



International Civil Aviation Organization

**The Sixth Meeting of the APANPIRG ATM Sub-Group
(ATM/SG/6)**

Hong Kong, China, 30 July – 03 August 2018

Agenda Item 6: AOP, MET, AIM, SAR

ASIA/PACIFIC SEARCH AND RESCUE UPDATE

(Presented by the Secretariat)

SUMMARY

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

1. INTRODUCTION

1.1 The Third Meeting of the Asia/Pacific Regional Search and Rescue Work Group (APSAR/WG/3) was held from 21 to 23 May 2018 at Bangkok, Thailand.

1.2 The meeting was attended by 59 participants from Australia, Bangladesh, Cambodia, China, Fiji, India, Japan, Lao People's Democratic Republic (PDR), Malaysia, Maldives, Myanmar, Nepal, Pakistan, Philippines, Singapore, Sri Lanka, Thailand, United States of America (USA), Viet Nam, IATA, IFALPA, SITA and ICAO.

2. DISCUSSION

ATM/SG/5

2.1 The Fifth Meeting of the APANPIRG Air Traffic Management Sub-Group (ATM/SG/5, Bangkok, Thailand, 31 July to 04 August 2017) had noted that significant Annex 12 compliance weaknesses remained in the Southwest Pacific and improvement was necessary in several Asian States. The ATM/SG/5 endorsed a Draft Conclusion, which was agreed by APANPIRG/28: *Conclusion APANPIRG/28-10: Search and Rescue Capability Focus Areas*.

2.2 At ATM/SG/5, the United States had agreed to provide an update on the Palau, Micronesia and Marshall Islands before the next meeting.

2.3 India had complimented the APSAR/WG for its work and highlighted the importance of SAR coordination. Sri Lanka noted the difficulties of signing SAR agreements at a high level. ICAO recalled that the SAR Plan provided guidance on this aspect, emphasising that SAR agreements did not need to be formally signed at high level, but ATM/SG/5 WP33 paragraph 2.13 and the Asia/Pacific SAR Plan could be referenced for developing a working level technical arrangement.

APANPIRG/28

2.4 The Twenty Eighth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/28, Bangkok, Thailand, 11 – 14 September 2017) had noted that 24 Asia/Pacific administrations had Air Navigation Service (ANS) Deficiency List SAR deficiencies (discussed in **ATM/SG/6/WP44**).

2.5 ICAO had presented an update on the Asia/Pacific electronic Air Navigation Plan (ANP) to the Combined Eighth Meeting of the South Asia/Indian Ocean ATM Coordination Group and Twenty-Fifth Meeting of the South East Asia ATS Coordination Group (SAIOACG/8 and SEACG/25, Siem Reap, Cambodia, 26 – 30 March 2018) related to Aeronautical Search and Rescue Regions (SRRs). Meeting participants were invited to review the data affecting their administration and to provide feedback to ICAO on the data's accuracy (discussed in **ATM/SG/6/WP24**).

GADSS Aircraft Tracking Requirement

2.6 The APSAR/WG/3 meeting noted that Circular 347 — *Aircraft Tracking Implementation Guidelines* provided by ICAO HQ discussed the Global Aeronautical Distress and Safety System (GADSS), as provisions related to aircraft tracking, contained in Annex 6, Part I paragraph 3.5 become applicable on 08 November 2018. guidance to aircraft operators on aircraft tracking, such as the new responsibility for aircraft operators to track their aircraft every 15 minutes, where an ATS unit obtains aeroplane positional data at intervals greater than 15 minutes.

2.7 IATA also presented information on the GADSS, focussing on the need to identify airspace where Air Traffic Control (ATC) surveillance does not meet the requirements of the GADSS. Noting that if an aircraft was not able to be tracked at least every 15 minutes in a particular airspace, then this responsibility would then fall to the State of the air operator. Therefore, State regulatory authorities would need to promulgate the process and timeline for affected aircraft to submit risk management plans that supported requests for variations and exemptions.

2.8 SITA recalled that there were several components involved in the Automatic Dependent Surveillance – Contract (ADS-C) datalink capability option that addressed this requirement in remote airspace – including the ground segment and aircraft systems. SITA advised that they were working with States and aircraft operators to prepare for the implementation of the GADSS tracking standards.

2.9 IATA stressed that GADSS, and in particular the new tracking requirements, had implementation issues, largely due to the lack of complete guidance material and implementation data. Therefore, information on ATS surveillance gaps was needed for aircraft operators to determine how they could meet this new standard. As a result of this discussion, the APSAR/WG/3 agreed to the following Draft Conclusion, for consideration by the ATM/SG/6:

Draft Conclusion APSARWG/3-1: GADSS Aircraft Tracking Requirement		
What: To support compliance with the global GADSS aircraft tracking requirements applicable 08 November 2018 that: a) States should provide information to the ICAO APAC Regional Office where actual Air Traffic Control surveillance capability does not meet the GADSS requirements in their area of responsibility, together with a timeline for promulgation of regulatory requirements for airlines to submit requests for variations and exemptions; and b) ICAO HQ be requested to ensure that other ICAO regions affected take action in accordance with a), and consolidate the information to make it available to all aircraft operators and States.	Expected impact: ☒ Political / Global ☒ Inter-regional ☐ Economic ☐ Environmental ☒ Ops/Technical	
Why: The action requested is critical to support the GADSS aircraft tracking requirement to ensure airlines (and regulators) have a clear understanding of areas of responsibility, to enable	Follow-up: ☒ Required from States	

compliance with the requirements applicable from 08 November 2018.	
When: 5-Sep-18	Status: Draft to be adopted by Subgroup
Who: ☒ Sub groups ☒ APAC States ☐ ICAO APAC RO ☐ ICAO HQ ☐ Other:	

Note: Due to the short timeline between APANPIRG/29 and the implementation of this GADSS phase in late 2018, States were urged to commence action in accordance with the Draft Conclusion if appropriate, even before APANPIRG/29.

