



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 4: Asia/Pacific and Inter-Regional SAR Planning, Coordination and Cooperation

SEARCH AND RESCUE SYSTEM OF PAKISTAN

(Presented by Pakistan)

SUMMARY

This paper presents a brief update on Aeronautical SAR System of Pakistan including the ongoing works for its improvement and training program. To enhance the capability of the SAR System, frequent meetings with the stakeholders on joint review of SAR Plan has been conducted.

1. INTRODUCTION

1.1 The Government of Pakistan, within its territorial land, waters and over the high seas, where the responsibility for the provision of Air Traffic Services has been delegated to Pakistan under Regional Air Navigation Agreements, is committed to render search and rescue services to all aircraft and facilitate immediate rescue of its occupants when they are in need of such assistance. Establishing a completely independent and self-contained Search and Rescue organization would be cost prohibitive for CAA therefore, the SAR facilities available with different public and private organizations have been effectively harnessed to share the responsibility in accordance with the provisions of Annex 12 supplemented by IAMSAR Manuals I, II and III, to achieve the objectives of Search and Rescue.

2. DISCUSSION

Legislation

2.1 In Pakistan, the responsibility for the provision of SAR services to aircraft as per ICAO SARPs has been vested into CAA through a notification of the Gazette of Pakistan S.R.O. 961 (1) /94 and under Rule 4 read with 76 and 77 of Civil Aviation Rules 1994.

Area of Responsibility

2.2 The territory of Pakistan is divided into two Flight Information Regions (FIRs) by the parallel of latitude of 30 degree North, namely Karachi and Lahore FIRs. These two FIRs cover the territorial limits of Pakistan and also the airspace over high seas where responsibility for the provision of Air Traffic Services has been delegated to Pakistan. Two Search and Rescue Regions (SRRs) coincident with FIRs have been established for effective provision of SAR services to air traffic in Pakistan. One Rescue Coordination Center (RCC) has been established in each SRR with one additional Rescue Sub-Center (RSC) established at Islamabad International Airport. The RSC Islamabad acts as sub-ordinate unit to Lahore RCC to complement the RCC in the event of a SAR operation as per the provisions of operation SAR Plan of Lahore RCC. Moreover, all PCAA Airports have been declared as Ground SAR Units.

SAR MOUs with Stakeholders

2.3 As per the guidelines provided by ICAO Asia Pacific Regional Office, Civil Aviation Authority has signed MOUs with following major SAR stakeholders:

- i. Pakistan Army.
- ii. Pakistan Air Force.
- iii. Pakistan Navy.
- iv. Pakistan Maritime Security Agency (PMSA).
- v. Khyber Pakhtunkhwa Police.
- vi. Sindh Police.
- vii. Baluchistan Police.
- viii. Punjab Police.
- ix. Pakistan Coast Guards.
- x. Pakistan Disaster Management Authority Sindh.
- xi. Space and Upper Atmosphere Research Commission.
- xii. Princely Jets (Pvt) Ltd (General Aviation).

2.4 The case for signing of SAR LOA with neighbouring States is under process with Government of Pakistan.

Joint SAR Exercises

2.5 Joint SAR exercises aimed towards SAR capacity enhancement of state and to strengthen cooperation have been conducted. PCAA RCCs participated in following SAR exercises in this regard:

- a) Search and Rescue and Oil Spill exercise (BARACUDA-XI) conducted by Pakistan Maritime Security Agency (*PMSA).
** PMSA has been declared as sea SAR unit responsible for the provision of SAR services beyond the coastline of Pakistan.*
- b) Annual Airport Full Scale Emergency Exercise at major International Airports (Karachi, Lahore and Islamabad).

2.6 Frequent briefing/training sessions have been conducted in RCCs and RSC for the awareness of Air Traffic Controllers and of RCC/RSC officials regarding SAR system of Pakistan. Table top SAR Exercises were also carried out.

Pool of Air Traffic Controllers

2.7 A pool of adequately trained Air Traffic Controllers have been created to address any emergency situation and to compliment RCCs & RSC in the event of SAR operation.

SAR Training

2.8 Training aspect in Search and Rescue has been given due importance by Pakistan Civil Aviation Authority. The SAR courses have been designed in accordance with SARPS and conducted on regular basis following a prescribed training plan. Participants of SAR courses are invited from all national stakeholders including armed / civil armed forces, public, private sector, private aircraft operator training schools etc. Besides the studies, visits to other SAR units and table top exercises are part of the basic SAR courses. Having interaction between the civil and military personal (major stakeholders) is an added advantage of such courses.

