



ICAO

International Civil Aviation Organization

Sixth Meeting of the ICAO Asia/Pacific Search and Rescue Working Group (APSAR/WG/6)

Video Teleconference, 03 – 06 May 2021

Agenda Item 6: APSAR/WG Task List

APSAR/WG TERMS OF REFERENCE AND TASK LIST

(Presented by Secretariat)

SUMMARY

This paper presents the APSAR/WG Task List and Terms of Reference for review.

1. INTRODUCTION

1.1 The APSAR/WG is required to periodically review the tasks assigned to it or developed within the APSAR/WG itself, as well as the relevancy of tasks within the context of its Terms of Reference (TOR).

2. DISCUSSION

2.1 The APSAR/WG TOR is appended as **Attachment A** to this paper.

2.2 A Task List template is appended as **Attachment B** to this paper to review existing tasks and capture new tasks arising from the meeting.

3. ACTION BY THE MEETING

3.1 The meeting is invited to review the:

- a) Terms of Reference at **Attachment A**; and
- b) Task List at **Attachment B**.

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Terms of Reference

Asia/Pacific Search and Rescue Workgroup (AP SAR/WG)

Objective

1 In collaboration with affected stakeholders and in close cooperation with the International Maritime Organization (IMO), the objective of the Asia/Pacific Search and Rescue Workgroup is to promote the enhancement and improvement of SAR facilities and services within the Asia/Pacific Region and adjacent regions, in accordance with:

- a) Annex 12 to the Convention on International Civil Aviation; and
- b) the International Aeronautical and Maritime SAR Manual (IAMSAR).

2 The AP SAR/WG will be expected to enhance SAR capability within the Asia/Pacific Region by:

- a) making recommendations for improvement to the Asia/Pacific SAR Plan; and
- b) providing advice and information, including recommendations for effective implementation of SAR improvements.

Tasks

3 To meet its objectives, the AP SAR/WG shall:

- a) review the current status of SAR preparedness of Asia and Pacific Region States;
- b) review State SAR Arrangements for commonality with those of neighbouring States to facilitate SAR coordination and cooperation across regional boundaries;
- c) monitor outcomes from APANPIRG, ATM/SG, other ICAO Region SAR groups, ICAO/IMO Joint Working Group (JWG) and related forums for issues that may affect the APAC Region;
- d) monitor sub-regional and/or regional SAREX as appropriate;
- e) analyse procedures in use in other ICAO Regions, and cooperate with other groups which are involved with similar work in adjacent airspaces, in order to achieve harmonized inter-regional solutions;
- f) identify areas where SAR planning and preparedness requires improvement in terms of compliance with Annex 12, the IAMSAR Manual and accepted best practice; and
- g) make recommendations for improvement and implementation of SAR systems.

Reporting

4 The AP SAR/WG reports to the ATM Sub-group of APANPIRG. A line of communication will be provided to the IMO on AP SAR/WG outcomes where necessary.

Membership

5 The membership of the AP SAR/WG is open to States and administrations that have the responsibility for the provision of SAR services and facilities within the Asia/Pacific, related international organizations, IMO and ICAO. The membership is also open to participants from outside the Asia/Pacific or organisations that can contribute to AP SAR/WG by invitation from AP SAR/WG (such as Cospas-Sarsat and military organizations that can facilitate SAR operations).

APSAR/TF - TASK LIST

(Last amended APSAR/WG/5, June 2020)

ID	Task Description	Start Date	Expected Finish Date	Resource Names/Remarks
3/6	ICAO noted that, given the unique systems used by SAR, it was optimal for SAR personnel to be specialised. However, it was also noted that it was advantageous for at least some RCC staff to have had ATC experience. ICAO recalled the resource constraints and difficulties in managing the unfamiliar task of interacting with the public and media that Malaysian personnel experienced during the MH370 tragedy. Therefore, using current air traffic controllers for SAR responses was appropriate where there were resource constraints, but it was more optimal to have specialised SAR officers.	APSAR/WG/3	APSAR/WG/6	Asia/Pacific SAR Plan Review 2022
4/1	States should provide feedback to Cospas-Sarsat on the status of the registration systems that were maintained by individual States.	May 2019	APSAR/WG/5 On-going	All APAC States
4/2	ICAO requested that States monitor and report the effectiveness of their false alert education programmes.	May 2019	APSAR/WG/5 On-going	All APAC States
4/4	China was requested to submit information on the BDS capability to the ICAO-IMO Joint Working Group on SAR and the Cospas-Sarsat JC.	May 2019	31 December 2020	China
4/6	China and Nepal were requested to provide more detailed analysis of the investigations into ELT non-activation problems in mountainous and high terrain areas.	May 2019	APSAR/WG/6	China and Nepal

APSAR/WG/6 – WP/11
Attachment B

ID	Task Description	Start Date	Expected Finish Date	Resource Names/Remarks
5/1	Cospas-Sarsat requested States to provide: (a) feedback for possible improvements after receipt of a distress alert from Global Maritime Distress Safety System (GMDSS) mobile satellite service providers, including Cospas-Sarsat; and (b) details of any existing MCC-SPOC agreements/arrangements, and proposals for improving MCC-SPOC communications during tests and real alerts.	APSAR/WG/5	APSAR/WG/6	APSAR/WG/5/WP03 – APAC States
5/2	States to use APSAR/WG/5/WP06/Attachment A (the International Maritime Organisation’s IMO Interim Guidance for SAR Services Regarding Implementation of Autonomous Distress Tracking of Aircraft in Flight) as a means to have their aeronautical and maritime SAR services coordinate to develop national and regional response procedures for ADT	APSAR/WG/5	APSAR/WG/6	APSAR/WG/5/WP06 – APAC States