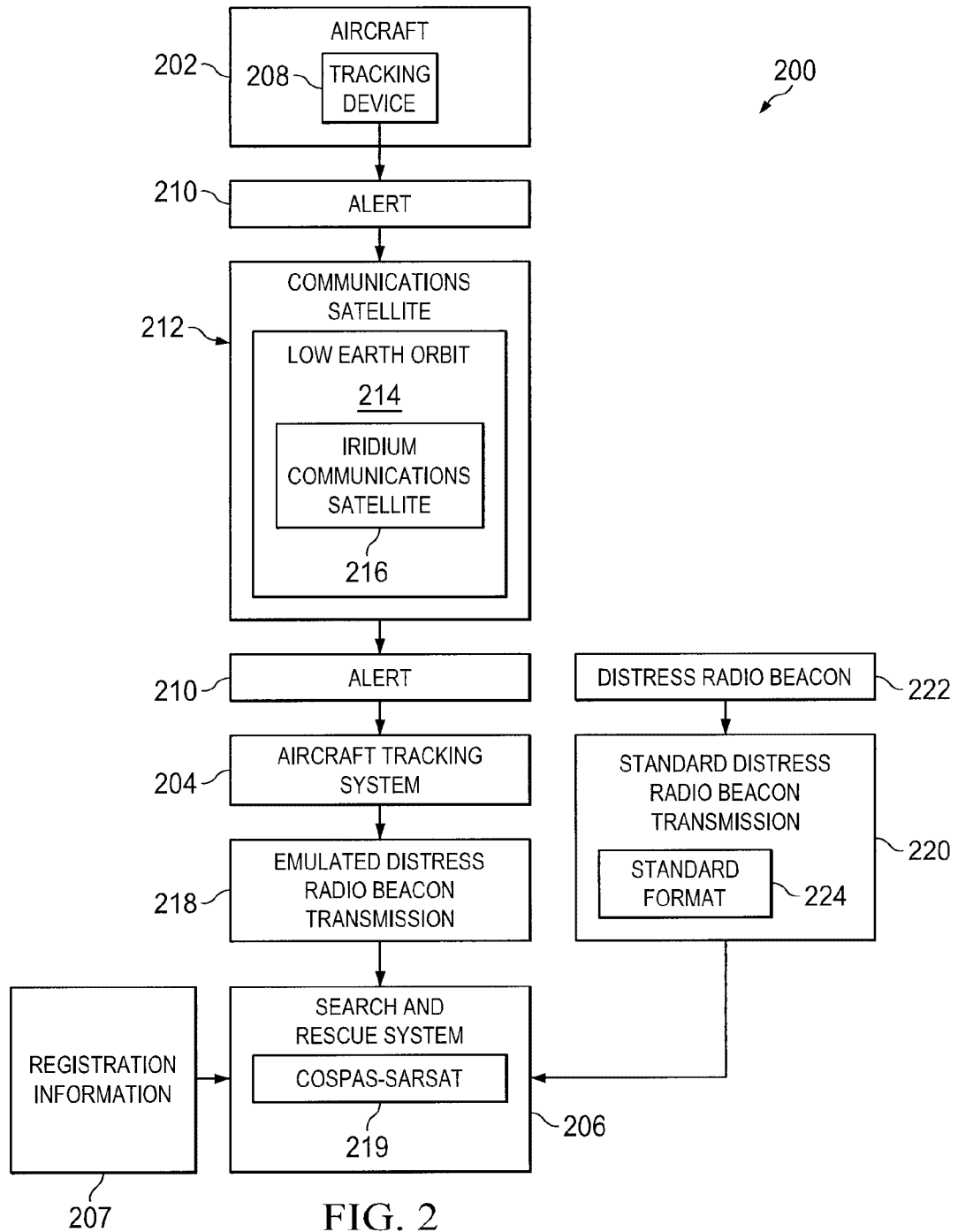
