



International Civil Aviation Organization

**First Meeting of the Asia/Pacific Regional Search and Rescue Working Group  
(APSAR/WG/1)**

Bangkok, Thailand, 15 – 19 August 2016

---

**Agenda Item 4: Asia/Pacific and inter-regional SAR planning, coordination and cooperation**

**REGIONAL SAR STATUS**

(Presented by the Secretariat)

**SUMMARY**

This paper presents information on the known status of Asia/Pacific SAR capability, and invites States and administrations to update the information.

**1. INTRODUCTION**

1.1 The Asia/Pacific Regional Office maintains records of the information provided from administrations regarding SAR Status in order to report to the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG).

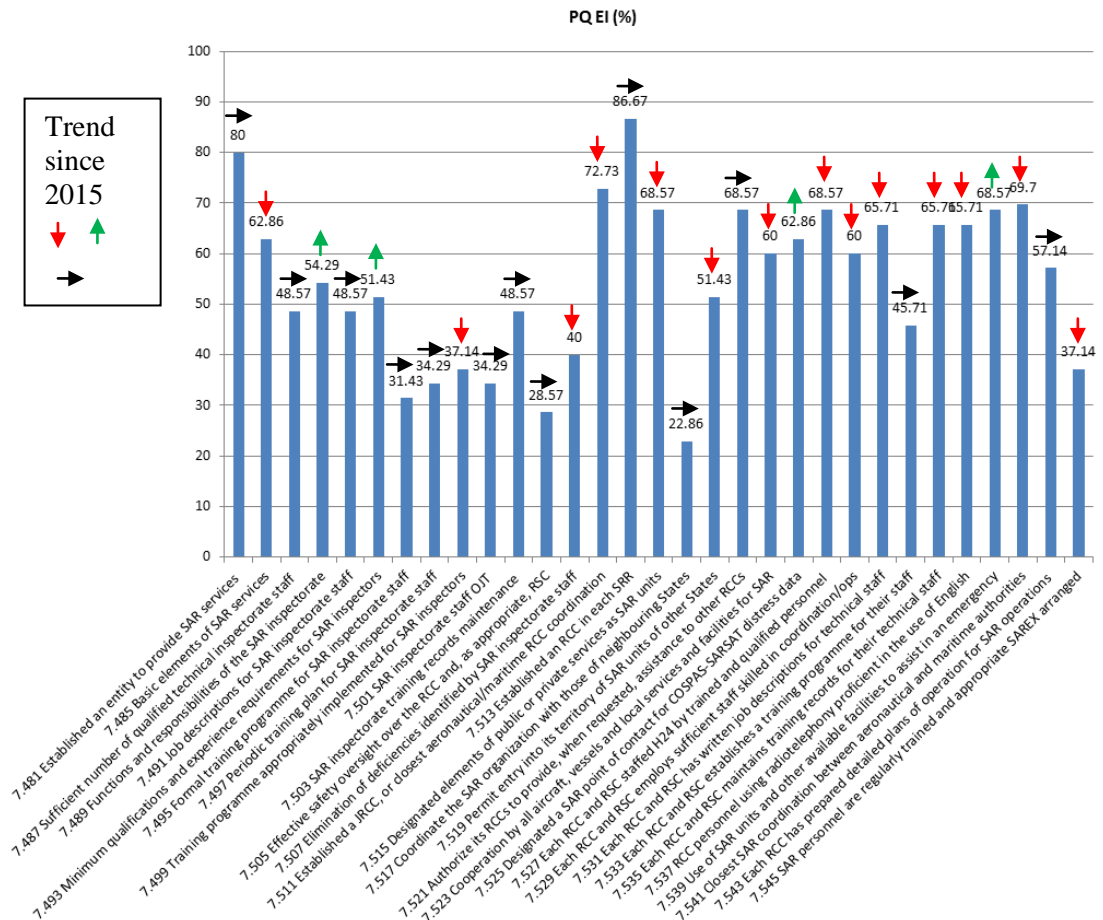
**2. DISCUSSION**

USOAP Compliance

2.1 An analysis of the 31 Universal Safety Oversight Audit Programme (USOAP) SAR-related Protocol Questions (PQs) indicated that the overall Effective Implementation (EI) had risen from 50.7% in mid-2015 to **54.8%** in August 2016 for the Asia/Pacific Region. When analysed for the 35 Asia/Pacific States and administrations [that the USOAP programme had evaluated], 12 SAR-related questions indicated EIs below 50% that should be the focus of priority correction action plans (**Figure 1**):

