



ICAO

International Civil Aviation Organization

Seventh Meeting of the ICAO Asia/Pacific Search and Rescue Working Group (APSAR/WG/7)

Video Teleconference, 24 – 27 May 2022

Agenda Item 2: Review Outcomes of Related Meetings

RELEVANT MEETINGS OUTCOMES

(Presented by the Secretariat)

SUMMARY

This paper presents a brief overview of outcomes from relevant high-level meetings conducted since the last APSARWG meeting.

1. INTRODUCTION

1.1 The Ninth Meeting of the Air Traffic Management Sub-Group (ATM/SG/9) of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) was held by video teleconference from 01 to 05 November 2021.

1.2 The Thirty-Second Meeting of APANPIRG (APANPIRG/31) was held by video teleconference from 01 to 03 December 2021.

1.3 The ATM/SG/9 and APANPIRG/32 meetings were informed of the outcomes of the APSAR/WG/6 meeting, the ongoing work to update the Asia/Pacific Regional Air Navigation Plan (ANP) to include definition of APAC Search and Rescue Regions (SRRs)

1.4 The 220th Session of the ICAO Air Navigation Commission was held in March 2022.

2. DISCUSSION

Asia/Pacific SAR Update – ATM/SG/9 and APANPIRG/32

2.1 The ATM/SG/9 and APANPIRG/32 meetings were informed of the discussion and outcomes of the APSAR/WG/6 meeting, including discussion of the regional status of implementation of the 41 elements of the Regional SAR Plan, the planned 2022 update of the Plan, Search and Rescue Region (SRR) definition in the Regional Air Navigation Plan (ANP) and APSAR/WG work to develop a template for a Memorandum of Understanding between national SAR and Accident Investigation authorities. There were no formal outcomes (Draft Conclusions, Conclusions, Draft Decisions or Decisions) from ATM/SG/9 or APANPIRG/32 relating to SAR.

Search and Rescue Region Definition in the Regional Air Navigation Plan

2.2 APANPIRG/32 was informed that 21 of 42 Administrations in APAC had submitted Proposals for Amendment (PfAs) to the ANP which were pending circulation to ICAO Headquarters for Secretariat for approval before circulation to all States:

Afghanistan, Australia, China, Fiji, French Polynesia, India, Indonesia, Lao PDR, Malaysia, Maldives, Mongolia, Nauru, Nepal, New Zealand, Pakistan, Papua New Guinea, Philippines, Singapore, Solomon Islands, Sri Lanka and USA.

2.3 An update of the current status is provided in WP/07.

Seamless ANS Plan and Monitoring Update

2.4 ATM/SG/9 and APANPIRG/32 were reminded that implementation of the ten priority regional targets for Phase I of the Seamless ANS Plan (November 2015 to November 2019) had in general not been achieved. There were now 16 *Priority-1* ASBU Block 0 and Block 1 and regional elements, including *Enhanced SAR Systems (PASL 7.34)*¹

2.5 The ATM/SG/9 and APANPIRG/32 meetings were also informed of the current status of *Asia/Pacific Seamless Air Navigation Services (ANS) Plan* (formerly the Seamless ATM Plan) reporting, and the implementation progress of air navigation improvements in the APAC Region. Due to the lack of a current reporting system the ICAO Regional Office was not able to update the current regional implementation status; the reporting portal had not been updated to match the 6th Edition of GANP and the current Version 3.0 of the Seamless ANS Plan. Implementation status information provided in the paper was as of March 2019, and therefore unchanged since reported to ATM/SG/8 and APANPIRG/31 in 2020. The ATM/SG/9 and APANPIRG/32 meetings were also reminded of ***APANPIRG Conclusion 30/6 - ICAO HQ Support for Regional ANS Implementation***.

2.6 ICAO Asia/Pacific Regional Office is currently coordinating with ICAO Headquarters to arrange an interim Seamless ANS Plan reporting process, which is tentatively planned to be available in 2022. States will be informed of its availability in due course.