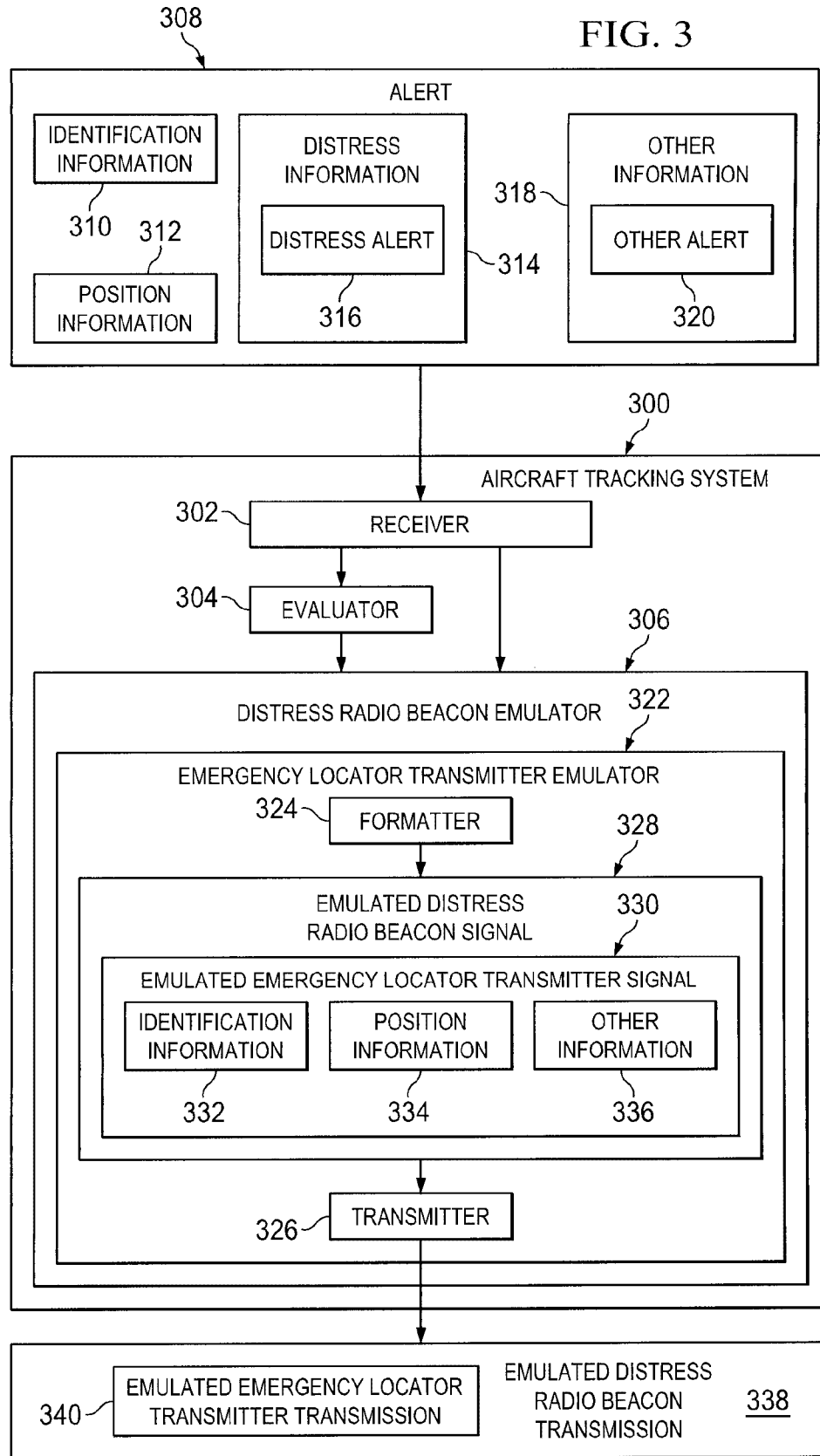


