



ICAO

International Civil Aviation Organization

Eleventh Meeting of the ICAO Asia/Pacific Search and Rescue
Workgroup (APSAR/WG/11)

Bangkok, Thailand, 5 – 8 May 2026

Agenda Item 4: Asia/Pacific and Inter-regional SAR Planning, Coordination and Cooperation

REGIONAL SAR STATUS

(Presented by the Secretariat)

SUMMARY

This paper presents Search and Rescue (SAR) matters related to the Asia/Pacific (APAC) Region.

1. INTRODUCTION

1.1 The ICAO APAC Office maintains records of the information provided by Administrations regarding SAR status for reporting to the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG).

2. DISCUSSION

USOAP Analysis

2.1 As announced in the ICAO Electronic Bulletin (EB) 2024/22 dated 9 October 2024, the 2024 edition of the Protocol Questions (PQs) became applicable to all Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) activities starting after 1 July 2025, except for the State Safety Programme (SSP) and the Safety Management System (SMS) related PQs (collectively, the Safety Management PQs).

2.2 The new Safety Management PQs will become applicable to all USOAP CMA activities starting after 1 August 2026. A dedicated SSP Effective Implementation score (SSP EI) as well as the Effective Implementation (EI) score for each SSP component will be provided to measure the State's effective implementation and maintenance of an SSP.

2.3 The final version of the SSP PQs, Revision 2 of the 2024 edition of the PQs, are available in English language on the USOAP CMA online framework (OLF) (<https://www.icao.int/usoap>) under the heading "CMA Library". States that have not undergone any USOAP CMA activities since the revised PQs would still see the previous edition results in the USOAP OLF.

2.4 The total number of PQs relating to SAR remains 16. An analysis of the 16 USOAP SAR-related PQs in April 2026 indicated that the overall EI for SAR had increased when compared to the previous year's assessment, as follows:

- a) May 2022 – 55%
- b) May 2023 – 55%
- c) April 2024 – 54%
- d) April 2025 – 55%
- e) April 2026 – 59%

2.5 Since the advent of the *Asia/Pacific SAR Plan* and *APANPIRG Conclusion 28/10*, it was recognized that all Administrations needed to continue their efforts to address weak areas and to assist other States where this is possible to achieve 100% results in this critical safety-of-life field.

2.6 From the PQ analysis, there are still of weakness in the major areas of SAR indicated by USOAP, in the areas of:

- a) **CE-3:** 7.517 (34%) – [SAR service provider] SAR coordination agreements;
- b) **CE-4:** 7.499 (37%) – [SAR regulatory oversight] Implementation of training plan for SAR inspectors; and
- c) **CE-7:** 7.505, 7.543 and 7.545 (49%, 45% 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 SAR exercise.

SAR Agreements

2.7 The current status of SAR agreements, as reported to the ICAO APAC Office, are indicated in:

- a) **Appendix A** – List of SAR Agreements; and
- b) **Appendix B** – SAR Agreements Matrix.

Asia/Pacific SAR Plan Implementation Status

2.8 As per *Conclusion ATM/SG/13-10: Proposal Annual Submission of Asia/Pacific Search and Rescue Unit (SRU) Capability*, the *Regional SAR Plan Monitoring and Reporting Form* was amended as:

11. 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.

2.9 As of 16 April 2026, 23 Administrations have submitted the annual *Regional SAR Plan Monitoring and Reporting Form* over the MS Forms platform (<https://forms.office.com/r/fw1ZmCwypG>):

Australia, Bangladesh, Bhutan, China, Hong Kong China, Macao China, Fiji, Indonesia, Japan, Lao PDR, Malaysia, Maldives, Marshall Islands, Mongolia, Nauru, Nepal, New Zealand, Pakistan, Papua New Guinea, Philippines, Singapore, Sri Lanka and Thailand.

2.10 **Figure 1** illustrates the *Asia/Pacific SAR Plan* implementation status as of 16 April 2026.

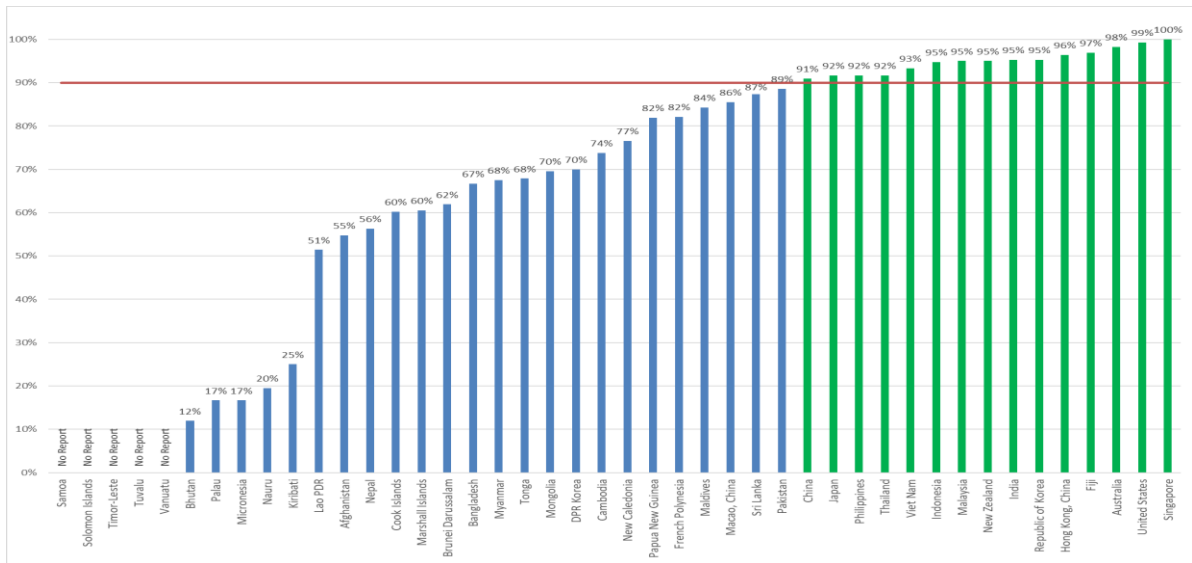


Figure 1: Asia/Pacific SAR Plan Implementation Status, as of 16 April 2026

2.11 Regional policy establishes that States/Administrations below 90% implementation will be considered to have an APANPIRG Air Navigation Deficiency recorded for SAR implementation. Only 15 States/Administrations have reported implementation of 90% or more:

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

2.12 **Figure 2** provides an overview of reported *Asia/Pacific SAR Plan* compliance, as of 16 April 2026, noting majority of the airspace with SAR compliance of 70% or more.