2.10 ICAO's Job Card *Implementation of the Global Aeronautical Distress and Safety System (GADSS)*, had been approved by the ICAO Air Navigation Commission. The principle objective of the Job Card was to develop workshop materials for States and aircraft operators and a high level rollout plan to assist regions to develop regional plans by 2020.

2.11 The USA stated that ICAO HQ would need assistance to conduct Job Card Tasks G14 and G15, and that HQ recognized the ICAO APAC Regional Office as a leader in advancing SAR development. WP05 noted that there was an opportunity for the Asia/Pacific Region to provide advice and specific details supporting a workshop and the rollout plan for regional implementation.

2.12 The USA also recalled that ICAO and the International Maritime Organization (IMO) would approve amendments for their International Aeronautical and Maritime SAR (IAMSAR) Manual in the May 2019 edition, which would be applicable on 01 July 2019. The IAMSAR Manual would contain a major section on the GADSS.

Status and Developments in Cospas-Sarsat

2.13 Cospas-Sarsat provided a status report on the Cospas-Sarsat System, including system operations, system status (space and ground segments), and significant developments related to new beacons specifications (including Emergency Locator Transmitters (ELTs) for distress tracking and the new Cospas-Sarsat Medium Earth Orbit SAR (MEOSAR) system.

2.14 The meeting noted that there were no unresponsive SAR Points of Contact (SPOCs) in the Asia/Pacific Region.

2.15 Cospas-Sarsat stated that operational distribution of MEOSAR alert data began at 1300 UTC, 13 December 2016. This Early Operational Capability (EOC) phase is being carried out in parallel with continued testing and adjustment through the contemporaneous Demonstration and Evaluation (D&E) phase.

2.16 Asia/Pacific States that had already installed MEOSAR systems were Australia, Japan, Malaysia, New Zealand and the USA. India, Pakistan, Thailand and Viet Nam were planning MEOSAR implementation. Singapore was in the process of installing the MEOSAR System, with the expected completion of the installation being the end of 2018.

2.17 The meeting discussed MEOSAR's Return Link Service (RLS), which provided the ability for a person in distress to have voice communications with SAR authorities via the ELT.

2.18 The meeting also urged States to enhance the provision of SAR event data [for events that were assisted by the Cospas-Sarsat system] to Mission Control Centres (MCCs), so Cospas-Sarsat could collate vital information on SAR performance and promotion.

2.19 The meeting discussed the lack of progress in the registration of detected beacons, which had been steady at about 72% for several years.

2.20 It was considered necessary to closely monitor this issue, and if necessary in future urge States to take stronger action, such as legislation requiring registration, and appropriate enforcement policies. While not able to comment on specific State enforcement, Cospas-Sarsat endorsed the enhanced provision of SAR event data to Cospas-Sarsat for SAR performance and SAR promotion activities, the strengthening of beacon registration through promotion and other appropriate means, and the tracking of MEOSAR implementation in the Asia/Pacific Region.

SAR Agreements and Letters of Agreement

2.21 The meeting recalled that the lack of SAR agreements between some States was a problem for both the maritime and the aeronautical SAR services. The USA requested APSAR/WG/3 to consider the creation of additional, simpler sample SAR agreement based on a template to encourage more SAR agreements being signed between States. Australia stressed that flexibility was the key, as a partial or two separate documents were better than no agreement. Malaysia, Singapore and the USA agreed to work with the ICAO APAC Regional Office to provide more guidance related to a simpler template for SAR Agreements for the Asia/Pacific SAR Plan.

ICAO 13th Air Navigation Conference and Search and Rescue

2.22 The USA provided information on points of interest relevant to the SAR that may be addressed during the Thirteenth Air Navigation Conference (AN-Conf/13, Montreal, Canada, 9 – 19 October 2018). Noting that SAR fell under Agenda Item 4, the paper supported the inclusion of SAR in the Global Air Navigation Plan (GANP) as a Basic Building Block (BBB) element. The USA urged States to submit papers on SAR to the AN-Conf/13, and for Asia/Pacific States to send SAR experts to the Conference.