FIG. 2

FIG. 3



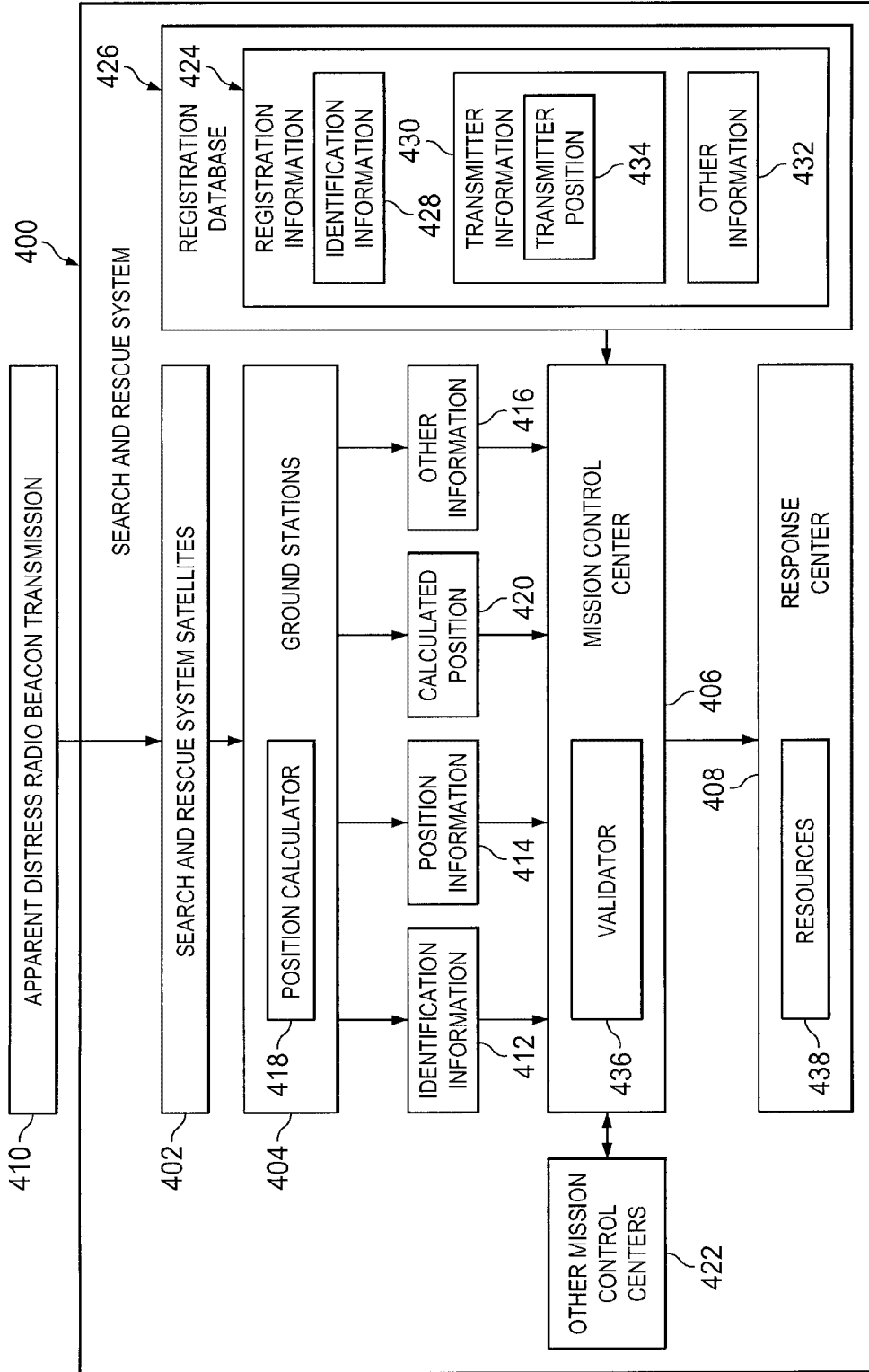