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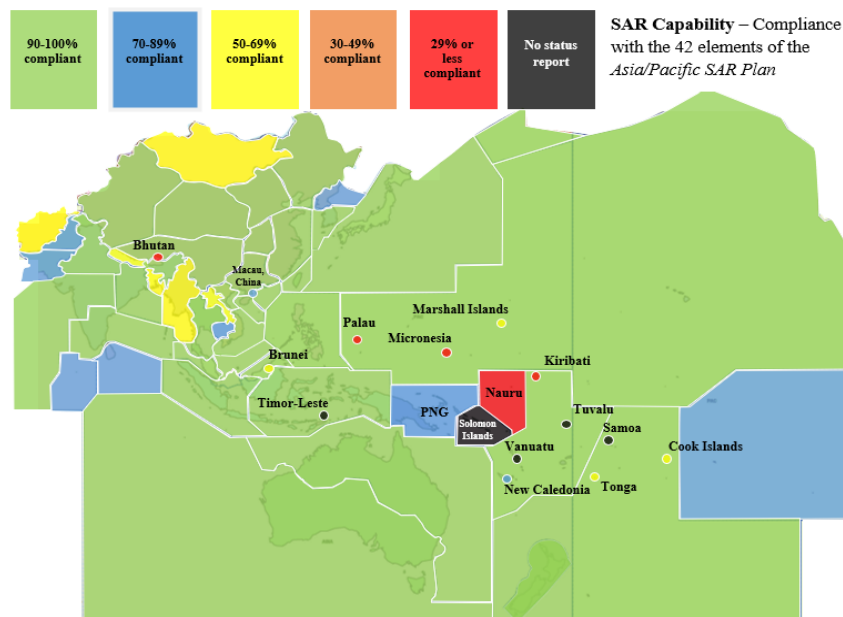


Figure 2: Reported Compliance with the *Asia/Pacific SAR Plan*, as of 16 April 2026

2.13 **Appendix C** provides an overview of each reported Administration’s *Asia/Pacific SAR Plan* implementation status. The implementation status recorded for each Administration was compared to the previous period and indicated by three colour: green (Increase), red (Decrease) and blue (No change).

Asia/Pacific Search and Rescue Unit (SRU) Capability

2.14 In accordance with **Conclusion ATM/SG/13-10: Proposal Annual Submission of Asia/Pacific Search and Rescue Unit (SRU) Capability**, States/Administrations are requested to submit, annually by 28 February, updates to their SRU capability information for units that have the capability and necessary approvals to operate in neighbouring SRRs to the ICAO APAC Office.

2.15 The ICAO Secretariat will compile the submitted data, 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 APAC Office eDocuments webpage.

2.16 While accessible SRU capability information enhances RCC situational awareness and supports more effective SAR decision-making, some Administrations may have sensitivities regarding public disclosure of military assets. The meeting is to note that APSAR/WG/10 agreed 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.

2.17 As of 16 April 2026, 12 Administrations have responded to the annual *Asia/Pacific Search and Rescue Unit (SRU) Capability* survey:

Australia, Bangladesh, Bhutan, Hong Kong China, Fiji, Japan, Malaysia, Mongolia, New Zealand, Papua New Guinea, Singapore and Thailand.

2.18 **Appendix D** provides the Administration’s SRU capability, which will be posted on the ICAO APAC Office eDocuments webpage.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) provide any updated information on SAR agreements;
- c) provide *Asia/Pacific SAR Plan* implementation status reports at least once annually, by 28 February;
- d) provide *Asia/Pacific SRU Capability* reports for SRUs capable of operating into other States’ SRR at least once annually, by 28 February; and
- e) discuss any relevant matters as appropriate.

APPENDIX A
SAR AGREEMENTS LIST

(Last updated: 6 May 2026)

Date	States	Remarks
14 April 1972	ASEAN States – Indonesia, Malaysia, Philippines, Singapore and Thailand	Multilateral agreement
March 1997	ASEAN – Viet Nam	Viet Nam accession to 1972 ASEAN Agreement (as above)
August/Sept. 2004	Australia / Fiji	
November 1990	Australia / Indonesia	Updated 5 April 2004
April 2006	Australia / Maldives	Letter of Arrangement
2 April 2009 17 November 2023	Australia / New Zealand	Notified 2013 Notified 6 May 2026
February 2001	Australia / Papua New Guinea	
29 July 1999	Australia / New Caledonia	Maritime Arrangement for SAR Cooperation
8 October 1998 12 February 2024	Australia / Solomon Islands	SAR Arrangement Notified 6 May 2026
29 April 2014	Australia / Sri Lanka	SAR Arrangement
16 December 1998	Brunei Darussalam / Malaysia	
22 December 2009	Bhutan / India	SAR Arrangement
February 1999	Cambodia / Viet Nam	Updated in 2009
11 September 2019	China / Kazakhstan	
1 June 2009	Chile / New Zealand	SAR services coordination
16 May 2007	China / Republic of Korea	
Notified 2003	China / United States	
Signed 25 Oct 2013	China / Mongolia	
20 July 2017 2023	Cook Islands / New Zealand	Notified 3 August 2017 Notified 6 May 2026
20 May 2021	Fiji / New Caledonia	LoA with Fiji RCC has been signed (Annex D of General LoA between France (New Caledonia) DAC-NC and Fiji Airports) on 1 March 2019, revised on 20 May 2021, version 2.5
12 December 2022	Fiji / New Zealand	Updated 12 December 2022 to align the New Zealand SRR boundary with the Auckland Oceanic FIR boundary