2.23 The APSAR/WG/3 agreed to the following Draft Conclusion, for consideration by the ATM/SG/6:

Draft Conclusion APSARWG/3-2: SAR and GADSS in the GANP			
What:	That, Asia/Pacific States are urged to advocate for:	Expected impact:	
a) inclusion of Search and Rescue (SAR) as a Basic Building Block (BBB) and the Global Aeronautical Distress and Safety System (GADSS) functions within the Sixth edition of the Global Air Navigation Plan (GANP) by -		☒ Political / Global ☒ Inter-regional ☐ Economic ☐ Environmental ☒ Ops/Technical	
i) sending SAR experts; and			
ii) presenting SAR-related papers to the Thirteenth Air Navigation Conference (AN-Conf/13, Montreal, Canada, 9 – 19 October 2018); and			
b) greater resources within ICAO HQ to ensure an effective oversight of SAR.			
Why:	APSAR/WG has noted systemic weaknesses in vital SAR focus areas and believes GADSS implementation will take much time and effort to be as beneficial as it should become..	Follow-up:	☒ Required from States
When:	5-Sep-18	Status:	Draft to be adopted by Subgroup
Who:	☒ Sub groups ☒ APAC States ☐ ICAO APAC RO ☒ ICAO HQ ☐ Other:		

State SAR Contingency Planning

2.24 ICAO recalled that SAR contingency plans should be prepared in the event of another emergency, to enable a SAR operation to continue with minimal interruption by seamless transition to an alternative service provider (only 50% of States reported having a contingency plan in place or arrangements/collaboration for transfer of control). The APSAR/WG/3 noted that the Asia/Pacific SAR Plan expected States to prepare SAR contingency plans, to enable the continuity of operations during a SAR event when a situation affecting the capability to deliver SAR services occurred.

2.25 Pakistan enquired about using a Rescue Sub-Centre (RSC) or a mobile facility as a contingency facility, which was considered possible by the meeting if suitably equipped. China noted that its standby facility was configured to work within its ATC system. The ICAO APAC Regional Office advised that it would conduct a survey on SAR contingency facilities.

System-Wide Information Management Task Force Outcomes

2.26 The APSAR/WG/3 was informed about the deliverables from the Second Meeting of the System-Wide Information Management Task Force (SWIM/TF/3, Bangkok, Thailand, 9 – 12 April 2018). IATA urged APSAR/WG/3 participants to complete the SWIM survey once disseminated in July 2018, as this would provide valuable information on the implementation of SWIM services in the Asia/Pacific.

2.27 The meeting noted that Aeronautical Information Exchange Model (AIXM), Flight Information Exchange Model (FIXM) and IWXXM (Meteorological Information Exchange Model) provided the future means for SAR organizations to manage data. Examples of SAR-related data might include airspace organization, NOTAMs, position and other flight and flow information on flights operating on SAR missions. Although the Asia/Pacific SAR Plan referenced SWIM as a general expectation, the meeting agreed that the Asia/Pacific SAR Plan would need updating to reflect current SWIM developments.

SAR Improvements and the Minimization of False ELT Alerts

2.28 Japan described some of its SAR improvement activities, including efforts to minimise false ELT alerts (which largely stemmed from ELT maintenance and disposal) with promotional material and a proposed educational programme. Japan, Singapore and the USA agreed to work together to consolidate recommended practices in order to develop updated guidance material for the Asia/Pacific SAR Plan.

Regional SAR Status

2.29 ICAO presented information on the known status of Asia/Pacific SAR capability, and invited States and administrations to update the information.

2.30 An analysis of the 27 Universal Safety Oversight Audit Programme (USOAP) SAR-related Protocol Questions (PQs) indicated that the overall Effective Implementation (EI) for SAR had risen from 50.7% in 2015 to 54.8% (August 2016), 55.4% (May 2017) and **57.19%** in May 2018 for the Asia/Pacific Region. This continuous improvement was a positive development, as seven compared to the previous 11 SAR-related PQ EIs were below 50% (**Figure 1**).

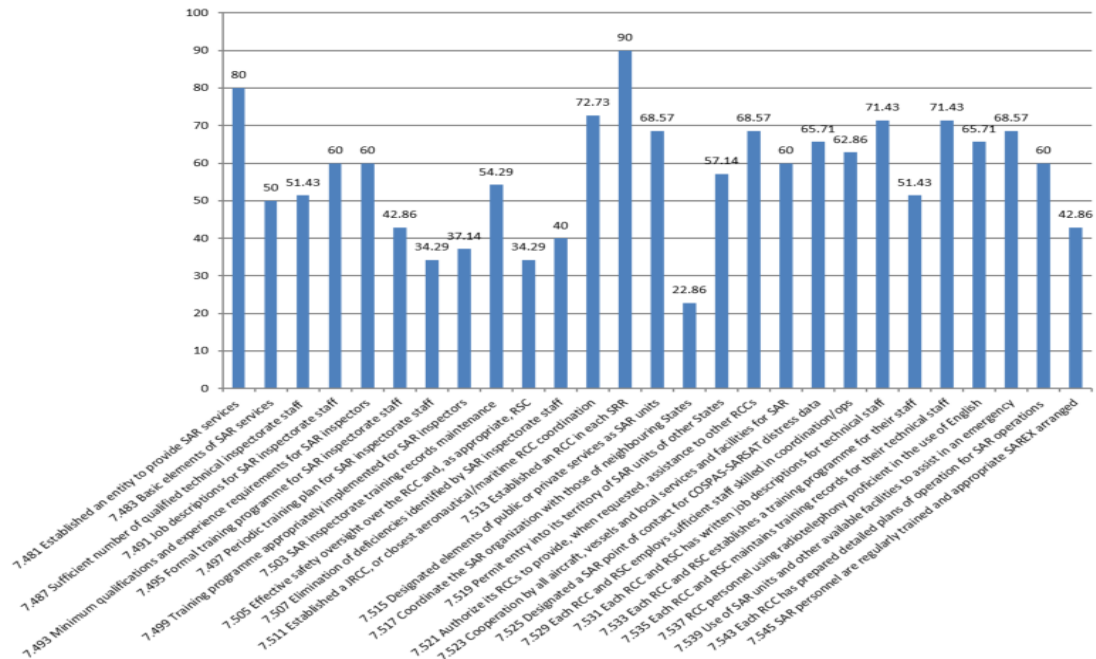


Figure 1: APAC USOAP CMA SAR PQ Compliance (average: 57.2%)

2.31 Although there had been improvement in SAR capability, possibly as a result of APANPIRG Conclusion 28/10, the meeting recognised that administrations needed to continue efforts to address weak areas. From the PQ analysis, it appeared that the major areas of weakness in SAR that remained were in the areas of:

- coordination with adjacent States;
- effective SAR oversight;
- elimination of deficiencies identified by SAR inspectors; and
- training of both SAR inspectors and staff that provide the SAR services.

