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International Civil Aviation Organization

The Combined Tenth Meeting of the South Asia/Indian Ocean ATM Coordination Group (SAIOACG/10) and Twenty—Seventh Meeting of the South East Asia ATS Coordination Group (SEACG/27)

Bangkok, Thailand, 30 March – 03 April 2020

Agenda Item 6: Development of State Contingency Plans and SAR

ASIA/PACIFIC SEARCH AND RESCUE UPDATE

(Presented by the Secretariat)

SUMMARY

This paper discusses Search and Rescue (SAR) matters related to the Asia/Pacific.

1. INTRODUCTION

1.1 The Fourth Meeting of the Asia/Pacific Regional Search and Rescue Work Group (APSAR/WG/4) was held from 14 to 17 May 2019 at Bangkok, Thailand.

1.2 The meeting had been attended by 60 participants from Australia, Bangladesh, Bhutan, Cambodia, China, Fiji, India, Indonesia, Japan, Lao People's Democratic Republic (PDR), Malaysia, Nepal, New Zealand, Pakistan, Philippines, Republic of Korea (ROK), Singapore, Sri Lanka, Thailand, United States of America (USA), Viet Nam, IATA, and ICAO.

2. DISCUSSION

Global SAR Update

2.1 ICAO HQ had provided a summary of the activities undertaken by ICAO at the global level to support the implementation of more efficient SAR services worldwide, including the Global Aeronautical Distress and Safety System (GADSS) Distress Tracking Data Repository (DTR) function. The DTR was intended to support Autonomous Distress Tracking (ADT), and be applicable from 1 January 2021. However, the effects of the COVID-19 pandemic had caused this applicability date to be delayed until 2023.

2.2 As a result of discussion on GADSS ADT, the APSAR/WG/4 meeting had agreed to the need for a Draft Conclusion on GADSS preparedness, which was agreed by the ATM/SG/7 as follows:

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

That, due to the impending implementation of the Autonomous Distress Tracking (ADT) phase of the Global Aviation Distress and Safety System (GADSS) on 01 January 2021, States are urged to:

*1) note the basic briefing material at **Appendix K to the Report**;*

2) consider forming a national group of stakeholders that may be affected by ADT, including regulators, airlines, Air Navigation Service Providers (ANSPs), Search and Rescue (SAR) service providers;

3) consider the early development of procedures for ANSP and SAR operational personnel, including coordination with adjacent States; and

4) consider the requirement for briefing material and training (including simulations) for operational staff.

2.3 The APSAR/WG/4 meeting had noted that Cospas-Sarsat reported that Hong Kong China, Malaysia and Singapore all had a low beacon registration rate of less than 50%. Malaysia enquired about the low rates reported by Cospas-Sarsat, noting that it had its own registration system. Singapore noted the low beacon registration rate for PLBs as reported by Cospas Sarsat. Singapore would inform Cospas-Sarsat Secretariat at the next Joint Committee (JC) Meeting that the low registration rate reflected the actual number of PLB owned. The Chair affirmed that States needed to provide feedback to Cospas-Sarsat on the status of the registration systems maintained by individual States.

2.4 As had been noted in previous years, APSAR/WG/4 discussed the predominance of beacon false alerts being generated by the aviation sector. In 2018, 57.8% of all false beacon alerts were from Emergency Locator Transmitters (ELTs), and overall, 96.85% of all alerts in 2018 were false. The meeting noted that of those where a cause could be determined, more than 58% of ELT false alerts came from ‘beacon mishandling’ (normally either in maintenance or disposal).

2.5 During 2018, 406 MHz interference had been reported in parts of the Asia/Pacific, such as China, India, Japan, Malaysia, Pakistan, Papua New Guinea and ROK. In response to a question from China, the meeting noted that States should check with their Mission Control Centres (MCCs) for more information about interference reports as the data originated with the MCC.

2.6 There had been no Asia/Pacific States with non-responsive or rarely responsive national SAR Points of Contact (SPOCs) during recent regular testing of Mission Control Centre (MCC)/SPOC communications.

2.7 Australia had provided the meeting with information the Australian beacon testing policy used to educate airspace users (<https://beacons.amsa.gov.au/about/beacon-testing-policy.asp>), with the aim of reducing false activations by incorrect testing (the USA also provided its policy for the benefit of States <https://www.sarsat.noaa.gov/Beacon%20Testing%20Policy.html>).