Date	States	Remarks
June 1982	Indonesia / Singapore	
1990	Indonesia / Papua New Guinea	JBC MOU signed
25 August 1986	Indonesia / Philippines	
24 January 2018	Indonesia / Sri Lanka	MOU
1988, July 2006	Indonesia / United States	SAR Services Agreement
17 March 2010	Japan / Philippines	SAR Agreement
30 April 2008	Japan / Republic of Korea	
1986	Japan / United States	
1998	Lao PDR / Vietnam	Updated in 2009
05 March 2013	Lao PDR / Myanmar	
13 July 2019	Lao PDR / Thailand	
29 August 1985	Malaysia / Indonesia	
9 December 1985	Malaysia / Philippines	
11 August 1984	Malaysia / Singapore	
9 September 1985	Malaysia / Thailand	
25 June 2014	Maldives / Sri Lanka	
Notified 2003	Marshall Islands / United States	
Notified 2003	Micronesia / United States	
11 April 2008	Mongolia / Russian Federation	
22 May 2002 21 November 2016	New Caledonia / New Zealand	Notified 6 May 2026
Notified July 2007	New Zealand / Niue	Government aid agreement
20 August 2003	New Zealand / Samoa	Notified 2005
Notified July 2007	New Zealand / Tokelau	Government aid agreement
17 June 2005	New Zealand / Tonga	
16 April 2003	New Zealand / United States	
26 November 2002	Palau / United States	
July 1996	Philippines / Singapore	
20 September 1996	Philippines / Viet Nam	Updated 2015
30 July 2021	Philippines / United States	
September 1985	Singapore / Thailand	Updated July 1996
July 1996	Singapore / Viet Nam	

REGIONAL SAR PLAN MONITORING AND REPORTING FORM
SAR PERFORMANCE INDICATORS

Following is a bank of indicators based on the Asia/Pacific SAR 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. Using the drop down menu for each of the 42 elements, please indicate implementation status with either 0 (not implemented), or 0.5 (50% implemented - note - other partial implementation may be indicated such as 0.1 = 10%) or 1 (fully implemented).