2.32 WP14 provided updates on the status of the following:

- **Attachment A:** List of SAR Agreements; and
- **Attachment B:** SAR Agreement Matrix.

2.33 Using the old 20 element assessment (**Attachment C**), the APSAR/WG/3 noted that significant Annex 12 compliance weaknesses remained in the Southwest Pacific, and improvement was necessary in several Asian States – Afghanistan, Democratic People’s Republic of Korea (DPRK), Myanmar, Nepal and the Philippines. In addition, India and Sri Lanka all had significant high seas (oceanic) responsibilities, but had some missing capabilities that needed to be addressed.

2.34 With the advent of the Asia/Pacific SAR Plan and its more comprehensive expectations, an accurate assessment of capability aligned with the SAR Plan (41 elements, **Attachment D**) had been 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.

2.35 In this regard, ICAO had sent a survey on one of the SAR Plan elements causing concern as a result of the monitoring – Rescue Coordination Centre (RCC) contingency planning (**Attachment E**). Administrations were urged to respond to this survey so the region had a clearer understanding of any implementation issues in this regard.

2.36 The SAR Plan-based assessment was intended to familiarize the 11 [down from 17 in 2017] States which had not yet responded to the survey – Bhutan, Cook Islands, Marshall Islands, Micronesia, Nauru, Palau, Papua New Guinea, Solomon Islands, Timor-Leste, Tuvalu and Vanuatu (Figure 2).

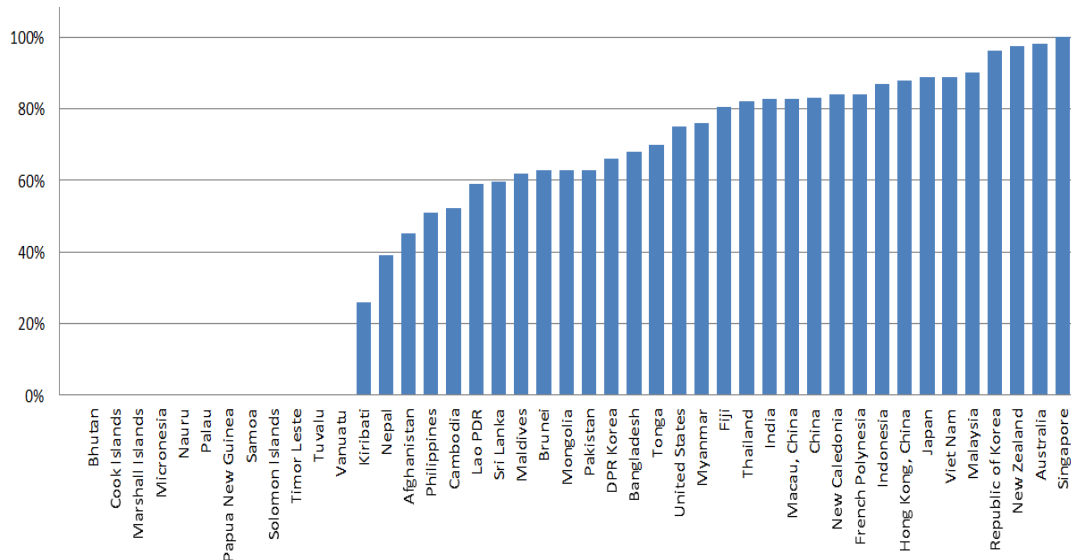


Figure 2: Asia/Pacific SAR Plan Implementation Status (as at 8 May 2018)

2.37 ICAO recalled that APSAR/WG/2 had agreed that States below 90% implementation by 2019 would be considered to have a SAR deficiency at that time, so a large number of States were urged by the APSAR/WG/3 to continue their efforts to fully implement the Asia/Pacific SAR Plan.

2.38 ICAO stated that the Regional Office would send reminder emails to States that had indicated in the SAR Performance Indicator response that they were in the process of completing the survey, but had not yet completed these tasks.

SAR Capability Partnership Program

2.39 Australia's SAR Capability Partnership Program (SCPP) had funded several activities to improve SAR services in the Maldives, such as:

- successful completion by two officers of a SAR Mission Coordinator (SMC) course, held at the Malaysia Aviation Academy during 10 October – 24 November 2017;
- two ATS officers and one Maldivian Coast Guard officer being upskilled as SAR Trainers at the Australian Joint Rescue Coordination Centre (JRCC); and
- support for the conduct of a SAREX at the Maldives (03 –05 April 2018).

2.40 Sri Lanka and the Maldives expressed their sincere thanks to the Australian government and the Australian Maritime Safety Authority (AMSA) in particular for the continued support for improvement in their SAR capability, and requested that Australia continue the programme in another form, if practical. The meeting commended Australia for the SCPP and urged continuity of the support if possible. The Maldives I. IATA suggested if the funding continued, then this model would be very useful to consider for application in the South Pacific.

