



ICAO

International Civil Aviation Organization

**Fifth Meeting of the Asia/Pacific Regional Search and Rescue Working Group (APSARWG/5)**

Video Teleconference, 09 – 11 June 2020

## Agenda Item 2: Review Outcomes of Related Meetings

*Papers will be confined to discussion on:*

- *APANPIRG SAR-Related Deficiencies*

### RELEVANT MEETING OUTCOMES

(Presented by the Secretariat)

#### SUMMARY

This paper presents a brief overview of outcomes from relevant high level meetings (except for airspace safety monitoring), that had been conducted since the last SAIOACG/SEACG meeting.

## 1. INTRODUCTION

1.1 The Seventh Meeting of the APANPIRG Air Traffic Management Sub-Group (ATM/SG/7) of the Asia Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) was held at the ICAO Asia and Pacific Regional Office, Bangkok, Thailand, from 05 – 09 August 2019. The meeting was attended by 135 participants from 34 States, two Special Administrative Regions of China and eight International and ATM-related organizations.

1.2 The Fifty-Sixth Conference of Directors General of Civil Aviation, Asia and Pacific Region (DGCA/56) was held at Kathmandu, Nepal from 19 – 23 August 2019.

1.3 The Thirtieth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/30) was held at ICAO APAC Office, Bangkok, Thailand from 04 – 06 November 2019. The meeting was attended by 151 participants from 22 States, two Special Administrative Regions of China, and eight International Organizations (AAPA, CANSO, EUROCONTROL, IATA, ICAO, ICCAIA, IFAIMA and IFALPA).

## 2. DISCUSSION

### Ministerial Declaration

2.1 The meeting noted the outcomes of the Asia Pacific Ministerial Conference on Civil Aviation (31 January – 01 February 2018). The *Beijing Declaration (Attachment A)* had committed Ministers to implement the APANPIRG-endorsed *Asia/Pacific Seamless ATM Plan* by 2022, with the following elements selected as a priority:

- Aeronautical Information Management (AIM);
- Performance-based Navigation (PBN);
- common ground/ground telecommunication infrastructure;
- civil/military cooperation;

- ATS surveillance, including Automatic Dependent Surveillance-Broadcast (ADS-B);
- Air Traffic Flow Management/Collaborative Decision Making (ATFM/CDM);
- National Air Navigation Plans;
- Aeronautical Search and Rescue (SAR); and
- Meteorological Services for International Air Navigation (MET).

ATM/SG/7

***Conclusion ATM/SG/7-17: Preparation for GADSS ADT Phase***

***Conclusion ATM/SG/7-18: Asia/Pacific SAR Plan Update***

DGCA/56

2.2 The following Actions Items relevant to SAR were agreed by the DGCA/56 (**Table 3**):

DP/4/1	Action Item 56/14	<p>The Conference urged States/Administrations to:</p> <ul style="list-style-type: none"> <li>a) sensitise their relevant government entities to the regionally-agreed policies on civil-military cooperation in regard to ballistic launch and space re-entry activity, the inappropriate promulgation of airspace in another State's FIR and restrictive practices in international airspace unsupported by international Conventions;</li> <li>b) ensure proper compliance with and participation in established ATM contingency operations, taking into consideration the lessons learnt from the Pakistan airspace contingency, especially with regard to compliance with Conventions in international airspace and the State's obligations to facilitate traffic in such airspace, compliance with agreed plans, and the economic and environmental costs of not doing so;</li> <li>c) accelerate efforts to provide ICAO with the input considered necessary to validate the description of FIRs in the RANP; and</li> <li>d) engage in the Regional discussion and effort to accelerate progress of the Asia/Pacific Region to implement the Seamless ATM (ANS) Plan, including an emphasis on whole-of government planning using NANPs (which had been endorsed by the Ministers of Civil Aviation in the Beijing Declaration).</li> </ul>
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APANPIRG/30

2.3 SAR-related Conclusions from APANPIRG/30 were as follows:

**Conclusion APANPIRG/30-5: Asia/Pacific Seamless ANS Plan:**

*That, given the urgency and priority of Air Navigation Service (ANS) planning and modernization, and the lack of progress in implementing the Aviation System Block Upgrade (ASBU) Block 0, Asia/Pacific States are urged to:*

*(1) review Version 3.0 of the Asia/Pacific Seamless ANS Plan appended as **Appendix A to the Report on Agenda Item 3.2**; and*

*(2) consider utilising the Asia/Pacific Seamless ANS Plan to develop a National Air Navigation Plan (NANP) after considering the NANP Template at **Appendix B to the Report on Agenda Item 3.2**, to enable timely implementation of applicable Seamless ANS elements.*

**Conclusion APANPIRG/30-6: ICAO HQ Support for Regional ANS Implementation**

*That, ICAO HQ is invited to:*

*(1) given the greatly increased number and complexity of Aviation System Block Upgrade (ASBU) elements in the draft 6th Edition of the Global Aviation Navigation Plan (GANP), the redefinition of ASBU Block 0 elements that were expected to be completed by 2019, and the need for more detailed and comprehensive guidance provided on the ASBU Portal for each element than is currently provided, consider:*