- → 23% - PQ 7.517 (SAR coordination with neighbouring States);
- → 29% - PQ 7.505 (effective SAR safety oversight);
- → 31% - PQ 7.495 (SAR inspectorate training programme);
- → 34% - PQs 7.497, 7.501 (SAR inspectorate periodic training plan and OJT);
- ↓ 37% (was 40%) - PQs 7.499, 7.545 (SAR inspectorate training implemented; and SAR personnel regular training and appropriate SAR exercises arranged);
- ↓ 40% (was 43%) - PQ 7.507 (elimination of deficiencies identified by SAR inspectors);
- → 46% - PQ 7.533 (RCC and RSC training programme); and
- → 49% - PQs 7.487, 7.491, 7.503 (sufficient SAR safety oversight staff, SAR inspector job descriptions and SAR inspectorate training records system).

*Note: PQs 7.493 (SAR inspector minimum qualifications and experience) and PQ 7.489 (SAR functions and responsibilities of the SAR inspectorate) rose from 46% to 51% and from 49% to 54% respectively.*



**Figure 1: APAC USOAP CMA SAR PQ Compliance (average: 54.8%)**

2.2 From this analysis, it appeared that the major areas of weakness is in areas of:

- coordination with adjacent States;
- effective SAR oversight; and
- training of both SAR inspectors and staff that provide the SAR services.

2.3 Therefore, regarding coordination with other States, a focus on the minimisation of barriers associated with the efficient cross-border coordination of SAR Units (SRU, such as pre-arranged approval) and other RCC coordination mechanisms was vital.

2.4 In addition, there was a need for improved systemic approaches (possibly on a sub-regional or regional basis) to training for both SAR inspectors and personnel responsible for the provision of SAR services, including the regular organisation of effective SAREX that actually tested systems and personnel.

2.5 Many States appeared to have unclear regulatory oversight of SAR services, due in part to a lack of certification and independent SAR regulation. It was recognised that many States had SAR services provided by a non-aeronautical entity (such as a maritime safety authority), so there may be legal difficulties in developing a SAR inspectorate oversight system within the aeronautical system (i.e.: the Civil Aviation Authority of the State concerned). In this case, the State needed to demonstrate an independent safety oversight and compliance mechanism of the SAR services.

2.6 While an independent regulatory oversight was necessary, the PQs intimated that SAR inspectors needed to be SAR experts, and were a separate inspectorate to other ANS inspectorates then this appeared to be an onerous situation.

2.7 APSAR/TF/4 had recognised that the task of regulatory inspection for any ANS field (e.g.: ATC, AIS, MET, etc.) did not require the inspector to be an expert in the field itself but rather, it was necessary for inspectors to be experts in regulatory inspection skills, which were generic.

2.8 In studying the USOAP guidance material contained within ICAO Doc 9734, the following excerpts were relevant:

3.5.1.3 Ideally, technical personnel should be at least as qualified as the personnel to be inspected or supervised. With respect to personnel licensing officers, the qualifications required should include considerable experience in one of the professions for which the licence or rating is issued. If the licensing officer is involved in conducting examinations and tests, the qualifications and experience required should be similar to those which are required for civil aviation inspectors.

3.5.1.5 The certification and surveillance of civil aviation activities involve technical activities far beyond the review and approval of documentation. Although the importance of the latter element must not be overlooked, the safety oversight of civil aviation also includes timely inspection by qualified inspectors of all civil aviation activities, starting with the beginning of the certification process to an ongoing periodic surveillance long after the certificate has been issued. The qualification of a civil aviation inspector should ideally match the qualification of those who are being inspected. Although a CAA civil aviation inspector should be fully qualified, it is not expected that in all cases any one inspector would possess the same experience as all the personnel under inspection, for example, in the area of aerodromes where a number of disciplines are involved.

3.5.1.6 However, the organization with safety oversight responsibility should be organizationally competent; this may require a team of inspectors with a mix of disciplines. As a team, they should be as knowledgeable, qualified and experienced in the appropriate areas of qualification and experience as the organization being inspected. The maintenance of licences and other skills or qualifications and of an acceptable level of proficiency and knowledge of civil aviation activities, limitations, equipment, systems, operations, etc. will permit civil aviation inspectors to better assess the knowledge, techniques and overall competence of the civil aviation personnel, operators, service providers and maintenance organizations.