		Last Report	2022	2026	2026	2026	2021 or before	2024	2026	2026	2026	2023	2025	2026	2023	2025	2026
		Afghanistan	Australia	Bangladesh	Bhutan	Brunei Darussalam	Cambodia	China	Hong Kong, China	Macao, China	Cook Islands	DPR Korea	Fiji	French Polynesia	India	Indonesia	
Indicate whether your Administration has:																	
1	Enacted legislation that incorporates or is aligned to applicable international Conventions	100%	100%	100%	10%	100%	100%	100%	100%	50%	10%	100%	80%	100%	100%	100%	100%
2	Unless delegated, established an entity that provides H24, SAR services within its area of responsibility/SRR	100%	100%	100%	50%	100%	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
3	Established a national SAR committee	100%	100%	20%	0%	100%	100%	100%	100%	100%	10%	100%	100%	100%	100%	50%	
4	Empowered SAR Mission Coordinators with the authority to adequately carry out their responsibilities	100%	100%	100%	0%	100%	50%	100%	100%	100%	100%	90%	100%	100%	100%	100%	100%
5	Established an Administrative Single Point of Contact for SAR (ASPOCS) for non-urgent, administrative matters	100%	100%	100%	0%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
6	Conducted studies to integrate aviation and maritime SAR, and as far as practicable, civil and military activities	100%	100%	100%	0%	50%	100%	100%	100%	NA	100%	60%	100%	100%	100%	100%	100%
7	Conducted studies to align, as far as practicable, aeronautical and maritime SRRs, and SRRs and FIRs	100%	100%	100%	0%	50%	50%	100%	100%	NA	100%	60%	100%	100%	100%	100%	100%
8	Established a single State SAR Plan	100%	100%	100%	0%	100%	100%	100%	100%	100%	50%	100%	100%	100%	100%	50%	
9	Established aerodrome emergency plans that provide for co-operation and co-ordination with RCCs	50%	95%	100%	50%	100%	100%	100%	100%	100%	100%	70%	100%	100%	100%	100%	100%
10	Established SAR agreements with States having adjoining SRRs or FIRs	50%	95%	20%	100%	100%	100%	60%	100%	100%	90%	30%	100%	0%	50%	90%	
11	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%	100%	100%	0%	100%	100%	0%	0%	100%	10%	40%	100%	100%	100%		50%
12	Pre-arranged procedures for cross-border SAR responses	100%	95%	0%	0%	100%	100%	60%	100%	100%	100%	30%	100%	0%	100%	100%	100%
13	Established RCC plans for response to Mass Rescue Operations (MROs) integrated with national disaster plans	50%	90%	50%	0%	100%	100%	100%	100%	100%	100%	80%	100%	50%	50%	100%	100%
14	Established operational plans and procedures for SRUs, provision of support, communication and reporting	50%	100%	100%	50%	100%	100%	100%	100%	100%	50%	100%	100%	100%	100%	100%	100%
15	Established SAR Alerting procedures which are tested, integrated and include civil/military protocols	50%	100%	50%	0%	100%	100%	100%	100%	100%	100%	70%	100%	100%	100%	100%	100%
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%	90%	100%	0%	0%	0%	100%	100%	0%	0%	100%	40%	0%	100%	100%	100%
17	Provided a fully equipped RCC of sufficient size with adequate provision for operational positions and human factors	50%	100%	100%	0%	50%	50%	100%	100%	100%	100%	70%	100%	100%	100%	100%	100%
18	Provided adequate supervisory ATC resources to allow timely SAR alerts and information to RCCs	0%	100%	100%	50%	100%	100%	100%	100%	100%	50%	60%	100%	100%	100%	100%	100%
19	Provided sufficient RCC staffing	0%	100%	100%	20%	50%	50%	100%	100%	100%	100%	80%	100%	100%	100%	100%	100%
20	Provided a sufficient number of trained specialist RCC officers including SMCs and A/SMCs	0%	100%	10%	0%	50%	50%	80%	100%	100%	100%	90%	100%	100%	100%	100%	100%
21	Availability of a pool of RCC support staff who are familiar with RCC operations, but not trained as coordinators	0%	100%	50%	20%	100%	100%	100%	100%	100%	100%	80%	100%	100%	100%	100%	100%
22	Developed SAR personnel position descriptions detailing responsibilities and eligibility criteria	100%	100%	100%	20%	100%	50%	100%	100%	100%	100%	90%	100%	100%	100%	100%	100%
23	Developed a comprehensive training programme that includes SAR training for SAR Coordinators and SRU staff	50%	100%	100%	0%	50%	50%	100%	100%	100%	10%	90%	100%	100%	100%	100%	100%
24	Facilitated RCC staff to be proficient in the English language	100%	100%	100%	20%	100%	50%	100%	100%	100%	100%	50%	100%	100%	100%	100%	100%
25	Facilitated a programme of regular liaison visits between relevant RCCs, ATC units and airline operating centres	0%	85%	50%	0%	50%	50%	80%	100%	100%	0%	80%	100%	100%	100%	100%	100%
26	Established additional oceanic SAR capability as far as practicable to ensure a timely and adequate SAR response	100%	100%	100%	NA	0%	50%	100%	100%	NA	100%	20%	100%	100%	100%	100%	100%
27	Established sufficient SRU capabilities (crews, availability, military assets, communications, authority, etc.)	50%	100%	100%	0%	50%	100%	100%	100%	100%	50%	60%	100%	100%	100%	100%	100%
28	Established procedures and necessary infrastructure to coordinate distress beacon alert responses	0%	100%	50%	0%	50%	100%	100%	100%	100%	100%	60%	100%	100%	100%	100%	100%
29	Established a reliable distress beacon registration system	0%	100%	100%	0%	0%	50%	100%	100%	NA	0%	70%	100%	100%	100%	100%	100%
30	Planned and prepared for the implementation of next generation beacons	0%	100%	100%	0%	0%	50%	100%	100%	50%	100%	60%	50%	50%	50%	100%	100%
31	Established an appropriate nationwide means of disposal for old distress beacons	0%	100%	100%	0%	0%	0%	100%	100%	0%	0%	80%	100%	0%	100%	80%	
32	Established contingency facilities, or procedures for the temporary delegation of SAR to another body or State	100%	100%	0%	0%	0%	100%	90%	100%	100%	0%	60%	100%	50%	100%	100%	100%
33	Established a centralised information source publishing all AIP information required on SAR	100%	90%	100%	50%	100%	50%	100%	100%	50%	100%	100%	100%	100%	100%	100%	100%
34	Established an Internet-based SAR information sharing system	100%	100%	0%	50%	0%	100%	80%	100%	50%	0%	0%	100%	50%	50%	100%	100%
35	Established systems for the maximum practicable cooperation between State entities for information when required	100%	100%	0%	0%	50%	100%	100%	100%	100%	100%	90%	100%	100%	100%	100%	100%
36	Developed and maintained a current, comprehensive electronic list of State SAR Facilities, SAR Equipment, and SRUs	50%	100%	0%	0%	100%	50%	80%	50%	100%	0%	60%	100%	100%	100%	100%	100%
37	Established an Internet-based SAR Library, or cooperate by contributing to an Internet-based Asia/Pacific resource	50%	100%	0%	0%	0%	50%	60%	100%	0%	100%	0%	100%	50%	100%	90%	
38	Provided each RCC and SAR Authority with ready access to a current copy of SAR reference documents	100%	100%	100%	0%	50%	50%	90%	100%	100%	100%	100%	100%	100%	100%	100%	100%
39	Conducted regular SAREX to test and evaluate coordination procedures, data and information sharing and SAR responses	50%	95%	50%	0%	50%	50%	100%	100%	100%	0%	60%	100%	100%	100%	100%	100%
40	Implemented SAR System Improvement and Assessment measures, including Safety Management and QA systems	0%	90%	0%	0%	50%	100%	60%	100%	100%	0%	70%	100%	100%	100%	100%	70%
41	Conducted an annual or more frequent analysis of their current State SAR system to identify specific gaps in capability	50%	100%	50%	0%	50%	50%	100%	100%	100%	0%	80%	100%	100%	100%	100%	100%
42	Conducted SAR promotional programs	0%	100%	0%	0%	0%	50%	80%	100%	50%	0%	50%	100%	0%	100%	100%	100%
Overall Implementation		55%	98%	67%	12%	62%	74%	91%	96%	86%	60%	70%	97%	82%	95%	95%	

*2026 Update - Higher than previous year

*2026 Update - Less than previous year

*2026 Update - No Change

*Revised element from 2026

*No report received in 2026

REGIONAL SAR PLAN MONITORING AND REPORTING FORM
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Following is a bank of indicators based on the Asia/Pacific SAR 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. Using the drop down menu for each of the 42 elements, please indicate implementation status with either 0 (not implemented), or 0.5 (50% implemented - note - other partial implementation may be indicated such as 0.1 = 10%) or 1 (fully implemented).

