



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

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

### ASIA/PACIFIC REGIONAL IMPLEMENTATION FOR AUTONOMOUS DISTRESS TRACKING

(Presented by the Secretariat)

#### SUMMARY

This paper presents the survey results of the Asia/Pacific (APAC) regional implementation for the Autonomous Distress Tracking (ADT) applicability.

## 1. INTRODUCTION

1.1 Following the Amendment 48 to Annex 6 – *Operation of Aircraft Part 1*, adopted by the Council of ICAO on 18 July 2022, regarding the applicability of Standard for the location of an aeroplane in distress, with an applicability date of 01 January 2025.

1.2 The ICAO APAC Office organized the Global Aeronautical Distress and Safety System (GADSS) Workshop on 23 May 2022, in conjunction with the APSAR/WG/7 meeting. A pre-workshop poll revealed that more than 50% of respondents had indicated their knowledge of the GADSS topic was either 'low' or 'none'.

1.3 In addition, ICAO APAC Office had circulated the Survey on State Readiness for ADT through State letters T 3/9.13, T 3/10.1 – AP128/22 (ATM) dated 13 September 2022, and T 3/9.13, T 3/10.1 – AP143/23 (ATM) dated 24 October 2024, to gauge States' readiness to receive and process ADT notifications.

## 2. DISCUSSION

### Background

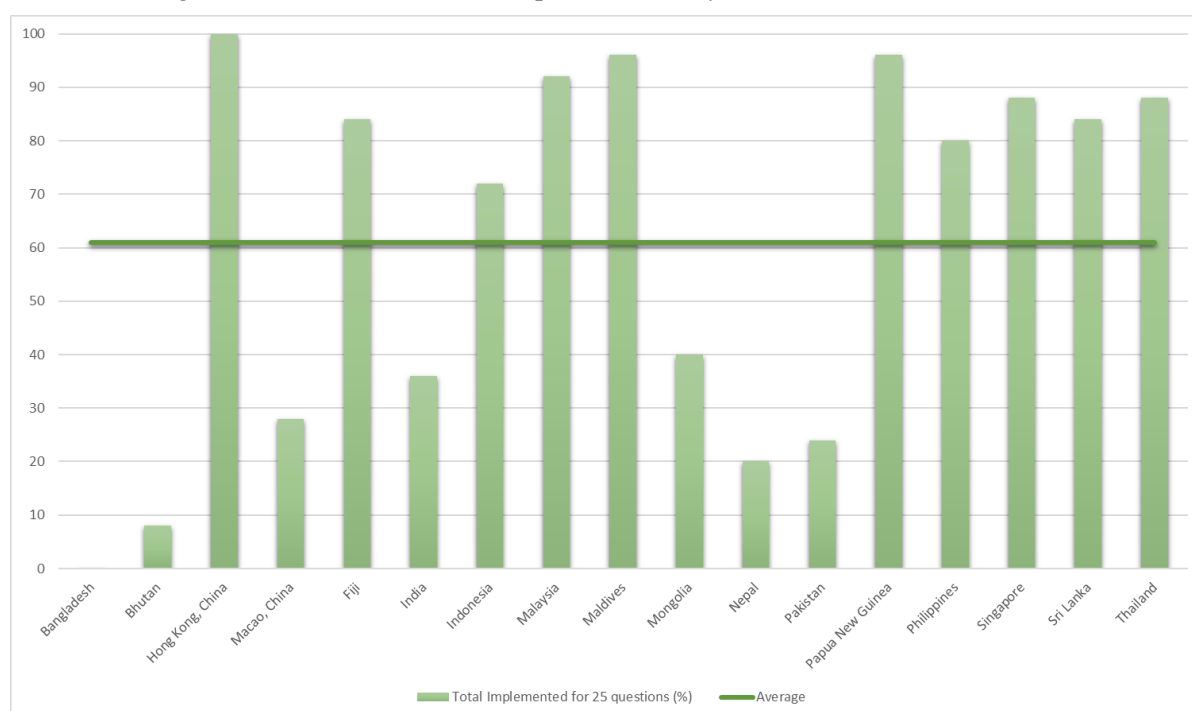
2.1 According to a survey conducted by the ICAO APAC Office in 2025, the majority of APAC Administrations were not fully ready to implement ADT applicability. The survey identified several outstanding tasks, including:

- a) incorporating ADT considerations in procedures and manuals for safety oversight and procedures for response to ADT notification of Air Navigation Service Providers (ANSPs), Search and Rescue (SAR) service providers and aircraft operators; and
- b) training relevant personnel to understand ADT notifications and Emergency Location Transmitter (Distress Tracking) [ELT(DT)] alerts, and to execute procedures accordingly.