2.9 There is clear recognition for a multidisciplinary approach whereby the inspector should not need to have the same level of technical skill or qualifications as those being inspected, and that an expert in the technical field is a bonus for inspectors, but not an absolute requirement. Moreover, it is recognized in the same document that the inspector requires a different skill-set, such as being an expert on regulatory matters and enforcement (excerpts below).

3.5.2.2 The State authorities must be prepared to finance their technical personnel's initial and recurrent training. The State's technical personnel represent the authority and, as such, require the continuing development of their knowledge and skills related to their respective responsibilities. This should be accomplished through periodic training and refresher courses in all the disciplines for which the technical officers are responsible. Participation in seminars and workshops organized by ICAO and international and regional aviation-related organizations can also enable the State's technical personnel to widen their horizons and share experience with experts from other Contracting States. Additional studies, such as courses in technical report writing and supervisory training, will also assist the technical experts in improving their effectiveness and efficiency.

3.5.2.4 Training of the State's technical personnel shall not be limited to strictly professional elements, such as the maintenance of competency and currency. In particular, it is essential that CAA inspectors also be provided with training on subjects such as applicable CAA regulations, inspectors' skills, knowledge, duties and responsibilities, and CAA procedures for the implementation and enforcement of requirements.

2.10 Thus it was expected that a State would comply by establishing a generic ANS inspectorate so multi-disciplined inspectors could be utilised in an efficient manner across many ANS fields, and were not expected draw resources away from the primary service functions such as SAR.

