



ICAO

International Civil Aviation Organization

Thirteenth Meeting of the Air Traffic Management Sub-Group (ATM/SG/13) of APANPIRG

Singapore, 25 – 29 August 2025

Agenda Item 7: AOP, AIM, MET, SAR

ASIA/PACIFIC SEARCH AND RESCUE UPDATE

(Presented by the Chairperson of APSAR/WG)

SUMMARY

This paper presents updates on search and rescue (SAR) matters related to the Asia/Pacific Region, as discussed by the Asia/Pacific Search and Rescue Workgroup (APSAR/WG).

1. INTRODUCTION

1.1 The Tenth Meeting of the Asia/Pacific Search and Rescue Workgroup (APSAR/WG/10) was held from 27 to 30 May 2025 at the Sokhalay Angkor Resort & Spa, Siem Reap, Cambodia. The Meeting was graciously hosted by the State Secretariat of Civil Aviation (SSCA) of Cambodia.

1.2 There were 143 participants registered for the APSAR/WG/10, from 20 Administrations and one international organization including Australia, Bangladesh, Brunei Darussalam, Cambodia, China, Fiji, Lao PDR, Malaysia, Maldives, Mongolia, Nepal, New Zealand, Pakistan, Philippines, Republic of Korea, Singapore, Sri Lanka, Thailand, United States, Viet Nam and ICAO.

1.3 All meeting documents for APSAR/WG/10, including the final report, can be found at: <https://www.icao.int/APAC/Meetings/Pages/2025-APSARWG10.aspx>

2. DISCUSSION

Global SAR Update

Outcomes of the ICAO/IMO Joint Working Group on SAR Meeting

2.1 United States provided an overview of the outcomes of the Thirty-First Meeting of the ICAO/International Maritime Organization (IMO) Joint Working Group on Harmonization of Aeronautical and Maritime SAR (JWG 31, Dublin, Ireland, 04 – 08 November 2024).

2.2 The APSAR/WG/10 noted the proposed amendments to the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual, including the naming convention for rescue coordination centres (RCCs) and rescue sub-centres (RSCs). These centres should be named geographically, based on the name of cities or ports, or, if there is only one RCC within a State, it could be named after that State. The type of RCC facility should be identified as aeronautical rescue coordination centre (ARCC), maritime rescue coordination centre (MRCC), or joint rescue coordination centre (JRCC), as appropriate. The format should be the type of facility followed by geographical name (city or port or State), e.g. MRCC Buenos Aires or JRCC Australia.

Status of Cospas-Sarsat Programme

2.3 The meeting was provided with a status report on the Cospas-Sarsat system, including system operations, significant developments, space and ground segments, beacons, false alerts, reporting by RCCs on use of the distress alert data provided, and results of Cospas-Sarsat Mission Control Centres (MCCs) – SAR Point of Contact (SPOC) communication tests.

2.4 Since September 1982, the Cospas-Sarsat system has provided assistance in rescuing at least 63,745 people in 19,883 SAR events (**Figure 1**). The distribution of all SAR events for 2023, the latest year for which statistics had been compiled and reviewed, was 20% for aviation, 44% for land and 36% for maritime (**Figure 2**).

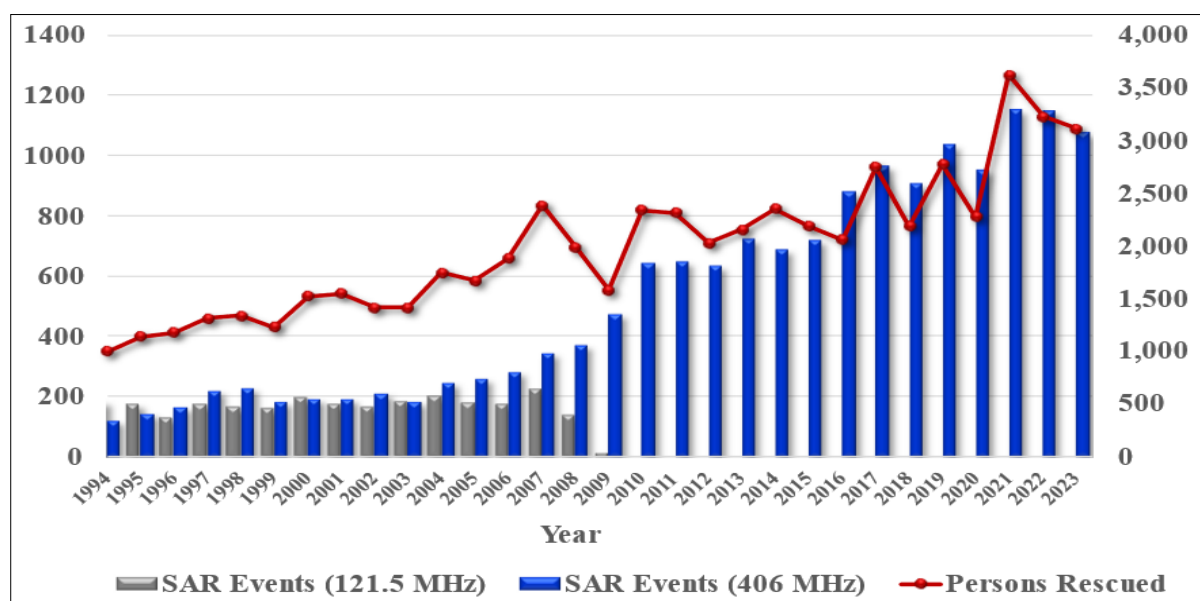


Figure 1: SAR Events with the Assistance of Cospas-Sarsat Data (Jan. 1994 – Dec. 2023)

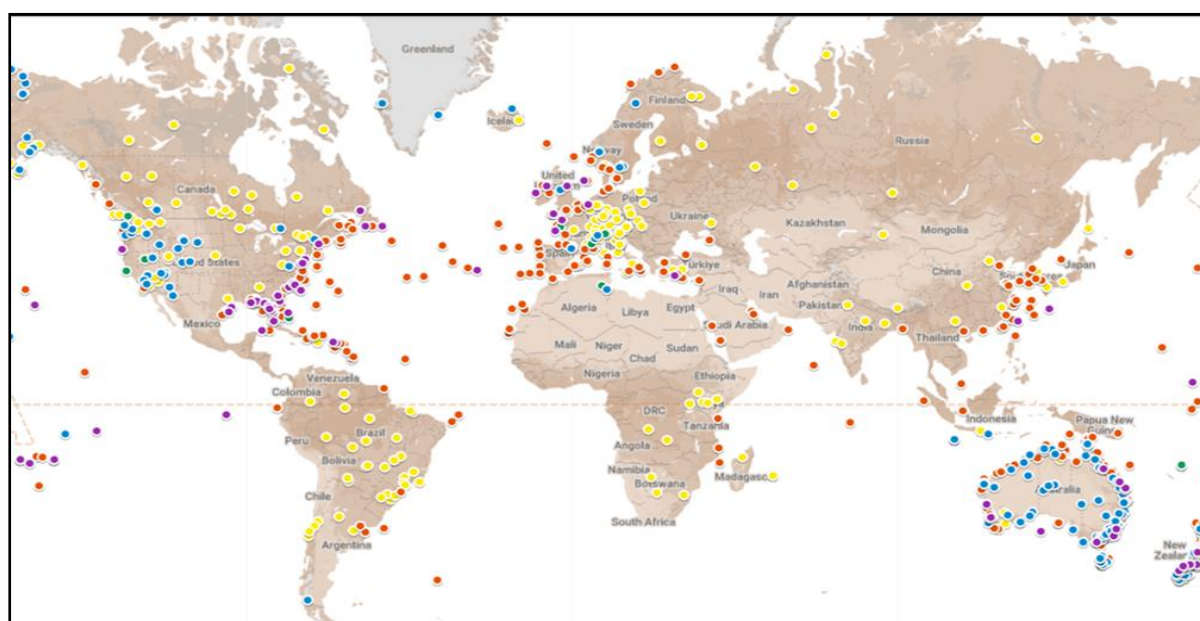


Figure 2: 2023 Geographic Distribution of SAR Events

2.5 The APSAR/WG/10 noted that Cambodia was in the process of reviewing its Cospas-Sarsat MCC and SPOC agreement, and would furnish the signed copies to the Cospas-Sarsat Secretariat.

Autonomous Distress Tracking (ADT) Implementation Status

2.6 United States presented a comprehensive update on ADT implementation, emphasizing the collaborative effort required among stakeholders to improve aviation safety and SAR effectiveness. It also outlined the key components, applicable documents and actions required for successful ADT implementation, including the requirement for each stakeholder in the OPS Control Directory (i.e. aircraft operator, ATS unit, RCC or State) to nominate a single focal point user to enable access also to the Location of Aircraft in Distress Repository (LADR).

2.7 The focal point would be responsible for updating the operational contact details of the organization (where appropriate) and would also be able to authorize additional users from the same organization with access to the OPS Control Directory, and therefore the LADR. Request for focal point registration should be sent to aircrafttracking@icao.int.

2.8 The meeting recognized that ADT significantly improved SAR operations, particularly in oceanic and remote areas with limited air traffic services (ATS) surveillance, due to its ability to provide immediate distress notifications. ADT devices could be activated manually or automatically based on events like unusual attitude or speed, terrain proximity warnings, or complete engine failure. Deactivation requires the same method used for activation.

2.9 The Secretariat presented the survey results of the Asia/Pacific regional implementation for the ADT applicability. A total of 14 Administrations responded to the survey; a decrease as compared to the previous survey (received as of 29 April 2025). **Appendix A and B** listed the survey response and comments by Asia/Pacific Administrations respectively. The overall response results of the survey showed that majority of respondents were still in progress implementing the ADT applicability (**Figure 3**). The average number of items marked “Yes” was 48 % (decreased from 51%).

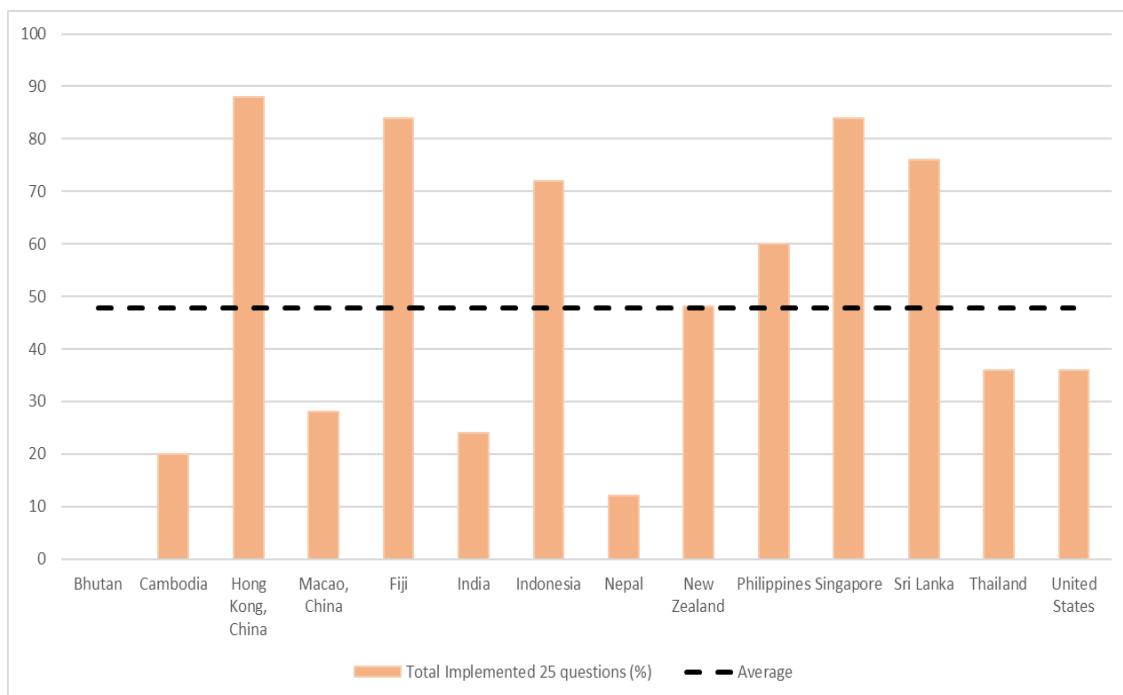


Figure 3: Overall Responses Rate for All Questions in the Survey

2.10 In conclusion, the majority of Asia/Pacific Administrations were not fully ready for the implementation of the ADT applicability with various tasks listed in the survey which remained incomplete. States/Administrations would need to step up efforts to conduct the various actions required for ADT implementation such as:

- a) incorporate ADT considerations in procedures and manuals for safety oversight and procedures for response to ADT notification of air navigation service providers (ANSPs), SAR service providers and aircraft operators; and
- b) train relevant personnel to understand ADT notifications and ELT(DT) alerts, and to execute procedures accordingly.

Regional SAR Status

2.11 The meeting was provided with an update of SAR implementation status in the Asia/Pacific Region. The ICAO Asia/Pacific Regional Office maintained records of the information provided from its accredited Administrations regarding SAR status, in order to report to APANPIRG.

2.12 APSAR/WG/10 was informed regarding the 2024 edition of the Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) Protocol Questions (PQs). This edition had integrated State Safety Programme Implementation Assessment (SSPIA) with traditional USOAP CMA activities. Notable additions include Safety Management System (SMS)-related PQs in areas of personnel licensing and training (PEL), aircraft operations (OPS), airworthiness of aircraft (AIR), air navigation services (ANS), and aerodromes and ground aids (AGA), as well as the addition of a set of new PQs on State Safety Programme (SSP) as a new audit area.

2.13 The total number of PQs relating to SAR remained 16. An analysis of the 16 USOAP SAR-related PQs in April 2025 indicated that the overall Effective Implementation (EI) for SAR had slightly increased when compared to the previous year's assessment. States that had not undergone any USOAP CMA activities since the revised PQs would still see the previous edition results in the USOAP OLF.

- a) May 2020 – 60%
- b) April 2021 – 59%
- c) May 2022 – 55%
- d) May 2023 – 55%
- e) April 2024 – 54%
- f) April 2025 – 55%

2.14 From the PQ analysis, there were still weaknesses in the major areas of SAR indicated by USOAP, in the areas of:

- a) **CE-3:** 7.517 (29%) – [SAR service provider] SAR coordination agreements;
- b) **CE-4:** 7.499 (32%) – [SAR regulatory oversight] Implementation of training plan;
- c) **CE-7:** 7.505, 7.543 and 7.545 (41%, 42% and 43%) – [SAR regulatory oversight] effective regulatory surveillance oversight of SAR, detailed plans of SAR operations and checks that SAR operational personnel have regular training, including the conduct of SAREX; and
- d) **CE-8:** 7.507 (43%) – [SAR regulatory oversight and service provider] mechanism to eliminate SAR regulatory deficiencies.

Regional SAR Plan Implementation Status

2.15 The following 23 Asia/Pacific Administrations submitted SAR Plan implementation status reports in 2024:

Australia, Bangladesh, Bhutan, China, Hong Kong China, Macao China, Democratic People's Republic of (DPR) Korea, Fiji, India, Indonesia, Japan, Malaysia, Nepal*, New Zealand, Pakistan, Papua New Guinea, Philippines, Republic of Korea, Singapore, Sri Lanka, Thailand, United States* and Viet Nam.*

2.16 The SAR Plan-based 42-element assessment provided a metric of the *Asia/Pacific SAR Plan* implementation as of 30 April 2025 (**Figure 4**). The meeting noted that Administrations which did not provide the annual *Regional SAR Plan Monitoring and Reporting Form* for 2025 or submitted the report to the ICAO Asia/Pacific Regional Office using the outdated version (SAR Plan-based 41-element) were assigned a “0%” implementation status for the new element.