2.2 The survey outcomes were presented at the Tenth Meeting of the ICAO Asia/Pacific Search and Rescue Work Group (APSAR/WG/10, Siem Reap, Cambodia, 27 – 30 May 2025). The meeting agreed *Action Item 10/2*, calling on APAC Administrations to step up efforts to conduct the various actions required for ADT implementation. To assess expected improvements in APAC Administrations’ capabilities for receiving, processing, and managing ADT notifications, the ICAO APAC Office conducted a follow-up survey for 2026 (see **Appendix A**). *Note: the link to access the ICAO OPS Control Directory, now included as a function within the Location of an Aircraft in Distress (LADR), is: <https://www4.icao.int/dna/Account/Login>.*

2.3 A total of 17 APAC Administrations responded to the 2026 survey. **Appendix B** provides the survey responses from the APAC Administrations.

2.4 Overall survey results indicate that several respondents are still in the process of implementing the applicability of ADT (**Figure 1**). The average proportion of items marked “Yes” is 61%, reflecting an increase from 48% in the previous survey.

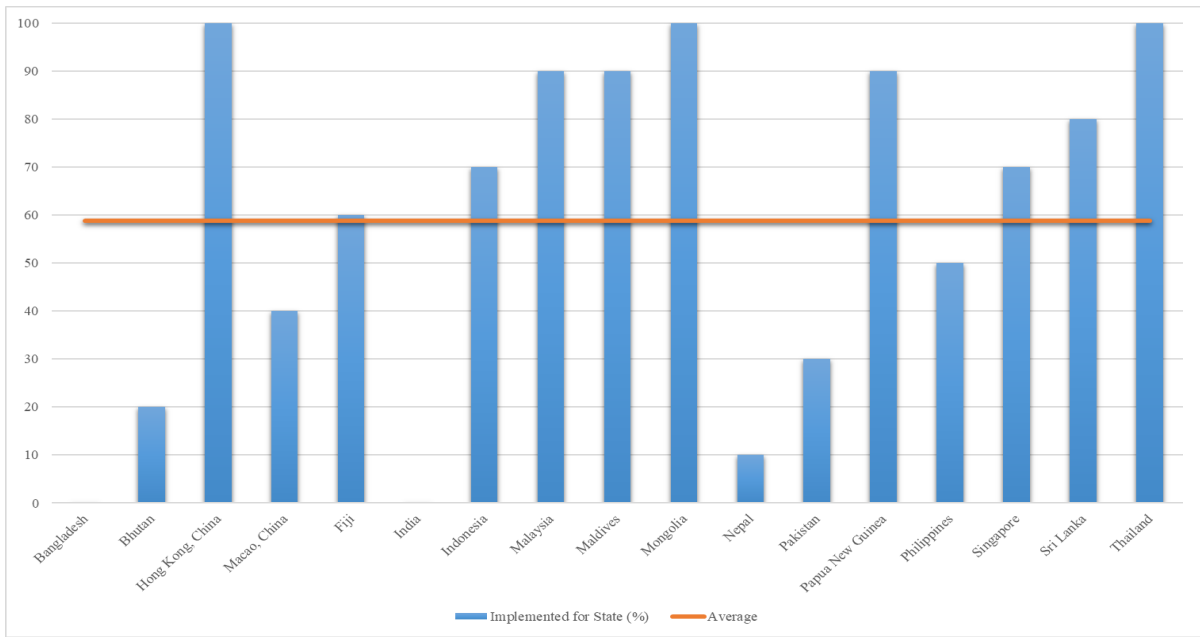


**Figure 1: Overall Responses Rate for All Questions**

2.5 Further analysis is presented across four categories (i.e. States, aircraft operators, SAR service provider and ANSP) based on the responses received from the 17 APAC Administrations participating in the survey.

