

MAS ATLANTIC

FINAL REPORT

Introduction



The Multipurpose Aerial Surveillance (MAS) concept is based on the collection of data [REDACTED], including Full Motion Video, by means of sensors installed on an aircraft (e.g. RPA), which is then streamed in real-time to the European Monitoring Team (EMT) and to the competent situational centres [REDACTED] for follow-up activities in case of need.

For this implementation of surveillance activities in the Atlantic, that took place between 25th of September and 30 November, having as base the airfield of [REDACTED], Frontex role was defined as the Service Implementer having EMSA as the Service Provider.

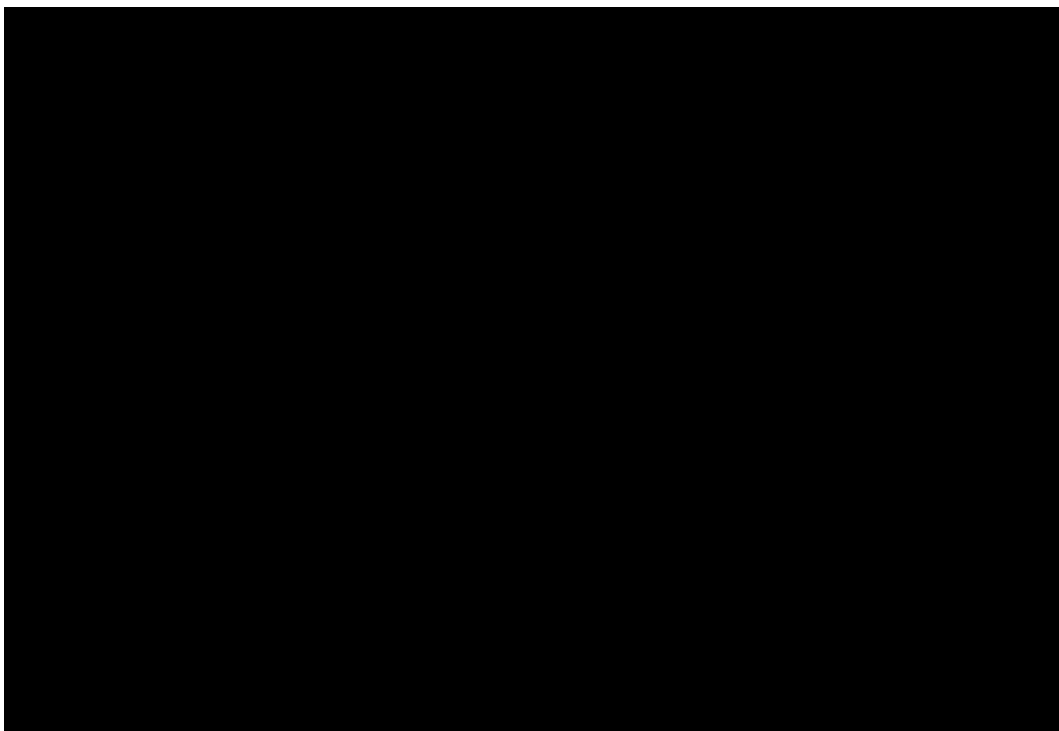
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

- I [REDACTED]
- I [REDACTED]
- [REDACTED]
- I [REDACTED]
- [REDACTED]
- [REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



For this activity, the following operational objectives were established in view of the multipurpose nature:

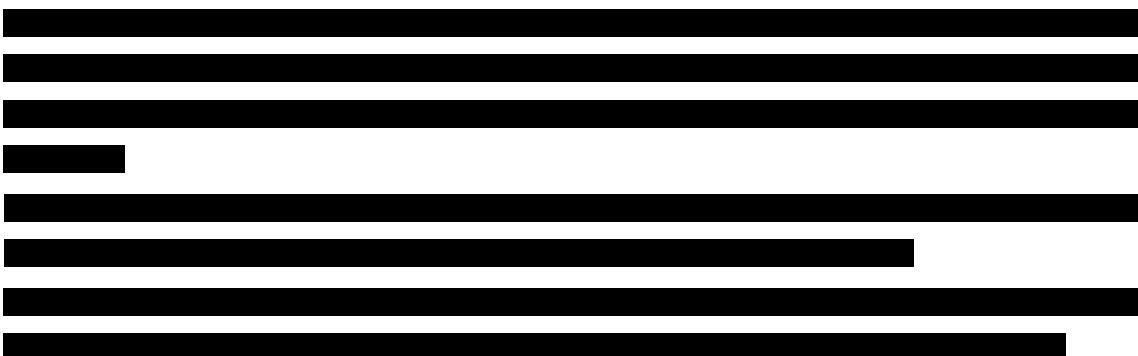
- Support real-time monitoring of pre-frontier areas;
- Support real time-monitoring of coast guard operations at EU level;
- Enhance border security;
- Enhance surveillance and reconnaissance;
- Support fisheries control;
- Support visual identification of Search and Rescue beacons and emergency distresses;
- Enhance exchange of information between the participating entities;
- Support pollution operations.