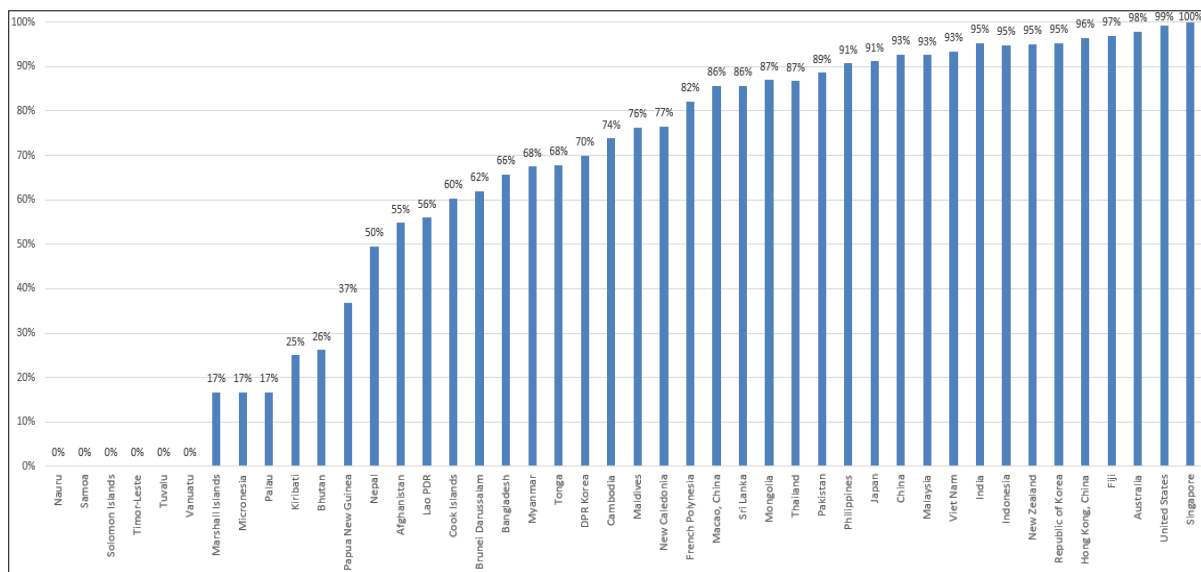


Figure 4: Asia/Pacific SAR Plan Implementation Status, as of 30 April 2025

2.17 Regional policy establishes that States/Administrations below 90% implementation of the 42 elements of the Asia/Pacific SAR Plan would be considered to have an APANPIRG ANS Deficiency recorded for SAR implementation. Only 14 States/Administration had reported implementation of 90%:

Australia, China, Hong Kong China, Fiji, India, Indonesia, Japan, Malaysia, New Zealand, Philippines, Republic of Korea, Singapore, United States and Viet Nam.

APANPIRG ATM and Airspace Safety Deficiencies in the SAR Field

2.18 APSAR/WG/10 reviewed and updated SAR-related APANPIRG ATM and Airspace Safety Deficiencies.

2.19 30 Administrations had ATM and Airspace Safety Deficiencies in the SAR field recorded in 2024 (APANPIRG/35). Deficiencies remain listed for the following Asia/Pacific Administrations:

Afghanistan, Bangladesh, Bhutan, Brunei Darussalam, Cambodia, Macao China, Cook Islands, Democratic People's Republic of Korea, French Polynesia, Kiribati, Lao PDR, Maldives, Marshall Islands, Micronesia, Mongolia, Myanmar, Nauru, Nepal, New Caledonia, Pakistan, Palau, Papua New Guinea, Samoa, Solomon Islands, Sri Lanka, Thailand, Timor-Leste, Tonga, Tuvalu and Vanuatu.

2.20 The updated list of deficiencies is provided in a separate working paper to this Meeting.

Update of the Asia/Pacific SAR Plan

2.21 Australia presented the outcomes of work conducted by a small intersessional group tasked by APSAR/WG/9 to review and develop proposed amendments for the update of *Asia/Pacific SAR Plan*.

2.22 As a result of the meeting discussion, the Draft *Asia/Pacific SAR Plan Version 5.0* is presented for the ATM/SG consideration at **Appendix C**. A summary of the main proposed amendments from the previous version is also provided in **Appendix D**.

2.23 ATM/SG is invited to consider the following Conclusion:

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

That,

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

Regional Search and Rescue Unit (SRU) Capability

2.24 Australia presented a proposal to review and amend the term “SAR capability” within the *Asia/Pacific SAR Plan* to a more defined “SAR unit (SRU) capability” and for States/Administrations report their SRU capability to APSAR/WG as an alternative to exchanging SRU information annually with neighboring States.

2.25 The meeting recognized that readily available SRU capability information enables RCCs to make more informed decisions during SAR incidents. Having prior knowledge of SRU capabilities enables RCCs to more effectively request assistance from neighboring units, saving valuable time and reducing the amount of information that needs to be communicated. Without this information, RCCs risk missing optimal SAR response opportunities, which could lead to preventable loss of life. Only dynamic changes to SRU capabilities would need to be communicated during an actual SAR response.

2.26 After much deliberation, the meeting discussed that the submission of SRU capabilities would pose challenges for some States/Administrations due to the involvement of military assets, which could be sensitive for public disclosure. Consequently, the meeting agreed to the new template (**Appendix E**) in the form of an annual survey with the addition of the term “optional” in columns 4 and 5 of the template provided as Appendix 2 to the draft revised *Asia/Pacific SAR Plan*.

2.27 The meeting reaffirmed that the submission of such information was not mandatory and does not constitute a commitment to providing such capabilities in the event of a SAR operation. The meeting also agreed that States/Administrations only need to provide information on SRUs that had the capability and necessary approvals to operate in neighbouring SRRs.

2.28 ATM/SG: Therefore, the meeting concurred with the following draft Conclusion, to be considered by ATM/SG:

Conclusion ATM/SG/13-X: Proposal Annual Submission of Asia/Pacific Search and Rescue Unit (SRU) Capability

That,

1. States and Administrations to submit update of their SRU capability information (template to be included in the revised *Asia/Pacific SAR Plan* Appendix 2) to the ICAO Asia/Pacific Regional Office annually, no later than 28 February. The ICAO Secretariat will compile the data and present it as a working paper at the APSAR/WG meeting, include it as an appendix to the meeting report, and subsequently publish it on the ICAO Asia/Pacific Regional Office eDocuments webpage; and
2. the *Asia/Pacific SAR Plan* and the corresponding SAR Performance Indicator in the *Regional SAR Plan Monitoring and Reporting Form* be amended (**Appendix X to the Report**) to support the States/Administrations' submission of Asia/Pacific SRU Capability information and be uploaded to the ICAO Asia/Pacific Regional Office website to replace the existing version.

Use of Digital Form for Status and Implementation Progress Report

2.29 The Secretariat informed the meeting that the current process for collecting and submitting annual ANS-related plans (i.e. *Regional AIM Plan Monitoring and Reporting Form*, *Regional ATFM Plan Monitoring and Reporting Form*, *Regional ATM Contingency Plan Monitoring and Reporting Form* and *Regional SAR Plan Monitoring and Reporting Form*) relies on Microsoft Excel sheets sent via email by the 28 February deadline. This approach places a considerable burden on the Secretariat for data consolidation and was prone to human errors such as duplicate entries, inconsistent formatting, and data entry mistakes, which could adversely affect the accuracy of subsequent analyses.

2.30 To streamline data collection, enhance accuracy and reduce the workload for the Secretariat, a proposal was made to replace the traditional Microsoft Excel and paper-based submissions with a digital form on the Microsoft Forms platform.

2.31 Consequently, the meeting agreed to the following Draft Conclusion, to be considered by ATM/SG.

Draft Conclusion APSAR/WG/10-3: The Use of Digital Form to Collect Annual Regional SAR Plan Monitoring and Reporting Data

That, the digital form (Microsoft Forms) be used as the primary means to collect annual Regional SAR Plan Monitoring and Reporting data.

2.32 Given that the use of digital form is also applicable to the other regional subsidiary plan monitoring and reporting forms, the Secretariat has prepared a separate working paper consolidating the relevant discussions and agreements from the related meetings for ATM/SG's consideration (ATM/SG/13 WP/07).

APAC Common SWIM Aeronautical Information Services

2.33 The Secretariat reported on the outcomes of the discussions conducted during the Tenth Meeting of System Wide Information Management Task Force (SWIM TF/10, Bangkok, Thailand, 20 – 23 May 2025) with respect to the proposed message sets, which were agreed upon by the APAC Common SWIM Aeronautical Information Services Ad Hoc Group (**Figure 5**), which were slated for incorporation into the forthcoming APAC SWIM Implementation Guidance Document currently under development.

Business functionality of the service	Brief description of the service	Type of information to be exchanged	Information exchange model / Message type	Message exchange pattern	Recommended service in initial APAC Common SWIM IS (1) / (2) / (3)
APAC Common SWIM Aeronautical Information Services					
Airspace management service	Exchanges of airspace status information between ASM Support System and Air Traffic Control (ATC) System. The sharing of airspace availability and airspace structure in real-time will contribute to a more efficient execution of the flight as information impacting the trajectory will be exchanged.	Airspace availability, Availability or activation/deactivation or temporarily change of airspace, restricted area, danger area, search and rescue regions	AIXM	Pub/Sub or Req/Reply	2
Airspace feature service	Provides the characteristics of the three-dimensional airspace, described as horizontal projection with vertical limits, and their relevance to air traffic.	FIR/UIR boundaries, waypoints, enroute ATS routes, SIDs and STARs, nav aids, procedures, and other airspace not limited to restricted area, prohibited area, danger area, search and rescue regions (Remarks - Other data published in the AIP may be included)	AIXM	Pub/Sub or Req/Reply	2
Aerodrome feature service	Provides current and/or planned airport layout features, such as aerodrome mapping data, runway, taxiway, passenger facilities.	Runways, movement areas, aerodrome services, nav aids, instrument landing systems, Aerodrome location, communication facilities (frequencies)	AIXM	Pub/Sub or Req/Reply	2
Runway Condition Report service	Provides runway surface conditions and contaminants (least to most slippery) that are directly correlated to aircraft take-off and landing performance.	Global Reporting Format (GRF) for runway surface conditions	AIXM	Pub/Sub or Req/Reply	2
Digital NOTAM distribution service	Provides aeronautical information in accordance with the Digital NOTAM Specification, such as runway closure.	Digital NOTAM (e.g. Special activity airspace (SAA) NOTAMs, or other types of NOTAMs)	AIXM	Pub/Sub or Req/Reply	2
ATIS distribution service	Provides continuous and automated broadcast of recorded aeronautical information in airport and terminal areas.	Current weather conditions, runway in use, available approaches, and other data relevant to arriving and departing aircraft, specific ATC procedures, and any airport construction activity that could affect taxi planning	TBD	Pub/Sub	2 3

Figure 5: Proposed Initial Set of APAC Common SWIM Aeronautical Information Services

2.34 The meeting noted SWIM/TF/10's conclusion that SAR service message set defined under APAC Common SWIM Aeronautical Information Services, as proposed by SWIM/TF (**Figure 6**) would be discussed with APSAR/WG and other relevant bodies once further clarification was made available. APSAR/WG was encouraged to actively engage with the APAC Common SWIM Aeronautical Information Services Ad Hoc Group and SWIM/TF from an early stage.

Business functionality of the service	Brief description of the service	Type of information to be exchanged	Information exchange model / Message type	Message exchange pattern	Recommended service in initial APAC Common SWIM IS (1) / (2) / (3)
APAC Common SWIM Aeronautical Information Services					
Search and rescue service	Allows Rescue Coordination Centres (RCCs) to exchange information with neighbouring RCCs and ATS units for coordination during SAR operations.	Search and rescue regions, Registered aircraft operator details and contacts, ICAO Autonomous Distress Tracking (ADT) data, Location of Aircraft in Distress Repository (LADR) data, ICAO OPS CTRL database contact information, SAR Unit (SRU) location and capability data	TBD	Pub/Sub	3

Figure 6: SAR Service Message Set

2.35 APSAR/WG was informed that the SWIM/TF had agreed for the first version of the APAC Common SWIM Information Services list would include only services with complete information. Entries containing "TBD" would be excluded from publication but retained in a working draft for further refinement and future review by SWIM/TF, in coordination with relevant expert groups.

2.36 The meeting noted the concern raised by Australia, Pakistan and the United States regarding the lack of understanding and expertise within the SAR community on SWIM implementation and its impact on SAR services. In response, ICAO agreed to arrange a specific session with the SWIM/TF Co-Chair and/or experts from the APAC Common SWIM Aeronautical Information Services Ad Hoc Group at the next APSAR/WG meeting, to provide detailed presentation on the expectations and impact on SAR services.

Enhanced 406 MHz Direction Finding (DF) Training for Search and Rescue Units (SRUs)

2.37 Australia highlighted the importance of well-trained SRU crews in using 406 MHz DF equipment for successful SAR missions, and the challenges of using actual distress frequencies for training purposes. The introduction of 406 MHz test beacons into the Australian Maritime Safety Authority (AMSA) SRU training program in early 2025 had proven valuable in addressing SRU crew knowledge gaps regarding 406 MHz distress beacon properties and maximizing the use of their DF equipment.

2.38 States/Administrations were encouraged to share information about their own SRU DF training programs, including the use of 406 MHz test protocol beacons. Australia aimed to initiate discussions on the need for a coordinated global approach to the activation of test beacons to avoid exceeding Cospas-Sarsat system capacity constraints at the next ICAO/IMO JWG meeting.

SAR Workshop

2.39 Noting the concerns raised during the APSAR/WG/10 regarding the limited understanding and expertise within the SAR community concerning SWIM implementation and its impact on SAR services, as well as the fact that most of Asia/Pacific Administrations were not fully ready for the implementation of the ADT applicability, the meeting agreed that ICAO to organize a workshop in conjunction with the APSAR/WG/11, featuring the following presentations:

- a) SWIM/TF Co-Chairs – overview of SWIM and its relationship with SAR services;
- b) Cospas-Sarsat Secretariat – addressing ELT(DT) and SIT 185 Distress Messages;
- c) EUROCONTROL – overview of LADR, OPS Control and Demo; and
- d) aircraft manufacturers – ADT equipage and flight crew perspectives.

2.40 APSAR/WG/11 and SAR Workshop were planned in the first or second week of May 2026.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) note the amendment proposal to IAMSAR Manual on naming convention for RCC and RSC;
- c) note the implementation status of ADT applicability, and urge States/Administrations to step up efforts to conduct the various actions required for ADT implementation;
- d) note the implementation status of the *Asia/Pacific SAR Plan* performance expectations, and urge States/Administrations to submit status reports on their compliance with the *Asia/Pacific SAR Plan* reporting elements annually no later than 28 February;
- e) discuss and agree to **Conclusion ATM/SG/13-X: Revised Asia/Pacific SAR Plan**;
- f) discuss and agree to **Conclusion ATM/SG/13-X: Proposal Annual Submission of Asia/Pacific Search and Rescue Unit (SRU) Capability**;
- g) encourage States/Administrations to participate in the SAR Workshop planned for May 2026, in conjunction with APSAR/WG/11; and
- h) discuss any relevant matters as appropriate.

Conclusion ATM/SG/13-X: Revised Asia/Pacific SAR Plan		
What: That, 1. the revised <i>Asia/Pacific SAR Plan</i> at Appendix X to the Report be adopted, and uploaded to the ICAO Asia/Pacific Regional Office eDocuments webpage to replace the existing version; and 2. States are urged to update their national SAR Plans to align with the revised <i>Asia/Pacific SAR Plan</i> .	Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical	
Why: To conduct the triennial review of the Asia/Pacific SAR Plan.	Follow-up: <input checked="" type="checkbox"/> Required from States	
When: 29-Aug-25	Status: Draft to be adopted by Subgroup	
Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:		

Conclusion ATM/SG/13-X: Proposal Annual Submission of Asia/Pacific Search and Rescue Unit (SRU) Capability		
What: That, 1. States and Administrations to submit update of their SRU capability information (template to be included in the revised <i>Asia/Pacific SAR Plan</i> Appendix 2) to the ICAO Asia/Pacific Regional Office annually, no later than 28 February. The ICAO Secretariat would compile the data and present it as a working paper at the APSAR/WG meeting, include it as an appendix to the meeting report, and subsequently publish it on the ICAO Asia/Pacific Regional Office eDocuments webpage; and 2. the <i>Asia/Pacific SAR Plan</i> and the corresponding SAR Performance Indicator in the <i>Regional SAR Plan Monitoring and Reporting Form</i> be amended (Appendix X to the Report) to support the States/Administrations' submission of Asia/Pacific SRU Capability information and be uploaded to the ICAO Asia/Pacific Regional Office website to replace the existing version.	Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical	
Why: To enhance RCC situational awareness of SRUs outside their own SRR to better identify potential SRUs in another State that they could request to assist during SAR response.	Follow-up: <input checked="" type="checkbox"/> Required from States	
When: 29-Aug-25	Status: Draft to be adopted by Subgroup	
Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:		