#### State

2.6 In this category, the response rate is presented in **Figure 2**, indicating an average rate of 59%, which represents an increase from 44% in the previous survey.

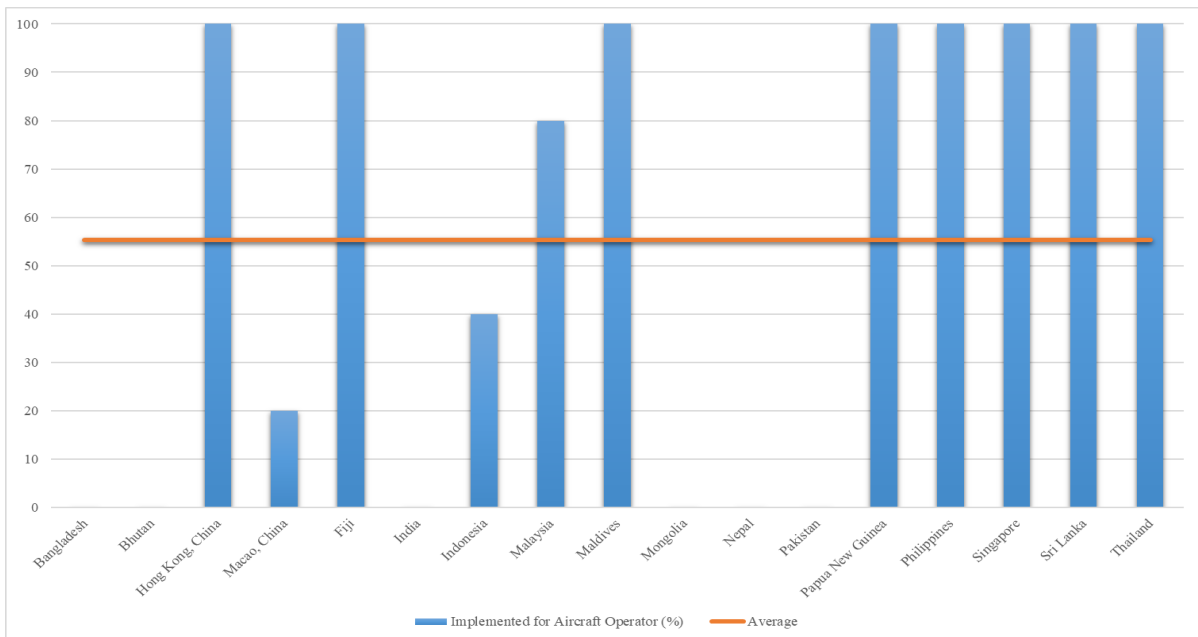


**Figure 2: Response Rate – State Category**

2.7 Based on the responses received, it appears that most APAC Administrations have registered a State focal point and have taken actions to ensure that relevant organizations (aircraft operators, SAR service provider and ANSP) are registered in the ICAO OPS Control Directory. However, only five (29%) APAC Administrations have published and promulgated educational material on ADT for aircraft operators, Air Traffic Service (ATS) unit, Rescue Coordination Centre (RCC) personnel and other necessary stakeholders (Question #10).

Aircraft Operators

2.8 In this category, the response rate is presented in **Figure 3**, indicating an average rate of 55%, which represents an increase from 31% in the previous survey.



**Figure 3: Response Rate – Aircraft Operators Category**

2.9 Based on the responses received, it was identified that aircraft operators from six APAC Administrations have not completed their registration in the ICAO OPS Control Directory. In addition, eight APAC Administrations reported that their aircraft operators have not yet completed the following actions:

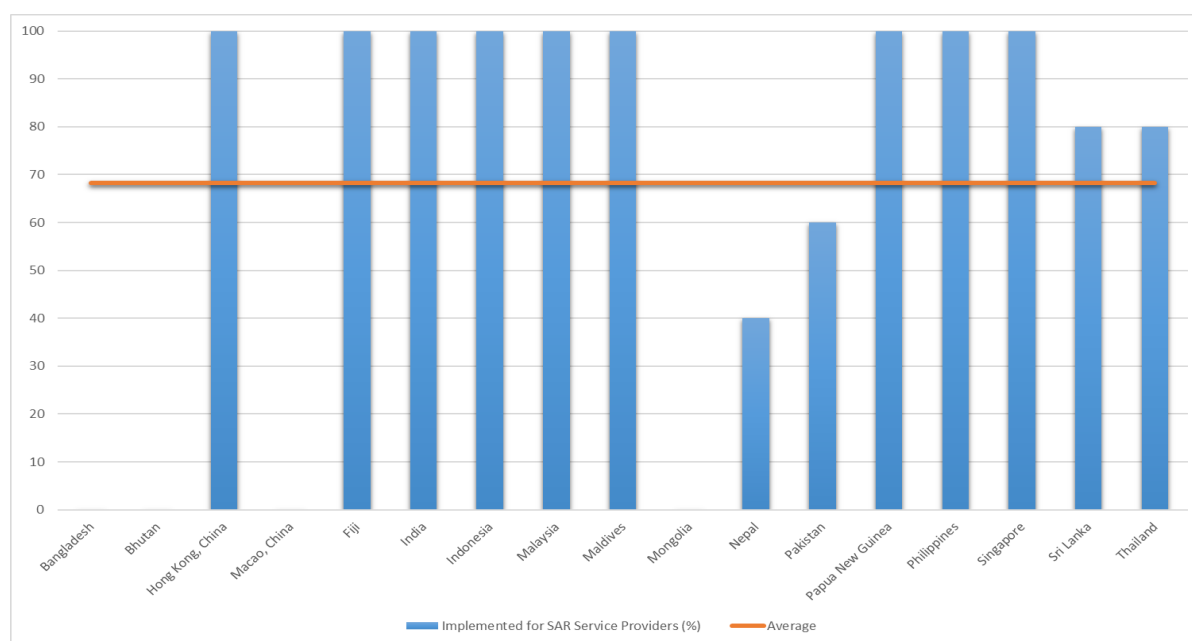
- a) implemented the capability to receive LADR notifications and access the LADR, to obtain further ADT notification information and data on their aircraft; and
- b) developed procedures for the initial aircraft operator response to ADT notifications and for informing appropriate ATS Units of the outcome of ADT validation checks.

2.10 Question with lowest level of completion (47%):

- a) Qn #5 – *Trained flight despatch and other relevant personnel to understand ADT notifications and to execute ADT procedures accordingly.*

SAR Service Provider (RCC/RSC)

2.11 In this category, the response rate is illustrated in **Figure 4**, showing an average rate of 68%, which is the highest among the four categories assessed and represents an increase from 63% in the previous survey.