SAR Personnel Training

2.41 The APSAR/WG Chair emphasised the need for SAR refresher training, as SAR-related events normally occurred irregularly.

2.42 Pakistan commented about the use of air traffic controllers to staff the RCC. ICAO noted that, given the unique systems used by SAR, it was optimal for SAR personnel to be specialised. However, it was also noted that it was advantageous for at least some RCC staff to have had ATC experience.

2.43 ICAO recalled the resource constraints and difficulties in managing the unfamiliar task of interacting with the public and media that Malaysian personnel experienced during the MH370 tragedy. Therefore, using current air traffic controllers for SAR responses was appropriate where there were resource constraints, but it was more optimal to have specialised SAR officers.

MEOSAR Implementation

2.44 Australia provided information on its MEOSAR (Medium-altitude Earth Orbit SAR) system deployment. Australia and New Zealand conducted a joint procurement exercise to implement MEOSAR capability. This involved MEOSAR satellite Local User Terminal (MEOLUT) tracking stations in Western Australia and New Zealand, and a Mission Control Centre (MCC) that processes the beacon alert data from the two MEOLUTs in Canberra, Australia.

2.45 IP06 stated that the MEOSAR system had been providing earlier detection times to the Australian JRCC. Although each incident was different, Australia noted that the typical time advantage of MEOSAR data was about 40 – 60 minutes if there was no Geostationary SAR (GEOSAR) detection. For some incidents this provided hours of advantage, and some rescues had been successfully completed with no Low Earth Orbit SAR (LEOSAR) detection.

2.46 The Australian MEOLUT met the current commissioning standard of 95% of beacons located within 5 km. of the site in less than 20 minutes. However, the LEOSAR system typically produced locations with 1 km. accuracy. Also, with the LEOSAR/GEOSAR system, the most recent detection sent to a JRCC was usually the best location; while with MEOSAR this was not true.

2.47 Due to the MEOSAR's advantages, Australia advised that there has been discussion regarding the need to maintain the existing Australian LEOLUTs. The guidance from Cospas-Sarsat was that LEOLUTs should be maintained into the future until the MEOSAR reaches full operational capability (currently scheduled for 2020). Australia intended to perform a risk-based assessment during 2018 to determine a strategy for the ongoing provision of LEOSAR ground equipment.

Offshore Joint SAR Operations

2.48 Malaysia discussed the collaboration that was undertaken between CAAM and the Malaysia Petroleum Management (MPM), PETRONAS to establish the Terms of Reference (TOR) and Standard Operating Practices (SOPs) for Offshore Joint Aeronautical SAR Operation in Malaysia. As a result of this work, Malaysia submitted material for possible inclusion in the Asia/Pacific SAR Plan for over-water rotary wing or sea plane operations.

2.49 ICAO asked for clarification why SAR incidents outside controlled airspace were first relayed to the relevant ATC unit and not the RCC as part of the SOPs. Malaysia stated that the ATC supervisor had to activate the RCC, as it was normally unmanned after normal office hours. ICAO commented that a partially unmanned (off watch) RCC could not be considered to be an H24 facility.

2.50 ICAO thanked Malaysia for its contribution to the Asia/Pacific Plan on over-water operations, in response to an earlier task from the APSAR/WG/2. The USA thanked Malaysia for the SOPs, which were also relevant to the Gulf of Mexico oil and gas operations.

Process for ELT Tests

2.51 Singapore provided information on the testing of ELTs on board an aircraft and the required process for these tests by airlines/aircraft operators and aircraft maintenance companies in Singapore. The paper discussed the education process used and a number of items germane to reduce false ELT alerts. This was critical as the number of false alerts could increase once MEOSAR is fully operational, due to its near-real time worldwide coverage. The APSAR/WG/3 considered the process to be appropriate for consideration for the inclusion within the Asia/Pacific SAR Plan.

European Region SAR Plan

2.52 During November 2017, the European SAR Plan as developed by the European Search and Rescue Task Force (EUR SAR/TF) was published as EUR Doc 039. The Plan was largely based on the Asia/Pacific SAR Plan. While this is a good development for global SAR harmonisation, it meant that significant changes to the Asia/Pacific SAR Plan should be consulted with Europe to ensure a level of global consistency.

Asia/Pacific SAR Plan Update

2.53 ICAO presented a marked-up version of the Asia/Pacific SAR Plan. APSARWG/3 participants were invited to review the draft and make comment on any key parts, with a view to developing the next version. Given the large number of potential changes to the Plan in 2019, the meeting agreed to form a Small Working Group (SWG) to review potential amendments with the following Decision:

Decision APSARWG/3-3: SAR Plan Amendment Review Small Working Group			
What:	That, a Small Working Group (SWG) be formed to review potential amendments to the Asia/Pacific Search and Rescue (SAR) Plan by 01 May 2019, consisting of Australia, China, India, Japan, Malaysia, New Zealand, Pakistan, Singapore, the United States, IATA, and ICAO (note: ICAO APAC will coordinate amendments with other ICAO Regions and ICAO HQ).	Expected impact:	☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Ops/Technical
Why:	To ensure a systematic review of material for the Asia/Pacific SAR Plan prior to the next APSAR/WG meeting.	Follow-up:	☐ Required from States
When:	23-May-18	Status:	Draft to be adopted by Subgroup
Who:	☐ Sub groups ☐ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☒ Other: SWG States		

Note: ICAO APAC will coordinate amendments with other ICAO Regions and ICAO HQ.