SURVEY OF STATE IMPLEMENTATION FOR AUTONOMOUS DISTRESS TRACKING (ADT)		Alghaisan	Australia	Bangladesh	Bhutan	Brunei	Cambodia	China	Hong Kong, China	Macao, China	Cook Islands	DPRK	Fiji	French Polynesia	India	Indonesia	Japan	Kiribati	Lao PDR	Malaysia	Maldives	Marshall Islands	Micronesia	Mongolia	Myanmar	Nauru	Nepal	New Caledonia	New Zealand	Pakistan	Palau	Papua New Guinea	Philippines	Republic of Korea	Samoa	Singapore	Soomon Islands	Sri Lanka	Timor-Leste	Tonga	Thailand	Tuvalu	United States	Vanuatu	Viet nam	Count	% of 14	
STATE																																																
Check the box if State has:																																																
1	Registered a State Focal Point in the ICAO OPS CTRL Directory (email: aircrafttracking@icao.int website: https://www4.icao.int/opsctrl/)					X		X	X				X			X											X								X	X		X						9	64.3			
2	Taken action to ensure and facilitate the registration of all relevant State organizations (i.e. air navigation service provider (ANSP), search and rescue (SAR) service provider and aircraft operators in the OPS CTRL Directory.								X	X			X			X													X		X				X		X		X		X				10	71.4		
3	Taken action to ensure the required operational contact details are recorded in the OPS CTRL Directory for ANSP, SAR service provider and aircraft operators.							X	X				X			X													X		X				X		X					X				9	64.3	
4	Implemented regulations, for aircraft operators, on compliance to Annex 6 Section 6.18.					X		X	X				X																		X					X		X								7	50	
5	If applicable, implemented processes for applications of special exemptions for aircraft operators, on compliance to Annex 6 Section 6.18.					X																												X		X										3	21.4	
6	Ensured relevant stakeholders are subscribed to Location of an Aircraft in Distress Repository (LADR) notifications.								X				X			X													X						X		X									6	42.9	
7	Ensured relevant stakeholders implemented the capability to receive LADR notifications and access the LADR, to obtain further Autonomous Distress Tracking (ADT) notification information and data.								X				X			X													X						X		X									7	50	
8	Incorporated procedures for response to ADT notifications for ANSP, SAR service provider and aircraft operators.								X								X																		X			X								4	28.6	
9	Incorporated ADT considerations in procedures and manuals for safety oversight of ANSPs and SAR service providers and aircraft operators.								X																				X									X								3	21.4	
10	Published and promulgated educational material on ADT for aircraft operators, air traffic service (ATS) unit, Rescue Coordination Centre (RCC) personnel and other necessary stakeholders.								X							X																								X		X				4	28.6	
Sub percentage implemented for State (%)		0	0	0	0	0	30	0	90	40	0	0	60	0	0	70	0	0	0	0	0	0	0	0	0	0	0	10	0	40	0	0	0	50	0	0	70	0	80	0	0	40	0	40	0	0	44.3	
AIRCRAFT OPERATOR																																																
Check the box if Aircraft Operator has:																																																
1	Registered in the ICAO OPS CTRL Directory (email: aircrafttracking@icao.int website: https://www4.icao.int/opsctrl/)								X	X			X			X													X							X		X		X					8	57.1		
2	Subscribed to LADR notifications.								X				X			X																				X		X								5	35.7	
3	Implemented the capability to receive LADR notifications and access the LADR, to obtain further ADT notification information and data on their aircraft.							X					X																							X		X								4	28.6	
4	Developed procedures for the initial aircraft operator response to ADT notifications and for informing appropriate ATS Units of the outcome of ADT validation checks.												X																							X		X								3	21.4	
5	Trained flight despatch and other relevant personnel to understand ADT notifications and to execute ADT procedures accordingly.												X																								X										2	14.3
Sub percentage implemented for Aircraft Operator (%)		0	0	0	0	0	0	0	60	20	0	0	100	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	80	0	100	0	0	20	0	0	0	0	0	31		

SURVEY OF STATE IMPLEMENTATION FOR AUTONOMOUS DISTRESS TRACKING (ADT)		Afghanistan	Australia	Bangladesh	Bhutan	Buruel	Cambodia	China	Hong Kong, China	Macao, China	Cook Islands	DPRK	Fiji	French Polynesia	India	Indonesia	Japan	Kiribati	Lao PDR	Malaysia	Maldives	Marshall Islands	Micronesia	Mongolia	Myanmar	Nauru	Nepal	New Caledonia	New Zealand	Pakistan	Palau	Papua New Guinea	Philippines	Republic of Korea	Samoa	Singapore	Solomon Islands	Sri Lanka	Timor-Leste	Tonga	Thailand	Tuvalu	United States	Vanuatu	Viet Nam	Count	% of 14				
STATE																																																			
Check the box if State has:																																																			
SAR SERVICE PROVIDER (RCC/RSC)																																																			
Check the box if SAR Service Provider has:																																																			
1	Registered in the ICAO OPS CTRL Directory (email: aircrafttracking@icao.int website: https://www4.icao.int/opsctrl/).						X		X				X		X	X												X		X				X			X		X				X				12	85.7			
2	Subscribed to LADR notifications.								X				X		X	X													X				X			X		X					X					9	64.3		
3	Ensured State RCCs implemented the capability to receive LADR notifications and access the LADR, to obtain further ADT notification information and data.								X				X		X	X													X					X		X		X				X						9	64.3		
4	Implemented procedures for the response to ADT notifications and coordination with ATS units.								X				X			X																				X							X						7	50	
5	Trained SAR personnel to understand ADT notifications and ELT(DT) alerts, and to execute ADT procedures accordingly.								X				X			X													X						X			X						X				7	50		
Sub percentage implemented for SAR Service Providers (%)		0	0	0	0	0	20	0	100	0	0	0	100	0	60	100	0	0	0	0	0	0	0	0	0	0	0	20	0	100	0	0	0	100	0	0	100	0	60	0	0	20	0	100	0	0	0	0	62.9		
AIR NAVIGATION SERVICE PROVIDER																																																			
Check the box if all relevant Air Traffic Service (ATS) Units have:																																																			
1	Registered in the ICAO OPS CTRL Directory (email: aircrafttracking@icao.int website: https://www4.icao.int/opsctrl/).						X		X				X		X	X												X		X				X			X		X				X						11	78.6	
2	Subscribed to LADR notifications.								X				X		X	X														X				X			X		X											7	50
3	Ensured ATS units implemented the capability to receive LADR notifications and access the LADR, to obtain further ADT notification information and data.								X				X		X	X													X					X		X		X												8	57.1
4	Implemented procedures for the response to ADT notifications and coordination with aircraft operators and RCCs.								X	X			X			X																		X		X						X								7	50
5	Trained relevant ATS personnel to understand ADT notifications and ELT(DT) alerts, and to execute procedures accordingly.								X	X			X																						X		X						X							6	42.9
Sub percentage implemented for ANSPs (%)		0	0	0	0	0	20	0	100	40	0	0	100	0	60	80	0	0	0	0	0	0	0	0	0	0	20	0	40	0	0	0	100	0	0	100	0	60	0	0	60	0	0	60	0	0	0	0	55.7		
Percentage of implemented 25 questions		0	0	0	0	0	20	0	88	28	0	0	84	0	24	72	0	0	0	0	0	0	0	0	0	0	12	0	48	0	0	0	60	0	0	84	0	76	0	0	36	0	36	0	0	0	0	0	55.7		
Form Last updated: 29 April 2025																																																			
State/Administration Response for 2025 in Yellow highlight																																																			

SURVEY OF STATE IMPLEMENTATION FOR AUTONOMOUS DISTRESS TRACKING (ADT)		Macao, China	New Zealand	Thailand	United States
STATE					
1	Registered a State Focal Point in the ICAO OPS CTRL Directory (email: aircrafttracking@icao.int website: https://www4.icao.int/opsctrl/)	Note 1: the ANSP and SAR contact details in OPS CTRL is not applicable to Macao China.	In progress		In progress. Please refer to the comment provided in 2., below.
2	Taken action to ensure and facilitate the registration of all relevant State organization (i.e. air navigation service provider (ANSP), search and rescue (SAR) service provider and aircraft operators in the OPS CTRL Directory.				In progress. The U.S. Government, including ANSP and SAR, continues to discuss and coordinate plans for participation in the Location of an Aircraft in Distress Repository (LADR). With respect to operators, the United States has notified ICAO of differences to the distress tracking standards in Annex 6, Part I, 6.18. Consistent with those differences, the United States does not require U.S. operators to maintain contact details in the ICAO OPS CTRL/LADR.
3	Taken action to ensure the required operational contact details are recorded in the OPS CTRL Directory for ANSP, SAR service provider and aircraft operators.			(For ANS concerned - only ANSP and SARSP registered)	Please refer to the comment provided in 2., above.
4	Implemented regulations, for aircraft operators, on compliance to Annex 6 Section 6.18.		New Zealand has filed a difference with ICAO relating to GADSS. Our promulgation of these requirements is slightly complicated as we also have a new Civil Aviation Act (our primary legislation that Civil Aviation Rules operate under) coming into force in April 2025, so we are unable to make any amendments to any regulations until this is in place. We have a programme of work underway assessing the promulgation of GADSS requirements into New Zealand Civil Aviation Rules. This piece of work is currently making recommendations to the Minister of Transport around what we should do with GADSS requirements. On the other hand, operationally we are ready to receive GADSS equipped aircraft into the Auckland Oceanic FIR, and both Airways NZ and the Rescue Coordination Centre NZ are working together to ensure all the correct procedures are in place.	(For ANS concerned - shown unauthorised access in LADR website when log in)	The United States has notified ICAO of differences to the provisions in Annex 6, Part I, Section 6.18. Existing regulations and surveillance capabilities deployed in the U.S. National Airspace System, including requirements for ADS-B Out equipment and use, provide precise, real-time position information to pilots and air traffic controllers. Additionally, FAA regulations require U.S. operators conducting international operations to comply with the rules in force in the countries in which they operate.
5	If applicable, implemented processes for applications of special exemptions for aircraft operators, on compliance to Annex 6 Section 6.18.		As per 4.		
6	Ensured relevant stakeholders are subscribed to Location of an Aircraft in Distress Repository (LADR) notifications.			(ANS/SR, ANSP and RCC can't subscribe according to unauthorised access in LADR website when log in)	Please refer to the comment provided in 2., above. Additionally, the United States notes that the information currently available to States regarding the LADR registration process and availability of notifications (dependent on legal instruments in place with the Cospas-Sarsat network) remains limited. The ICAO North Atlantic (NAT) Region Autonomous Distress Tracking Exercise with Location of an Aircraft in Distress Repository Project Team (NAT DISTREX PT) continues to conduct exercises to test the operation of the LADR and the coordination between ANSPs, SAR/RCCs, and air operators upon receipt of a notification. The United States expects to review outcomes from the NAT DISTREX PT and its exercises to inform continued planning for the LADR notification service.
7	Ensured relevant stakeholders implemented the capability to receive LADR notifications and access the LADR, to obtain further Autonomous Distress Tracking (ADT) notification information and data.				Please refer to the comments provided in 2. and 6., above.
8	Incorporated procedures for response to ADT notifications for ANSP, SAR service provider and aircraft operators.		As per 4.		Please refer to the comments provided in 2. and 6., above.
9	Incorporated ADT considerations in procedures and manuals for safety oversight of ANSPs and SAR service providers and aircraft operators.		As per 4.		The responsible safety oversight organizations within the U.S. Federal Aviation Administration (FAA) do not anticipate revising existing procedures and manuals at this time.
10	Published and promulgated educational material on ADT for aircraft operators, air traffic service (ATS) unit, Rescue Coordination Centre (RCC) personnel and other necessary stakeholders.		As per 4.	(Sharing material on ADT to ANSP and RCC)	The U.S. FAA published Information for Operators (InfoFO) 24016 in December 2024 to provide information on ADT to commercial operators conducting international operations. InfoFO 24016 is available on the FAA's website: https://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info/all_infos/InfoFO24016.pdf
AIRCRAFT OPERATOR					
Check the box if the Aircraft Operator has:					
1	Registered in the ICAO OPS CTRL Directory (email: aircrafttracking@icao.int website: https://www4.icao.int/opsctrl/)				
2	Subscribed to LADR notifications.				

SURVEY OF STATE IMPLEMENTATION FOR AUTONOMOUS DISTRESS TRACKING (ADT)		Macao, China	New Zealand	Thailand	United States
STATE					
3	Implemented the capability to receive LADR notifications and access the LADR, to obtain further ADT notification information and data on their aircraft.				
4	Developed procedures for the initial aircraft operator response to ADT notifications and for informing appropriate ATS Units of the outcome of ADT validation checks.				
5	Trained flight despatch and other relevant personnel to understand ADT notifications and to execute ADT procedures accordingly.		Our main international air operator has started work to implement the other four elements.		While aircraft must be appropriately equipped to operate in non-U.S. airspace consistent with the applicable requirements, there is no additional U.S. requirement in place for U.S. operators, specific to Annex 6, Part I, Sections 6.18.1-3, in addition to existing surveillance capabilities. These questions are therefore Not Applicable to U.S. operators.
SAR SERVICE PROVIDER (RCC/RSC)					
Check the box if the SAR Service Provider has:					
1	Registered in the ICAO OPS CTRL Directory for RCCs (email: aircrafttracking@icao.int website: https://www4.icao.int/opsctrl/).	Note 2: RCC is not established as Macao has ATZ only.			
2	Subscribed to LADR notifications.				
3	Ensured State RCCs implemented the capability to receive LADR notifications and access the LADR, to obtain further ADT notification information and data.				
4	Implemented procedures for the response to ADT notifications and coordination with ATS units.				
5	Trained SAR personnel to understand ADT notifications and ELT(DT) alerts, and to execute ADT procedures accordingly.				
AIR NAVIGATION SERVICE PROVIDER					
Check the box if all relevant Air Traffic Service (ATS) Units have:					
1	Registered in the ICAO OPS CTRL Directory (email: aircrafttracking@icao.int website: https://www4.icao.int/opsctrl/).	Note 3: According to the OPS Control Directory, the information is for the Area Control Centre of ANSP. Macao China has only Aerodrome Control Unit to provide ATS within Macao ATZ. However, the Macao Aerodrome Control Unit has implemented the procedures for point 5 & 6 in this section.	Currently registered under Mark Blanchard		Items 1.-5. are in progress. Please refer to comments provided in STATE questions 1. through 10., above.
2	Subscribed to LADR notifications.		No, Airways will subscribe once it is approved internally, which contact will be used to receive notifications.		
3	Ensured ATS units implemented the capability to receive LADR notifications and access the LADR, to obtain further ADT notification information and data.				
4	Implemented procedures for the response to ADT notifications and coordination with aircraft operators and RCCs.		No, but currently underway.		
5	Trained relevant ATS personnel to understand ADT notifications and ELT(DT) alerts, and to execute procedures accordingly.		No, but currently underway.		

INTERNATIONAL CIVIL AVIATION ORGANIZATION



ASIA/PACIFIC SEARCH AND RESCUE (SAR) PLAN

Version 5.0, May 2025

This Plan was developed by the Asia/Pacific Search and Rescue Task Force (APSAR/TF) and updated by Asia/Pacific Search and Rescue Work Group (APSAR/WG)

Approved by ATM/SG/13 and published by the
ICAO Asia and Pacific Office, Bangkok

CONTENTS

SCOPE OF THE PLAN	1
OBJECTIVES	2
EXECUTIVE SUMMARY	6
ABBREVIATIONS AND ACRONYMS.....	8
BACKGROUND INFORMATION	10
CURRENT SITUATION.....	14
PERFORMANCE IMPROVEMENT PLAN	19
Preferred SAR Capability Specifications (PSCS).....	19
EMERGING ISSUES AND FUTURE DEVELOPMENTS	29
MILESTONES, TIMELINES, PRIORITIES AND ACTIONS	31
APPENDIX 1: BENEFITS TO THE SAR SYSTEM OF STATES ASSISTING OTHER STATES	32
APPENDIX 2: ANNUAL ASIA/PACIFIC SRU CAPABILITY SURVEY	34

SCOPE OF THE PLAN

Plan Structure

1.1 The Asia/Pacific Search and Rescue (SAR) Plan (hereinafter referred to as the 'Plan') references different levels. At the higher level are global requirements established by the ICAO Annex 12 to the ICAO Convention on International Civil Aviation (ICAO Doc 7300). Global guidance material is provided by the International Maritime Organization (IMO) and ICAO's joint publication, the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual. Beneath this is regional planning guidance primarily provided by this Plan and other regional guidance material, in order to enable States to define the goals and means of meeting objectives for State planning towards improving State SAR System capability, such as the performance objectives of *Asia/Pacific Regional Air Navigation Plan* (ANP) and *Asia/Pacific Seamless Air Navigation Services (ANS) Plan*.

1.2 The global air navigation perspective is guided mainly by the *Global Air Navigation Plan* (GANP, ICAO Doc 9750), the *Global ATM Operational Concept* (ICAO Doc 9854) and the *Global Aviation Safety Plan* (GASP).

1.3 The scope of the Plan is the identification of:

- a) the current status of SAR preparedness of Asia/Pacific States and State SAR arrangements; and
- b) recommendations for SAR planning and preparedness enhancements, in terms of compliance with Annex 12 of the ICAO Convention, IAMSAR Manual guidance, and accepted best international practice.