SAR Organization

2.9 The SAR organization of PCAA is as follows:

- i. Secretary Aviation Division Govt of Pakistan.
- ii. Director General CAA.
- iii. Additional Director General CAA.
- iv. Deputy Director General (ANS).
- v. Director Operations.
- vi. Additional Director Search and Rescue.
- vii. Chief Rescue Coordinators of RCC Karachi, RCC Lahore and RSC Islamabad.
- viii. Officer In-charge RCC/RSC.

Administrative Single Point of Contact (ASPOCS)

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Evaluation of SAR Performance Indicators

2.10 The latest copy of SAR Performance Indicators is attached as **Annexure-A**.

Document System

2.11 The legal documents:

- i. Rule 76, 77 and 78 of Civil Aviation Rules 1994;
- ii. ANO-002-DRAN Air Traffic Services (ICAO Annex-11);
- iii. ANO-003-DRAN Rules of the Air (ICAO Annex-2);
- iv. ANO-005-DRAN Search and Rescue (ICAO Annex-12);
- v. PLN-001-ARAN-6.0 National SAR Plan;
- vi. RCC Karachi and RCC Lahore Plan of Operations;
- vii. IAMSAR Manual ICAO Doc 9731;
- viii. ICAO DOC-7030 (Regional Supplementary Procedure for alerting SAR Services);
- ix. ICAO DOC-4444, PANS-ATM/501 (Procedure for Air Navigation Services- Air Traffic Management);
- x. ICAO Annex-13 (Aircraft Accident & Incident Investigation).

Cospas-Sarsat System

2.12 Pakistan is a member of the International COSPAS-SARSAT Program. Local User Terminal and Mission Control Centre located at SUPARCO HQs Karachi provides information to RCCs and RSC and covers whole airspace of Pakistan SAR Regions (SRR).

2.13 Both RCCs (Karachi and Lahore) and RSC (Islamabad) are equipped with COSPAS-SARSAT system which is in operation on H24 basis. Operation Room of Maritime Security Agency responsible for SAR over the territorial waters and High sea area under delegation to Pakistan, is also equipped with COSPAS-SARSAT system.

2.14 COSPAS-SARSAT systems of Karachi and Lahore RCCs have been declared as alternates to each other. In case of non-availability of Satellite Aid System in both RCCs, COSPAS-SARSAT system of Islamabad RSC will serve as the main system for both the SRRs until availability of COSPAS-SARSAT systems at respective RCC.

Communication Facilities

2.15 RCCs Karachi, Lahore and Islamabad RSC are interconnected via hotlines. A reliable communication network exists between RCCs and other PCAA units as well as with appropriate organizations to ensure effective co-ordination during SAR operation. Furthermore Karachi and Lahore RCCs are provided with Satellite Telecommunication facility.

On Going Works

2.16 The draft of SAR Letter of Agreement with Oman, Iran and China are under progress for the approval of the Government of Pakistan.

2.17 The National SAR Plan after due deliberations and feedback from concerned stakeholders have been approved, signed and implemented.

3. ACTION BY THE MEETING

- a) The meeting is invited to note the information contained in this paper.

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ANNEXURE-A

ICAO REGIONAL SAR PLAN MONITORING AND REPORTING FORM
SAR PERFORMANCE INDICATORS: PAKISTAN

Implementation status indicated as: 1 = fully Implemented, 0.5 = 50% implemented or 0 = not implemented.

Status

	Status
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
11. Provided up to date cross-border information on SAR capability to adjoining States.	0
12. Pre-arranged procedures for cross-border SAR responses.	0.5
13. Established RCC plans for response to Mass Rescue Operations (MROs) integrated with national disaster plans.	0.5
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	1
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

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	Status
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	1
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.)	1
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	1
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	0.5
36. Established an Internet-based SAR Library, or cooperate by contributing to an Internet-based Asia/Pacific resource	1
37. Provided each RCC and SAR Authority with ready access to a current copy of SAR reference documents	1
38. Conducted regular SAREX to test and evaluate coordination procedures, data and information sharing and SAR responses	0.5
39. Implemented SAR System Improvement and Assessment measures, including Safety Management and QA systems	0.5
40. Conducted an annual or more frequent analysis of their current State SAR system to identify specific gaps in capability	0.5
41. Conducted SAR promotional programs	1
Total	36
Over all %	87.8