



ICAO

International Civil Aviation Organization

**Ninth Meeting of the ICAO Asia/Pacific Search and Rescue
Working Group (APSAR/WG/9)**

Bangkok, Thailand, 07 – 10 May 2024

Agenda Item 4: Asia/Pacific and inter-regional SAR planning, coordination and cooperation

IMPLEMENTATION STATUS OF SAREX WITH NEIGHBORING COUNTRIES IN JAPAN

(Presented by Japan)

SUMMARY

Tokyo RCC successfully conducted the Search and Rescue Exercises (SAREX) with the Joint Rescue Coordination Centre (JRCC) Juneau and Republic of Korea Coast Guard to evaluate and enhance SAR plans and preparedness through simulations and cross-agency coordination.

1. INTRODUCTION

1.1 Tokyo RCC conducted the Search and Rescue Exercises (SAREX) with the Joint Rescue Coordination Centre (JRCC) Juneau on October 20, 2023, and with the Republic of Korea Coast Guard on March 21, 2024. The SAREX aims to evaluate SAR plans and personnel, identifying deficiencies to enhance SAR preparedness for real emergencies.

2. DISCUSSION

2.1 Before the SAREX, Tokyo RCC conducted adjustments to training content through web conferences. The SAREX focused on tabletop exercises aimed at establishing search areas through communication and coordination. In coordination with Juneau, since both participants were RCCs, controllers were assigned to operate ATC units, operators, and SRUs, inputting scenarios from the exercise script. In collaboration with the Republic of Korea Coast Guard, additional ACC agencies and other entities of Republic of Korea participated besides the RCCs. Detailed scenarios were not informed to the SAREX players but were shared in advance between the SAREX controllers of the two organizations, with an agreed scenario of an aircraft disappearance near the boundary of SRRs.

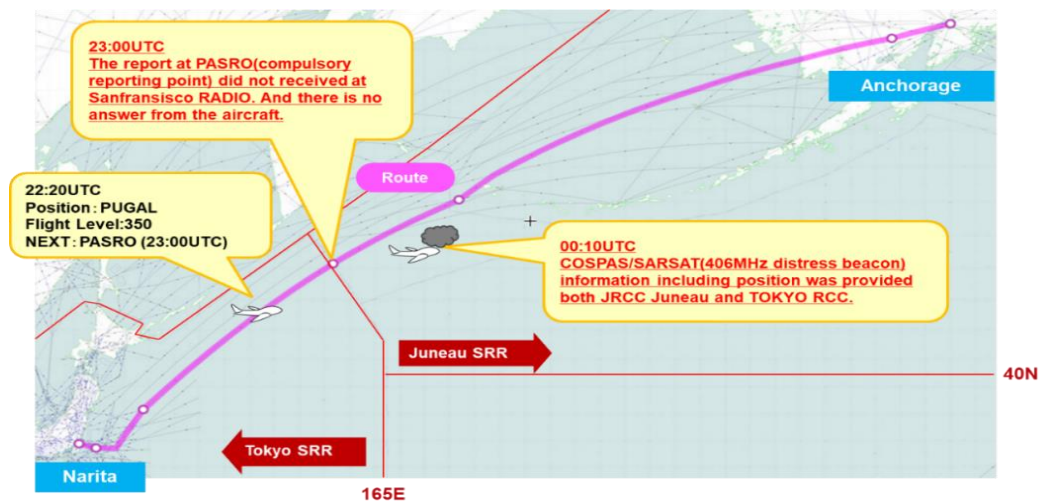


Figure1: Scenario overview with Juneau SRR

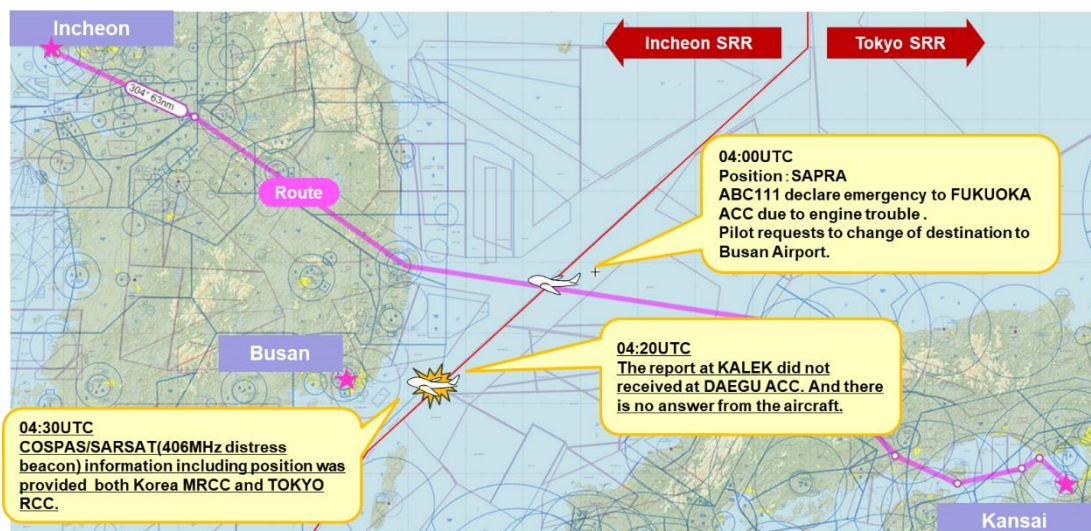


Figure2 : Scenario overview with Incheon SRR

2.2 Communication during the SAREX primarily relied on telephones, and search areas were exchanged via email. Both RCCs agreed upon search areas due to an incident near the SRR boundary. After establishing search areas and assigning SRUs, the SAREX concluded within 1-2 hours.

2.3 Following the SAREX, each country conducted self-assessments. The results confirmed smooth coordination between countries and the effective establishment of search areas, with no issues in controller communication or training progression.

2.4 A review session was held as a post-self-assessment, affirming the achievement of training objectives. Minor challenges were acknowledged for resolution within respective countries.

2.5 Considering discussions from the review session, both countries confirmed the intention to conduct the next SAREX within the next few years. While challenges such as budgetary considerations for SRUs exist, considerations for Full SAREX implementation are underway.

2.6 Japan's search and rescue system is led by the Civil Aviation Bureau, with SRU operations conducted by the National Police Agency, Fire and Disaster Management Agency, Japan Coast Guard,

and Ministry of Defense. While Tokyo RCC manages coordination tasks, phased implementation of Full SAREX is deemed necessary due to individual agency command structures.

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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