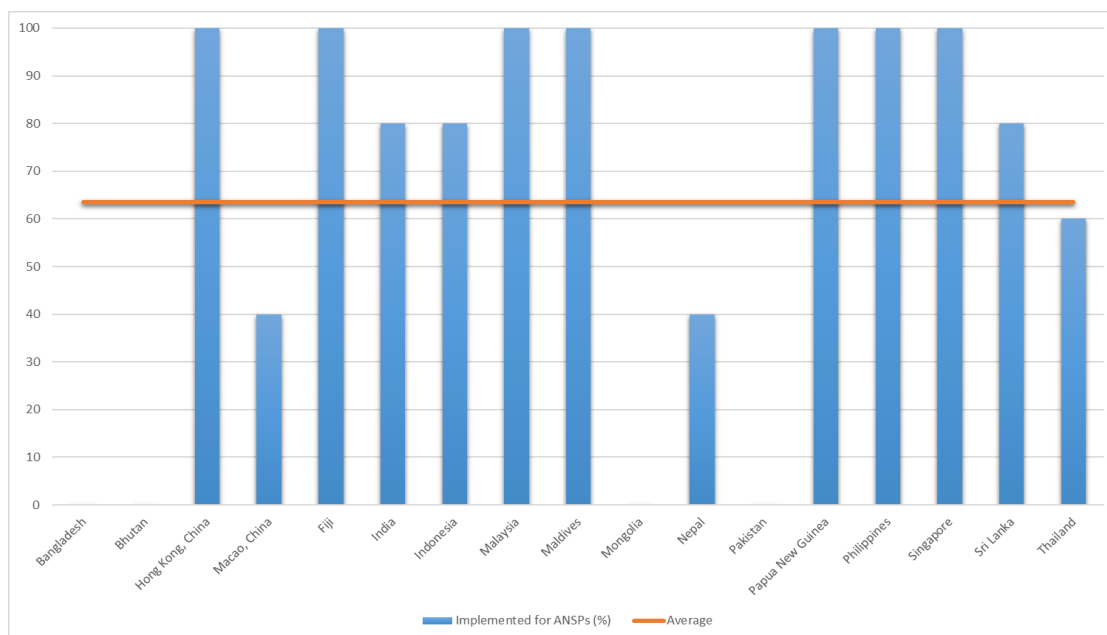


**Figure 4: Response Rate – SAR Service Provider Category**

2.12 Based on the responses received, it was identified that majority of the SAR service providers have completed their registration in the ICAO OPS Control Directory. The action item with the lowest level of completion relates to the implementation of procedures for responding to ADT notifications and coordinating with ATS units, which recorded a score of 59%.

Air Navigation Service Provider

2.13 In this category, the response rate is presented in **Figure 5**, indicating an average rate of 64%, which represents an increase from 56% in the previous survey.



**Figure 5: Response Rate – ANSP Category**

2.14 Based on the responses received, it was identified that majority of ANSPs (71%) have completed their registration in the ICAO OPS Control Directory. The action item with the lowest levels of completion (53%) relates to the provision of training to relevant ATS personnel to ensure understanding of ADT notifications and ELT(DT) alerts, and the effective execution of associated procedures.

#### Conclusions

2.15 The 2026 follow-up survey indicates measurable progress in APAC Administrations’ readiness to implement ADT applicability, with overall positive responses increasing from 48% to 61%. Improvements are evident across all four assessed categories, particularly among SAR service providers.

2.16 However, implementation remains incomplete, especially in the areas of procedural development, coordinated response to ADT notifications, and personnel training across States, aircraft operators, SAR service providers and ANSPs.

2.17 The limited participation in the 2026 survey and consistently low levels of completion in procedure promulgation and training underscore the need for sustained and coordinated efforts. APAC Administrations are urged to accelerate regulatory, procedural and training actions, consistent with *APSAR/WG Action Item 10/2*, to achieve full and effective ADT implementation.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) urge Administrations to accelerate regulatory, procedural and training actions, consistent with *APSAR/WG Action Item 10/2*, to achieve full and effective ADT implementation; and
- c) discuss any relevant matters as appropriate.

APPENDIX A

SURVEY ON STATE’S IMPLEMENTATION FOR AUTONOMOUS DISTRESS TRACKING  
(ADT)

STATE		
Check the box if State has:		
1.	<input type="checkbox"/>	Registered a State Focal Point in the ICAO OPS CTRL Directory (email: <a href="mailto:aircrafttracking@icao.int">aircrafttracking@icao.int</a> website: <a href="https://www4.icao.int/opsctrl/">https://www4.icao.int/opsctrl/</a> ).
2.	<input type="checkbox"/>	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.
3.	<input type="checkbox"/>	Taken action to ensure the required operational contact details are recorded in the OPS CTRL Directory for ANSP, SAR service provider and aircraft operators.
4.	<input type="checkbox"/>	Implemented regulations, for aircraft operators, on compliance to Annex 6 Section 6.18.
5.	<input type="checkbox"/>	If applicable, implemented processes for applications of special exemptions for aircraft operators, on compliance to Annex 6 Section 6.18.
6.	<input type="checkbox"/>	Ensured relevant stakeholders are subscribed to Location of an Aircraft in Distress Repository (LADR) notifications.
7.	<input type="checkbox"/>	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.
8.	<input type="checkbox"/>	Incorporated procedures for response to ADT notifications for ANSP, SAR service provider and aircraft operators.
9.	<input type="checkbox"/>	Incorporated ADT considerations in procedures and manuals for safety oversight of ANSPs and SAR service providers and aircraft operators.
10.	<input type="checkbox"/>	Published and promulgated educational material on ADT for aircraft operators, air traffic service (ATS) unit, Rescue Coordination Centre (RCC) personnel and other necessary stakeholders.