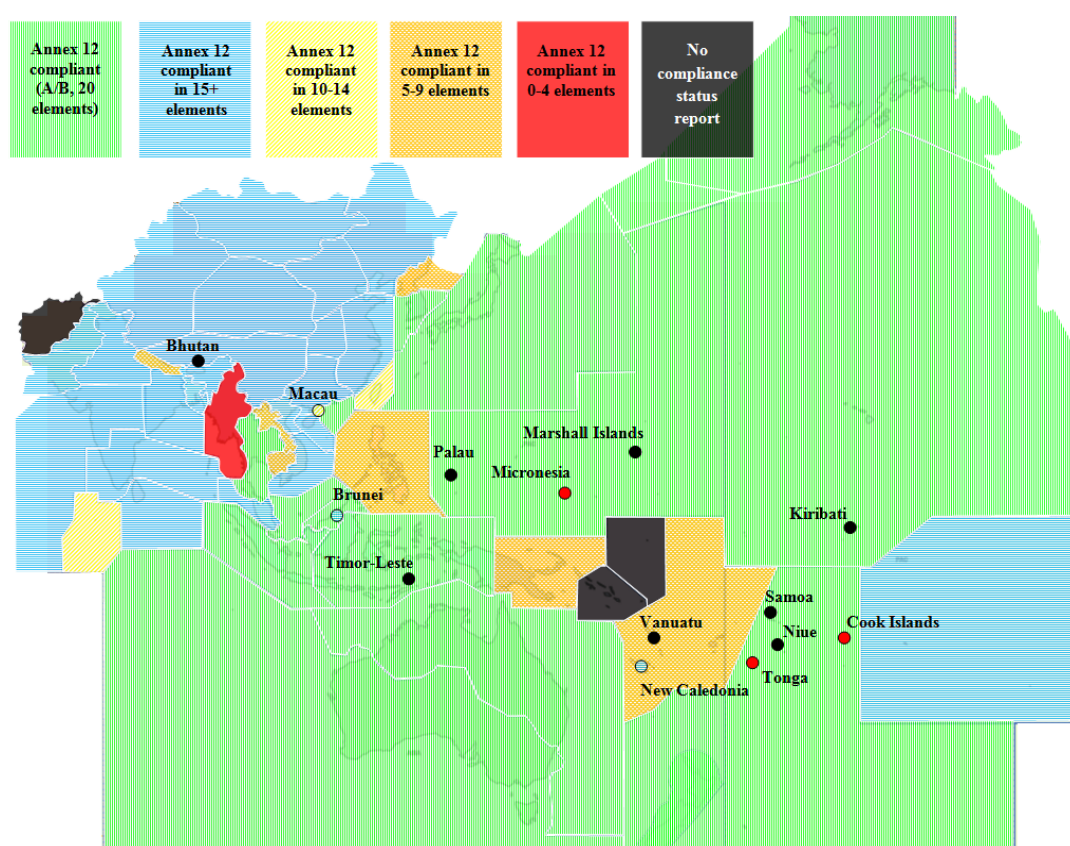
#### Basic Annex 12 Compliance

2.11 The current List of SAR Agreements is presented in **Attachment A**.

2.12 A SAR Agreement Matrix is provided in **Attachment B**.

2.13 The SAR Capability Matrix Table is appended as **Attachment C**.

2.14 **Figure 2** provides the current overview for SAR Capability as detailed in Attachment D from State reports (noting that the image is based on Flight Information Regions, not Search and Rescue Regions for ease of comparison with other performance metrics).

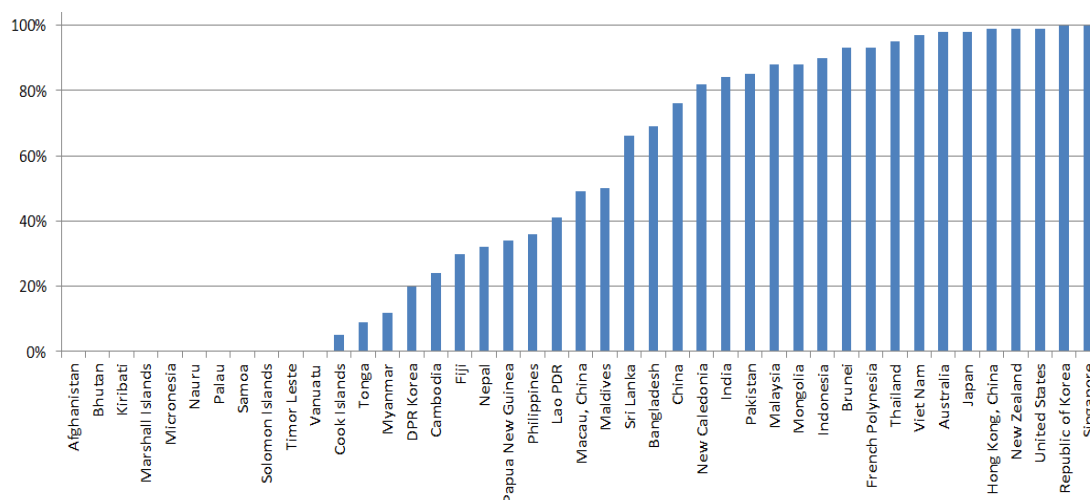


**Figure 2: Asia/Pacific Regional SAR Overview**

2.15 Significant Annex 12 compliance weaknesses remained in the Southwest Pacific and improvement was necessary in several Asian States: Afghanistan; Democratic People's Republic of Korea (DPRK); Maldives; Myanmar; Nepal; and the Philippines.

2.16 In addition, it should be noted that French Polynesia, India, Sri Lanka and Viet Nam all had significant high seas (oceanic) responsibilities, but still had some missing capabilities that needed to be addressed.

2.17 The overall SAR capability ranking of Asia/Pacific States (using a metric of 5% for an A and 4% for a B as assessed in the SAR Capability Matrix) is indicated in **Figure 3**:



**Figure 3: Asia/Pacific SAR Capability Ranking**

2.18 With the advent of the Asia/Pacific SAR Plan and its more comprehensive set of expectations, ICVAO has been considering whether the 20 Annex 12 SAR compliance elements could be superseded by a more accurate assessment of capability aligned with the SAR Plan. It is possible that this assessment could be used by States and administrations as a means of internal gap analysis, in addition to providing a more accurate metric of the Asia/Pacific SAR Plan implementation. An example of a SAR Plan-based assessment is provided for the consideration of the meeting in **Attachment D**.

### 3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) discuss the continued lack of progress in the key areas of:
  - i) SAR coordination with adjacent States;
  - ii) effective SAR oversight;
  - iii) training of both SAR inspectors and staff that provide the SAR services;
- c) discuss the lack of SAR capability in certain portions of Asia/Pacific airspace;
- d) discuss the new proposed SAR compliance and capability assessment; and
- e) discuss any relevant matters as appropriate.

.....