Description of the Service

The Operational Implementation of the multipurpose aerial surveillance activities with the new aerial platform were supported in two main elements as part of the requested service to EMSA: the Data Centre Interface and the Aerial Platform.

Following the finalization of implementation the summary on the use of the elements is as follows:

1. Data Centre Interface



[illegible]

The support provided by EMSA, during the whole period of implementation, was considered of great value being delivered always in a very prompt way. This constant support was extend to the most practical level, having

included a visit to FRONTEX premises, dedicated to follow the work of the EMT during the flights with the intent to collect direct feedback from the end user.

General considerations

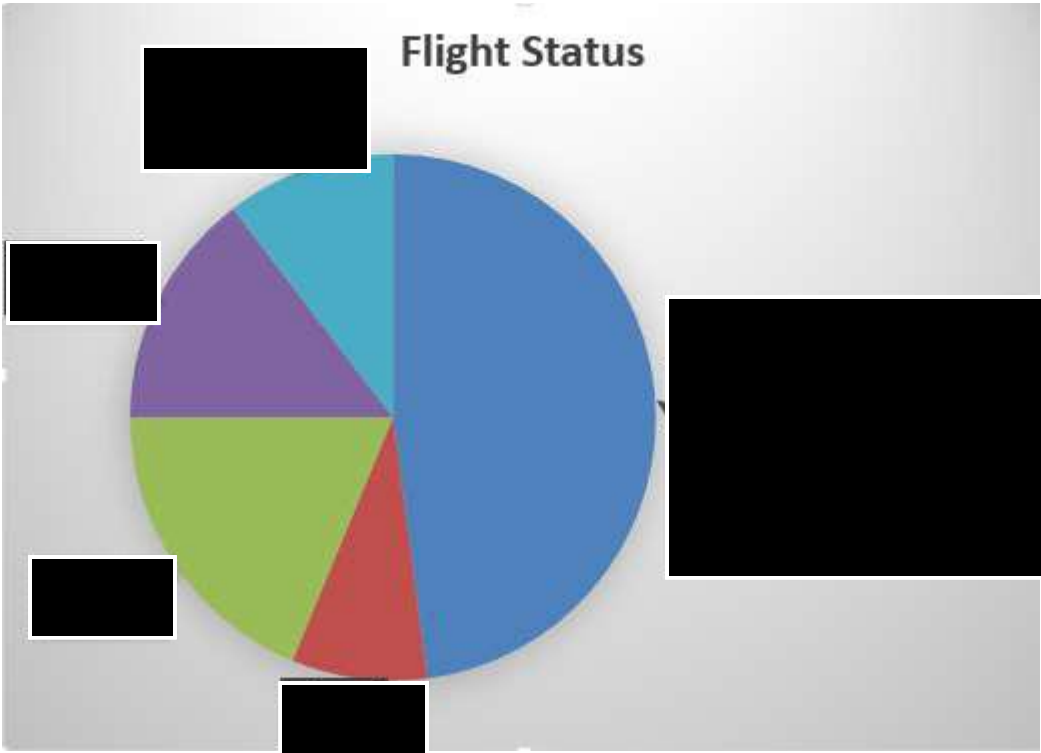
- [REDACTED]
- [REDACTED]
- [REDACTED]
 - I [REDACTED]
 - [REDACTED]
 - I [REDACTED]
 - [REDACTED]

Annex 1 - STATISTICAL FIGURES

1. In [redacted] planned missions the overall perspective regarding the number of flights performed was the one below

	Number of Flights	Flight hours Planned	Flight hours Executed
Cancelled	[redacted]	[redacted]	[redacted]
Aborted	[redacted]	[redacted]	[redacted]
Shortened	[redacted]	[redacted]	[redacted]
Test Flights	[redacted]	[redacted]	[redacted]
Executed as planned	[redacted]	[redacted]	[redacted]
Grand Total	[redacted]	[redacted]	[redacted]

Table 1 - Number of Flights and Statistics



Graphic 1 - Flight Status

2. In [REDACTED] planned missions the main reasons for deviation were the ones depicted below:

	Number Of Deviations
[REDACTED]	

Table 2 - Reasons for Deviation