1.4 References in the Plan to 'States' are intended to include Special Administrative Regions and territories.

Plan Review

1.5 As an iterative process, the Plan requires regular updating to keep current with changes in ICAO Annexes and guidance material, outcomes from the ICAO/IMO Joint Working Group on the Harmonisation of Aeronautical and Maritime Search and Rescue (JWG-SAR), the IAMSAR Manual, regional aviation activity, developments in the Air Traffic Management (ATM) system, new technology, political considerations, human performance and lessons learned from actual SAR responses. Plan updates should also focus on the SAR system being an important component of an integrated regional and global air navigation system. It is intended that Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG), and its contributory bodies conduct a complete review every three years from 2019 (or a shorter period determined by APANPIRG) of the Plan to align with the review cycle of the GANP and the IAMSAR Manual. The review should be guided by a consultative process involving States and relevant International Organizations and technical bodies.

OBJECTIVES

Introduction

2.1 Asia/Pacific States that are signatories to the Chicago Convention accept the responsibility for the provision of SAR services per the requirements of ICAO Annex 12 – *Search and Rescue*. Increases in both aviation and maritime traffic throughout the Asia/Pacific Region places additional importance on the ability for States to be adequately prepared for potentially increased demand for aeronautical and maritime SAR services.

2.2 The world's citizens, who frequently fly over or sail through the Asia/Pacific, expect a timely and adequate SAR response to be provided should it be required. States in the region need to be adequately prepared for the provision of efficient and effective SAR services. To assist in achieving this, it is essential for States to cooperate, collaborate and in some cases assist with resources to neighbouring and sub-regional RCCs.

2.3 ICAO Regional Office maintains a record, as reported to ICAO by the States themselves, of the status of individual State SAR compliance against ICAO Annex 12 requirements. There are significant variations in the level of State SAR capability across the region with significant gaps requiring urgent action, especially in oceanic areas. The ICAO Universal Safety Oversight Audit Programme – Continuous Monitoring Approach (USOAP-CMA) also provides a useful tool to States to self-assess their individual SAR system status. Since the establishment of this Plan, there had already been commendable improvements to the SAR systems of some States which have contributed to building better regional SAR capability. However, there was still considerable work required to address capability gaps.

2.4 There is a high risk of negative consequences to a State which does not provide an adequate SAR response to an aircraft or vessel in distress. The primary concern is the higher probability for loss of lives which may have been saved. The ability for news to spread rapidly in today's technologically connected world also provides the opportunity for a poor or ineffective SAR response to quickly reach a global audience resulting in damage to that State's reputation internationally and potential economic loss to sensitive State industries such as tourism and transport. However, the benefits of an effective and reliable SAR service to States offers many advantages. Besides reduction of loss of life and human suffering, other advantages include the following aspects:

- a) safer and more secure environment for aviation and maritime related industries, commerce, recreation and travel. Increased safety may promote use and enjoyment of aviation and maritime environments, tourism and economic development. This is especially true when the SAR system utilised programmes aimed at preventing or reducing the effects of mishaps, sometimes referred to as 'Preventative SAR';
- b) availability of SAR resources often provides the initial response and relief capabilities critical to saving lives in the early stages of natural and man-made disasters. SAR services offer an integral part of local, national and regional emergency management systems;
- c) well performed SAR operations can provide positive publicity about situations which may otherwise be viewed negatively. This can lead to improved public confidence in that State's reputation and commitment to providing a safe environment, leading to increased confidence to conduct activities beneficial to that State's economy; and

- d) as SAR is a relatively non-controversial and humanitarian mission, it provides an excellent opportunity to enhance cooperation and communication in general between States and organisations, not only for SAR. It can also foster better working relationships between States and organisations at the local, national and international levels, including civil/military cooperation.

2.5 In 2014 Malaysia Airlines flight MH370, a Boeing 777 with 239 persons on board, disappeared when flying from Kuala Lumpur, Malaysia to Beijing, China, and AirAsia QZ8501 was lost on a flight from Surabaya, Indonesia to Singapore. The MH370 event resulted in probably the largest and most expensive search response for a missing aircraft in human history. Together with Air France flight AF447, which crashed into the Atlantic Ocean in 2009, these tragedies highlighted vulnerabilities in the air navigation system including the SAR system, which have hampered timely identification and localization of aircraft in distress, hindering effective response efforts. ICAO is addressing these vulnerabilities through implementation of functions of the Global Aeronautical Distress and Safety System (GADSS) concept of operations; however, this new system is also dependent on improvements in global SAR capability, especially for remote and oceanic SAR response.

2.6 The Plan is designed to address both civil and military SAR authorities and has been developed in consultation with Asia/Pacific States, SAR administrations and relevant International Organizations. States should consult with stakeholders nationally, regionally and internationally as appropriate and determine actions in order to commit to achieving the objectives of this Plan in order to meet at least the minimum SAR service requirements in accordance with ICAO Annex 12. It is noted that where a State is unable to meet minimum SAR Standards and Recommended Practices (SARPs) of ICAO Annex 12, Article 38 to the ICAO Convention requires notification to ICAO of the differences between its own practice and that established by the international standards.

2.7 It is a common practice for the military to conduct or have a major role in SAR operations to fulfil or assist in fulfilling the State's obligation to provide SAR services. From the perspective of providing SAR services, civil-military coordination takes on many forms. This includes coordination during an actual SAR response, national coordination with other agencies to determine the military role, part of an international agreement or set of procedures with a neighbouring State to assist in SAR response, or other types of coordination. The *Manual on Civil-Military Cooperation in Air Traffic Management* (ICAO Doc 10088) is focused on airspace management and includes SAR matters relevant to civil-military coordination in airspace management.

2.8 The IAMSAR Manual Volume II has guidance on multiple aircraft operations and establishing areas of SAR action to assist with the safe coordination and management of aircraft operations during SAR operations. SAR authorities should have procedures in place to rapidly notify airspace users of SAR operations and the establishment of any temporary airspace operation such as danger areas or restricted areas through appropriate State authorities. The combination of guidance in the IAMSAR Manual and ICAO Doc 10088 should enable a State to have an appropriate plan in place for civil-military coordination and cooperation in readiness for efficient and effective SAR response.

2.9 States should aim to meet their obligations progressively in a strategically structured and planned manner with improvement goals set for short-, medium- and long-term implementation. It may be more productive to make gains in small steps commencing with measures that are more easily achievable in the short term and have a minimal cost, progressing to measures which will take longer to implement over the medium to long term. Short term measures that may be implemented relatively easily include the establishment of a national SAR Committee and ensuring SAR agreements are in place with neighbouring States allowing for seamless cross-border transit of search assets engaged in SAR activity. A SAR agreement can be in the form of 'Letter of Agreement' (LOA) or a Memorandum of Understanding (MOU) or other acceptable term indicating a lower form of arrangement for operational matters between SAR service providers [such as Rescue Coordination Centres (RCCs) and/or Rescue Sub-Centres (RSCs)] or a more formal agreement for arrangements between governments concerned.

2.10 All States are encouraged to use the guidance provided within this Plan as a way forward, thus ensuring a timely, well-coordinated response to any SAR incident within their area of responsibility, or during cooperative responses involving more than one Search and Rescue Region (SRR) including overlapping aeronautical and maritime SRRs which may be the responsibility of different RCCs.

Plan Objective

2.11 The objective of this Plan is to provide a framework to assist Asia/Pacific States to meet their SAR needs and obligations accepted under the Convention on International Civil Aviation and for the harmonised and interoperable delivery of both aeronautical and maritime SAR services within the region, and across other ICAO regional boundaries, where practicable.

2.12 The Plan is to be consistent with the SARPs of ICAO Annex 12, and aligned where appropriate with the SAR technical and operational standards and guidance of the IMO.

2.13 The Plan recognizes that ICAO serves as the forum for the implementation of practical and achievable measures to improve SAR services for international civil aviation. The Plan also recognizes that the IMO provides a similar forum for SAR services to maritime shipping.

2.14 Both ICAO and IMO share the same goal of ensuring that SAR services are available globally wherever people sail or fly. The SAR services that ICAO and IMO promote are complementary and offer tangible opportunities to derive mutually beneficial efficiencies for both the aviation and maritime transportation SAR systems globally, regionally and nationally. The objective of this Plan includes encouraging States to take advantage of such efficiencies. States should, where practicable, align their SAR systems with the guidance provided by the IAMSAR Manual, which also provides the benefit for standardised SAR coordination between RCCs and across SRR lines of delineation.

2.15 State SAR plans describe how SAR services will be provided, organized and supported in order for States to meet their obligations under the relevant Conventions. Search and Rescue Coordinators (SC) and SAR managers oversee and implement these plans. National SAR plans should be signed by all Government agencies which can provide or support SAR services. These agencies should all be represented on the State's Search and Rescue Coordinating Committee (SCC), which oversees these plans.

Note: the SC should not be confused with the operational nature of the SAR Mission Coordinator (SMC). The primary purpose of the national SC is to enable a whole-of-government approach to make efficient and effective use of a State's capabilities for SAR.

Plan Development

2.16 The Plan was developed as part of a suite of Asia/Pacific air navigation plans, including the *Asia/Pacific Seamless ANS Plan*, the *Asia/Pacific Plan for Collaborative Aeronautical Information Management (AIM)*, the *Asia/Pacific Regional Framework for Collaborative Air Traffic Flow Management (ATFM)*, and the *Regional ATM Contingency Plan*, so the Plan should not be considered in isolation.

2.17 The Plan is expected to provide guidelines and recommendations for Asia/Pacific States to consider for the enhancement and improvement of national, sub-regional and regional SAR capability including:

- a) compliance with ICAO Annex 12 SARPs;
- b) identification and addressing of deficiencies in SAR capability;
- c) continuous and coherent development of SAR capability;
- d) harmonisation of aeronautical and maritime SAR services;
- e) civil/military cooperation and coordination (including SAR response, information sharing and use of airspace);
- f) remote oceanic SAR response capability [including provision for Mass Rescue Operations (MRO)];
- g) establishment and review of arrangements between neighbouring States to expeditiously facilitate SAR coordination, operations and cooperation across regional boundaries including sharing SAR resources and contingency procedures;
- h) facilitation of the implementation of SAR systems and services including the establishment of JRCCs where suitable and practicable;
- i) supporting the sharing of SAR information, data and expertise;
- j) integration with ATM systems and future ATS developments, where appropriate;
- k) monitoring of outcomes from APANPIRG Sub-Groups, other ICAO Region SAR groups, ICAO/IMO JWG-SAR and related forums for issues that may affect the Plan;
- l) facilitation of a continuous reporting mechanism of State SAR capability, ICAO Annex 12 compliance and SAR performance data to the ICAO Asia/Pacific Regional Office through the APANPIRG Air Traffic Management Sub-Group (ATM/SG);
- m) implementation of a SAR System Improvement and Assessment measures, including Safety Management System, Quality Assurance programme and risk assessment, and programs to reduce the number of SAR incidents;
- n) coordinating the introduction of new technology affecting the regional SAR system;
- o) sharing future research and development concepts;
- p) seeking efficiencies, through the coordination and facilitation of concurrent regional SAR meetings, seminars, workshops and exercises, including joint ICAO and IMO, and sub-regional forums where practicable; and
- q) conducting efficient SAR Exercises (SAREXs) that identify improvements and latent problems.

2.18 The Plan elements should be periodically reviewed by APANPIRG to ensure that they remain relevant to the SAR system, particularly for new technology developments and alignment with other relevant global and regional SAR plans and the Global Air Navigation Plan.

EXECUTIVE SUMMARY

3.1 Aviation is a significant driver of economic growth and contributes strongly to the economic wellbeing of the diverse cultures and people in the Asia/Pacific Region. According to ICAO data, the global passenger traffic continued to increase in 2023 with around 4.2 billion passengers transported worldwide, up from 3.2 billion passengers in 2022. Although still slightly below pre-pandemic (2019) levels with 4.5 billion passengers having been transported worldwide, passenger traffic in 2023 increased 30 per cent from 2022. The number of flight departures for scheduled commercial operations continued to increase by approximately 13 per cent with over 35 million departures in 2023, compared to around 31 million in 2022.

3.2 For the maritime industry, the United Nations Conference on Trade and Development (UNCTAD) Review of Maritime Transport 2024 reported that a record of almost 250,000 port calls by container ships in the second half of 2023 were driven by growing trade and longer routes with Asia handling 63% of global container trade. In 2019, the region accounted for 41% of goods unloaded, and had strengthened its position as a maritime hub that brings together more than 50% of global maritime trade volumes. Before the COVID-19 pandemic, growth in the cruise ship industry together with the many other forms of maritime transport such as fishing vessels and passenger ferries created added potential demand for regional SAR services. Whilst IMO assists the Parties to the Maritime SAR Convention, particularly their implementation related to the provision of maritime SAR services, the demand for aeronautical SAR services which frequently support responses to maritime SAR incidents is also likely to rise.

3.3 Asia/Pacific States that are signatories to the Chicago Convention accept the responsibility for the provision of SAR services per the requirements of ICAO Annex 12. Increases in both aviation and maritime traffic throughout the Asia/Pacific Region places additional importance on the ability for States to be adequately prepared for potentially increased demand for aeronautical and maritime SAR services.

3.4 Considering that many of the Asia/Pacific States have the challenging responsibility for providing a SAR service over vast and remote areas, including three of the world's five oceans, the importance for States with oceanic SAR responsibility to cooperate, collaborate and share resources with their neighbouring and regional/sub-regional RCCs is essential.

3.5 High-level support might be necessary from regional bodies that can effectively support the Plan's implementation, such as the:

- a) Association of Southeast Asian Nations (ASEAN) and ASEAN Regional Forum (ARF);
- b) Asia Pacific Economic Cooperation (APEC);
- c) South Asian Association for Regional Cooperation (SAARC);
- d) Pacific Community (SPC); and
- e) Indian Ocean Rim Association (IORA).

SAR System Funding

3.6 The level of funding provided for effective SAR systems is a matter of concern for all senior decision-makers. An effective SAR system helps prevent lives being lost that may have been saved which provides a persuasive argument for proper funding. The resources should be sufficient to develop and/or maintain the required SAR service per their obligations as signatories to the relevant aeronautical and maritime SAR conventions. This may require the development of business cases to governments outlining where additional funding is required.

3.7 Such business cases should include consideration of amendments to existing State SAR arrangements which may provide more efficient delivery of the SAR service by better utilisation of existing resources [for example by establishing Joint RCCs (JRCCs)], or additional funding sources where required (for example charging a levy to aircraft operators for providing the SAR service or seeking company sponsorship for SRUs). The economic value of a life saved when compared against the economic value of a life lost can also be a significant persuasive factor in any business case.

Joint Rescue Coordination Centres (JRCCs)

3.8 Where practicable, States are encouraged to examine the potential benefits that may be derived by the establishment of JRCCs to incorporate the aeronautical and maritime SAR activities and/or facilities of Aeronautical RCCs (ARCCs)/Aeronautical RSCs (ARSCs) and Maritime RCCs (MRCC)/Maritime RSCs (MRSCs). JRCCs have the potential to not only provide a more effective SAR service to both the aeronautical and maritime industries, but also offer potential financial efficiencies by releasing funds for improvements in other SAR areas.

Note 1: where JRCCs are not practicable, facilities and procedures should be developed which provide and/or enhance effective SAR coordination and collaboration between the ARCCs and MRCCs in support of each other, to provide an efficient and integrated State SAR system for both aeronautical and maritime SAR incident response.

Note 2: a JRCC may be established either physically or by virtual means using the integration of communications, information and computer technology between an ARCC and an MRCC to achieve full search and rescue coordination functionality.

3.9 Where practicable, the JRCC evaluation may consider consolidation of two or more different State RCCs into single sub-regional JRCCs.

Note: a single sub-regional JRCC may be established in partnership with a group of States and serve as a 24-hour nodal JRCC supported by Joint RSCs (JRSCs) of the other partner States which may not necessarily need to be staffed 24 hours but could be activated when required.