*(i) the consequences for States of different capabilities to ensure that the No Country Left Behind (NCLB) policy is fully considered; and*

*(ii) the extra resources, tools and training required to enable States to be able to understand, review, determine priorities and costs/benefits, and implement the applicable ASBU elements; and*

*(2) ensure that the redevelopment of the Regional Air Navigation Plan Volume III templates allow the Asia/Pacific Seamless Air Navigation Service (ANS) Plan to be fully incorporated into Vol. III without amendment; and*

*(3) ensure an urgent upgrade of the electronic regional ANS Monitoring and Reporting Scheme to:*

*(i) allow States to electronically submit data related to the Seamless ANS Plan and its subsidiary plans; and*

*(ii) ensure the ICAO Regional Office can amend online elements, metrics and priorities, consistent with APANPIRG endorsements.*

Air Navigation Service Deficiencies List

2.4 The following States and Administrations had current APANPIRG Deficiencies in the areas of SAR related to the lack of full implementation of the *Asia/Pacific SAR Plan (Attachment A)*:

Afghanistan, Bangladesh, Bhutan, Brunei, Cambodia, Cook Islands, DPR Korea, Fiji, French Polynesia, India, Indonesia, Kiribati, Lao PDR, Macao China, Malaysia, Maldives, Marshall Islands, Micronesia, Myanmar, Nauru, Nepal, New Caledonia, Palau, Pakistan, Papua New Guinea, Philippines, Samoa, Solomon Islands, Sri Lanka, Timor-Leste, Tonga and Vanuatu.

2.5 ICAO had recalled that States below 90% implementation by 2019 would be considered to have a SAR deficiency at that time. Only six States had reported implementation of 90% or above at the APSAR/WG/4 (*note: Hong Kong China, Indonesia and the ROK had all reported as having achieved the benchmark after the APSAR/WG/4*):

Australia, Japan, New Zealand, Singapore, United States and Viet Nam.

2.6 The APSAR/WG/5 is expected to consider whether Indonesia's report (**Attachment B**) was sufficient to recommend the deletion of the current SAR-related APANPIRG Deficiency in 2020.

2.7 India also provided a State SAR Report that indicated a 90% compliance status. Further information was being sought from India to verify the changes.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) provide updates on the Deficiencies noted in **Attachment A**;
- c) consider India and Indonesia's APANPIRG Deficiency status in **Attachment B**; and
- d) discuss any relevant matters as appropriate.

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APSAR/WG/5  
WP02 Attachment A

SAR Deficiencies List (Updated 06 November 2019)

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
	<b>SAR capability: Requirements of Annex 12 as defined in the Regional Air Navigation Plan Volume II Part I – GENERAL PLANNING ASPECTS Section 3 SPECIFIC REGIONAL REQUIREMENTS, failure to reach 90% or more implementation of the Asia/Pacific SAR Plan</b>					
Afghanistan	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 45%	Afghanistan	2019	U
Bangladesh	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/4 69%	Bangladesh	2019	U
Bhutan	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 34%	Bhutan	2019	U
Brunei	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/4 63%	Brunei	2019	U
Cambodia	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 76%	Cambodia	2019	U
China	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/4 82%	China	2019	U
Cook Islands	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 0%	Cook Islands	2019	U
DPR Korea	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 66%	DPR Korea	2019	U
Fiji	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 80%	Fiji	2019	U
French Polynesia	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/4 84%	French Polynesia	2019	U
India	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/4 88%	India	2019	U

APSAR/WG/5  
WP02 Attachment A

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
Indonesia	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/4 87%	Indonesia	2019	U
Kiribati	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 26%	Kiribati	2019	U
Lao PDR	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 57%	Lao PDR	2019	U
Macao, China	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 85%	Macao, China	2019	U
Malaysia	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/4 77%	Malaysia	2019	U
Maldives	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 71%	Maldives	2019	U
Marshall Islands	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 0%	Marshall Islands	2019	U
Micronesia	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 0%	Micronesia	2019	U
Mongolia	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/4 63%	Mongolia	2019	U
Myanmar	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 67%	Myanmar	2019	U
Nauru	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 0%	Nauru	2019	U
Nepal	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 17%	Nepal	2019	U
New Caledonia	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/4 54%	New Caledonia	2019	U
Palau	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 0%	Palau	2019	U
Pakistan	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/4 84%	Pakistan	2019	U

APSAR/WG/5  
WP02 Attachment A

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
Papua New Guinea	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 0%	Papua New Guinea	2019	U
Philippines	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 61%	Philippines	2019	U
Samoa	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 0%	Samoa	2019	U
Solomon Islands	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 0%	Solomon Islands	2019	U
Sri Lanka	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/4 60%	Sri Lanka	2019	U
Thailand	Asia/Pacific SAR Plan	17/05/2019	APSAR/WG/4 82%	Thailand	2019	U
Timor-Leste	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 0%	Timor-Leste	2019	U
Tonga	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 0%	Tonga	2019	U
Vanuatu	Asia/Pacific SAR Plan	6/07/2015	APSAR/WG/4 0%	Vanuatu	2019	U