SAR Points of Contact

2.54 The SAR Points of Contact List is at **Attachment F** for updates as necessary.

APSAR/WG/4

2.55 APSAR/WG/4 is tentatively scheduled for May 2019 in Bangkok, Thailand.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) discuss Draft Conclusion APSARWG/3-1: GADSS Aircraft Tracking Requirement;
- c) discuss Draft Conclusion APSARWG/3-2: SAR and GADSS in the GANP;
- d) support the SAR Plan monitoring scheme and the survey (**Attachment E**);
- e) note Decision APSARWG/3-3: SAR Plan Amendment Review Small Working Group; and
- f) discuss any relevant matters as appropriate.

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SAR AGREEMENTS

Updated: 25 June 2018

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	Australia / New Zealand	Notified 2013
February 2001	Australia / Papua New Guinea	
29 July 1999	Australia / New Caledonia	Maritime Arrangement for SAR Cooperation
8 October 1998	Australia / Solomon Islands	SAR Arrangement
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
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	Cook Islands / New Zealand	Notified 3 August 2017
notified July 2007	French Polynesia (Tahiti) / New Zealand	
notified January 2013	French Polynesia (Tahiti) / United States	Draft agreement being considered by FP authorities
Notified September 2016	French Polynesia (Tahiti)/Cook Islands	Cook Islands covered by agreement with New Zealand.
June 1982	Indonesia / Singapore	
1990	Indonesia / Papua New Guinea	JBC MOU signed
25 August 1986	Indonesia / Philippines	
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	
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	New Caledonia / New Zealand	

DATE	STATES	REMARKS
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
September 1985	Singapore / Thailand	Updated July 1996
July 1996	Singapore / Viet Nam	

SAR LOA Matrix Date Last Amended: 23 May 2018 (√ = SAR Agreement notified, blank cell = SAR Agreement not notified)

Administration	Afghanistan	Australia	Bangladesh	Bhutan	Brunei	Cambodia	China	Hong Kong	Macao	Cook Islands	DPR Korea	Fiji	French Polynesia	India	Indonesia	Japan	Kiribati	Lao PDR	Malaysia	Maldives	Marshall Is	Micronesia	Mongolia	Myanmar	Nauru	Nepal	New Caledonia	New Zealand	Niue (NZ)	Pakistan	Palau	PNG	Philippines	ROK	Samoa	Singapore	Solomon Is	Sri Lanka	Thailand	Timor Leste	Tonga	Tuvalu	Vanuatu	Viet Nam	USA			
1. Afghanistan																																																
2. Australia												✓			✓					✓								✓				✓				✓	✓											
3. Bangladesh																																																
4. Bhutan														✓																																		
5. Brunei																			✓																													
6. Cambodia																																												✓				
7. China																																												✓				
8. Hong Kong, Ch.																																																
9. Macao, China																																																
10. Cook Islands																												✓																				
11. DPR Korea																												✓																				
12. Fiji		✓																																														
13. Fr. Polynesia										✓																		✓																				
14. India				✓																																												
15. Indonesia		✓																		✓													✓	✓		✓						✓	✓					
16. Japan																																			✓	✓									✓			
17. Kiribati																																																
18. Lao PDR																									✓																				✓			
19. Malaysia					✓										✓																				✓			✓						-				
20. Maldives		✓																																														
21. Marshall Is.																																															✓	
22. Micronesia																																															✓	
23. Mongolia																																																
24. Myanmar																			✓																													
25. Nauru																																																
26. Nepal																																																

¹ Also has an agreement with the Tokelau Islands and a SAR agreement with SAM State Chile

² Includes American Samoa, Guam, Johnston, Kingman, Midway, Mariana, Palmyra, Wake

SAR Capability Matrix (Last Update: 23 May 2018)

	Training	Alerting	Legislative	SAR Committee	SAR Agreements	Relationships	Communications	Quality Control	Civil Military	Resources	SAREX	Library	Computerisation	SAR Programme	Supply Dropping	Special Equipment	SAR aircraft	Navigation	ELTs	COSPAS-SARSAT Alerts	Capability (A=5, B=4) %
Afghanistan																					0
Australia	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	B	A	99
Bangladesh	D	B	B	E	C	B	B	A	A	B	B	B	C	B	B	B	A	B	A	A	69
Bhutan																					0
Brunei	A	A	A	A	A	A	A	A	A	A	A	A	A	A	B	B	A	A	A	E	93
Cambodia	A	A	A	A	B	B	B	A	B	B	C	B	D	C	A	E	A	A	E	B	68
China	A	A	A	A	A	A	B	B	A	B	B	C	D	E	A	A	A	A	A	E	76
Cook Islands	E	D	D	E	E	C	C	C	D	E	D	E	E	E	E	D	D	E	A	E	5
DPR Korea	D	B	D	B	E	D	B	B	B	C	D	E	E	E	D	E	C	C	E	E	20
Fiji	C	A	C	A	C	A	A	A	A	C	A	B	C	A	A	C	C	A	A	A	64
French Polynesia	A	A	A	B	B	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	98
Hong Kong, China	A	A	A	A	B	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	99
India	B	A	A	B	C	B	A	D	A	A	A	A	B	B	A	B	A	A	A	A	84
Indonesia	A	A	A	A	A	A	B	B	A	A	A	B	B	B	A	B	B	B	B	B	90
Japan	A	A	A	A	B	A	A	A	A	A	A	A	B	A	A	A	A	A	A	A	98
Kiribati															A	A	A	A			20
Lao PDR	C	B	C	B	B	B	B	D	B	B	C	C	C	C	B	D	D	B	D	A	41
Macau, China	A	A	A	B	A	-	A	-	-	-	A	-	-	-	-	-	A	-	A	A	49
Malaysia	A	A	A	A	B	A	A	A	A	A	A	B	A	A	A	A	A	A	B	B	96
Maldives	B	A	C	A	B	A	B	C	A	C	B	B	B	A	C	C	C	A	C	A	59
Marshall Islands	C	C	C	C	C	C	C	E	C	E	E	E	E	E	E	E	E	C	B	E	4
Micronesia	C	D		E	E	D	C					E		D	D						0

