



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

**DEVELOPMENT OF NATIONAL SOP ON ADT/ELT(DT) NOTIFICATION HANDLING IN
INDONESIA**

(Presented by Indonesia)

SUMMARY

This paper presents Indonesia's initiative in developing a joint Standard Operating Procedure (SOP) for handling Autonomous Distress Tracking (ADT) and ELT(DT) notifications. The SOP was developed collaboratively among key stakeholders, including the Regulator, air navigation service provider (ANSP), search and rescue (SAR) services, and airline operators, to support Global Aeronautical Distress and Safety System (GADSS) implementation and to address identified gaps highlighted during APSAR/WG/10, particularly in procedures, coordination, and personnel readiness.

1. INTRODUCTION

1.1 The implementation of ADT as part of the GADSS requires States to ensure effective coordination mechanisms among aviation and SAR stakeholders.

1.2 The outcome of APSAR/WG/10 identified that many Asia/Pacific States were not yet fully ready for ADT implementation, particularly in incorporating ADT procedures into operational manuals and ensuring adequate training for relevant personnel.

1.3 In response to these findings, Indonesia has taken proactive steps to develop a joint SOP on handling ADT and ELT(DT) notifications, involving key stakeholders across aviation and SAR sectors.

2. DISCUSSION

National SOP Development on ADT/ELT(DT)

2.1 Following the outcomes of APSAR/WG/10, Indonesia recognized the need to strengthen national preparedness by establishing clear procedures and coordination mechanisms for handling ADT notifications. A multi-stakeholder approach was adopted to ensure alignment across all relevant entities.

2.2 A coordination meeting was conducted involving key stakeholders including Directorate General of Civil Aviation (DGCA), air navigation service provider (AirNav Indonesia), National Search and Rescue Agency (BASARNAS), airline operators, and other relevant entities. This collaboration resulted in a jointly agreed SOP for handling ADT notifications using the Location of an Aircraft in Distress Repository (LADR) system.

Key Elements of the SOP

2.3 The developed SOP establishes a standardized coordination framework among OCC (operators), Indonesia Network Management Center (AirNav), and Rescue Coordination Centre (BASARNAS), ensuring a clear flow of information from initial notification to SAR activation. It defines roles and responsibilities of each stakeholder to ensure timely and accurate response.

2.4 The SOP further elaborates detailed operational processes and coordination mechanisms to ensure effective handling of ADT notifications, including:

- a) supporting the implementation of the GADSS in Indonesia, in accordance with ICAO provisions, which require States to ensure the proper handling of ADT notifications within their areas of responsibility;
- b) establishing a clear and structured coordination framework among all involved units in responding to alert and/or distress notifications received through the LADR system;
- c) ensuring timeliness, accuracy, and consistency of actions taken in handling alert and/or distress situations, in order to minimize response delays and improve operational effectiveness;
- d) facilitating effective, efficient, and accurate information exchange and communication among all relevant stakeholders involved in the handling of ADT notifications; and
- e) supporting the overall effectiveness of SAR operations through improved coordination, information flow, and decision-making processes.

Outcome and Way Forward

2.5 The establishment of a joint SOP marks a significant milestone in Indonesia's readiness for GADSS implementation. It strengthens coordination among aviation and SAR stakeholders, improves response effectiveness, and ensures alignment with ICAO provisions.

2.6 Moving forward, Indonesia plans to:

- a) further develop technical guidance and implementation manuals;
- b) conduct training and simulation exercises for stakeholders;
- c) continuously evaluate and refine the SOP based on operational experience; and
- d) enhance integration with regional and global SAR frameworks.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information contained in this paper.

— END —