Regional Air Navigation Plan Update

2.8 ICAO had presented an update on the development of the Asia/Pacific Regional electronic Air Navigation Plan (eANP), which was intended to replace ICAO Doc. 9673. The meeting noted that the Proposal for Amendment (PfA) process for Flight Information Regions (FIRs) and Search and Rescue Regions (SRRs) was now the same process of approval in the ANP Volume I (by approval of the Council). To facilitate the PfA process, ICAO had urged States to urgently review the FIR/SRR data of those FIRs and SRRs related to their administration that were not included in the draft Table ATMI-1 and provide feedback to the Regional Office on the data’s accuracy.

Air Navigation Service Deficiencies List

2.9 ICAO had clarified that the following States and Administrations had current APANPIRG Deficiencies in the areas of SAR:

Afghanistan, Bhutan, Cambodia, Cook Islands (2), DPR Korea, Fiji, Kiribati, Lao PDR, Macao China, Maldives, Marshall Islands, Micronesia, Myanmar, Nauru, Nepal, Palau, Papua New Guinea, Philippines, Samoa, Solomon Islands, Timor-Leste, Tonga and Vanuatu.

Regional SAR Status

2.10 ICAO had presented information on the known status of Asia/Pacific SAR capability, and invited States and administrations to update the information.

2.11 The APSAR/WG/4 meeting noted the overall improvement in Universal Safety Oversight Audit Programme (USOAP) SAR-related Protocol Questions (PQs) Effective Implementation (EI), from 50.7% in 2015 to 58.99% in 2019. However, this was still below the minimum expectations and major areas of weakness remained:

- **CE-3:** 7.517 (29%) – SAR coordination with neighbouring States;
- **CE-4:** 7.497 and 7.499 (40% and 37%) – SAR inspector’s training plan and training programme effectively implemented for SAR inspectors;
- **CE-7:** 7.505 and 7.545 (31% and 43%) – effective regulatory surveillance oversight of SAR, and checks that SAR personnel have regular training and conduct of SAREX; and
- **CE-8:** 7.507 (43%) – mechanism to eliminate SAR regulatory deficiencies.

2.12 The APSAR/WG was provided with updates on the status of the following:

- **Appendix A:** List of SAR Agreements; and
- **Appendix B:** SAR Agreement Matrix.

2.13 APSAR/WG/4 had noted that 13 States had not yet responded to the *Asia/Pacific SAR Plan* surveys on implementation:

Bhutan, Cook Islands, Marshall Islands, Federated States of Micronesia, Nauru, Palau, Papua New Guinea, Samoa, Solomon Islands, Timor-Leste, Tuvalu and Vanuatu.

2.14 The SAR Plan-based 41 element assessment provided a metric of the *Asia/Pacific SAR Plan* implementation as at April 2020. (**Figure 1**).

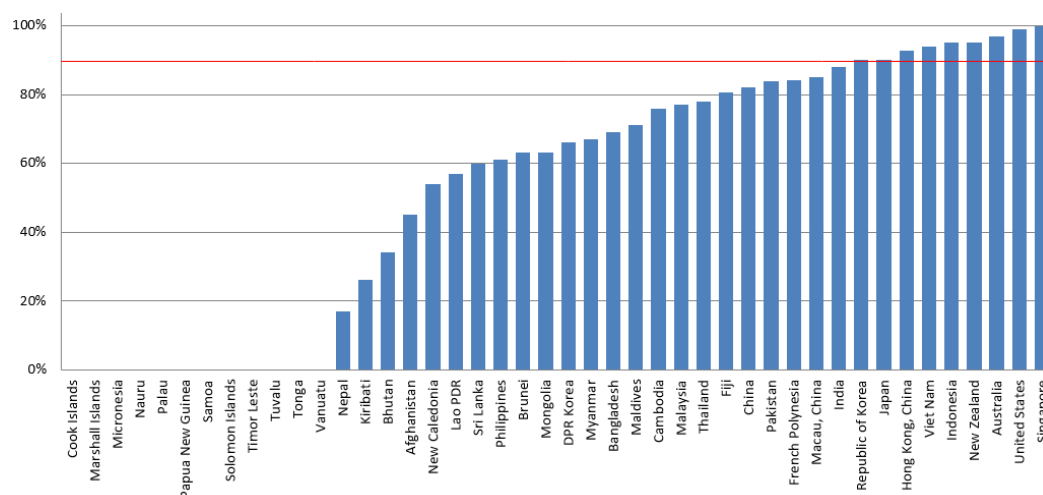


Figure 1: Asia/Pacific SAR Plan Implementation Status (as at April 2020)

2.15 **Figure 2** provides an overview of reported *Asia/Pacific SAR Plan* compliance, as at April 2020.