## SAR AGREEMENTS

Updated: 28 July 2016

DATE	STATES	REMARKS
14 April 1972	ASEAN States - Indonesia, Malaysia, Philippines, Singapore and Thailand	Multilateral agreement
March 1997	ASEAN - Viet Nam	Viet Nam accession to 1972 ASEAN Agreement (as above)
August/Sept. 2004	Australia/Fiji	
November 1990	Australia / Indonesia	Updated 5 April 2004
April 2006	Australia / Maldives	Letter of Arrangement
2 April 2009	Australia / New Zealand	Notified 2013
February 2001	Australia / Papua New Guinea	
29 July 1999	Australia / New Caledonia	Maritime Arrangement for SAR Cooperation
8 October 1998	Australia / Solomon Islands	SAR Arrangement
29 April 2014	Australia/Sri Lanka	SAR Arrangement
16 December 1998	Brunei Darussalam / Malaysia	
22 December 2009	Bhutan / India	SAR Arrangement
February 1999	Cambodia / Viet Nam	
1 June 2009	Chile / New Zealand	SAR services coordination
16 May 2007	China / Republic of Korea	
notified 2003	China / United States	
Signed 25 Oct 2013	China/Mongolia	
6 March 2012	Cook Islands / New Zealand	Notified 2012
notified July 2007	French Polynesia (Tahiti) / New Zealand	Final draft agreement being considered by FP authorities
notified January 2013	French Polynesia (Tahiti) / United States	Draft agreement being considered by FP authorities
June 1982	Indonesia / Singapore	
1990	Indonesia / Papua New Guinea	JBC MOU signed
25 August 1986	Indonesia / Philippines	
1988, July 2006	Indonesia / United States	SAR Services Agreement
17 March 2010	Japan/Philippines	SAR Agreement
30 April 2008	Japan / Republic of Korea	
1986	Japan / United States	
1998	Lao PDR / Vietnam	LOA for provision of assistance
05 March 2013	Lao PDR/Myanmar	
29 August 1985	Malaysia / Indonesia	
9 December 1985	Malaysia / Philippines	
11 August 1984	Malaysia / Singapore	
9 September 1985	Malaysia / Thailand	
25 June 2014	Maldives/Sri Lanka	
notified 2003	Marshall Islands / United States	
notified 2003	Micronesia / United States	
11 April 2008	Mongolia/Russian Federation	
22 May 2002	New Caledonia / New Zealand	
notified July 2007	New Zealand/Niue	Government aid agreement
20 August 2003	New Zealand / Samoa	Notified 2005

APSAR/WG/1–WP06 Attachment A  
15 – 19/08/2016

<b>DATE</b>	<b>STATES</b>	<b>REMARKS</b>
Notified July 2007	New Zealand/Tokelau	Government aid agreement
17 June 2005	New Zealand / Tonga	
16 April 2003	New Zealand / United States	
26 November 2002	Palau / United States	
July 1996	Philippines / Singapore	
20 September 1996	Philippines / Viet Nam	
September 1985	Singapore / Thailand	Updated July 1996
July 1996	Singapore / Viet Nam	
March 2009	Viet Nam / Lao PDR	
March 2009	Viet Nam / Cambodia	



<sup>2</sup> Includes American Samoa, Guam, Johnston, Kingman, Midway, Mariana, Palmyra, Wake

<sup>2</sup> Includes American Samoa, Guam, Johnston, Kingman, Midway, Mariana, Palmyra, Wake