Mongolia	A	A	A	A	A	A	A	A	A	A	A	A	A	B	D	B	A	B	A	A	92
Myanmar	D	E	D	C	E	B	C	C	B	E	E	E	E	E	C	E	B	C	E	E	12
Nauru																					0
Nepal	C	C	C	C	C	C	B	C	B	C	C	D	C	C	D	C	E	C	C	C	8
New Caledonia	A	B	B	B	C	B	A	A	A	B	A	A	B	B	A	B	A	A	A	A	87
New Zealand	A	A	A	A	B	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	99
Pakistan	A	B	B	A	C	A	B	A	A	A	A	A	D	B	B	A	A	A	A	A	85
Palau																					0
Papua New Guinea	B	A	B	A	B	B	C	C	B	A	C	B	C	C	C	E	A	E	A	A	44
Philippines	C	B	A	C	B	C	B	C	C	C	C	A	C	C	D	C	B	A	A	A	41
Republic of Korea	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	100
Samoa																					0
Solomon Islands																					0
Singapore	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	100
Sri Lanka	C	B	B	C	B	B	A	B	A	B	B	A	D	D	B	B	C	A	A	A	66
Thailand	B	A	A	A	B	A	A	A	A	A	A	B	B	B	A	A	A	A	A	A	95
Timor Leste																					0
Tonga	C	D	E	E	D	C	C	E	B	E	A	E	E	E	E	E	B	E	A	A	23
Tuvalu																					
United States	A	A	A	A	B	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	99
Vanuatu																					0
Viet Nam	A	A	A	A	B	A	A	B	A	A	A	A	B	A	A	A	A	A	A	A	97
	Training	Alerting	Legislative	SAR Committee	SAR Agreements	Relationships	Communications	Quality Control	Civil Military	Resources	SAREX	Library	Computerisation	SAR Programme	Supply Dropping	Special Equipment	SAR aircraft	Navigation	ELTs	COSPAS-SARSAT Alerts	

A = Fully meets Annex 12 requirements, B = Meets Annex 12 requirements in most areas,
C = Meets Annex 12 requirements in some areas, D = Initial implementation, E = Not implemented, Blank = No response

SAR Matrix Element Descriptions

Training: The appropriate level and type of training for SAR coordinator, SAR mission coordinator, on-scene coordinator, and operational facilities. (IAMSAR Manual Vol. 1, Chapter 3)

Alerting: Fast and reliable means for the rescue coordination center to receive distress alerts. (IAMSAR Manual Vol. 1, Chapter 2)

Legislative: Statutes and related provisions that establish a legal foundation for establishing a SAR organization and its resources, policies, and procedures. (IAMSAR Manual Vol. I, Chapter 1)

SAR committee: Typically established under a national SAR plan, the SAR coordinating committee is comprised of SAR system stakeholders. (IAMSAR Manual Vol. 1, Chapter 6 and Appendix J)

Agreements : States should enter into agreements with neighboring States to strengthen SAR cooperation and coordination. (Chapter 3 – *Cooperation*, in both Annex 12 – Search and Rescue, and the International Convention on Maritime SAR)

Relationships: Close cooperation between services and organizations which may contribute to improving SAR service in areas such as operations, planning, training, exercises and research and development.

Communications: Communication capability for receipt of distress alerts and operational coordination among the SAR mission coordinator, the on-scene coordinator and SAR facilities. (IAMSAR Manual Vol. 1, Chapter 3)

Quality Control: Procedures to focus on improving the quality of SAR services so as to improve results and reduce costs. (IAMSAR Manual Vol. 1, Chapter 6)

Civil/Military: Close cooperation between the various civilian and military organizations.

Resources: The primary operational facilities made available to the national SAR system by various authorities and arrangements with others. (IAMSAR Manual Vol. 1, Chapter 5 and Appendix C)

SAR Exercise: Exercise to test and improve operational plans, provide learning experience and improve liaison and coordination skills. (IAMSAR Manual Vol. 1, Chapter 3; Annex 12, and Annex 14 regarding Airport Emergency Plan)

Library: Quick access to the applicable international, national, and agency SAR publications that provide standards, policy, procedures and guidance.