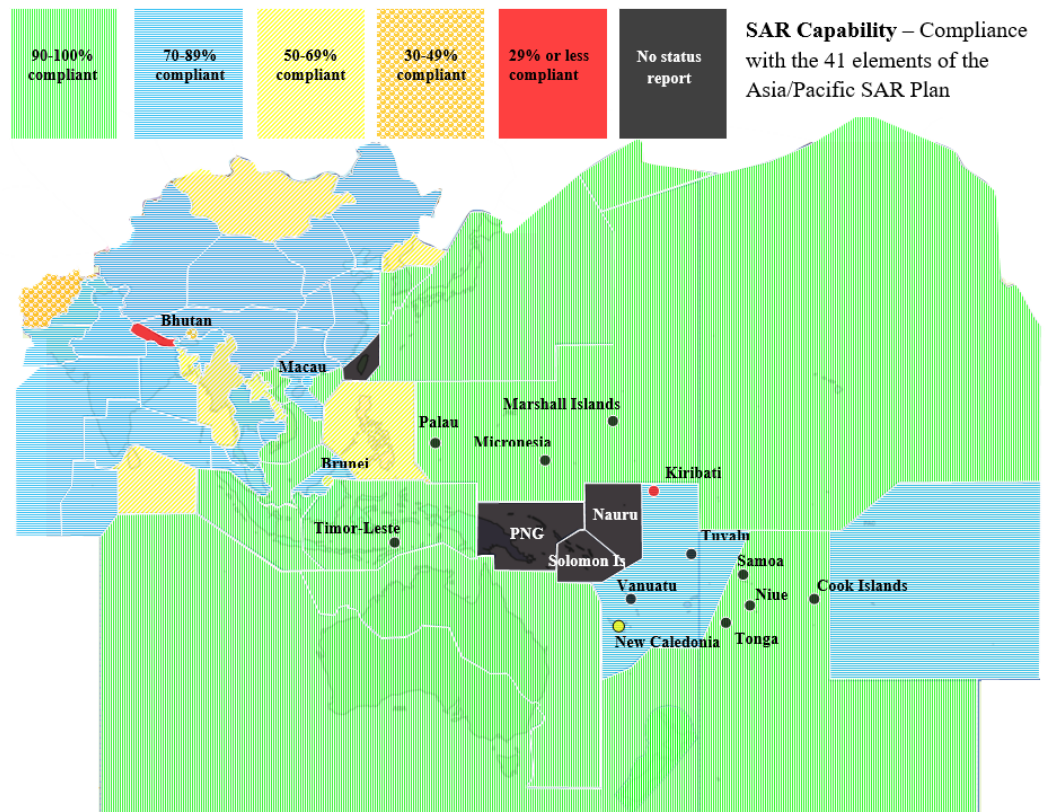


Figure 4: Reported Compliance with the Asia/Pacific SAR Plan, April 2020

2.16 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.

2.17 The APSAR/WG was expected to consider whether Indonesia’s report was sufficient to recommend the deletion of the current SAR-related APANPIRG Deficiency in 2020.

Asia/Pacific SAR Plan Update

2.18 ICAO had presented a marked-up version of the *Asia/Pacific SAR Plan* (Version 2.1). Extensive discussion took place during the APSAR/WG/4, while the draft was reviewed in detail. The meeting had developed the following Conclusion, which was agreed by the ATM/SG/7 meeting:

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

That, the Asia/Pacific SAR Plan be amended as Version 3.0 in accordance with **Appendix L to the Report**.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) support the SAR Plan monitoring scheme;
- c) provide *Asia/Pacific SAR Plan* status reports at least once annually, by not later than 31 May each year, noting the request for each State present at the meeting to provide a status report on its compliance with the *Asia/Pacific SAR Plan* reporting elements; and
- d) discuss any relevant matters as appropriate.

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SAR AGREEMENTS LIST

Updated: 09 August 2019

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	Updated in 2009
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	
20 July 2017	Cook Islands / New Zealand	Notified 3 August 2017
notified July 2007	French Polynesia (Tahiti) / New Zealand	
notified January 2013	French Polynesia (Tahiti) / United States	Draft agreement being considered by FP authorities
Notified September 2016	French Polynesia (Tahiti)/Cook Islands	Cook Islands covered by agreement with New Zealand.
June 1982	Indonesia / Singapore	
1990	Indonesia / Papua New Guinea	JBC MOU signed
25 August 1986	Indonesia / Philippines	
24 January 2018	Indonesia/Sri Lanka	MOU
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	Updated in 2009
05 March 2013	Lao PDR/Myanmar	
13 July 2019	Lao PDR/Thailand	
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	

DATE	STATES	REMARKS
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
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	Updated 2015
September 1985	Singapore / Thailand	Updated July 1996
July 1996	Singapore / Viet Nam	