Recent Air Navigation Commission Outcomes Relevant to APSAR/WG

2.7 The following State Letters arose from the deliberations of the 219th Session of the Air Navigation Commission, held in March 2022:

- State Letter Ref. AN 15/1.3-22/24, proposing an amendment to Annex 12 *Search and Rescue*. States' comments are requested to reach ICAO not later than 21 October 2022. The amendment addresses:
 - a recommendation regarding drift measurement;
 - responsiveness of SAR points of contact;
 - methods for allowing other States to assist in SAR operations;
 - safety of SAR personnel at accident sites

¹ The Asia/Pacific Seamless ANS Plan includes the Priority 1 performance expectation for SAR implementation:
7.42 *An appropriate enhanced SAR system and systems to support aircraft tracking capability should be established consistent with the provisions of Annex 12 and to support (ASBU element) GADS-B1/I – 2, and in accordance with the Asia/Pacific SAR Plan.*

- conduct of exercises; and
- procedures to be followed by pilots when intercepting a distress transmission or a transmission from a distress beacon when monitoring 121.5 MHz.
- State Letter Ref. AN 13/13.1 AN 15/1.3, AN 13/2.5 – 22/47, proposing *inter alia* amendments to Annex 11 *Air Traffic Services* and Annex 12, and ICAO Doc 4444 – Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM) concerning *inter alia* the Global Aeronautical Distress and Safety System (GADSS). States’ comments are requested to reach ICAO not later than 27 October 2022.

2.8 State Letter 22/47 Attachment A (Section 1.1) provides background information on the GADSS-related Annex 11 and Annex 12 amendment proposals, and is provided in Attachment A to this paper.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) discuss any relevant matters as appropriate.

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ATTACHMENT A to State letter AN 13/13.1, AN 15/1.3, AN 13/2.5-22/47

BACKGROUND INFORMATION

1. DISCUSSION

1.1 Global Aeronautical Distress and Safety System (GADSS)

1.1.1 The proposals for amendments to Annexes 11 and 12 in Attachment B and C, respectively, support the implementation of the GADSS concept and facilitate contact between air traffic services (ATS) units, air operators and rescue coordination centres (RCCs) using the up-to-date contact details in the OPS Control Directory.

1.1.2 The proposed change to the alert phase in Annex 11 is to cover the specific scenario where the operating efficiency of the aircraft is known to be impaired but where the likelihood of a forced landing could not be determined.

1.1.3 The proposed amendment to Annex 12 requires the RCCs to subscribe and maintain access to the location of an aircraft in distress repository (LADR) to ensure they receive notification on the location of an aeroplane in distress in a timely manner.

1.1.4 The LADR is currently under development and is expected to be delivered in time to allow for testing and establishment of access for relevant stakeholders, prior to the equipage date of 1 January 2023 for implementation of the Standards in Annex 6 — *Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes*, Appendix 9 — *Location of an Aeroplane in Distress*. Operators, ATS units and RCCs will be able to access the LADR and retrieve information on aircraft in distress. Operators have a requirement to ensure this information is made available through the LADR. The existing provisions in Annexes 6 and 11 ensure coordination between operator and ATS units. Where information on the location of an aeroplane in distress is available in the LADR, the ATS units can be informed by the operator or can elect to receive a notification when the aircraft is in a distress condition.

1.1.5 Access to LADR will be managed through the OPS Control Directory that has been operational since August 2018. The OPS Control Directory contains the contact details of operators and ATS units and is currently being modified to permit access by RCCs.

1.2 Remote air traffic services

1.2.1 The European Union Aviation Safety Agency (EASA) Executive Director Decision 2015/014/R (3 July 2015) referred to in PANS-ATM (Doc 4444), Chapter 7, 7.1.1.2.1, Note 2 had been superseded and it was foreseeable that the current material, which replaced it, would likely also, in time, be superseded. In this respect it is proposed that Note 2 to 7.1.1.2.1 should be deleted.

1.3 Special procedures for in-flight weather contingencies

1.3.1 *Existing* Figure 15-1 — *Visual aid for contingency procedures guidance* in PANS-ATM (Doc 4444), Chapter 15, Section 15.2.2 represents a widely implemented pictorial, used in pilot training around the world, and has been found beneficial across the memberships of the International Federation of Air Line Pilots' Associations (IFALPA) and International Air Transport Association (IATA).

1.3.2 The in-flight weather contingencies procedures are known to have been misunderstood or misapplied on occasion. This may be due to infrequent use or the result of the immediacy of action to be taken. The new Figure 15-2 provides pilots with a clear and quickly understood pictorial on how the special procedures for in-flight weather contingencies outlined in PANS-ATM (Doc 4444), Chapter 15,