ABBREVIATIONS AND ACRONYMS

AAM	Advanced Air Mobility
ADS-B	Automatic Dependent Surveillance-Broadcast
ADT	Autonomous Distress Tracking
AIS	Automatic Identification System
AIP	Aeronautical Information Publication
ANP	(Regional) Air Navigation Plan
ANSP	Air Navigation Service Provider
APANPIRG	Asia/Pacific Air Navigation Planning and Implementation Regional Group
APEC	Asia Pacific Economic Cooperation
APSAR/TF	Asia/Pacific SAR Task Force
APSAR/WG	Asia/Pacific SAR Workgroup
ARCC	Aeronautical Rescue Coordination Centre
ARF	ASEAN Regional Forum
ARSC	Aeronautical Rescue Sub-Centre
A/SMC	Assistant SMC
ASEAN	Association of Southeast Asian Nations
ASPOCS	Administrative Single Point of Contact for SAR
ATC	Air Traffic Control
ATFM	Air Traffic Flow Management
ATM	Air Traffic Management
ATS	Air Traffic Service
CONOPS	Concept of Operations
COSPAS-SARSAT	Cosmicheskaya Sistema Poiska Avariynyh Sudov-Search and Rescue Satellite-Aided Tracking
EI	Effective Implementation
ELT	Emergency Locator Transmitter
ELT(DT)	Emergency Locator Transmitter (Distress Tracking)
EPIRB	Emergency Position Indicating Radio Beacon
FIR	Flight Information Region
GADSS	Global Aeronautical Distress and Safety System
GANP	Global Air Navigation Plan
GASP	Global Aviation Safety Plan
GLONASS	Global Navigation Satellite System
GPS	Global Positioning System
IAMSAR	International Aeronautical and Maritime SAR (Manual)
ICAO	International Civil Aviation Organization
IMO	International Maritime Organization
IORA	Indian Ocean Rim Association
JRCC	Joint (aeronautical and maritime) Rescue Coordination Centre
JRSC	Joint Rescue Sub-Centre
JWG-SAR	ICAO/IMO Joint Working Group on the Harmonisation of Aeronautical and Maritime Search and Rescue
LADR	Location of an Aircraft in Distress Repository
LOA	Letter of Agreement
LRIT	Long Range Identification and Tracking of Ships
MCC	Mission Control Centres
MEOSAR	Medium-altitude Earth Orbit Search and Rescue
MOU	Memorandum of Understanding
MRCC	Maritime Rescue Coordination Centre
MRO	Mass Rescue Operations
MRSC	Maritime Rescue Sub-Centre
PFL	Post Flight Localization

PLB	Personal Locator Beacon
PQs	Protocol Questions
PSCS	Preferred SAR Capability Specifications
RCC	Rescue Coordination Centre
RPAS	Remotely Piloted Aircraft Systems
SAR	Search and Rescue
SARPs	Standards and Recommended Practices
SAARC	South Asian Association for Regional Cooperation
SAREX	SAR Exercises
SC	Search and Rescue Coordinator
SCC	Search and Rescue Coordinating Committee
SMC	Search and Rescue Mission Coordinator
SMS	Safety Management System
SOLAS	International Convention for the Safety of Life at Sea
SPC	Pacific Community
SPOC	SAR Point of Contact
SRR	Search and Rescue Region
SRU	Search and Rescue Unit
SWIM	System Wide Information Management
UAS	Unmanned Aircraft System
UNCLOS	United Nations Convention on the Law of the Sea
USOAP-CMA	Universal Safety Oversight Audit Programme – Continuous Monitoring Approach

BACKGROUND INFORMATION

Improvement Drivers

5.1 The ICAO USOAP-CMA focuses on a State's capability in providing safety oversight by assessing whether the State has effectively and consistently implemented the critical elements of a safety oversight system and determining the State's level of implementation of ICAO's safety-related SARPs, including ICAO Annex 12, and associated procedures and guidance material.

5.2 ICAO Asia/Pacific Regional Office maintains the APANPIRG Air Navigation Deficiencies Lists, including the ATM and Airspace Safety Deficiencies List where SAR-related deficiencies are recorded. This list is based on the uniform methodology for identification, assessment and reporting of such deficiencies as described in Part V of the APANPIRG Procedural Handbook. By identifying and addressing specific deficiencies, APANPIRG and its Sub-groups facilitate the development and implementation of action plans by States to resolve identified deficiencies, where necessary.

5.3 The APANPIRG Air Navigation Deficiencies information is accessible through the ICAO Secure Portal.

Asia/Pacific SAR System Monitoring

5.4 Significant ICAO Annex 12 compliance weaknesses had been identified within the Asia/Pacific Region based upon information provided by States to the ICAO Asia/Pacific Regional Office. This regional status of the SAR capability and SAR agreements as reported by States is recorded in tables made available to APANPIRG.

ICAO Global Aeronautical Distress and Safety System (GADSS)

5.5 In response to the tragedies of Malaysia Airlines flight MH370 in 2014 and Air France flight AF447 in 2009, the GADSS has been developed with the primary objective of addressing vulnerabilities in the air navigation system which had hampered the timely identification and location of aircraft in distress, particularly in remote oceanic areas, and which significantly hindered effective SAR efforts and recovery operations.

5.6 The four main functions of the GADSS are aircraft tracking, location of an aircraft in distress, Post Flight Localization (PFL) and flight recorder data recovery. These functions are enabled through GADSS information management [such as the ICAO OPS Control Directory and the Location of an Aircraft in Distress Repository (LADR)] which allows for the sharing of information and efficient communication between stakeholders.

5.7 The aircraft tracking function provides an automated position report every 15 minutes or less, which can help reduce the time to resolve the status of an aircraft or, if necessary, help locate an aircraft.

5.8 The location of aircraft in distress function uses an Autonomous Distress Tracking (ADT) system which has the capability to automatically determine and transmit the position of an aircraft with an in-flight distress condition, at least every minute, in a manner which is resilient to failures of the aircraft's electrical power, navigation and communication systems. This function is expected to significantly improve the ability for SAR services to locate such aircraft in distress and rescue survivors.

5.9 Following an aircraft accident, PFL provides accurate aircraft position information by means of an ELT and/or homing signals. To assist with localization of wreckage, this function specifies a number of requirements for ELTs and Underwater Locating Devices (ULDs). To ensure accident investigation authorities obtain timely access to flight recorder information, new types of large aircraft will be equipped with a means to recover the flight recorder data in a timely manner.

5.10 RCCs need to implement updated SAR practices and procedures for the GADSS. RCCs need to be able to respond to ADT activations, including that the aircraft could remain in flight across multiple SAR regions. RCC staff also need to be provided with training to ensure understanding of the ADT system and processes. The GADSS relies on implementation by SAR services of:

- a) accurate delimitation of SAR regions to ensure proper transfer of the SAR operation to the next responsible RCC;
- b) effective and efficient coordination, and procedures between the ATS unit and responsible RCC; and
- c) harmonized operations between aeronautical and maritime SAR services.

5.11 ICAO has not prescribed a specific technology for ADT. One ADT technology solution now in operational use is a new Cospas-Sarsat 406 MHz beacon type, the Emergency Locator Transmitter for Distress Tracking, or ELT(DT). The Cospas-Sarsat System section below has further information on ELT(DT)s.

5.12 ADT notifications from the ELT(DT) will be delivered to RCCs by both the existing Cospas-Sarsat Data Distribution System and the ICAO LADR. RCCs and ATS units need to implement procedures that take these two delivery methods into account to ensure effective coordination aligned with ICAO Annexes 11 and 12 provisions on alerting and SAR services.

5.13 The IAMSAR Manual provides a comprehensive overview of ADT. The IAMSAR Manual Volume II Appendix V *Autonomous distress tracking of aircraft in flight* includes anticipated *flow of events arising from an ADT device activation* that serves as a flowchart of actions. Per the requirements of ICAO Annex 12, each RCC, and as appropriate, RSC is to:

- a) maintain up-to-date contact details in the OPS Control Directory; and
- b) subscribe and maintain access to the location of an aircraft in distress repository.

5.14 The *Manual on Global Aeronautical Distress and Safety System* (ICAO Doc 10165) provides guidance and information on the implementation and operation of the GADSS and is intended to facilitate the uniform application of SARPs in ICAO Annex 6 – *Operation of Aircraft*, Part I – *International Commercial Air Transport – Aeroplanes* and provisions in the *Procedures for Air Navigation Services - Aircraft Operations* (PANS-OPS, ICAO Doc 8168). Additional practical guidance is provided in the *LADR and OPS Control User Manual* developed by ICAO and EUROCONTROL which is available within the LADR application Help menu.

Cospas-Sarsat System

5.15 The International Cospas-Sarsat System is available to maritime and aviation users and to persons in distress situations who activate a 406 MHz distress beacon. Access is provided to all States on a non-discriminatory basis and is free of charge for the end-user in distress. On average, about 7 persons are rescued every day with the assistance of Cospas-Sarsat alert and location data. The system is composed of:

- a) distress beacons operating at 406 MHz, with a homing signal transmitting on 121.5 MHz and/or 243.0 MHz [except ELT(DT)s which do not transmit a homing signal in-flight];

- b) SAR payloads on satellites in low- and mid-altitude Earth orbit, and in geostationary orbit;
- c) ground receiving stations (LUTs) spread around the world; and
- d) a network of Mission Control Centres (MCCs) to distribute distress alert and location information to SAR authorities, worldwide.

5.16 Cospas-Sarsat has been developing two major enhancements to its distress-alerting System of value to all System users, including the aviation industry. One is the introduction of in 2020, of a new space-segment architecture based primarily on Medium-altitude Earth Orbit Search and Rescue (MEOSAR) payloads aboard the European Commission's Galileo system, the Russian Federation's Global Navigation Satellite System (GLONASS) and the United States' Global Positioning System (GPS) satellites. Another potential satellite system from China, the Beidou Navigation Satellite System, could become part of the Cospas-Sarsat Space Segment.

5.17 This architecture permits determination of distress incident location (independent of any location data transmitted in the beacon message) beginning with the first burst from the distress beacon. This could mean near real-time and very frequent delivery of distress alerts.

5.18 The SAR/Galileo space segment also provides a Return Link Service (RLS) that, among other possible future uses, provides an acknowledgment from the MCC back to the beacon to confirm that the distress message has been received.

5.19 The technical specifications for the second generation 406 MHz distress beacon have been approved, including for ELTs. This new generation of beacons based on wideband spectrum technology improves speed and accuracy in locating an activated distress beacon. The period from beacon activation to first transmission is reduced from 50 seconds to three seconds. The specification considers in-flight activation of ELTs when certain flight parameters are exceeded. Consequently, false alerts will affect real SAR events significantly.

5.20 Cospas-Sarsat has introduced a new beacon type, the ELT(DT) which will activate autonomously when an aircraft exceeds certain predetermined flight parameters which, unless corrected, may result in an imminent crash. ELT(DT)s allows an aircraft in distress to be tracked in-flight, prior to any crash, without human intervention. ELT(DT)s use both the existing beacon transmission method (first-generation) and the second-generation (spread-spectrum) modulation schemes. Distress data from activated ELT(DT)s will be delivered directly to distress authorities as well as the ICAO LADR. A growing number of aeroplanes are now operating globally with ELT(DT)s fitted.

5.21 States also need to ensure the critical requirement to provide for a suitable, clear and simple means for aircraft owners to register and keep updated their 406 MHz distress beacon details.

Note: information regarding beacon registration can be found at: <https://www.cospas-sarsat.int/en/beacons-pro/beacon-regulations-pro/ibrd-user-information-for-professionals>).

5.22 Entries in the beacon register should be available to both aeronautical and maritime RCCs on a 24-hour basis (ICAO Annex 12 refers, although ICAO Annex 10 establishes the registration requirement).

5.23 Further information for distress authorities can be found in the RCC Handbook, document C/S G.007 (<https://www.cospas-sarsat.int/en/documents-pro/system-documents>).

ICAO Annexes and Documents

5.24 States should note that ICAO Annex 12 should be read in conjunction with elements of the following ICAO Annexes and Documents:

Annex 6 – Operation of Aircraft;

Annex 10 – Aeronautical Telecommunications;

Annex 11 – Air Traffic Services (particularly Chapter 5 Alerting Service);

Annex 14 – Aerodromes (particularly aerodrome emergency planning with the RCC);

Annex 15 – Aeronautical Information Services (particularly Section 6.3.2 *NOTAM*);

Annex 19 – Safety Management;

Doc 4444 – PANS-ATM;

Doc 8168 – PANS-OPS Volume III (particularly Section 10 Flight Tracking);

Doc 9731 – IAMSAR Manual;

Doc 9734 – Safety Oversight Manual;

Doc 10066 – PANS-AIM (particularly Appendix 2 GEN 3.6 Search and rescue);

Doc 10088 – Manual on Civil-Military Cooperation in Air Traffic Management;

Doc 10165 – Manual on Global Aeronautical Distress and Safety System; and

Doc 10205 – Manual on Hazards at Aircraft Accident Sites.

CURRENT SITUATION

Asia/Pacific SAR Analysis

Universal Safety Oversight Audit Programme – SAR-Related Protocol Questions

6.1 An analysis of the 16 Universal Safety Oversight Audit Programme (USOAP) SAR-related Protocol Questions (PQs) indicated that the overall Effective Implementation (EI) in the Asia/Pacific Region for SAR had risen from 52% in October 2022 to 55% in April 2025.

6.2 **Figure 1** provides the overall Asia/Pacific Region EI for individual SAR-related PQs in October 2022.

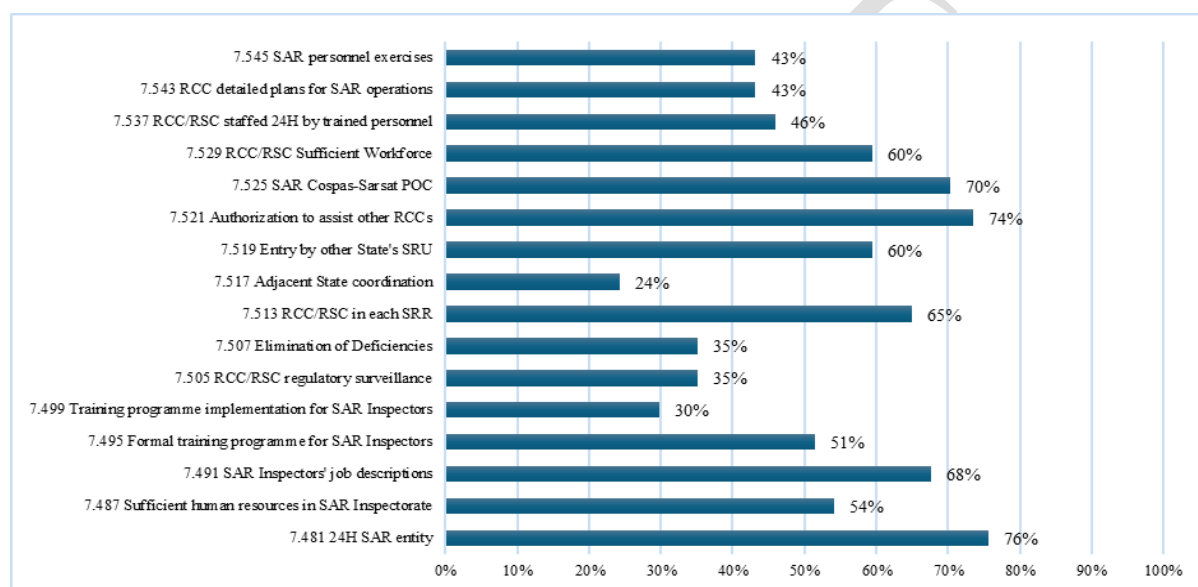


Figure 1: Asia/Pacific USOAP CMA SAR-related PQ Compliance (October 2022)

6.3 **Figure 2** provides the overall Asia/Pacific Region EI for individual SAR-related PQs in April 2025.

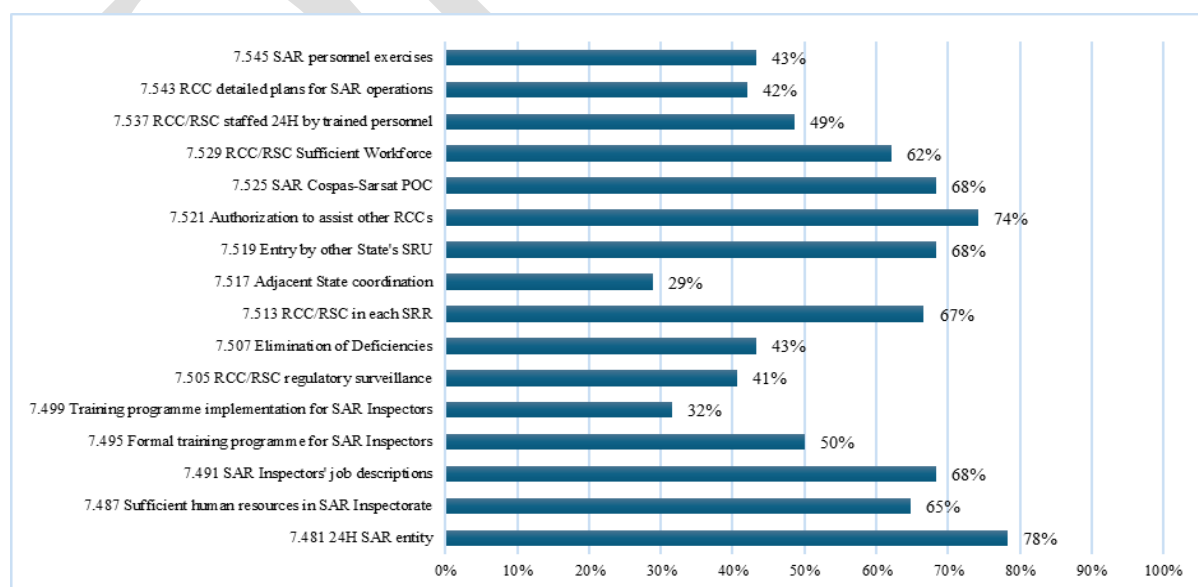


Figure 2: Asia/Pacific USOAP CMA SAR-related PQ Compliance (April 2025)

6.4 From these analyses it appeared that the major areas of weakness were in effective SAR oversight, coordination with adjacent States, elimination of deficiencies. Therefore, a focus on the minimisation of barriers associated with the efficient cross-border coordination of SRU (such as pre-arranged approval) and other coordination mechanisms, including updates of SAR agreements (whatever their form) was vital.

