



# ICAO

*International Civil Aviation Organization*

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

Video Teleconference, 9 – 11 June 2020

## **Agenda Item 5: Asia/Pacific and inter-regional SAR planning, coordination and cooperation**

### **INDONESIA SEARCH AND RESCUE UPDATE**

(Presented by Indonesia)

#### **SUMMARY**

This paper presents the update of Indonesia Search and Rescue and highlighted on the improvement of compliances SAR Performance Indicators (41 elements) by Indonesia.

The meeting is invited to:

- a) Urged ICAO to develop guidance to assist a State in reporting and improving its SAR capability. and
- b) Invite other states to share best practices in complying SAR performance indicator.

## **1. INTRODUCTION**

1.1 In accordance with the outcomes of APANPIRG/30 last November 2019, SAIOACG/10 and SEACG/27 held in April 2020, ICAO had recalled that States below 90% implementation by 2019 would be considered to have a SAR deficiency at that time. It was noted that Indonesia had achieved the benchmark SAR Plan Implementation of 90% after the APSAR/WG/4. The update of implementation for SAR deficiency in SAR Performance Indicator was expected to consider whether Indonesia's report was sufficient to the recommend the deletion of the current SAR-related APANPIRG Deficiency in 2020.

## **2. DISCUSSION**

### Regional SAR Plan Monitoring and Reporting Form

2.1 Indonesia was initially difficult to understand and fulfill the 41 elements of the self-assessment like several other states, especially since ICAO had set high standard as of minimum of 90% to be not considered as deficiency. Self-assessing against each element of SAR Performance Indicator need detailed consideration across many elements necessary.

2.2 The increase of some points in the elements of indicator for Indonesia mainly due to readjust through fairly determined after indicating the individual implementation status of each of these forty-one elements. Those implemented in tenths anywhere from 0.1 to 0.9 as incremental basis, instead of using indication ranging from 0 (not implemented) to 1 (100% implemented) as explanation provided at the top of the form. For instance, Indonesia previously reported Element 10 Established SAR Agreements as 0.5 now become 0.9, because it has agreements with some but not all adjoining states which are 9 out of 10.

2.3 The National Search and Rescue Agency of Republic of Indonesia (Basarnas) is the primary agency responsible for providing the Indonesian SAR service in accordance with the Chicago Convention and related SAR conventions. These efforts for improvement for providing SAR service in Indonesia due to the authority given to Basarnas that to some extent considered as the ministerial level as well as conducting continuous collaboration with DGCA in order to improve elements of indicator.

2.4 This self-assessment done prior to 2019 came up with comparable improvement from 36 out of 41 (87.8%) to 39.1 out of 41 (95%) and to revise the Indonesia previous SAR Indicator score that has been submitted by Director of Air Navigation Letter ref. AU.301/1/1/DNP-2020 regarding Indonesia's current status for ATFM, ATM Contingency Plan, AIM and SAR

2.5 Those improvements undertaken for 7 elements of indicator are as follows:

- Element 10 “Established SAR agreements with States having adjoining SRRS or FIRs”. Indonesia established SAR Agreements as previously reported 0.5 now become 0.9, because it has agreements with some but not all adjoining states which are 9 out of 10. Indonesia does not have SAR agreement yet with India. (0.5 to 0.9)
- Element 23 “Facilitated RCC staff to be proficient in the English language”. National Search and Rescue Agency (Basarnas) established JRCC Indonesia that manned by qualified staffs including those who proficient in English for 24/7 standby for monitoring to any distress situation throughout the country. In collaboration with Ministry of Transport, starting last year Basarnas has managed to conduct regular training of Aeronautical Radio Operator/ Radio Telephony with Indonesia Civil Aviation Institute (STPI) to fulfill the gap in English Proficiency for some of Rescue Sub Centers (RSCs). (0.5 to 1)
- Element 24 “Facilitated a programme of regular liaison visits between relevant RCCs, ATC units and airline operating centers”. These programme of visits were facilitated through some events namely the visit of participants who were joining the SAR Planner/ SAR Mission Coordinator (SMC) Course to the facilities of ATC and airlines operator, the regular SAR exercise conducted throughout the year that were participated by staffs of ATC and airlines operator to JRCC/ RSC facilities during the SAREX. (0.5 to 1)
- Element 30 “Established an appropriate nationwide means of disposal for old distress beacon”. Some provisions in regulating beacon have already existed in national regulation that stipulates the provision of beacon registration as well as SOP for regular inspection. Since the regulation for disposal of old beacon was still absence in the current one, Basarnas and DGCA have taken into consideration to revise the current beacon regulation to accommodate such gap for provision of disposal beacon starting early this year. (0 to 0,2)
- Element 36 “Established an Internet-based SAR Library, or cooperate by contributing to an Internet-based Asia/Pacific resource”. Offline library is already established in JRCC that provide manuals/ guidelines and other SAR related references. Online internet- based library to some extent is already existed providing references and other documentations. This internet-based library is currently under development for improving its capacity and contents. (0 to 0.5)
- Element 37 “Provided each RCC and SAR Authority with ready access to a current copy of SAR reference documents”. These references of SAR related documents can be accessed by any SAR related stakeholders at web address [www.jdih.basarnas.go.id](http://www.jdih.basarnas.go.id).

(0.5 to 1)

- Element 39 “Implemented SAR System Improvement and Assessment measures, including Safety Management and QA systems”. Indonesia National SAR Regulation has partially regulated for safety management system including the SOP for safety assessment in SAR operations. The lack QA system still persists and considered to be improved in the near future. (0 to 0.5)

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) Urged ICAO to develop guidance to assist a State in reporting and improving its SAR capability; and
- c) Invite other states to share best practices in complying SAR performance indicator.

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