



ICAO

International Civil Aviation Organization

Eighth Meeting of the ICAO Asia/Pacific Search and Rescue Working Group (APSAR/WG/8)

Bangkok, Thailand, 22 – 25 May 2023

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 16th Meeting of the 36th Session of the ICAO Council was held on 18 July 2022.
- 1.2 The 10th Meeting of the Air Traffic Management Sub-Group of APANPIRG (ATM/SG/10) was held by video teleconference from 17 to 21 October 2022.
- 1.3 The 33rd Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/33) was held in Bali, Indonesia, from 22 to 24 November 20022.

2. DISCUSSION

Postponement of Annex 6 Requirement for Autonomous Distress Tracking

- 2.1 16th Meeting of the 226th Session of the ICAO Council adopted Amendment 48 to Annex 6 Part I *Operation of Aircraft – International Commercial Air Transport – Aeroplanes*. The amendment addressed the location of an aeroplane in distress and arose from concerns raised by industry on readiness to meet the equipage date for the related Standard in Annex 6 due to the impact of the COVID-19 pandemic on the certification process, delivery of aircraft and ongoing supply chain issues.
- 2.2 The amended Annex 6 Standard now states:
 - 6.18.1 As of 1 January 2025, all aeroplanes of a maximum certificated take-off mass of over 27 000 kg for which the individual certificate of airworthiness is first issued on or after 1 January 2024, shall autonomously transmit information from which a position can be determined by the operator at least once every minute, when in distress, in accordance with Appendix 9.
- 2.3 The adoption of the Annex 6 amendment was communicated in ICAO State Letter AN 11/1.3.35-22/75, available on the ICAO Secure Portal.

Asia/Pacific SAR Update – ATM/SG/10 and APANPIRG/33

2.4 The ATM/SG10 and APANPIRG/33 meetings were informed of the discussion and outcomes of the APSAR/WG/7 meeting, including discussion of the regional status of implementation of the 41 elements of the Regional SAR Plan, and Search and Rescue Region (SRR) definition in the Regional Air Navigation Plan (ANP).

2.5 ATM/SG/10 was informed of the outcomes of the Global Aeronautical Distress and Safety System (GADSS) workshop, which was held on 23 May 2022 in conjunction with the APSAR/WG/7 meeting.

2.6 ATM/SG/10 agreed to the following Conclusions drafted by APSAR/WG/7:

Conclusion ATM/SG/10-12: Checklist of Considerations in Readiness for Autonomous Distress Tracking

Noting:

1. *the recent deferral of applicability of Autonomous Distress Tracking (ADT) from 01 January 2023 to 01 January 2025; and*
2. *the likelihood that ADT equipped aircraft will increasingly be operating from late 2022 onwards;*

*States are urged to implement a programme of education and procedure development for aviation regulators, aircraft operators, SAR services and ANSPs, using the Checklist of Considerations for Response to ADT Notifications at **Appendix H to the Report**.*

Conclusion ATM/SG/10-13: Revised Asia/Pacific Regional SAR Plan

That,

1. *the revised Asia/Pacific Regional SAR Plan at **Appendix I to the Report** be adopted, and uploaded to the Asia/Pacific Regional Office eDocuments web-page to replace the existing version; and*
2. *States are urged to update their national SAR Plans to align with the revised Regional SAR Plan.*

2.7 The Asia/Pacific Regional SAR Plan Version 4.0 and the Survey of State Readiness for Autonomous Distress Tracking (ADT) are available on the ICAO Asia/Pacific Regional Office eDocuments web page at <https://www.icao.int/APAC/Pages/eDocs.aspx> (ATM tab, Search and Rescue sub-section). The Survey of State Readiness for ADT also serves as the checklist of considerations for response to ADT notifications referenced in **Conclusion ATM/SG/10-12**.

Seamless ANS Plan and Monitoring Update

2.8 The Secretariat presented a proposal for the update of the Asia/Pacific Seamless Air Navigation Services (ANS) Plan for consideration by APANPIRG/33.

2.9 The update cycle of the Seamless ANS Plan was based on the intention that APANPIRG and its contributory bodies conduct a complete review every three years to align with the review cycle of the Global Air Navigation Plan (GANP) and the meeting cycle of the ICAO Assembly. The last review of the Seamless ANS Plan was conducted in 2019, in the same year as the last major update of the GANP.

2.10 The scheduling of the Seamless ANS Plan updates to coincide with the GANP cycle and the approval of the GANP update by the Assembly presented a significant challenge to the Asia/Pacific Region in terms of fully analyzing and comprehending GANP changes which may be still under final development quite late in the cycle, and then identifying and prioritizing GANP elements for regional implementation while developing any proposed regional planning elements in parallel. An example was provided, where the 2019 meetings of all APANPIRG technical Sub-Groups were held prior to the formal approval of the GANP update by the 40th Session of the Assembly.

2.11 The meeting agreed to the proposal for the Seamless ANS Plan to be updated during 2022/2023, and presented to APANPIRG Sub-Groups in 2023 before then being presented for the approval of APANPIRG/34 in 2023. Subsequent updates of the Seamless ANS Plan would be conducted in the year immediately following the year of the ICAO Assembly.

2.12 APAC Administrations were invited to provide details of a single Point of Contact for participation in the review activity.

2.13 The meeting was also informed that the unavailability of the Seamless ANS reporting portal, which had been requested in 2019, had been the subject of intensive coordination between the CNS Section of ICAO APAC Office and ICAO Headquarters. A further delay in the development of a new reporting interface was caused by licensing issues. However, a new reporting interface had been made available for internal ICAO review and testing before proceeding to final stages of development.

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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