



ICAO

International Civil Aviation Organization

**Thirty-Second Meeting of the Asia/Pacific Air Navigation  
Planning and Implementation Regional Group  
(APANPIRG/32)**

*Video Teleconference, 1 – 3 December 2021*

*Schedule: 10:00 – 13:15 Bangkok Time [UTC+7]*

**Agenda Item 3: Performance Framework for Regional Air Navigation Planning and  
Implementation**

**3.2: ATM**

**IMPROVEMENT IN THE REGULATORY SYSTEM AND EMERGENCY MECHANISM OF  
SEARCH AND RESCUE CIVIL AIRCRAFT**

(Presented by China)

**SUMMARY**

An update on the progress of search and rescue plan and corresponding mechanism in China civil aviation.

**1. INTRODUCTION**

1.1 To strengthen the "weakness of emergency response capabilities", the Civil Aviation Administration of China (CAAC) has enhanced the air traffic control search plan and corresponding mechanism construction. It has improved the management of search and rescue units, personnel, facilities and equipment, plan materials, training and exercises, and put forward suggestions on revising the current domestic laws and regulations related to search and rescue of civil aircraft, which will ensure rapid response to distress incidents of civil aircraft, organize effective search and rescue, avoid or reduce casualties and control the expansion of the situation.

1.2 China has signed search and rescue agreements with three neighboring countries, including Russia, Mongolia and Kazakhstan, and maintained communication with Pakistan, Laos, Cambodia, Vietnam, Nepal, Kyrgyzstan and other countries to study the contents of search and rescue agreements and related matters.

**2. DISCUSSION**

2.1 To meet the requirements of the International Civil Aviation Organization on Search and Rescue (SAR), based on the performance indicators in the regional SAR Plan and Reporting Form (see Attachment 1), the CAAC has made continuous efforts and improve in many aspects including developing a comprehensive training programme that includes SAR training for SAR coordinators and SRU staff, facilitating RCC staff to be proficient in the English language, establishing additional oceanic SAR capability as far as practicable to ensure a timely and adequate SAR response, establishing a reliable distress beacon registration system, establishing an appropriate nationwide means of disposal for old distress beacons, conducting regular SAREX to test and evaluate coordination procedures, data and information sharing and SAR responses and conducting an annual or more frequent analysis of our current SAR system to identify specific gaps in capability.

2.2 Currently, SAR implementation indicator of China is 37.3, the effective implementation percentage is 91%, which is above 90% and meet the relevant regional policy.

**3. ACTION BY THE MEETING**

3.1 The Meeting is invited to note the progress of CAAC SAR Plan implementation status as provided in **Attachment**.

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**Attachment 1**

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 with these questions), that 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).

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	0.5
11. Provided up to date cross-border information on SAR capability to adjoining States	0.8
12. Pre-arranged procedures for cross-border SAR responses	0.6
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	0.8

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	0.7
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.)	0.8
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	1
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	0.5
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	0.8
36. Established an Internet-based SAR Library, or cooperate by contributing to an Internet-based Asia/Pacific resource	0.6
37. Provided each RCC and SAR Authority with ready access to a current copy of SAR reference documents	0.8
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	0.6
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	0.8
Total ( of 41 )	37.3

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