		Last Report	2026	2022	2026	2026	2026	2026	2026	2021 or before	2026	2022	2026	2026	2023	2026	2026	2022	
		Japan	Kiribati	Lao PDR	Malaysia	Maldives	Marshall Islands	Micronesia	Mongolia	Myanmar	Nauru	Nepal	New Caledonia	New Zealand	Pakistan	Palau			
Indicate whether your Administration has:																			
1	Enacted legislation that incorporates or is aligned to applicable international Conventions	100%	0%	90%	100%	100%	80%	0%	100%	100%	10%	90%	100%	100%	100%	0%			
2	Unless delegated, established an entity that provides H24, SAR services within its area of responsibility/SRR	100%	50%	80%	100%	100%	80%	100%	100%	100%	100%	90%	100%	100%	100%	100%	100%	100%	
3	Established a national SAR committee	100%	100%	100%	100%	100%	90%	0%	100%	100%	100%	90%	100%	100%	100%	0%			
4	Empowered SAR Mission Coordinators with the authority to adequately carry out their responsibilities	100%	50%	80%	100%	100%	90%	0%	100%	100%	100%	50%	100%	100%	100%	0%			
5	Established an Administrative Single Point of Contact for SAR (ASPOCS) for non-urgent, administrative matters	100%	100%	100%	100%	100%	80%	0%	100%	100%	100%	90%	100%	100%	100%	0%			
6	Conducted studies to integrate aviation and maritime SAR, and as far as practicable, civil and military activities	100%	0%	100%	100%	100%	60%	0%	0%	100%	0%	NA	100%	100%	100%	0%			
7	Conducted studies to align, as far as practicable, aeronautical and maritime SRRs, and SRRs and FIRs	100%	0%	100%	100%	100%	60%	0%	0%	75%	0%	NA	50%	90%	100%	0%			
8	Established a single State SAR Plan	80%	50%	80%	100%	100%	80%	0%	100%	80%	0%	50%	100%	100%	100%	0%			
9	Established aerodrome emergency plans that provide for co-operation and co-ordination with RCCs	100%	100%	50%	100%	70%	80%	0%	100%	100%	50%	80%	100%	100%	100%	0%			
10	Established SAR agreements with States having adjoining SRRs or FIRs	50%	50%	60%	90%	60%	60%	100%	100%	60%	0%	50%	66%	90%	0%	100%			
11	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	50%	50%	50%	100%	60%	70%	100%	0%	50%	0%	50%	0%	100%	0%	100%			
12	Pre-arranged procedures for cross-border SAR responses	50%	50%	0%	90%	60%	60%	100%	100%	60%	0%	10%	0%	100%	60%	100%			
13	Established RCC plans for response to Mass Rescue Operations (MROs) integrated with national disaster plans	100%	0%	10%	100%	100%	80%	0%	100%	100%	0%	50%	0%	100%	60%	0%			
14	Established operational plans and procedures for SRUs, provision of support, communication and reporting	50%	100%	0%	100%	100%	80%	0%	100%	100%	0%	50%	100%	90%	100%	0%			
15	Established SAR Alerting procedures which are tested, integrated and include civil/military protocols	100%	0%	60%	100%	100%	60%	0%	30%	100%	80%	20%	100%	100%	100%	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)	100%	0%	0%	50%	30%	50%	0%	0%	0%	0%	50%	0%	100%	30%	0%			
17	Provided a fully equipped RCC of sufficient size with adequate provision for operational positions and human factors	100%	0%	50%	100%	100%	70%	0%	100%	100%	0%	50%	100%	100%	100%	0%			
18	Provided adequate supervisory ATC resources to allow timely SAR alerts and information to RCCs	100%	50%	50%	100%	100%	70%	0%	100%	100%	0%	70%	100%	100%	100%	0%			
19	Provided sufficient RCC staffing	100%	50%	70%	100%	100%	70%	0%	100%	100%	60%	80%	100%	100%	100%	0%			
20	Provided a sufficient number of trained specialist RCC officers including SMCs and A/SMCs	100%	0%	50%	100%	100%	50%	0%	100%	100%	20%	80%	100%	100%	100%	0%			
21	Availability of a pool of RCC support staff who are familiar with RCC operations, but not trained as coordinators	100%	0%	0%	100%	100%	60%	0%	100%	100%	30%	80%	100%	100%	100%	0%			
22	Developed SAR personnel position descriptions detailing responsibilities and eligibility criteria	100%	50%	20%	100%	100%	60%	0%	100%	80%	0%	70%	100%	100%	100%	0%			
23	Developed a comprehensive training programme that includes SAR training for SAR Coordinators and SRU staff	100%	50%	50%	100%	80%	60%	0%	100%	100%	0%	70%	100%	100%	100%	0%			
24	Facilitated RCC staff to be proficient in the English language	100%	50%	70%	100%	100%	70%	100%	100%	100%	0%	90%	100%	100%	100%	100%			
25	Facilitated a programme of regular liaison visits between relevant RCCs, ATC units and airline operating centres	100%	0%	60%	100%	70%	60%	0%	50%	100%	0%	80%	50%	90%	100%	0%			
26	Established additional oceanic SAR capability as far as practicable to ensure a timely and adequate SAR response	100%	0%	100%	100%	80%	60%	100%	0%	80%	20%	NA	100%	100%	100%	100%			
27	Established sufficient SRU capabilities (crews, availability, military assets, communications, authority, etc.)	100%	0%	60%	100%	100%	70%	0%	80%	100%	40%	10%	100%	100%	100%	0%			
28	Established procedures and necessary infrastructure to coordinate distress beacon alert responses	100%	0%	70%	100%	100%	80%	100%	100%	100%	20%	20%	100%	100%	100%	100%			
29	Established a reliable distress beacon registration system	100%	0%	100%	100%	80%	70%	0%	100%	0%	0%	NA	100%	100%	100%	0%			
30	Planned and prepared for the implementation of next generation beacons	100%	0%	50%	80%	50%	60%	0%	0%	0%	0%	30%	50%	100%	100%	0%			
31	Established an appropriate nationwide means of disposal for old distress beacons	100%	0%	0%	50%	0%	50%	0%	0%	0%	0%	10%	0%	100%	100%	0%			
32	Established contingency facilities, or procedures for the temporary delegation of SAR to another body or State	100%	50%	30%	50%	80%	80%	0%	100%	0%	0%	70%	0%	0%	100%	0%			
33	Established a centralised information source publishing all AIP information required on SAR	100%	0%	50%	100%	100%	50%	0%	100%	100%	0%	70%	100%	100%	100%	0%			
34	Established an Internet-based SAR information sharing system	50%	0%	50%	100%	100%	50%	0%	30%	0%	0%	30%	100%	100%	100%	0%			
35	Established systems for the maximum practicable cooperation between State entities for information when required	100%	0%	20%	100%	60%	50%	0%	100%	0%	20%	50%	100%	100%	100%	0%			
36	Developed and maintained a current, comprehensive electronic list of State SAR Facilities, SAR Equipment, and SRUs	100%	0%	50%	80%	100%	50%	0%	50%	0%	30%	50%	50%	100%	50%	0%			
37	Established an Internet-based SAR Library, or cooperate by contributing to an Internet-based Asia/Pacific resource	50%	0%	0%	100%	80%	50%	0%	30%	0%	0%	10%	0%	100%	100%	0%			
38	Provided each RCC and SAR Authority with ready access to a current copy of SAR reference documents	100%	0%	70%	100%	100%	50%	0%	100%	50%	0%	80%	100%	100%	100%	0%			
39	Conducted regular SAREX to test and evaluate coordination procedures, data and information sharing and SAR responses	70%	0%	50%	100%	100%	40%	0%	100%	100%	0%	70%	100%	90%	100%	0%			
40	Implemented SAR System Improvement and Assessment measures, including Safety Management and QA systems	100%	0%	30%	100%	0%	0%	0%	0%	0%	0%	50%	100%	70%	60%	0%			
41	Conducted an annual or more frequent analysis of their current State SAR system to identify specific gaps in capability	100%	0%	20%	100%	100%	0%	0%	50%	0%	40%	50%	100%	100%	60%	0%			
42	Conducted SAR promotional programs	100%	50%	30%	100%	80%	0%	0%	0%	100%	0%	50%	50%	70%	100%	0%			
Overall Implementation		92%	25%	51%	95%	84%	60%	17%	70%	68%	20%	56%	77%	95%	89%	17%			