<b>AIRCRAFT OPERATORS</b>		
<b>Check the box if relevant State-based Aircraft Operators have:</b>		
1.	<input type="checkbox"/>	Registered in the ICAO OPS CTRL Directory (email: <a href="mailto:aircrafttracking@icao.int">aircrafttracking@icao.int</a> website: <a href="https://www4.icao.int/opsctrl/">https://www4.icao.int/opsctrl/</a> ).
2.	<input type="checkbox"/>	Subscribed to LADR notifications.
3.	<input type="checkbox"/>	Implemented the capability to receive LADR notifications and access the LADR, to obtain further ADT notification information and data on their aircraft.
4.	<input type="checkbox"/>	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.	<input type="checkbox"/>	Trained flight despatch and other relevant personnel to understand ADT notifications and to execute ADT procedures accordingly.

<b>SAR SERVICE PROVIDER (RCC/RSC)</b>		
<b>Check the box if the SAR Service Provider has:</b>		
1.	<input type="checkbox"/>	Registered in the ICAO OPS CTRL Directory for RCCs (email: <a href="mailto:aircrafttracking@icao.int">aircrafttracking@icao.int</a> website: <a href="https://www4.icao.int/opsctrl/">https://www4.icao.int/opsctrl/</a> ).
2.	<input type="checkbox"/>	Subscribed to LADR notifications.
3.	<input type="checkbox"/>	Ensured State RCCs implemented the capability to receive LADR notifications and access the LADR, to obtain further ADT notification information and data.
4.	<input type="checkbox"/>	Implemented procedures for the response to ADT notifications and coordination with ATS units.
5.	<input type="checkbox"/>	Trained SAR personnel to understand ADT notifications and ELT(DT) alerts, and to execute ADT procedures accordingly.

<b>AIR NAVIGATION SERVICE PROVIDER</b>		
<b>Check the box if the ANSP has:</b>		
1.	<input type="checkbox"/>	Registered in the ICAO OPS CTRL Directory (email: <a href="mailto:aircrafttracking@icao.int">aircrafttracking@icao.int</a> website: <a href="https://www4.icao.int/opsctrl/">https://www4.icao.int/opsctrl/</a> ).
2.	<input type="checkbox"/>	Subscribed to LADR notifications.
3.	<input type="checkbox"/>	Ensured ATS units implemented the capability to receive LADR notifications and access the LADR, to obtain further ADT notification information and data.
4.	<input type="checkbox"/>	Implemented procedures for the response to ADT notifications and coordination with aircraft operators and RCCs.
5.	<input type="checkbox"/>	Trained relevant ATS personnel to understand ADT notifications and ELT(DT) alerts, and to execute procedures accordingly.

**Reference Material**

Eighth Meeting of the Asia/Pacific Search and Rescue Working Group

ICAO Annex 6 *Operation of Aircraft* Part I

ICAO Annex 11 *Air Traffic Services*

ICAO Annex 12 *Search and Rescue*

ICAO Annex 13 *Accident and Incident Investigation*

ICAO Doc 4444 *Procedures for Air Navigation Services – Air Traffic Management* (PANS-ATM)

ICAO Doc 100542 *Manual on Location of Aircraft in Distress and Flight Recorder Data Recovery International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual* Volumes I and II

ICAO Asia/Pacific Regional SAR Plan Version 4.0

ICAO Web Resources:

Global Tracking Initiatives

<https://www.icao.int/safety/OPS/OPS-Section/Pages/Global-tracking.aspx>

Update on GADSS-Related Global Aircraft Tracking Initiatives

<https://www.icao.int/safety/globaltracking/Pages/GADSS-Update.aspx>

ICAO Skytalk: GADSS Implementation Support Tools

<https://www.youtube.com/watch?v=ZbD3IIdkzvk>

ICAO OPS Control Directory

<https://www4.icao.int/opsctrl/>

Cospas-Sarsat Documentation:

C/S A.001 (data distribution procedures for ELT(DT)s)

C/S A.002 (structure and samples of ELT(DT) distress alert messages sent to SPOCs)

C/S T.001 and C/S T.018 (respectively, FGB and SGB (ELT(DT) specifications)

C/S G.007 (RCC handbook)

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