FIG. 4

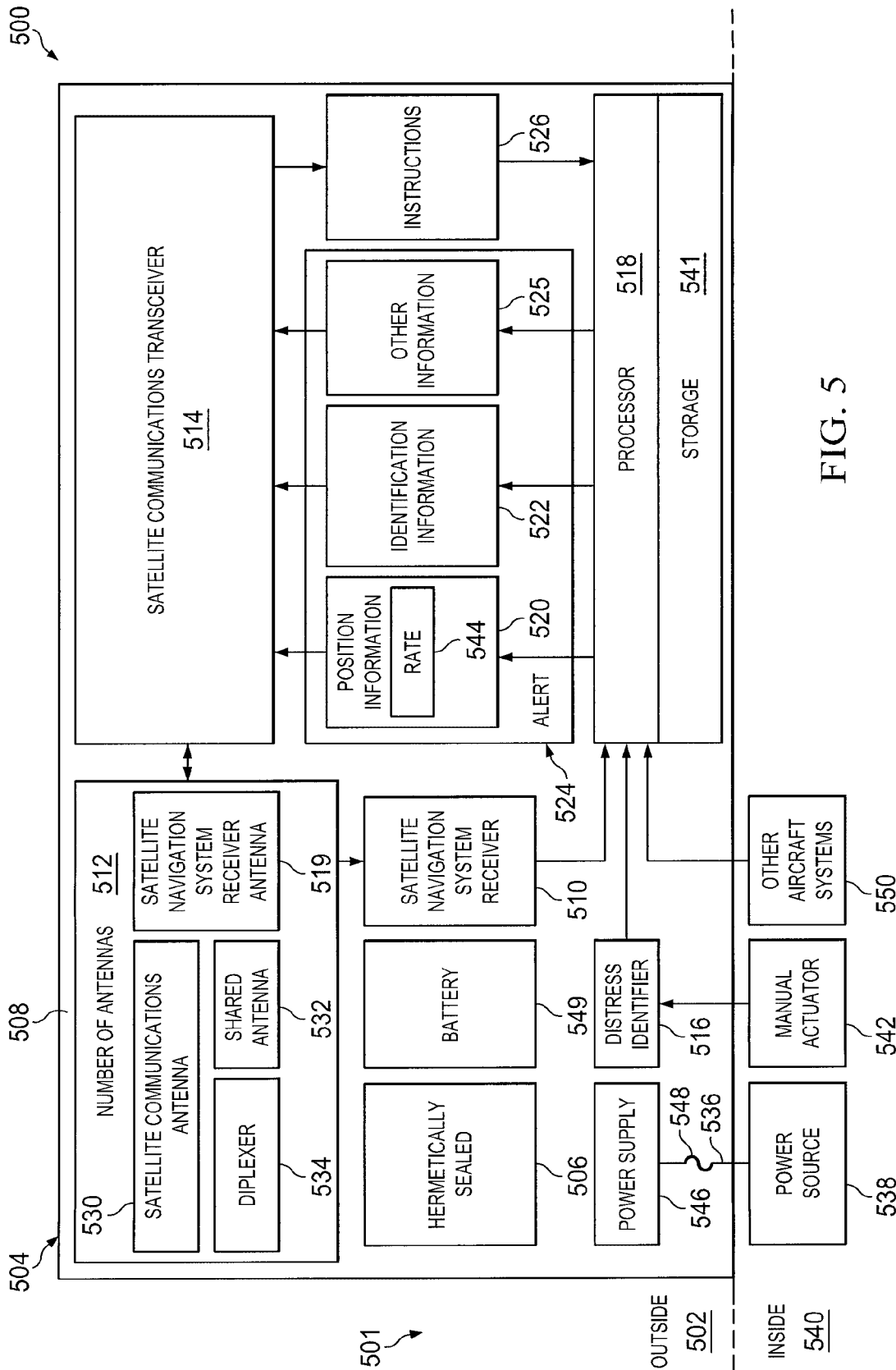


FIG. 5