*2026 Update - Higher than previous year

*2026 Update - Less than previous year

*2026 Update - No Change

*Revised element from 2026

*No report received in 2026

REGIONAL SAR PLAN MONITORING AND REPORTING FORM
SAR PERFORMANCE INDICATORS

Following is a bank of indicators based on the Asia/Pacific SAR 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. Using the drop down menu for each of the 42 elements, please indicate implementation status with either 0 (not implemented), or 0.5 (50% implemented - note - other partial implementation may be indicated such as 0.1 = 10%) or 1 (fully implemented).

		Last Report	2026	2026	2025	Never	2026	Never	2026	2026	Never	2022	Never	2025	Never	2025
		Papua New Guinea	Philippines	Republic of Korea	Samoa	Singapore	Solomon Islands	Sri Lanka	Thailand	Timor-Leste	Tonga	Tuvalu	United States	Vanuatu	Viet Nam	
Indicate whether your Administration has:																
1	Enacted legislation that incorporates or is aligned to applicable international Conventions	90%	100%	100%		100%		100%	100%		100%		100%		100%	
2	Unless delegated, established an entity that provides H24, SAR services within its area of responsibility/SRR	100%	100%	100%		100%		100%	100%		100%		100%		100%	
3	Established a national SAR committee	90%	100%	100%		100%		100%	100%		100%		100%		100%	
4	Empowered SAR Mission Coordinators with the authority to adequately carry out their responsibilities	90%	100%	100%		100%		100%	100%		100%		100%		100%	
5	Established an Administrative Single Point of Contact for SAR (ASPOCS) for non-urgent, administrative matters	100%	100%	100%		100%		100%	100%		100%		100%		100%	
6	Conducted studies to integrate aviation and maritime SAR, and as far as practicable, civil and military activities	90%	100%	100%		100%		100%	100%		50%		100%		100%	
7	Conducted studies to align, as far as practicable, aeronautical and maritime SRRs, and SRRs and FIRs	90%	50%	50%		100%		100%	100%		50%		100%		100%	
8	Established a single State SAR Plan	90%	100%	80%		100%		100%	60%		100%		100%		100%	
9	Established aerodrome emergency plans that provide for co-operation and co-ordination with RCCs	100%	80%	100%		100%		100%	100%		50%		100%		100%	
10	Established SAR agreements with States having adjoining SRRs or FIRs	70%	80%	70%		100%		80%	80%		100%		70%		50%	
11	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	50%	0%	100%		100%		100%	70%		100%		100%		100%	
12	Pre-arranged procedures for cross-border SAR responses	80%	100%	100%		100%		80%	90%		50%		100%		100%	
13	Established RCC plans for response to Mass Rescue Operations (MROs) integrated with national disaster plans	90%	100%	100%		100%		100%	100%		50%		100%		100%	
14	Established operational plans and procedures for SRUs, provision of support, communication and reporting	70%	100%	100%		100%		90%	100%		50%		100%		100%	
15	Established SAR Alerting procedures which are tested, integrated and include civil/military protocols	90%	100%	100%		100%		100%	80%		100%		100%		100%	
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)	90%	100%	100%		100%		50%	90%		0%		100%		50%	
17	Provided a fully equipped RCC of sufficient size with adequate provision for operational positions and human factors	90%	70%	100%		100%		50%	80%		50%		100%		100%	
18	Provided adequate supervisory ATC resources to allow timely SAR alerts and information to RCCs	90%	100%	100%		100%		100%	100%		50%		100%		100%	
19	Provided sufficient RCC staffing	90%	70%	100%		100%		90%	90%		50%		100%		100%	
20	Provided a sufficient number of trained specialist RCC officers including SMCs and A/SMCs	90%	100%	100%		100%		90%	100%		50%		100%		50%	
21	Availability of a pool of RCC support staff who are familiar with RCC operations, but not trained as coordinators	90%	100%	100%		100%		100%	100%		100%		100%		100%	
22	Developed SAR personnel position descriptions detailing responsibilities and eligibility criteria	90%	100%	100%		100%		100%	80%		50%		100%		100%	
23	Developed a comprehensive training programme that includes SAR training for SAR Coordinators and SRU staff	70%	100%	100%		100%		90%	100%		100%		100%		100%	
24	Facilitated RCC staff to be proficient in the English language	100%	100%	100%		100%		100%	100%		50%		100%		80%	
25	Facilitated a programme of regular liaison visits between relevant RCCs, ATC units and airline operating centres	70%	100%	100%		100%		100%	100%		100%		100%		100%	
26	Established additional oceanic SAR capability as far as practicable to ensure a timely and adequate SAR response	90%	100%	100%		100%		95%	90%		100%		100%		100%	
27	Established sufficient SRU capabilities (crews, availability, military assets, communications, authority, etc.)	50%	100%	100%		100%		60%	90%		100%		100%		100%	
28	Established procedures and necessary infrastructure to coordinate distress beacon alert responses	90%	100%	100%		100%		100%	90%		50%		100%		100%	
29	Established a reliable distress beacon registration system	80%	100%	100%		100%		100%	100%		50%		100%		100%	
30	Planned and prepared for the implementation of next generation beacons	80%	100%	100%		100%		70%	100%		50%		100%		50%	
31	Established an appropriate nationwide means of disposal for old distress beacons	70%	100%	0%		100%		50%	60%		0%		100%		100%	
32	Established contingency facilities, or procedures for the temporary delegation of SAR to another body or State	70%	50%	100%		100%		65%	80%		50%		100%		100%	
33	Established a centralised information source publishing all AIP information required on SAR	90%	100%	100%		100%		100%	100%		50%		100%		100%	
34	Established an Internet-based SAR information sharing system	90%	100%	100%		100%		50%	90%		50%		100%		80%	
35	Established systems for the maximum practicable cooperation between State entities for information when required	80%	100%	100%		100%		90%	60%		100%		100%		100%	
36	Developed and maintained a current, comprehensive electronic list of State SAR Facilities, SAR Equipment, and SRUs	90%	100%	100%		100%		50%	100%		50%		100%		100%	
37	Established an Internet-based SAR Library, or cooperate by contributing to an Internet-based Asia/Pacific resource	80%	50%	100%		100%		100%	100%		0%		100%		60%	
38	Provided each RCC and SAR Authority with ready access to a current copy of SAR reference documents	90%	100%	100%		100%		100%	100%		100%		100%		100%	
39	Conducted regular SAREX to test and evaluate coordination procedures, data and information sharing and SAR responses	50%	100%	100%		100%		100%	90%		100%		100%		100%	
40	Implemented SAR System Improvement and Assessment measures, including Safety Management and QA systems	50%	100%	100%		100%		50%	90%		50%		100%		100%	
41	Conducted an annual or more frequent analysis of their current State SAR system to identify specific gaps in capability	80%	100%	100%		100%		100%	90%		50%		100%		100%	
42	Conducted SAR promotional programs	50%	100%	100%		100%		70%	100%		100%		100%		100%	
Overall Implementation		82%	92%	95%	No Report	100%	No Report	87%	92%	No Report	68%	No Report	99%	No Report	93%	