**SAR Capability Matrix (Last Update: 07 July 2015)**

	Training	Alerting	Legislative	SAR Committee	SAR Agreements	Relationships	Communications	Quality Control	Civil Military	Resources	SAREX	Library	Computerisation	SAR Programme	Supply Dropping	Special Equipment	SAR aircraft	Navigation	ELTs	COSPAS-SARSAT Alerts	Capability (A=5, B=4) %
Afghanistan																					0
Australia	A	A	A	A	A	B	A	A	A	A	A	A	A	A	A	A	A	A	B	A	98
Bangladesh	<b>D</b>	B	B	<b>E</b>	<b>C</b>	B	B	A	A	B	B	B	<b>C</b>	B	B	B	A	B	A	A	69
Bhutan																					0
Brunei	A	A	A	A	A	A	A	A	A	A	A	A	A	A	B	B	A	A	A	<b>E</b>	93
Cambodia	B	B	<b>C</b>	B	<b>C</b>	B	<b>C</b>	<b>E</b>	B	<b>C</b>	<b>C</b>	<b>C</b>	<b>D</b>	<b>C</b>	<b>E</b>	<b>E</b>	<b>D</b>	<b>D</b>	<b>E</b>	B	24
China	A	A	A	A	A	A	B	B	A	B	B	<b>C</b>	<b>D</b>	<b>E</b>	A	A	A	A	A	<b>E</b>	76
Cook Islands	<b>E</b>	<b>D</b>	<b>D</b>	<b>E</b>	<b>E</b>	<b>C</b>	<b>C</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>D</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>D</b>	<b>D</b>	<b>E</b>	A	<b>E</b>	5
DPR Korea	<b>D</b>	B	<b>D</b>	B	<b>E</b>	<b>D</b>	B	B	B	<b>C</b>	<b>D</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>D</b>	<b>E</b>	<b>C</b>	<b>C</b>	<b>E</b>	<b>E</b>	20
Fiji	<b>D</b>	A	<b>C</b>	<b>C</b>	<b>C</b>	<b>C</b>	B	<b>C</b>	B	<b>C</b>	B	<b>C</b>	<b>C</b>	B	<b>D</b>	<b>C</b>	<b>C</b>	<b>C</b>	B	A	30
French Polynesia	A	A	A	B	<b>C</b>	A	A	A	A	B	A	A	A	A	A	A	A	A	A	A	93
Hong Kong, China	A	A	A	A	B	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	99
India	B	A	A	B	<b>C</b>	B	A	<b>D</b>	A	A	A	A	B	B	A	B	A	A	A	A	84
Indonesia	A	A	A	A	A	A	B	B	A	A	A	B	B	B	A	B	B	B	B	B	90
Japan	A	A	A	A	B	A	A	A	A	A	A	A	B	A	A	A	A	A	A	A	98
Kiribati																					0
Lao PDR	<b>C</b>	B	<b>C</b>	B	B	B	B	<b>D</b>	B	B	<b>C</b>	<b>C</b>	<b>C</b>	<b>C</b>	B	<b>D</b>	<b>D</b>	B	<b>D</b>	A	41
Macau, China	A	A	A	B	A	-	A	-	-	-	A	-	-	-	-	-	A	-	A	A	49
Malaysia	A	A	<b>C</b>	A	B	A	A	A	A	A	A	B	A	A	A	A	A	A	A	<b>D</b>	88
Maldives	<b>C</b>	A	<b>C</b>	<b>E</b>	B	A	B	<b>C</b>	A	<b>C</b>	B	B	B	A	<b>C</b>	<b>C</b>	<b>C</b>	A	<b>C</b>	A	50
Marshall Islands																					0
Micronesia	<b>C</b>	<b>D</b>		<b>E</b>	<b>E</b>	<b>D</b>	<b>C</b>					<b>E</b>		<b>D</b>	<b>D</b>						0

AP SAR/WG/1–WP06 Attachment C  
15 – 19/08/2016

Mongolia	A	A	B	A	B	B	A	A	A	B	A	A	A	B	D	B	A	B	A	A	88
Myanmar	D	E	D	C	E	B	C	C	B	E	E	E	E	E	C	E	B	C	E	E	12
Nauru																					0
Nepal	B	B	C	D	E	C	C	D	B	D	E	D	E	B	B	C	B	B	B	D	32
New Caledonia	A	B	B	B	C	B	A	B	A	B	A	A	B	E	A	B	A	A	A	A	82
New Zealand	A	A	A	A	B	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	99
Pakistan	A	B	B	A	C	A	B	A	A	A	A	A	D	B	B	A	A	A	A	A	85
Palau																					0
Papua New Guinea	B	A	B	C	B	B	C	C	B	C	C	B	C	C	C	E	E	E	A	E	34
Philippines	C	B	A	C	B	C	B	C	C	C	C	D	C	C	D	C	B	A	A	A	36
Republic of Korea	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	100
Samoa																					0
Solomon Islands																					0
Singapore	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	100
Sri Lanka	C	B	B	C	B	B	A	B	A	B	B	A	D	D	B	B	C	A	A	A	66
Thailand	B	A	A	A	B	A	A	A	A	A	A	B	B	B	A	A	A	A	A	A	95
Timor Leste																					0
Tonga	C	D	E	E	D	C	C	E	B	E	E	E	E	E	E	E	C	E	A	E	9
United States	A	A	A	A	B	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	99
Vanuatu																					0
Viet Nam	A	A	A	A	B	A	A	B	A	A	A	A	B	A	A	A	A	A	A	A	97
	Training	Alerting	Legislative	SAR Committee	SAR Agreements	Relationships	Communications	Quality Control	Civil Military	Resources	SAREX	Library	Computerisation	SAR Programme	Supply Dropping	Special Equipment	SAR aircraft	Navigation	ELTs	COSPAS-SARSAT Alerts	