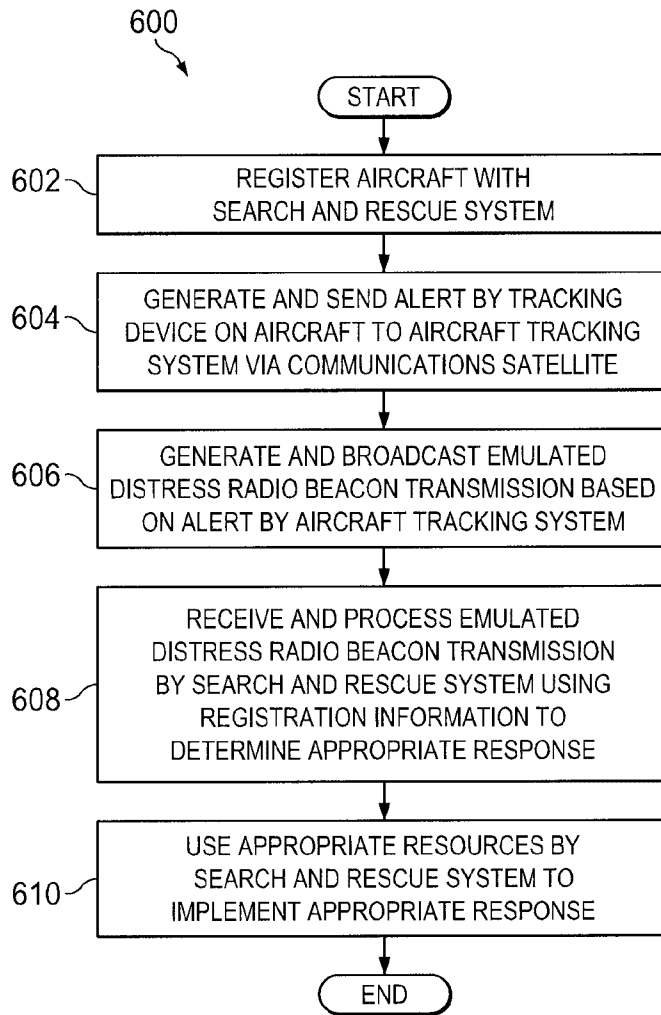


FIG. 6

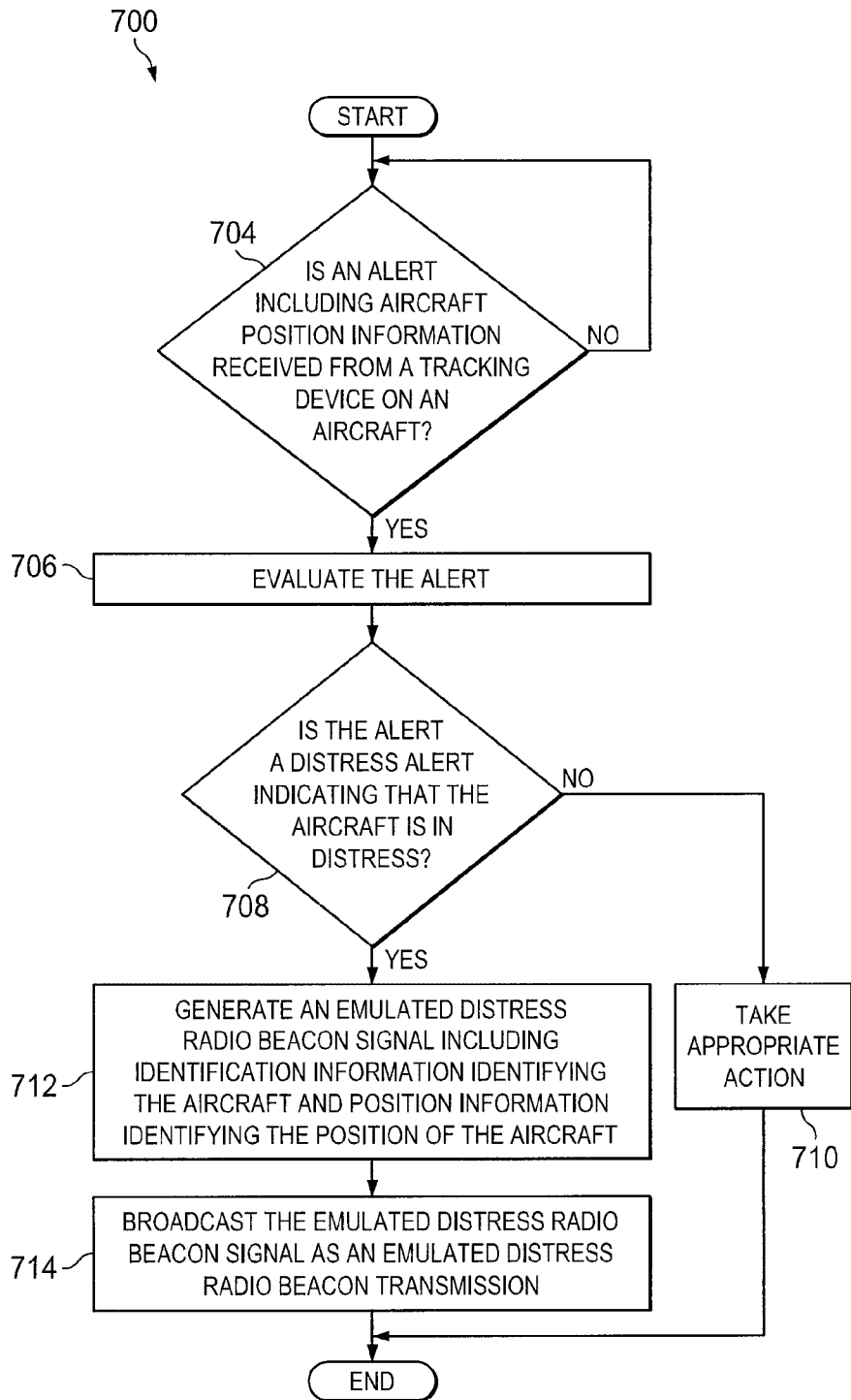