6.5 The analyses also revealed the need for improved systemic approaches to training for both SAR inspectors and personnel responsible for the provision of SAR services, including the regular organisation of effective SAR exercises that test systems and personnel. It should be noted that the training of SAR inspectors does not necessarily require SAR-specific technical training, but was more focused on effective audit and inspection techniques, etc.

Regional SAR Implementation Performance – the Asia/Pacific SAR Plan

6.6 With the advent of the Asia/Pacific SAR Plan and its more comprehensive expectations, an accurate assessment of capability aligned with the Plan was developed. This assessment could be used by States as a means of internal gap analysis, in addition to providing a more accurate metric of the Asia/Pacific SAR Plan implementation. **Figure 3** summarizes the reported implementation of the performance expectations of the Asia/Pacific SAR Plan (see Section 7).

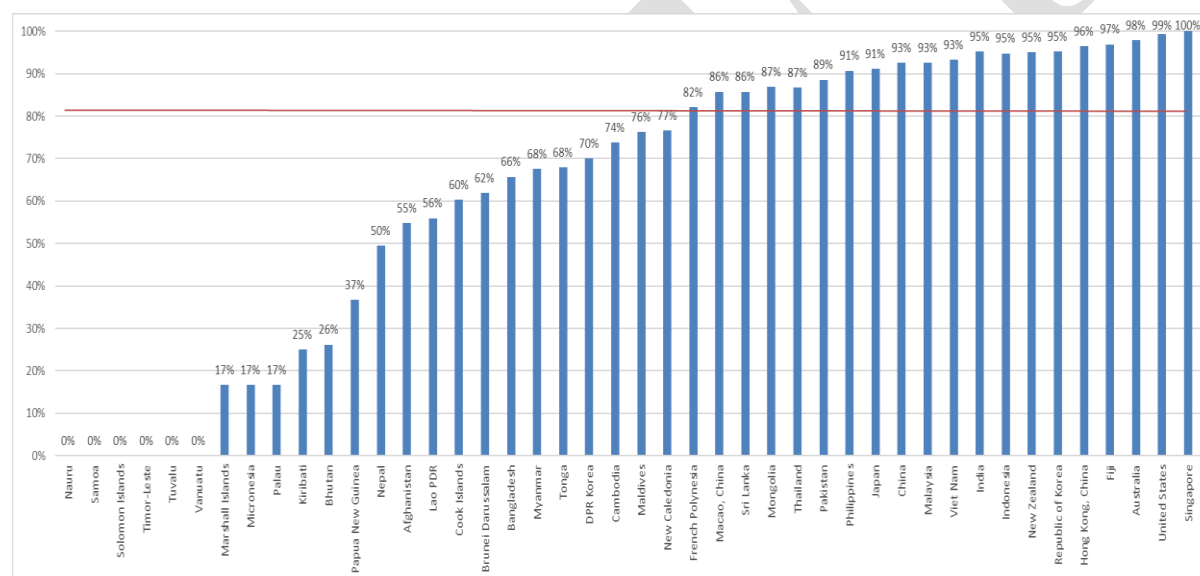


Figure 3: Implementation Status of the Performance Expectations of the Asia/Pacific SAR Plan – April 2025 (Average 63%)

6.7 The Asia/Pacific Region Air Navigation Plan Volume II Section 3 *Specific Regional Requirements* states, in respect of State reporting of implementation regional air navigation planning elements:

a 'robust status plan that is not subject to consideration as an APANPIRG Deficiency is one that is evaluated as achieving 90% or more implementation of the planning elements.

6.8 Accordingly, and noting that SAR services were a safety of life matter. APANPIRG ATM and Airspace Safety Deficiencies were recorded for 30 Administrations in the Asia/Pacific Region, for failure to reach 90% or more implementation of the performance expectations of the Asia/Pacific SAR Plan (APANPIRG/35, November 2024).

Asia/Pacific SAR Coordination Forums

6.9 The Asia/Pacific Region will benefit from the cooperation and coordination of States and International Organizations involved in the APSAR Workgroup. The establishment of permanent joint ICAO/IMO Regional SAR Forums to enable collaboration and cooperation on oceanic SAR matters across the specific oceanic regions and including adjacent ICAO regions should be considered.

6.10 There were several regional initiatives for cooperative support and development already being undertaken in the Asia/Pacific Region to assist with SAR capability enhancement.

6.11 Such improvement programmes could result from a request by a State needing assistance, ICAO/IMO oversight, the users of the SAR system itself, an audit or following a SAR 'Go-Team' visit that identifies weaknesses in the State's SAR capability (a 'Go Team' normally consists of external SAR experts from ICAO/IMO, more advanced 'champion' States or external agencies such as Cospas-Sarsat). The programs can be conducted by experts from a 'champion' State, or through a cooperative effort by several States or a regional body.

*Note: **Appendix 1** provides a summary of benefits to the SAR System of States assisting other States.*

Barriers

6.12 The following potential issues should be considered to ensure they do not become barriers to the achievement of the expected SAR capability:

- a) absence of established appropriate legal framework designating, recognizing, supporting and giving authority to national SAR authorities, RCCs and SMCs;
- b) inadequate funding and equipping of SAR authorities and in particular, resourcing of RCCs;
- c) absence of an appropriate SAR organizational framework;
- d) absence of a national SAR committee;
- e) lack of clarity of responsibilities for each component of the SAR system;
- f) inadequate collaboration and cooperation between aeronautical and maritime SAR agencies;
- g) absence of bilateral/multi-lateral/international SAR agreements;
- h) inadequate civil/military cooperation; and
- i) complacency about, or lack of recognition of, the importance or priority given to SAR.

Global and Regional SAR Issues

6.13 States should monitor outcomes from global and regional ICAO and IMO SAR forums to ensure their State SAR authorities are updated on relevant SAR developments, otherwise State planning may not be synchronized with external international expectations, including users. Such forums may include APANPIRG and its Sub-Groups, other ICAO Region SAR groups, the ICAO/IMO JWG-SAR, ICAO High Level Safety Conferences, etc.

- 6.14 The provision of sufficient resources is critical in a number of areas, including:
- a) Financial –
 - funding for 24-hour RCC facility and staff;
 - funding arrangements/agreements for hiring/payment/sharing of SRUs to permit rapid deployment;
 - provision of a suitable administrative process enabling financial support including the ability for SAR authorities to quickly authorise payments required for emergency response aircraft, vessels and supporting logistics such as fuel.
 - b) RCC personnel – a suitable number of trained and skilled staff, supplemented by a pool of trained RCC support staff where appropriate;
 - c) RCC facilities –
 - appropriate RCC facility space;
 - minimum RCC tools (such as current charts, plotting equipment, documentation, etc.);
 - ability to identify and task available SRUs;
 - aircraft and vessel tracking information including ATS surveillance, Automatic Identification System (AIS), ADS-B and other satellite tracking systems, etc.;
 - reliable and rapid H24 communications, and a suitable means to –
 - receive, communicate and acknowledge distress alerts;
 - communicate with ATS units, other RCCs/RSCs, Coastal Radio Stations, COSPAS-SARSAT Mission Control Centres (MCCs), military units, medical services, meteorological offices, aircraft and vessel operators, etc.;
 - information technology –
 - RCC workstation computers;
 - software including basic databases, drift modelling, incident management, etc.;
 - reliable internet access;
 - d) Contingency – back-up RCC facility, or arrangement with another RCC as a contingency against inability to operate from the primary RCC due to the need to evacuate or loss of systems, etc.;
 - e) Search and Rescue Units (SRUs) –
 - available and suitably equipped SRUs with SAR trained crews and SAR capability –
 - aircraft units;
 - maritime units;
 - land units;
 - specialised units (paramedical, divers, etc.);
 - available and suitable SAR survival equipment for delivery by aircraft to survivors and to assist SAR coordination efforts (e.g. SAR Datum Buoys, droppable life rafts and survival supplies, etc.);

f) Training support –

- RCC staff – basic and ongoing;
- SRU crews – pilots, air crew, air observers, vessel crew, land crews;
- RCC support staff – basic and refresher; and
- SAR inspectorate staff – basic and on-going.

DRAFT

PERFORMANCE IMPROVEMENT PLAN

Preferred SAR Capability Specifications (PSCS)

Note 1: PSCS are the non-mandatory expectations on all Asia/Pacific States to enhance SAR systems in order to meet a minimum level of SAR capability, with a high degree of interoperability and harmonisation, and interoperability with other ATM components such as Air Navigation Service Providers (ANSPs) and aerodrome operators, and between aeronautical and maritime SAR services. PSCS were not expected to contravene existing ICAO Annex 12 standards.

Note 2: Asia/Pacific SAR Plan Version 1.0, published in September 2015, included the expectation that all PSCS would be implemented by 07 November 2019. Noting that, at the time of publication of this fifth version of the Plan, the implementation is several years in the past, and also noting that further changes to PSCS are expected to be incremental and relatively minor in scope, dates for future implementation are not included. All States should note that APANPIRG ATM and Airspace Safety Deficiencies for non-implementation of 90% of the elements of this Plan will continue to be raised and maintained by the ICAO Asia/Pacific Regional Office.

7.1 Legal Framework and Structure Planning: All States should develop statutes and related provisions that establish or enhance the legal foundation for a State SAR organization and its framework, resources, policies and procedures, where appropriate, to:

- a) ensure that it is party to, and/or aligned with the following Conventions, as applicable –
 - i. Convention on International Civil Aviation, 1944;
 - ii. International Convention on Maritime Search and Rescue, 1979; and
 - iii. International Convention for the Safety of Life at Sea (SOLAS), 1974;
- b) unless delegated by written agreement, establish an entity that provides, on a 24-hour basis, SAR services within its territories and designated area of responsibility/SRR;
- c) establish a national SAR committee consisting of civil and, where appropriate, military members to enable a whole-of-government approach;
- d) empower SMC with the authority to adequately carry out their responsibilities to ensure no delay to timely SAR response actions;
- e) conduct studies to check the feasibility for, and develop an implementation plan if practicable, the integration of aviation and maritime SAR services, and as far as practicable, civil and military SAR activities, including joint training, exercises and familiarization of staff and review of documentation to ensure harmonization of procedures;
- f) conduct studies to align, as far as practicable, aeronautical and maritime SRRs; and SRRs with Flight Information Regions (FIRs);

- g) establish a single State SAR Plan that –
 - i. designates the responsible RCC(s), RSC(s) and 24-hour SPOC;
 - ii. describes the relevant aeronautical and maritime SRRs, including the coordinates and geographical chart depiction of the aeronautical and maritime SRR and neighbouring aeronautical and maritime SRRs;
 - iii. establishes an Administrative Single Point of Contact for SAR (ASPOCS) for non-urgent, administrative matters, such details to be submitted to the ICAO Asia/Pacific Regional Office;
 - iv. details the National SAR Committee;
 - v. details the governmental and non-governmental agencies with authority and responsibility for SAR coordination and supporting of SAR response operations within its territories and designated area of responsibility;
 - vi. details required and available SAR facilities, personnel, and equipment;
 - vii. describes the SAR manuals, plans and procedures used for national and regional cooperative SAR response arrangements;
 - viii. details the SAR personnel training and competency programme, qualification standards, SAR certification if applicable and SAR cooperation training;
 - ix. lists the SAR agreements required;
 - x. is electronic and accessible on the Internet, such details to be submitted to the ICAO Asia/Pacific Regional Office, if possible; and
 - xi. is monitored by quality assurance processes.

7.2 SAR Standards and Procedures: All States should:

- a) establish aerodrome emergency plans that provide for cooperation and coordination between the aerodrome operator and RCCs. The plans should include clear responsibilities for response to emergencies in proximity to, but outside, the aerodrome boundaries including adjacent waterways;
- b) establish SAR agreements with States having adjoining SRRs or FIRs, including trans-regional neighbours (the agreements should include clear responsibilities for overlapping or non-adjoining aeronautical and maritime SRRs);
- c) provide up to date information on State SRU location and capability on those SRUs that may operate into other State SRRs. This should be provided to the ICAO Asia/Pacific Regional Office per the guidance in **Appendix 2** of this Plan;
- d) pre-arrange procedures for cross-border SAR responses to allow entry of another State's SRUs into State territory (this should be included in bilateral SAR agreements);
- e) establish RCC plans for response to MROs integrated with national disaster plans;
- f) establish SAR Operations Plans between the State's SAR authorities and Government, military and commercial operators, including those with a capability to assist with an air, maritime or land SAR capability, or other support capability (e.g. communications, meteorology, logistics, etc), including:
 - i. procedures for cooperation and deployment of foreign SRUs;
 - ii. provision for translators/liaison Officers/Embassy Officers for the daily tasking of the SRUs at the RCC;

- iii. provision of information for logistic and administrative support (hotels, fuel, security passes, food, medicine, etc.);
- iv. instructions on communication (ops normal reports, sightings, etc.) for search planning, command and control to foreign SRUs;
- v. planning and arrangements that ensure the availability of State and other SRU assets, especially over-water rotary wing capability where applicable, to support a timely and effective SAR response; and
- vi. daily end of day report by SRUs to the RCC (via mobile/satellite telephone, email, web-based application, fax, etc.);
- vii. provision of meteorology information;
- g) establish SAR Alerting procedures which:
 - i. are tested and fully integrated with RCC procedures so that RCCs are rapidly notified of any SAR event 24 hours a day;
 - ii. include procedures for joint aeronautical and maritime distress alert notification, including reliable delivery and acknowledgement of Cospas-Sarsat distress alerts, support and response to both aviation and maritime SAR incidents;
 - iii. where applicable, include protocols for civil and military support and sharing of information; and
- h) establish arrangements for situations where RCCs need to conduct SAR operations (in accordance with ICAO Annex 12) at the same time as the accident investigation authority needs to conduct search and recovery operations (in accordance with ICAO Annex 13).

Note: a sample MOU between the SAR service and the accident investigation authority is provided in the IAMSAR Manual Volume I Appendix P.

SAR Facilities and Resources

7.3 *RCC Facility:* All States should ensure that RCCs are of sufficient size with adequate provision for operational positions designed in accordance with human factors principles (such as human machine interface) for all SAR incidents from small scale to major searches involving civil and military assets where applicable, and facilities such as:

- a) workstations, telephones (with international access), plotting tables, wall notice/status boards, computer, and communications equipment and systems, briefing/debriefing areas, room for storage including incident records and recorders, RCC staff break and rest facilities;
- b) computer resources which may provide support to RCCs with incident management, plotting, search planning, mapping, contact databases, web-based information, etc.;
- c) charts, electronic or paper, which:
 - i. apply to SAR (aeronautical, nautical, topographic and hydrographic);
 - ii. depict aeronautical and maritime SRR(s), neighbouring aeronautical and maritime SRRs;
 - iii. depict SAR resources and SRU locations, including in neighbouring SRRs where available;

- iv. depict aeronautical navigation information including terrain and obstacles (vertical structures, powerlines, etc with elevation data), FIR(s), ATS units and airspace boundaries including military and Prohibited, Restricted and Danger Areas, Air Defence Identification Zones (ADIZ), and environmentally sensitive areas;
- v. depict maritime navigation information including hazardous and environmentally sensitive areas;
- vi. provide a means of plotting;
- d) ability to reliably receive, acknowledge and action distress alerts 24 hours in a timely manner;
- e) a means of recording, timely retrieval and playback, and archiving of communications and SAR incident data;
- f) shipping/vessel communications and maritime broadcast facilities such as Coastal Radio Stations, RCC radio and satellite communications, marine radio networks;
- g) aircraft communications – via ATS units, aircraft operators, satellite communications or direct between RCC and aircraft;
- h) access to aircraft and ship tracking data, e.g. ATS surveillance data, GADSS ADT and LADR data, commercial satellite tracking data, AIS and Long Range Identification and Tracking of Ships (LRIT) allowing rapid identification of potential aircraft and vessels that may divert to assist;
- i) a means of obtaining timely meteorological information – forecast, present and historical data;
- j) if applicable, drift modelling software;
- k) if applicable, ocean data including sea temperature, currents, winds, tides, etc.;
- l) if applicable, SAR Datum Buoys, preferably with satellite tracking capability;
- m) RCC documentation and reference material such as plans of operation, procedures manuals, guidance material, ICAO and IMO reference documents, SAR agreements;
- n) Cospas-Sarsat equipment and reference material; and
- o) when developed and available, System Wide Information Management (SWIM)-enabled systems that can evolve the sharing of flight data, aeronautical information and meteorological data in alignment with contemporary practices being implemented under global and regional planning.