A = Fully meets Annex 12 requirements, B = Meets Annex 12 requirements in most areas,

C = Meets Annex 12 requirements in some areas, D = Initial implementation, E = Not implemented, Blank = No response

## SAR Matrix Element Descriptions

**Training:** The appropriate level and type of training for SAR coordinator, SAR mission coordinator, on-scene coordinator, and operational facilities. (IAMSAR Manual Vol. 1, Chapter 3)

**Alerting:** Fast and reliable means for the rescue coordination center to receive distress alerts. (IAMSAR Manual Vol. 1, Chapter 2)

**Legislative:** Statutes and related provisions that establish a legal foundation for establishing a SAR organization and its resources, policies, and procedures. (IAMSAR Manual Vol. I, Chapter 1)

**SAR committee:** Typically established under a national SAR plan, the SAR coordinating committee is comprised of SAR system stakeholders. (IAMSAR Manual Vol. 1, Chapter 6 and Appendix J)

**Agreements :** States should enter into agreements with neighboring States to strengthen SAR cooperation and coordination. (Chapter 3 – *Cooperation*, in both Annex 12 – Search and Rescue, and the International Convention on Maritime SAR)

**Relationships:** Close cooperation between services and organizations which may contribute to improving SAR service in areas such as operations, planning, training, exercises and research and development.

**Communications:** Communication capability for receipt of distress alerts and operational coordination among the SAR mission coordinator, the on-scene coordinator and SAR facilities. (IAMSAR Manual Vol. 1, Chapter 3)

**Quality Control:** Procedures to focus on improving the quality of SAR services so as to improve results and reduce costs. (IAMSAR Manual Vol. 1, Chapter 6)

**Civil/Military:** Close cooperation between the various civilian and military organizations.

**Resources:** The primary operational facilities made available to the national SAR system by various authorities and arrangements with others. (IAMSAR Manual Vol. 1, Chapter 5 and Appendix C)

**SAR Exercise:** Exercise to test and improve operational plans, provide learning experience and improve liaison and coordination skills. (IAMSAR Manual Vol. 1, Chapter 3; Annex 12, and Annex 14 regarding Airport Emergency Plan)

**Library:** Quick access to the applicable international, national, and agency SAR publications that provide standards, policy, procedures and guidance.

**Computerization:** Use of or access to output of various computer resources including databases, computer aids for SAR system management, search planning software, etc. (IAMSAR Manual Vol. 1, Chapter 2)

**SAR programme:** National structure to establish, manage and support the provision and coordination of SAR services. (IAMSAR Manual Vol. 1, Chapter 1)

**Supply dropping:** Supplies and survival equipment carried by air and maritime SAR facilities to aid survivors and facilitate their rescue, as appropriate. (IAMSAR Manual Vol. 1, Chapter 2 and Appendix B)

**Special equipment:** Equipment created for specific rescue scenarios (such as mountain or desert rescue) and equipment typically carried on designated SAR units to support coordination and locating functions as well as special supplies and survival equipment to aid survivors and facilitate their rescue. (IAMSAR Manual Vol. 1, Chapter 2 and 4)

**SAR aircraft:** An aircraft provided with specialized equipment suitable for the efficient conduct of SAR missions (Annex 12, Chapter 2 - *Organization*)

**Navigation:** Suitable means provided within the SAR region to determine position, and the responding SAR facilities have the appropriate equipment on board to determine their position in the SAR region they are likely to operate. (IAMSAR Manual Vol. 1, Chapter 2)

**ELT:** National regulations for carriage of ELTs, and arrangements for registration of the 406 MHz beacon and rapid access to the beacon registration database. (Annex 6 – Operation of Aircraft and Annex 10 - Aeronautical Telecommunications; and IAMSAR Manual Vol. 1, Chapter 4)