FIG. 7

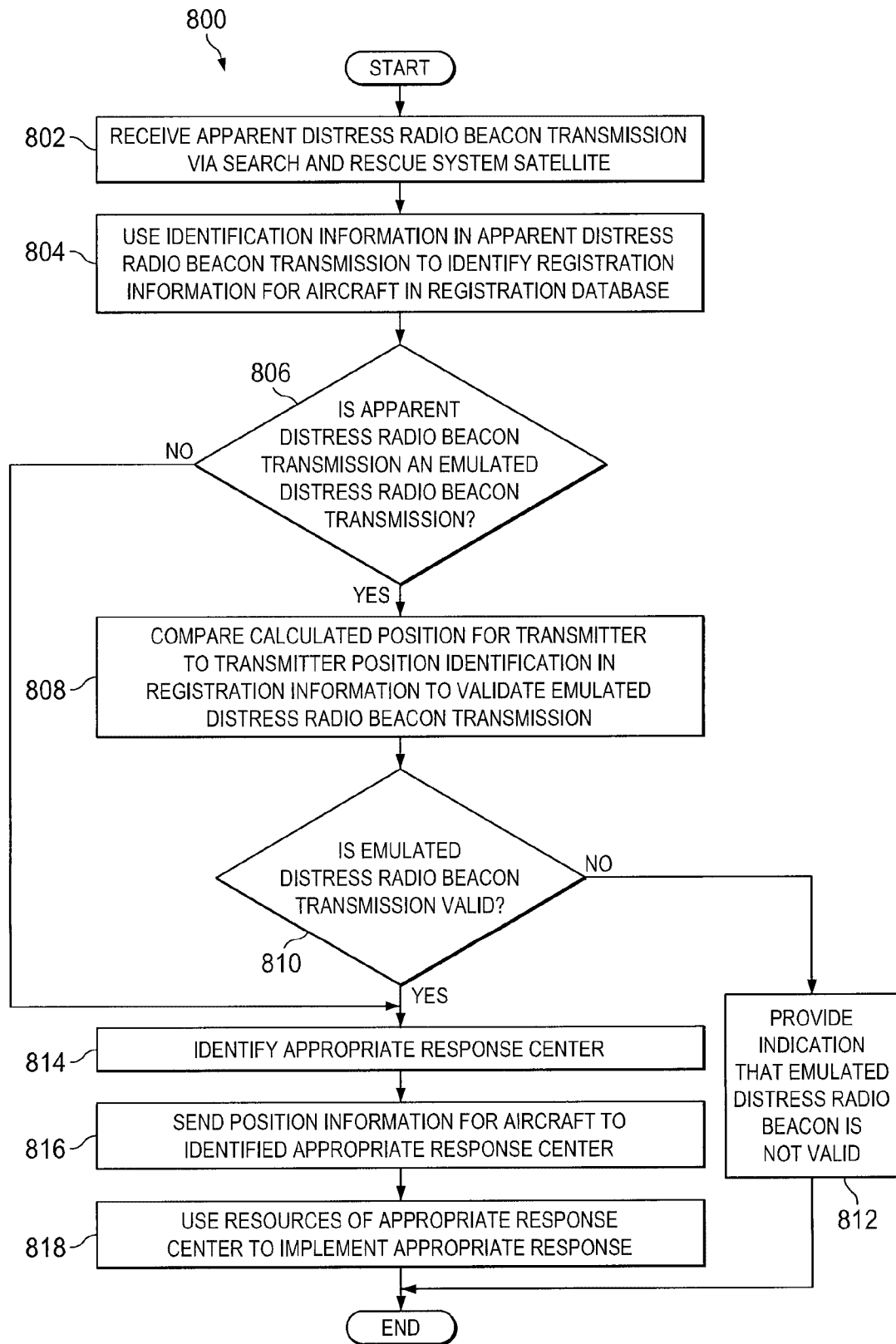