\*\* Note: In accordance with the *APANPIRG Handbook - Asia/Pacific Supplement to the Uniform Methodology for the Identification, Assessment and Reporting of Air Navigation Deficiencies*, priority for Air Navigation Deficiencies is guided by the principle that a deficiency with respect to an ICAO Standard is accorded a “U” status, while a non-compliance with a Recommended Practice or a PANS is considered as “A” or “B” subject to additional expert evaluation. The final prioritization of deficiencies is the prerogative of APANPIRG.

**REGIONAL SAR PLAN MONITORING AND REPORTING FORM**  
**SAR PERFORMANCE INDICATORS**

Following is a bank of indicators based on the Asia/Pacific Plan's performance improvement section (which should be read in conjunction) than can be used to assess whether an administration is either compliant or not and to internally evaluate their implementation status of the Asia/Pacific SAR Plan. Using the drop down menu for each of the 41 elements, please indicate implementation status with either 0 (not implemented), or 0.5 (50% implemented - note - other partial implementation may be indicated such as 0.1 = 10%) or 1 (fully implemented).

NO	INDICATOR	MARK
1	Enacted legislation that incorporates or is aligned to applicable international Conventions	1
2	Unless delegated, established an entity that provides H24, SAR services within its area of responsibility/SRR	1
3	Established a national SAR committee	1
4	Empowered SAR Mission Coordinators with the authority to adequately carry out their responsibilities	1
5	Established an Administrative Single Point of Contact for SAR (ASPOCS) for non-urgent, administrative matters	1
6	Conducted studies to integrate aviation and maritime SAR, and as far as practicable, civil and military activities	1
7	Conducted studies to align, as far as practicable, aeronautical and maritime SRRs, and SRRs and FIRs	1
8	Established a single State SAR Plan	1
9	Established aerodrome emergency plans that provide for co-operation and co-ordination with RCCs	1
10	Established SAR agreements with States having adjoining SRRs or FIRs	0,9
11	Provided up to date cross-border information on SAR capability to adjoining States	1
12	Pre-arranged procedures for cross-border SAR responses	1
13	Established RCC plans for response to Mass Rescue Operations (MROs) integrated with national disaster plans	1
14	Established operational plans and procedures for SRUs, provision of support, communication and reporting	1
15	Established SAR Alerting procedures which are tested, integrated and include civil/military protocols	1
16	Provided a fully equipped RCC of sufficient size with adequate provision for operational positions and human factors	1
17	Provided adequate supervisory ATC resources to allow timely SAR alerts and information to RCCs	1
18	Provided sufficient RCC staffing	1
19	Provided a sufficient number of trained specialist RCC officers including SMCs and A/SMCs	1
20	Availability of a pool of RCC support staff who are familiar with RCC operations, but not trained as coordinators	1
21	Developed SAR personnel position descriptions detailing responsibilities and eligibility criteria	1
22	Developed a comprehensive training programme that includes SAR training for SAR Coordinators and SRU staff	1
23	Facilitated RCC staff to be proficient in the English language	1
24	Facilitated a programme of regular liaison visits between relevant RCCs, ATC units and airline operating centres	1
25	Established additional oceanic SAR capability as far as practicable to ensure a timely and adequate SAR response	1
26	Established sufficient SRU capabilities (crews, availability, military assets, communications, authority, etc.)	1
27	Established procedures and necessary infrastructure to coordinate distress beacon alert responses	1
28	Established a reliable distress beacon registration system	1
29	Planned and prepared for the implementation of next generation beacons	1
30	Established an appropriate nationwide means of disposal for old distress beacons	0,2
31	Established contingency facilities, or procedures for the temporary delegation of SAR to another body or State	1
32	Established a centralised information source publishing all AIP information required on SAR	1
33	Established an Internet-based SAR information sharing system	1
34	Established systems for the maximum practicable cooperation between State entities for information when required	1
35	Developed and maintained a current, comprehensive electronic list of State SAR Facilities, SAR Equipment, and SRUs	1
36	Established an Internet-based SAR Library, or cooperate by contributing to an Internet-based Asia/Pacific resource	0,5
37	Provided each RCC and SAR Authority with ready access to a current copy of SAR reference documents	1
38	Conducted regular SAREX to test and evaluate coordination procedures, data and information sharing and SAR responses	1
39	Implemented SAR System Improvement and Assessment measures, including Safety Management and QA systems	0,5
40	Conducted an annual or more frequent analysis of their current State SAR system to identify specific gaps in capability	1
41	Conducted SAR promotional programs	1
<b>TOTAL (41)</b>		<b>37,9</b>