7.4 Personnel and Training: All States should, where applicable to maintain a 24-hour service:

- a) provide adequate ATS resources (either an ATS supervisor or other staff) that can provide relief within ATS units to allow timely response to SAR alerts and information to RCCs;
- b) provide sufficient RCC staffing, including a sufficient number of trained specialist RCC officers including SMCs and Assistant SMCs (A/SMCs);
- c) provide availability of a pool of RCC support staff who are familiar with RCC operations, but not trained as coordinators, that can assist with the functioning of the RCC to supplement a SAR incident response;
- d) develop SAR personnel position descriptions that detail responsibilities and eligibility criteria for recruitment of operational staff;

- e) develop a comprehensive training programme that includes SAR training for:
 - i. RCC Coordinators based on a competency-based assessment approach to ensure technical proficiency, cyclical (periodic) instruction that provides continuous training to ensure competency is maintained, and a system for maintaining training records;
 - ii. SRU staff, including military personnel;
- f) facilitate RCC staff to be proficient in the English language; and
- g) facilitate a programme of regular liaison between relevant RCCs, ATS units and airline operating centres in order to understand those organizations, facilities and capabilities (reference ICAO Annex 12).

7.5 *Oceanic Capability*: Where applicable, States should establish additional oceanic SAR capability as far as practicable to ensure a timely and adequate SAR response is available to all oceanic areas of their SRRs. This may be met through cooperative arrangements with neighbouring States or other RCCs.

7.6 *Search and Rescue Units (SRUs)*: All States should establish capabilities enabling:

- a) availability and deployment of suitably crewed, trained and equipped SRUs (including, for SAR aircraft a pool of air search observers trained in visual search techniques), public and/or private, civil and military, for rapid SAR response;
- b) availability and deployment of SRU craft that may be in use for another primary purpose but made available to RCCs for SAR purposes on an as needed emergency basis (vessels, aircraft and land units);
- c) protocols for civil SAR authorities to request the assistance of military assets, and similarly military SAR authorities to request civil assets;
- d) a communication means and information protocols between the State's aeronautical and maritime SAR authorities;
- e) cooperative use and/or sharing of SAR assets with protocols incorporated within National SAR Plans and bilateral SAR agreements;
- f) pre-arranged government authority for funding of costs associated with hiring of SRUs, and payment for critical supporting logistics such as fuel, to avoid any delays in response availability;
- g) pre-approval of specified SRU assets that may be utilised in the territory of another State or cross-SRR boundary (which may not require diplomatic approval if operating within international airspace or seas);

Note: IAMSAR Manual Volume I Appendix Q provides a sample expeditious process to allow SAR units from an assisting State to enter into the territory of the State of the RCC.

- h) aircraft with the ability and regulatory approval to safely conduct SAR missions, including international operations where applicable.

Note: guidance material on SAR aircraft capability can be found in the IAMSAR Manual Volume II Appendix G Facilities and equipment selection.

7.7 Distress Beacons: All States should:

- a) where separate ARCCs and MRCCs exist with responsibility for coincident aviation and maritime SRRs, coordinate distress beacon alert procedures to ensure both RCCs are aware of any distress beacon activations within their areas to avoid duplication of response. For example, MRCCs should ensure their procedures alert ARCCs and ATS units to any EPIRB activations. For distress beacon alerts near SRR boundaries, coordination should also occur with neighbouring State RCCs;
- b) have a reliable distress beacon registration system that:
 - i. provides a readily accessible mechanism (preferably one that is available by Internet as well as other conventional means) to enable distress beacon owners to fulfil their obligation to register ELTs [including ELT(DTs)], EPIRBs and PLBs, and update the registration data as information changes (e.g. change in ownership or disposal);
 - ii. is available to RCCs 24 hours a day and includes up-to-date registration details for all national civil and military ELTs, ELT(DTs), EPIRBs and PLBs;
- c) take steps (including education) required to prepare for, and to implement changes related to, the introduction of second generation beacons, the transition to the MEOSAR satellite architecture, ELT(DTs), and the pending Return Link Service provided by the Galileo constellation;
- d) establish an appropriate nationwide means of disposal for old distress beacons; and
- e) conduct education programmes promoting correct use, handling, storage, registration and disposal of distress beacons, including, where appropriate, with airworthiness agencies, and civil aviation and maritime authorities, and aviation, maritime and land-based beacon user stakeholder groups. A focus should include awareness to minimize false alerts.

Note 1: information on beacon registration can be found at: <http://www.cospas-sarsat.int/en/beacons-pro/beacon-regulations-pro/ibrd-user-information-for-professionals>.)

Note 2: incorrect disposal of distress beacons often causes the deployment of scarce and often expensive SAR resources only to have the beacon located as a non-distress event in a rubbish dump or similar location. This also creates the risk of SAR resources being diverted away from a real emergency should it arise at the time. Beacon batteries are hazardous items which should be disposed of in an environmentally friendly manner.

Note 3: education should include matters such as an update on beacon registration systems to be compatible with new beacon hexadecimal identifications, the transition to the MEOSAR satellite architecture (e.g. update local user terminals and mission control centres to properly receive and manage MEOSAR data), in accordance with Cospas-Sarsat specification documents (<http://www.cospas-sarsat.int/en/documents-pro/system-documents>).

7.8 Contingency Facilities: All States should ensure there are established contingency facilities, or for when a SAR service is not able to be provided, This may include procedures in place for the temporary delegation of the SAR responsibility to another appropriate national body or State. All States should test their contingency arrangements periodically, but not less than once every six months.

SAR Information

7.9 Provision of Information: All States should ensure the:

- a) establishment of a centralised information source publishing all Asia/Pacific State Aeronautical Information Publication (AIP) information (refer PANS-AIM Appendix 2 GEN 3.6 *Search and rescue*):
 - i. The agency responsible for providing SAR services;
 - ii. The area of SAR responsibility where SAR services are provided;
 - iii. The type of SAR services and facilities provided including indications where SAR aerial coverage is dependent upon significant deployment of aircraft;
 - iv. SAR agreements;
 - v. The conditions of SAR facility and service availability; and
 - vi. SAR procedures and signals used;
- b) establishment of an Internet-based SAR information sharing system (with security protocols as required and in accordance with the emerging SWIM concept as applicable) to share SAR activity with States and key stakeholders participating in a SAR activity (the information sharing system should include a means of handling media and next of kin enquiries, and recognise the need to avoid premature media statements); and
- c) maximum practicable cooperation between State entities in the provision of accurate and timely information when required, including from military sources, except where national security could be adversely affected.

7.10 SAR Facilities and Equipment Lists: All States should develop and maintain a current, comprehensive electronic list of State SAR Facilities, SAR Equipment, and SAR Units (SRUs), including joint or shared facilities and equipment.

7.11 SAR Library: All States should:

- a) establish a web-based SAR Library, or cooperate by contributing to an Internet-based Asia/Pacific resource (such as <https://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Response-Policy-CG-5R/Office-of-Incident-Management-Preparedness-CG-5RI/US-Coast-Guard-Office-of-Search-and-Rescue-CG-SAR/SAR-Publications/>);
- b) ensure that each RCC and SAR authority has ready access to a current copy (either electronic or hard copy) of the following reference documents at a minimum:
 - i. ICAO Annex 12;
 - ii. IAMSAR Manual Volumes I, II and III;
 - iii. International Convention on Maritime SAR (SAR Convention);
 - iv. *Asia/Pacific Region ANP*;
 - v. *Asia/Pacific SAR Plan*; and
 - vi. relevant regional, national and agency SAR documents.

Note: the Asia/Pacific SAR Library hosted by the US Coast Guard contains a list of documents that may be held by RCCs and JRCCs as appropriate. In addition, a list of documents (SAR.7/Circ.12) would be available on the IMO website at: (<http://www.imo.org/en/OurWork/Safety/RadioCommunicationsAndSearchAndRescue/SeArchAndRescue/Pages/Default.aspx>).

SAR Improvement

7.12 Search and Rescue Exercises (SAREX): All States should conduct regular SAREX (at least once every two years) to test and evaluate existing coordination procedures, data and information sharing and SAR response arrangements involving:

- a) both aeronautical and maritime SAR authorities including both civil and military agencies as applicable, and related bodies such as ANSPs and Airline Operations Centres (AOCs);
- b) where appropriate, cross-aeronautical SRR boundary coordination (SAREX should routinely involve SAR authorities of adjacent SRRs);
- c) improvement of SAREX effectiveness through a post-SAREX review and written report, completed to ensure that deficient areas or latent problems are identified and remedied;
- d) SAREX type may be a desktop communications, coordination or full-scale exercise or field exercise;
- e) a SAREX program should be developed that includes, as appropriate, exercises held:
 - i. within RCCs;
 - ii. depending on the number and type of RCCs within a State, between JRCCs, aeronautical and maritime RCCs and RSCs;
 - iii. with local SAR support agencies;
 - iv. with SRUs; and
 - v. with neighbouring States.

Note 1: a SAREX template is provided in the IAMSAR Manual Volume I Appendix O Sample template for a joint SAREX.

Note 2: SAREX should test the SAR system, including unannounced alerts that allow an actual search (whether it is a desktop or a physical operation) to be conducted which will indicate weaknesses in the system. SAREX should not be confused with, or take the form of, simulated crash fire exercises such as for aerodrome emergency procedures that do not have a search component.

Note 3: real SAR incident responses which include an adequate post-response review and evaluation with lessons learned may replace the need for a SAREX.

Note 4: this expectation may be fulfilled by participating in a sub-regional SAREX that tests the State's SAR system.

7.13 SAR Quality Assurance: All States should implement SAR System Improvement and Assessment measures, including Safety Management and Quality Assurance systems, that:

- a) provide performance and safety indicators, including post-incident/accident lessons learned and management reviews (RCC and SAR System Continuous Improvement process), and feedback from RCC staff, SAR system users or SAR stakeholders;
- b) identifies risk and corrective and preventive actions that prevent or minimise risk and the possibility of substandard SAR performance;
- c) establishes an internal quality assurance programme, which includes regular internal audits of the RCC, SAR operations, SAR facilities and procedures that are conducted by trained auditors;

- d) ensures the person responsible for internal quality assurance within the entity responsible for SAR services has direct access to report independently to the Head of the entity responsible for SAR services on matters of quality assurance; and
- e) where appropriate, provides submissions to the ICAO/IMO JWG-SAR to share lessons learned and experiences with other global States for the continuous improvement of the worldwide SAR system.

Note 1: resourcing of SAR system audit arrangements could be mitigated by States entering cooperative arrangements, including sub-regional regulation, between States for auditing of each other's SAR systems to share expertise and costs.

Note 2: refer to related provisions of ICAO Annex 19 for a Safety Management System (SMS) and ICAO Doc 9734 for a Safety Oversight Manual.

Note 3: Peer review, either external or internal, may provide a useful internal quality assurance tool.

7.14 **SAR Management Review:** All States should conduct an annual or more frequent analysis of their current State SAR system to identify specific gaps in capability against the minimum requirements of ICAO Annex 12 and the guidelines of the IAMSAR Manual to:

- a) enable the ICAO Asia/Pacific SAR data to be updated to accurately reflect the State's capability;
- b) be informed regarding the availability and capability of SAR services in neighbouring States;
- c) identify SAR research and development programmes, especially those which could be conducted if possible in cooperation with other States;
- d) establish a common set of basic SAR system statistics, which include:
 - i. number of SAR incidents per year;
 - ii. number of lives at risk versus number of lives saved;
 - iii. records of time from first alert to tasking the SRU;
 - iv. records of time from first alert to arrival on scene of first SRU; and
 - v. records of time from first alert to rescue.
 - vi. records of false alerts or unnecessary activation of SAR services.
- e) plan for any necessary improvements to gradually build and improve capability over time, which would be detailed in the State SAR Plan; and
- f) regularly review and update SAR agreements as appropriate.

Note 1: the National self-assessment on SAR found in IAMSAR Manual Volume I Appendix H, the ICAO USOAP-CMA Protocol Questions for SAR and ICAO Electronic Filing of Differences for ICAO Annex 12 compliance may assist States with their reviews.

Note 2: for SAR system statistics, the number of incidents should identify the type (e.g. Cospas-Sarsat alert, ATS alerts, etc.) and outcome of SAR incidents.

7.15 **SAR Promotion:** All States should conduct SAR promotional programs (e.g. Seminars, Workshops and public safety campaigns) to:

- a) encourage higher SAR preparedness by persons that may require SAR services through education aimed at preventing persons getting into distress situations (i.e. 'preventative SAR');
- b) foster a reduction in false alerts to avoid wasting valuable SAR resources and risk to SAR crews responding unnecessarily;

- c) ensure the support of government decision-makers for SAR facilities and improvements, in particular adequate funding availability;
- d) assist media to understand SAR operations to minimise the need for explanations during SAR responses;
- e) recognise improvement in State SAR systems;
- f) enhance cooperation between SAR services and supporting bodies including:
 - i. civil, military and police agencies;
 - ii. ANSPs;
 - iii. aerodrome and port operators;
 - iv. aircraft and shipping operators;
 - v. meteorological agencies;
 - vi. accident investigation authorities;
 - vii. government and non-government agencies affected by SAR operations, in particular large scale national and international responses involving whole of government agencies;
 - viii. aviation and maritime regulators; and
 - ix. other States.

Note: social media may be an effective means of SAR promotion, and that may help reduce the workload of SAR staff during major SAR responses.

EMERGING ISSUES AND FUTURE DEVELOPMENTS

Planning for the Future

8.1 States should monitor developments such as improvements to existing and new technologies and other emerging matters which may impact on the SAR system of the future as part of State, regional and global aviation strategic direction and planning. This may include matters such as:

- a) the need to cater for increased growth or changes in air and maritime traffic through SRRs which may increase the demand, or present changed capability requirements, for SAR services. This may include, for example, new air routes using longer range aircraft into more remote areas or increased numbers of, and/or larger, cruise ships;
- b) new technology such as:
 - i. Remotely Piloted Aircraft Systems (RPAS) and Advanced Air Mobility (AAM);
 - ii. autonomous vessels;
 - iii. commercial space vehicles carrying people;
 - iv. new distress alerting devices and systems;
 - v. new tracking systems;
 - vi. new electronic search equipment (such as optical radar systems);
 - vii. online virtual conferencing platforms;
 - viii. smartphone apps;
 - ix. artificial intelligence; and
 - x. data driven decision making tools.
- c) SAR intervention in and around offshore wind turbine farms;
Note: IAMSAR Manual Volume II provides further guidance on wind farms.
- d) impacts of climate change; and
- e) planning for SAR response to shipping involving alternative fuel hazards and other hazardous cargo types on board.

Research and Development

8.2 To develop the tools and systems required to meet foreseeable long-term requirements, there is a need for States to undertake planning and co-operation on SAR matters. This includes major efforts to define concepts, to extend knowledge and invent new solutions to future SAR challenges so these new concepts are selected and applied in an appropriate timely manner. Such efforts could be forged through collaborative partnerships between, States, ANSPs, International Organizations, institutes of higher learning and specialised technical agencies. This concept is consistent with *Asia/Pacific Seamless ANS Plan* Principle 36 [*Inter-regional cooperation ('clustering') for the research, development and implementation of ATM projects*], and may manifest itself in joint projects such as:

- a) ICAO and/or IMO regional SAR training opportunities, where provided, to assist States that are unable to provide their own SAR training;

- b) Joint Sub-regional RCCs (ASEAN States in particular may be candidates for a single centre of excellence that brings together civil and military SAR experts from all ASEAN States and provides a single SAR facility that is cost-effective and has a level of resources and facilities that would be difficult for all States to maintain by themselves); and
- c) Regional online eLearning packages.

8.3 With the end goal of a globally interoperable SAR system in mind, the region will have to consider planning for a long-term supporting concept and infrastructure, including possible integration of the new technologies listed in paragraph 8.1 for SAR application. The following are possible areas that should be considered for future SAR research and development to promote the maximum possible harmonization and interoperability of SAR systems:

- a) data sharing such as aircraft and ship tracking information;
- b) automated data link communication to RCCs when an aircraft or ship exceeds a Variable Set Parameter (VSP) in terms of its operating envelope, or activation of an emergency status (could be displayed as a symbol, and the data could include certain operating parameters such as acceleration and altitude for an aircraft);

Note: the ICAO GADSS includes this concept.

- c) regional UAS and autonomous vessels for use in SAR and their safe operation alongside crewed aircraft and vessels;
- d) inclusion of the SAR system and RCC access as a component of the ICAO SWIM concept of operation and implementation;
- e) on-going development of standardised SAR training objectives and advanced training systems, including the use of high fidelity simulators;
- f) enhanced technology oriented systems to improve SAR system effectiveness such as use of virtual conferencing platforms to enhance real-time SAR incident coordination between RCCs and other stakeholders, and live imagery and video streaming from SAR units to RCCs; and
- g) transition to MEOSAR System and second generation beacons.