*2026 Update - Higher than previous year

*2026 Update - Less than previous year

*2026 Update - No Change

*Revised element from 2026

*No report received in 2026

APPENDIX D

ASIA/PACIFIC SEARCH AND RESCUE UNIT CAPABILITY INFORMATION

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.

(Last amended APSAR/WG/11, 8 May 2026)

State	SRU Category	SRU Location	SRU Capability (Optional)	Remarks (Optional)	Contact
1	2	3	4	5	6
Australia	MRG	Cairns, Essendon, Perth	Visual search, EO/IR, NVIS, search radar, multi-frequency homer, aviation VHF/HF, marine VHF, ADS-B in/out, AIS, satellite telephone. Droppable kits D, M, J, LR(6), LR(36), DMB	CL60	JRCC Australia
	HEL-M	Darwin	Visual search, electronic search (121.5 / 243 / 406 MHz homer), rescue winch (day/night), NVIS, search lights, aviation VHF/UHF/HF radio, marine VHF radio, ADS-B out, satellite telephone, droppable SAR equipment (life raft, datum marker buoy), medical crew	A139, BK117	
	HEL-M	Brisbane, Cairns, Townsville	Visual search, electronic search (121.5 / 243 / 406 MHz homer), rescue winch (day/night), aviation VHF/UHF/HF radio, marine VHF radio, ADS-B out, satellite telephone, droppable SAR equipment (life raft, datum marker buoy, radio)	PC12	
	HEL-M	Darwin	Visual search, electronic search (121.5 / 243 / 406 MHz homer), rescue winch (day/night), aviation VHF/UHF/HF radio, marine VHF radio, ADS-B out, satellite telephone, droppable SAR equipment (life raft, datum marker buoy, radio)	PC12	

State	SRU Category	SRU Location	SRU Capability (Optional)	Remarks (Optional)	Contact
1	2	3	4	5	6
	MRG	Darwin, Cairns, Melbourne (Essendon), Perth	Visual search, electronic search (121.5 / 243 / 406 MHz homer, search radar), aviation VHF/UHF/HF radio, marine VHF/HF radio, satellite telephone	DH8B, DH8C	
	MRG	Darwin, Gove (Nhulunbuy)	Visual search, electronic search (121.5 MHz), EO/IR, aviation VHF/UHF/HF radio, ADS-B out, satellite telephone, medical crew	B200	
	MRG	Cairns, Sunshine Coast	Visual search, aviation VHF/HF radio, ADS-B out, satellite telephone	BE20	
	MRG	Perth	Visual search, electronic search (121.5 / 243 / 406 MHz homer), aviation VHF/UHF/HF radio, marine VHF/HF radio, ADS-B out, satellite telephone	PC12	
	LRG	Darwin	Visual search, aviation VHF/HF radio, ADS-B out, satellite telephone	BE40, G150	
	LRG	Melbourne (Essendon)	Visual search, aviation VHF/HF radio, ADS-B out, satellite telephone	H25B	
	LRG	Adelaide	Visual search, aviation VHF/HF radio, ADS-B out, satellite telephone	F2TH	
	LRG	Perth	Visual search, aviation VHF/HF radio, ADS-B out, satellite telephone	C560, C55B	
	LRG	Gold Coast	Visual search, aviation VHF/HF radio, ADS-B out, satellite telephone	H25B	

State	SRU Category	SRU Location	SRU Capability (Optional)	Remarks (Optional)	Contact
1	2	3	4	5	6
	LRG	Melbourne (Tullamarine)	Visual search, aviation VHF/HF radio, ADS-B out, satellite telephone	A319	
	SRG	Nowra	Visual search, aviation VHF radio, ADS-B out, satellite telephone	C212	
	VLR	Melbourne (Essendon), Sydney	Visual search, aviation VHF/HF radio, ADS-B out, satellite telephone	GLEX	
	VLR	Sunshine Coast	Visual search, aviation VHF/HF radio, ADS-B out, satellite telephone	CL60	
	VLR	Perth	Visual search, aviation VHF/HF radio, ADS-B out, satellite telephone	F900	
	RV(13)	Cairns	Range 14,000 NM, carries deployable 6.0m fast rescue craft	Anchor Handling Vessel	
				Other Australian government or military aircraft and vessels may be available on request via JRCC Australia	
Bangladesh	VLR	BAF Base Zahurul Haque, Chattogram		AN32	RCC Dhaka
	HEL-M	Tejgaon Airport, Dhaka and BAF Base Zahurul Haque, Chattogram		AW139	
	RB, RV	MRSC Khulna and Chattogram		Offshore patrol vessel	
Bhutan	<i>Not Established</i>				

