



International Civil Aviation Organization

ICAO

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

Video Teleconference, 03 – 06 May 2021

Agenda Item 3: Global update

ICAO OPS CTRL DIRECTORY

(Presented by the Secretariat)

SUMMARY

This paper presents information provided by ICAO Headquarters on the subject of the Operations Control (OPS CTRL) Directory, as discussed during Day 1 of the APSAR/WG/6 meeting.

1. INTRODUCTION

1.1 WP/04 to the APSAR/WG/6 meeting discussed Autonomous Distress Tracking (ADT). During discussion the subject of the ICAO OPS CTRL Directory was also raised. ICAO Headquarters provided clarification of the issues mentioned.

2. DISCUSSION

Summary of APSAR/WG/6 Meeting Discussion

2.1 The meeting discussion included:

- Lack of access by RCCs to the OPS CTRL Directory;
- ICAO Headquarters plans for a RCC database;
- Possible/probable requirement for access to be authorized by the State aeronautical authority;
- The directory had not been fully populated by aircraft operators;
- There was no global database of aeronautical Search and Rescue Regions (SRRs).

2.2 ICAO Headquarters responded as follows:

- The OPS CTRL Directory is currently only available to Air Navigation Service Providers (ANSPs) and aircraft operators. Expansion of access to include RCCs was being planned, as part of the Location of Aircraft in Distress Repository (LADR) development process to meet the 01 January 2023 SARPS equipage date for ADT.
- New provisions in ICAO Doc 8168 *Procedures for Air Navigation Services – Aircraft Operations* (PANS-OPS) Vol. III, applicable 04 November 2021, require operators to maintain up-to-date details in the OPS CTRL Directory. This should address the issue of aircraft operator engagement.

- Annex 12 *Search and Rescue* paragraph 2.2.1.1 recommends that aeronautical SRRs should, in so far as practicable, be coincident with corresponding Flight Information Regions (FIRs).
- The existence of a database of contact details does not change the reporting line in Annex 11 – *Air Traffic Services*. Aircraft Operators becoming aware of an issue with their aircraft should, in the first instance, contact ATC, who will in turn contact the RCC. The only possible slight delay is where an aircraft is physically in one FIR (A) but is in communications with an ATS Unit (ATSU) in a different FIR (B). In this instance, the ATS unit responsible for FIR A would understand this arrangement, and inform the operator and/or the ATSU in FIR B. ATSUs already know which SRR is responsible. There should not really be cause for operators to go direct to RCCs, so therefore there is no need for operators to know where the SRR boundaries are.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information contained in this paper.

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