**Cospas-Sarsat Distress Alerts:** A SAR Point of Contact (SPOC) designated for receipt of Cospas-Sarsat distress data, and arrangements for efficient routing of the distress data to the appropriate SAR authority (the aeronautical emergency locator transmitter ELT), maritime emergency position-indicating beacon (EPIRB), and personal locator beacon (PLB)). (Annex 12, paragraph 3.2.5 and Section 2.4; and, IAMSAR Manual Vol. 1, Chapter 4)

## SAR PERFORMANCE INDICATORS

Following is a bank of indicators based on the Asia/Pacific Plan's performance improvement section whether an administration is either compliant or not and to internally evaluate their i

1. Enacted legislation that incorporates or is aligned to applicable international Conventions
2. Unless delegated, established an entity that provides H24, SAR services within its area of responsibility
3. Established a national SAR committee
4. Empowered SAR Mission Coordinators with the authority to adequately carry out their responsibilities
5. Established an Administrative Single Point of Contact for SAR (ASPOCS) for non-urgent, administrative
6. Conducted studies to integrate aviation and maritime SAR, and as far as practicable, civil and military
7. Conducted studies to align, as far as practicable, aeronautical and maritime SRRs, and SRRs and FIRs
8. Established a single State SAR Plan
9. Established aerodrome emergency plans that provide for co-operation and co-ordination with RCCs
10. Established SAR agreements with States having adjoining SRRs or FIRs
11. Provided up to date cross-border information on SAR capability to adjoining States
12. Pre-arranged procedures for cross-border SAR responses
13. Established RCC plans for response to Mass Rescue Operations (MROs) integrated with national disaster
14. Established operational plans and procedures for SRUs, provision of support, communication and rep
15. Established SAR Alerting procedures which are tested, integrated and include civil/military protocols
16. Provided a fully equipped RCC of sufficient size with adequate provision for operational positions and
17. Provided adequate supervisory ATC resources to allow timely SAR alerts and information to RCCs
18. Provided sufficient RCC staffing
19. Provided a sufficient number of trained specialist RCC officers including SMCs and A/SMCs
20. Availability of a pool of RCC support staff who are familiar with RCC operations, but not trained as co
21. Developed SAR personnel position descriptions detailing responsibilities and eligibility criteria
22. Developed a comprehensive training programme that includes SAR training for SAR Coordinators and
23. Facilitated RCC staff to be proficient in the English language
24. Facilitated a programme of regular liaison visits between relevant RCCs, ATC units and airline operat
25. Established additional oceanic SAR capability as far as practicable to ensure a timely and adequate S/
26. Established sufficient SRU capabilities (crews, availability, military assets, communications, authority,
27. Established procedures and necessary infrastructure to coordinate distress beacon alert responses
28. Established a reliable distress beacon registration system
29. Planned and prepared for the implementation of next generation beacons
30. Established an appropriate nationwide means of disposal for old distress beacons
31. Established contingency facilities, or procedures for the temporary delegation of SAR to another bod
32. Established a centralised information source publishing all AIP information required on SAR
33. Established an Internet-based SAR information sharing system
34. Established systems for the maximum practicable cooperation between State entities for informatio
35. Developed and maintained a current, comprehensive electronic list of State SAR Facilities, SAR Equip
36. Established an Internet-based SAR Library, or cooperate by contributing to an Internet-based Asia/Pa
37. Provided each RCC and SAR Authority with ready access to a current copy of SAR reference documen
38. Conducted regular SAREX to test and evaluate coordination procedures, data and information sharin
39. Implemented SAR System Improvement and Assessment measures, including Safety Management ar
40. Conducted an annual or more frequent analysis of their current State SAR system to identify specific
41. Conducted SAR promotional programs

(which should be read in conjunction) than can be used to assess implementation status of the Asia/Pacific SAR Plan.

	0
/SRR	0
	0
	0
matters	0
activities	0
	0
	0
	0
	0
	0
	0
ster plans	0
orting	0
	0
d human factors	0
	0
	0
	0
ordinators	0
	0
d SRU staff	0
	0
ing centres	0
\AR response	0
, etc.)	0
	0
	0
	0
y or State	0
	0
	0
r when required	0
ment, and SRUs	0
icific resource	0
its	0
g and SAR responses	0
id QA systems	0
: gaps in capability	0
	0
Total (of 41)	0