State	SRU Category	SRU Location	SRU Capability (Optional)	Remarks (Optional)	Contact
1	2	3	4	5	6
Hong Kong, China	<i>No information to be disclosed</i>				
Fiji	SRG	Nadi, Nausori	Visual search, aviation VHF, HF, ADS-B out	E110, BN2, DHC6, Cessna 208	Nadi ARSC
	HEL-L	Nadi	Visual search, aviation VHF, ADS-B out	AS350, Bell 407, Bell 212	
	RV(2)	Suva		Guardian class patrol boats	
Japan	<i>No information to be disclosed</i>				Tokyo RCC
Malaysia	MRG/LRG	Subang Maritime Air Station	Amphibious "water bomber" used for aerial firefighting, maritime patrol & MSAR	CL415MP	MRCC Putrajaya ARCC Kuala Lumpur
	HELI-H / Super Medium	Subang Maritime Air Station	Multi-purpose helicopter. Used for long-range MSAR mission and coastal patrol duties	AW189	
	HELI-M	Subang Maritime Air Station	Multi-purpose helicopter. Primary used for SAR mission and coastal patrol duties	AW139	
	MRG	Subang Airbase	Para Rescue Team	C-130H	ARCC Kuala Lumpur
	MRG	Labuan Airbase	Para Rescue Team	C-130H	ARCC Kota Kinabalu
	-	Subang, Butterworth, Kuantan, Kuching and Labuan	Air-droppable life raft with survival kit (LR18) - Type Heliraft F18R Mk1 SAR	Stored at designated Air Force Bases, for use by agency air-SRUs (HELI-H, SRG/MRG/LRG) in aeronautical and maritime SAR	ARCC Kuala Lumpur ARCC Kota Kinabalu

State	SRU Category	SRU Location	SRU Capability (Optional)	Remarks (Optional)	Contact
1	2	3	4	5	6
		Airbases		operations	
	RV	Maritime State (MS) Pahang	Long-range seagoing craft (92 m); capable of carrying HELI and UAVs for SAR mission. Sick bay for medical treatment	KM PEKAN	MRCC Putrajaya ARCC Kuala Lumpur ARCC Kota Kinabalu
	RV	MS Sabah	Long-range seagoing craft (87 m); capable of carrying HELI and UAVs for SAR mission. Sick bay for medical treatment	KM ARAU	
	RV	MS Sarawak	Long-range seagoing craft (83 m); capable of carrying HELI and UAVs for SAR mission. Sick bay for medical treatment	KM TUN FATIMAH	
	RV	MS Sabah	Long-range seagoing craft (75 m); capable of carrying HELI and UAVs for SAR mission. Sick bay for medical treatment	KM BANGGI	
	RV	MS Pahang	Long-range seagoing craft (75 m); capable of carrying HELI and UAVs for SAR mission. Sick bay for medical treatment	KM LANGKAWI	
	RV	MS Sabah	Long-range seagoing craft (75 m); capable of HELI deck landing operation and UAVs for SAR mission. Sick bay for medical treatment	KM BENDAHARA	
	RV	MS Sabah	Long-range seagoing craft (75 m); capable of HELI deck landing operation and UAVs for SAR mission. Sick bay for medical treatment	KM BENDAHARA	

State	SRU Category	SRU Location	SRU Capability (Optional)	Remarks (Optional)	Contact
1	2	3	4	5	6
Mongolia	HEL-H	Ulaanbaatar	Visual search, IR, search radar, multi-frequency homer, aviation VHF/H, satphone	EC145-C2	RCC Mongolia
New Zealand	VLR	Palmerston North	UNI-PAC III air-drop survival kit HF, VHF and SATCOM Inmarsat Radar search DF EO/IR Turret (MX-20) Visual search	P-8A LR (20)	RCC New Zealand
	VLR	Auckland	Dual SRA HF, VHF and SATCOM Radar DF EO Turret (MX-20) Visual search DADD Pack - Flares	C-130J Basic Radar Not IR capable	
	HEL-M	Palmerston North	Basic radar No IR Dual hoist Overwater capable	NH90 – Overland only – No wet winch	
Singapore	RV(15)	Changi Naval Base	Range 3500-5000 NM, equipped with Rigid Hull Inflatable Boats (RHIBs) Craft with Heli-deck platform		RCC Singapore
	RV(12)	Changi Naval Base	Range 1800-2000 NM, equipped with Rigid Hull Inflatable Boats (RHIBs)		

State	SRU Category	SRU Location	SRU Capability (Optional)	Remarks (Optional)	Contact
1	2	3	4	5	6
	LRG	Singapore	Day/night search Electronic search Weather radar Aviation VHF/HF, Marine VHF Satellite communication system Marine markers Parachute flares (night illumination)	Search and locate	
	VLR		Day/night search Electronic search Weather radar Aviation VHF/HF, Marine VHF Satellite communication system Marine markers Parachute flares (night illumination)	Search and locate	
	HELI-M		Day/night search Electronic search Weather radar Aviation VHF/HF, Marine VHF Satellite communication system Dual hoist	Search and rescue	
	HELI-H		Day/night search Electronic search Weather radar Aviation VHF/HF, Marine VHF Satellite communication system Dual hoist	Search and rescue	

State	SRU Category	SRU Location	SRU Capability (Optional)	Remarks (Optional)	Contact
1	2	3	4	5	6
Thailand	HEL-L	Chonburi, Songkhla and Phuket Province		EC-145	JRCC Bangkok
	MRG			Dornier 228	
	RV(25)			Offshore vessel	
	RB(30)			Offshore boat	
	MRG	Bangkok		KA-32	

— END —