FIG. 8

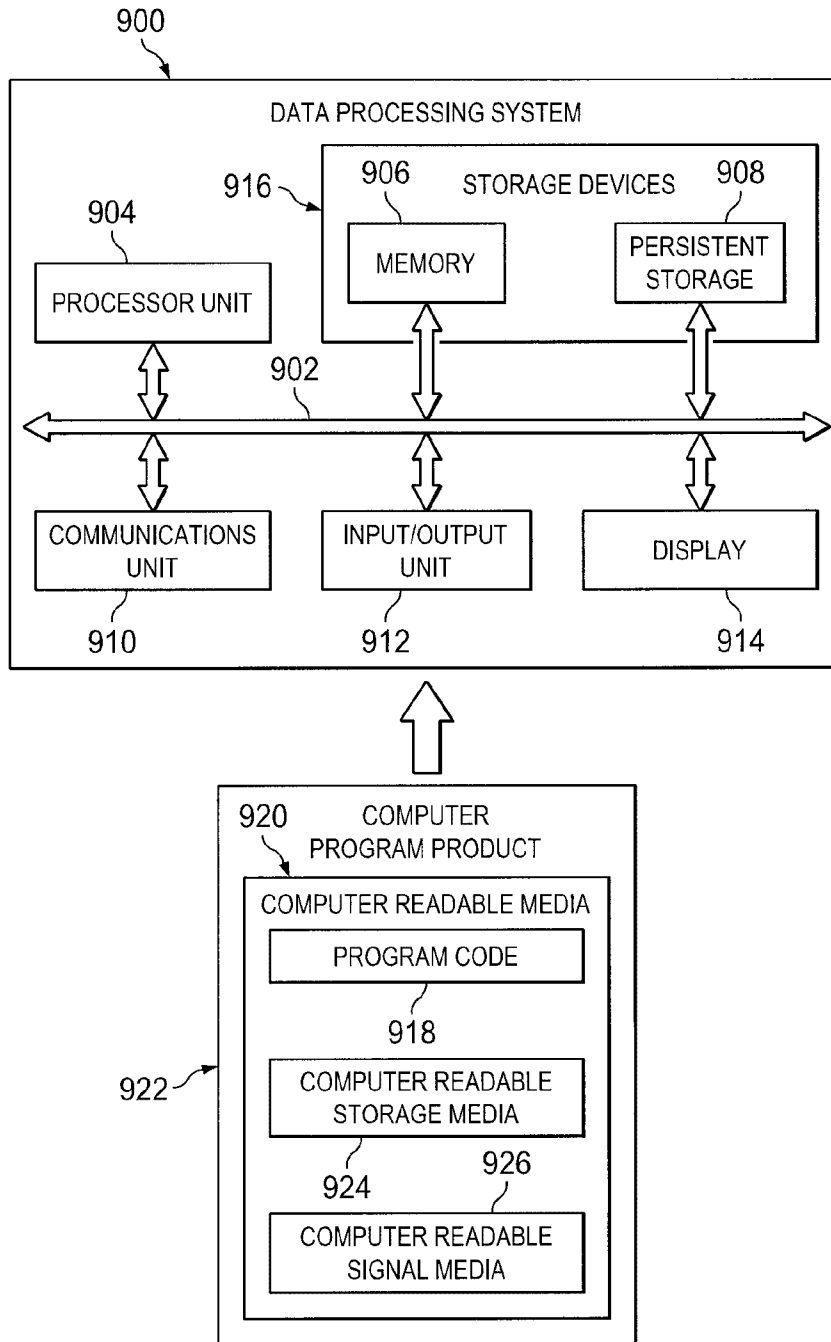


FIG. 9