MILESTONES, TIMELINES, PRIORITIES AND ACTIONS

Milestones

9.1 Section 7 (*Performance Improvement Plan*) provides a scheme for the implementation of a collective set of enhancements for a number of elements in the PSCS.

9.2 States should implement the various PSCS elements of this Plan without delay, and should include consideration of issues such as:

- a) safety/operational analysis and assessment;
- b) cost-effectiveness;
- c) budgetary issues;
- d) development of operational procedures; and
- e) training.

9.3 Section 8 (*Emerging Issues and Future Development*) provides, subject to future agreement by concerned parties, possible SAR improvements over the next 10 years.

Priorities

9.4 It is a matter for each State to determine priorities in accordance with its own economic, environmental, safety and administrative drivers.

Actions

9.5 This Plan necessitates a number of implementation actions. It is expected that each Asia/Pacific State report progress on each applicable element to APANPIRG through the ATM Sub-Group. All States should note the importance of SAR status monitoring, and are required to submit their implementation status pertaining to the *Asia/Pacific SAR Plan* to the ICAO Asia/Pacific Regional Office, by February 28 of each year.

9.6 Section 6 (*Current Situation*) provides analysis and major concerns in the region, which should be considered in the formulation of specific State plans.

9.7 SAR Coordination Forums, which are likely to be based on sub-regional development (such as a Pacific Ocean SAR Forum and Indian Ocean SAR Forum) need to be promoted, established and supported to ensure the on-going implementation work and future review of SAR expectations linked to this Plan are conducted.

SAREX

9.8 A program is expected to be established for an annual SAREX in each sub-region (South Asia, Southeast Asia, East Asia and the Pacific), with every second year being a desktop communications exercise, and alternate years being a full exercise. The SAREX outcomes and lessons learned should be reported to APANPIRG through the ATM Sub-Group.

9.9 The ICAO Asia/Pacific Regional Office is responsible for taking actions that assist the implementation of SAR within its accredited States, in cooperation with the IMO. In addition, the ICAO Asia/Pacific Regional Office is responsible for coordinating with adjacent ICAO regional offices on an ad hoc basis or at relevant trans-regional meetings.

APPENDIX 1: BENEFITS TO THE SAR SYSTEM OF STATES ASSISTING OTHER STATES

Asia/Pacific States Face Demanding SAR Responsibilities with Few Resources

1.1. Many Asia/Pacific States have the challenging responsibility of providing SAR services over vast and remote land and oceanic areas, and several have few resources available to meet ICAO Annex 12 requirements.

Taking a Regional Approach Improves Effectiveness and Efficiency

1.2. To provide an effective and efficient SAR service in the region, it is important that States focus not only on meeting their own national obligations, but also take the broader view that their State SAR system is only one part of the wider regional SAR system. States therefore need to cooperate, collaborate and share resources and technical expertise with their neighbouring and regional RCCs, with the more developed SAR States in particular looking for opportunities to assist their lesser developed State neighbours.

When Developed SAR States Support Less Developed Neighbours, Everyone Wins

1.3. Sometimes simple measures can reduce the incidence of SAR operations in a State's Area of Responsibility.

1.4. An example of this is where New Zealand has been regularly requested to send resources to Kiribati, which is not in New Zealand's SRR, to conduct aerial searches for people missing in small vessels at sea. New Zealand recognised that with the provision of basic aids, the number of people going missing at sea could be reduced. The work was completed through an aid program and the benefit was immediate and twofold. There has been a large reduction in the number of people going missing at sea and New Zealand has reduced costs through less aerial searches being required.

1.5. Another example is where Australia has recognized that increasing aircraft and vessel traffic in the north and western areas of its SRR in the Indian Ocean region comes with increased likelihood of more frequent SAR responses in that region. As a result, Australia worked in partnership with the Maldives, Mauritius and Sri Lanka to fund and provide technical assistance to improve the SAR capabilities of those countries that will also assist Australia's SAR response obligations in that area of its SRR. Similarly, since 2008 Australia has been providing funding and development assistance to Indonesia to improve SAR capability and cooperation.

1.6. States that aren't compliant with ICAO Annex 12 SARPs and are unable to meet the minimum SAR service requirements could consult and seek assistance from 'champion' States that are compliant and have well developed SAR systems in place.

1.7. Examples of assistance that could be provided by States, International Organizations (such as IMO and ICAO) or multi-lateral initiatives include:

- a) conducting of a SAR gap analysis;
- b) advice on the establishment of a SAR organisational framework;
- c) advice for the establishment of a National SAR Committee;
- d) technical assistance in the development of a National SAR Plan;
- e) providing copies of relevant SAR documents to be used as templates;
- f) technical assistance on the establishment of SAR agreements;
- g) technical assistance in the development of RCC position descriptions;
- h) training of SAR personnel;

- i) provision of SRU where appropriate and training of SRU crews;
- j) provision/sharing of computerised SAR tools including incident management systems, databases, maritime drift modelling software, etc.;
- k) establishing data and information sharing agreements between RCCs;
- l) provision of operational search plan data;
- m) providing advice on how to conduct a SAREX and post-SAREX analysis; and
- n) set up of SAR system publicity and safety awareness campaigns.

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APPENDIX 2: ANNUAL ASIA/PACIFIC SRU CAPABILITY SURVEY

In accordance with the *Asia/Pacific SAR Plan*, this document provides information on regional State SRUs.

Note: this document does not contain information on all State SRUs, only those SRUs which are capable of operating into another State's SRR.

EXPLANATION OF THE TABLE**Column**

1. State.
2. SRU category (*Note: refer IAMSAR Manual Volume II Appendix G for SRU category criteria*)
 - Air units – SRG, MRG, LRG, VLR, ELR, HEL-L, HEL-M or HEL-H.
 - Maritime units – RB or RV [*Note: the boat or vessel speed in knots may be inserted, e.g. RB(14) or RV(10)*].
3. SRU location – full name of the location.
4. SRU capability
 - Air units – indicate specialised capability which may include, but not be limited to, visual search, electronic search (e.g. 121.5/ 243.0/ 406 MHz homer), rescue hoist/winch (day, night), aviation VHF/UHF/HF radio, marine VHF/HF radio, ADS-B, AIS, satellite telephone, droppable SAR equipment [e.g. life raft, survival kit, datum marker buoy (DMB), etc], medical crew, etc.
 - i. life raft capacity should be inserted, e.g. LR (12).
 - ii. survival kits may be indicated by type P (polar), D (desert), M (maritime) or J (jungle) if appropriate.
 - Maritime units – as for air units, indicate specialised capability, for example, electronic search, DMB, deployable fast rescue boat, etc.
5. Remarks – supplementary information such as aircraft type (ICAO designator) or vessel type, etc.
6. Contact – RCC name.

Example

State	SRU Category	SRU Location	SRU Capability (Optional)	Remarks (Optional)	Contact
1	2	3	4	5	6
Australia	ELR	Cairns, Essendon, Perth	Visual search, EO/IR, NVIS, search radar, multi-frequency homer, aviation VHF/HF, marine VHF, ADS-B in/out, AIS, satphone Droppable kits D, M, J, LR(6), LR(36), DMB	CL60	JRCC Australia
	HEL-M	Thursday Island	Visual search, 406 MHz homer, NVIS, aviation VHF, marine VHF, ADS-B out, satphone, winch	AW139	
	RV(27)	Sydney	Range 1,400 NM, carries deployable 6.4 m rescue craft	Offshore patrol vessel	

SUMMARY OF MAIN PROPOSED AMENDMENTS
DRAFT ASIA/PACIFIC SAR PLAN VERSION 5.0

1. EXECUTIVE SUMMARY. Updates regarding aviation and maritime industry growth trends.
2. ABBREVIATIONS AND ACRONYMS. Several amendments.
3. BACKGROUND INFORMATION.
 - a) ICAO Global Aeronautical Distress and Safety System (GADSS). Updates regarding recent developments and to reduce the amount of text noting that more detailed information is now available in the recently published new ICAO Doc 10165 *Manual on Global Aeronautical Distress and Safety System*. The existing Appendix 1, Flowchart of Actions Following Activation of an ADT Device is also proposed for removal noting that this is now published in the latest edition of the ICAO Doc 9731 *International Aeronautical and Maritime Search and Rescue Manual* Volume II Appendix V.
 - b) Cospas-Sarsat System. Updates aligned with ELT(DT) implementation.
 - c) ICAO Annexes and Documents. Addition of relevant document references.
4. CURRENT SITUATION.
 - a) Asia/Pacific SAR Analysis. Updated results from the latest Universal Safety Oversight Audit Programme, Regional SAR Implementation Performance (per the *Asia/Pacific SAR Plan*), and updates on Global and Regional SAR Issues
5. PERFORMANCE IMPROVEMENT PLAN.
 - a) Legal Framework and Structure Planning. Deletion of Convention on the High Seas, 1958 and United Nations Convention on the Law of the Sea 1982 which are not directly applicable for SAR and are not referenced in ICAO Annex 12. Also, the Foreword to each volume of the IAMSAR Manual only references the Convention on International Civil Aviation, 1944, International Convention on Maritime Search and Rescue, 1979, and International Convention for the Safety of Life at Sea, 1974.
 - b) SAR Standards and Procedures.
 - i) Improved text regarding aerodrome emergency plan arrangements between SAR authorities and aerodrome operators to better reflect Standards and Recommended Practices of ICAO Annex 12, Annex 14 and ICAO Doc 9137 *Airport Services Manual Part I*.
 - ii) Updated the text regarding the need for providing up to date information on State Search and Rescue (SRU) location and capability, particularly for SRUs that may operate into other State SRRs. This information should be submitted to the ICAO Asia/Pacific Regional Office in accordance with the guidance in the (new) Appendix 2.
 - iii) Improved text regarding pre-arranged procedures for cross-border SAR responses for entry into the territory of another State.
 - iv) Deletion of program for regular SAREX because there is a separate SAREX section in the later SAR Improvement section.
 - v) Improved text regarding SAR Operations Plans to include air, maritime, land or other SAR support capability beyond only overwater rotary wing or sea plane capability.
 - c) SAR Facilities and Resources.

- i) Some additions and qualifying text regarding RCC facilities.
 - ii) Improved text regarding Search and Rescue Units and where to find guidance material on SRU capability needs.
 - iii) Additions regarding distress beacons including coordination of alerts near SAR Region boundaries, addition of ELT(DT)s into the SAR environment, and education programmes including better detail on promotion of correct distress beacon use, handling, storage, registration and disposal, as well as the need to focus on minimization of false alerts.
 - d) Search and Rescue Exercises (SAREX). Addition of text duplicated in 7.2 e) of the current plan version plus expansion on SAREX types which should be developed for added flexibility, and which is more practicable to achieve for States.
 - e) SAR Quality Assurance. Update to *Note 2* to include the link between ICAO Annex 19 and the ICAO Doc 9734 *Safety Oversight Manual*, and the amendment to ICAO Doc 9734 which removed the previous reference to SAR services provided under the authority of an ATS provider.
 - f) SAR Management Review. Addition to *Note 1* to add reference to the ICAO Electronic Filing of Differences module in the ICAO Online Framework application that States use to indicate compliance with ICAO Annex 12.
6. EMERGING ISSUES AND FUTURE DEVELOPMENTS.
- a) Planning for the Future. Some other suggested emerging matters added.
7. MILESTONES, TIMELINES, PRIORITIES AND ACTIONS.
- a) Actions. Amendment to clearly state the requirement for States to submit their implementation status (self-assessment) pertaining to the *Asia/Pacific SAR Plan* to the ICAO Asia/Pacific Regional Office by 28 February each year.
8. APPENDIX 1: FLOWCHART OF ACTIONS FOLLOWING ACTIVATION OF AN ADT DEVICE.
- a) Deletion recommended per suggestion in paragraph 3a) above.
9. APPENDIX 2: BENEFITS TO THE SAR SYSTEM OF STATES ASSISTING OTHER STATES.
- a) Consequential change made to the appendix number, now designated as APPENDIX 1 [refer paragraph 8a) above].
10. [NEW] APPENDIX 2: ANNUAL ASIA/PACIFIC SRU CAPABILITY SURVEY
- a) Added Asia/Pacific SRU Capability Survey template, which States/Administrations should submit update of their SRU capability information to the ICAO Asia/Pacific Regional Office annually, no later than 28 February. The ICAO Secretariat will compile the data and present it as a working paper at the APSAR/WG meeting, include it as an appendix to the meeting report, and subsequently publish it on the ICAO Asia/Pacific Regional Office eDocuments webpage.
11. APPENDIX 3: SAMPLE MOU BETWEEN THE SAR SERVICE AND THE ACCIDENT INVESTIGATION AUTHORITY.
- a) Deletion recommended as this is now published in IAMSAR Manual Volume I Appendix P.
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REGIONAL SAR PLAN MONITORING AND REPORTING FORM
SAR PERFORMANCE INDICATORS

Following is a bank of indicators based on the Asia/Pacific Plan's performance improvement section (which should be read in conjunction with these questions), that can be used to assess whether an administration is either compliant or not and to internally evaluate their implementation status of the Asia/Pacific SAR Plan. Please indicate implementation status with either 0% (not implemented), or partial implementation may be indicated (e.g. 10%, 20%, 30%, 50%, etc) or 100% (fully implemented).

1. Enacted legislation that incorporates or is aligned to applicable international Conventions	0%
2. Unless delegated, established an entity that provides H24, SAR services within its area of responsibility/SRR	0%
3. Established a national SAR committee	0%
4. Empowered SAR Mission Coordinators with the authority to adequately carry out their responsibilities	0%
5. Established an Administrative Single Point of Contact for SAR (ASPOCS) for non-urgent, administrative matters	0%
6. Conducted studies to integrate aviation and maritime SAR, and as far as practicable, civil and military activities	0%
7. Conducted studies to align, as far as practicable, aeronautical and maritime SRRs, and SRRs and FIRs	0%
8. Established a single State SAR Plan	0%
9. Established aerodrome emergency plans that provide for co-operation and co-ordination with RCCs	0%
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%
Provided up to date information on SAR unit (SRU) location and capability to the ICAO Asia/Pacific Regional Office per the guidance in Appendix 2 of the Asia/Pacific SAR Plan	0%
12. Pre-arranged procedures for cross-border SAR responses	0%
13. Established RCC plans for response to Mass Rescue Operations (MROs) integrated with national disaster plans	0%
14. Established operational plans and procedures for SRUs, provision of support, communication and reporting	0%
15. Established SAR Alerting procedures which are tested, integrated and include civil/military protocols	0%
16. Establishment of arrangements to conduct SAR operations at the same time as the accident investigation authority needs to conduct search & recovery operations (in accordance to Annex 13)	0%
17. Provided a fully equipped RCC of sufficient size with adequate provision for operational positions and human factors	0%
18. Provided adequate supervisory ATC resources to allow timely SAR alerts and information to RCCs	0%
19. Provided sufficient RCC staffing	0%
20. Provided a sufficient number of trained specialist RCC officers including SMCs and A/SMCs	0%
21. Availability of a pool of RCC support staff who are familiar with RCC operations, but not trained as coordinators	0%
22. Developed SAR personnel position descriptions detailing responsibilities and eligibility criteria	0%
23. Developed a comprehensive training programme that includes SAR training for SAR Coordinators and SRU staff	0%
24. Facilitated RCC staff to be proficient in the English language	0%
25. Facilitated a programme of regular liaison visits between relevant RCCs, ATC units and airline operating centres	0%
26. Established additional oceanic SAR capability as far as practicable to ensure a timely and adequate SAR response	0%
27. Established sufficient SRU capabilities (crews, availability, military assets, communications, authority, etc.)	0%
28. Established procedures and necessary infrastructure to coordinate distress beacon alert responses	0%
29. Established a reliable distress beacon registration system	0%
30. Planned and prepared for the implementation of next generation beacons	0%
31. Established an appropriate nationwide means of disposal for old distress beacons	0%
32. Established contingency facilities, or procedures for the temporary delegation of SAR to another body or State	0%
33. Established a centralised information source publishing all AIP information required on SAR	0%
34. Established an Internet-based SAR information sharing system	0%
35. Established systems for the maximum practicable cooperation between State entities for information when required	0%
36. Developed and maintained a current, comprehensive electronic list of State SAR Facilities, SAR Equipment, and SRUs	0%
37. Established an Internet-based SAR Library, or cooperate by contributing to an Internet-based Asia/Pacific resource	0%
38. Provided each RCC and SAR Authority with ready access to a current copy of SAR reference documents	0%
39. Conducted regular SAREX to test and evaluate coordination procedures, data and information sharing and SAR responses	0%
40. Implemented SAR System Improvement and Assessment measures, including Safety Management and QA systems	0%
41. Conducted an annual or more frequent analysis of their current State SAR system to identify specific gaps in capability	0%
42. Conducted SAR promotional programs	0%
Overall implementation Status (of 42)	0%