Computerization: Use of or access to output of various computer resources including databases, computer aids for SAR system management, search planning software, etc. (IAMSAR Manual Vol. 1, Chapter 2)

SAR programme: National structure to establish, manage and support the provision and coordination of SAR services. (IAMSAR Manual Vol. 1, Chapter 1)

Supply dropping: Supplies and survival equipment carried by air and maritime SAR facilities to aid survivors and facilitate their rescue, as appropriate. (IAMSAR Manual Vol. 1, Chapter 2 and Appendix B)

Special equipment: Equipment created for specific rescue scenarios (such as mountain or desert rescue) and equipment typically carried on designated SAR units to support coordination and locating functions as well as special supplies and survival equipment to aid survivors and facilitate their rescue. (IAMSAR Manual Vol. 1, Chapter 2 and 4)

SAR aircraft: An aircraft provided with specialized equipment suitable for the efficient conduct of SAR missions (Annex 12, Chapter 2 - *Organization*)

Navigation: Suitable means provided within the SAR region to determine position, and the responding SAR facilities have the appropriate equipment on board to determine their position in the SAR region they are likely to operate. (IAMSAR Manual Vol. 1, Chapter 2)

ELT: National regulations for carriage of ELTs, and arrangements for registration of the 406 MHz beacon and rapid access to the beacon registration database. (Annex 6 – Operation of Aircraft and Annex 10 - Aeronautical Telecommunications; and IAMSAR Manual Vol. 1, Chapter 4)

Cospas-Sarsat Distress Alerts: A SAR Point of Contact (SPOC) designated for receipt of Cospas-Sarsat distress data, and arrangements for efficient routing of the distress data to the appropriate SAR authority (the aeronautical emergency locator transmitter ELT), maritime emergency position-indicating beacon (EPIRB), and personal locator beacon (PLB)). (Annex 12, paragraph 3.2.5 and Section 2.4; and, IAMSAR Manual Vol. 1, Chapter 4)

State/administration	Item 1	Item 2	Item 3	Item 4	Item 5	item 6	Item 7	Item 8	Item 9	Item 10	Item 11	Item 12	Item 13	Item 14	Item 15	Item 16	Item 17	Item 18	Item 19	Item 20	Item 21	Item 22	Item 23	Item 24	Item 25	Item 26	Item 27	Item 28	Item 29	Item 30	Item 31	Item 32	Item 33	Item 34	Item 35	Item 36	Item 37	Item 38	Item 39	Item 40	Item 41					
Afghanistan	1	0.5	0.5	0.5	1	1	0.5	1	1	0.5	0.5	0.5	0.5	0.5	0.5	0	0	0.5	0	0	1	0.5	1	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	16	39% Afghanistan			
Australia	1	1	1	1	1	1	1	1	1	1	1	1	0.5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0.5	1	1	40	98% Australia			
Bangladesh	1	1	1	1	1	1	1	1	1	0.5	0	0	0	0.5	0.5	1	1	0.5	0.5	1	1	1	1	0.5	1	1	1	1	1	0	0	1	0	1	0.5	0	0.5	0	1	1	1	28	68% Bangladesh			
Bhutan																																									0% Bhutan					
Brunei Darussalam																																									0% Brunei Darussalam					
Cambodia	0.5	0.5	1	0.5	1	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0	0.5	0.5	1	0.5	0.5	0	0.5	0.5	0.5	0.5	0.5	21	51% Cambodia			
China																																									0% China					
Cook Islands																																									0% Cook Islands					
Democratic People's Republic of Korea																																									0% Democratic People's Republic of Korea					
Fiji	0.5	1	0.5	0.5	1	1	1	1	1	0.5	0.5	1	1	1	1	1	1	1	0.5	1	1	1	1	0.5	1	1	1	1	1	0	0	0.5	1	0.5	1	1	0	1	1	0.5	1	1	33	80% Fiji		
French Polynesia, France	1	1	1	1	1	1	0.5	1	1	0.5	0.5	0.5	1	1	1	1	1	1	1	1	1	1	0.5	1	1	1	1	1	1	1	1	0.5	1	1	1	1	0.5	1	1	1	1	1	34.5	84% French Polynesia, France		
Hong Kong, China	1	1	1	1	1	1	1	1	1	0.5	1	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0.5	1	0	1	1	1	0	0	1	1	1	1	1	36	88% Hong Kong, China		
India	1	1	1	1	1	1	0.5	1	0.5	0.5	0.5	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	1	0	1	0.5	1	1	0.5	1	1	0.5	1	34	83% India			
Indonesia	1	1	1	1	1	1	1	1	1	0.5	1	1	1	1	1	1	1	1	1	1	1	1	0.5	0	1	1	1	1	1	0	1	1	1	1	1	0	0.5	1	0	1	1	35.5	87% Indonesia			
Japan	1	1	1	1	1	1	1	0.5	1	0.5	0.5	0.5	1	1	1	1	1	1	1	1	1	0.5	1	1	1	1	1	1	1	1	1	1	0.5	1	1	0.5	1	0.5	1	0.5	1	1	37	90% Japan		
Kiribati	0	0.5	1	0.5	1	0	0	0.5	1	0.5	0.5	0.5	0	1	0	0	0.5	0.5	0	0	0.5	0.5	0.5	0.5	0	0	0	0	0	0	0.5	0	0	0	0	0	0	0	0	0	0.5	10.5	26% Kiribati			
Lao People's Democratic Republic	1	1	1	1	1	0.5	0.5	1	0.5	0.5	0.5	0.5	0	1	0.5	1	1	1	0.5	0.5	0.5	0.5	1	0.5	1	0.5	1	1	0.5	1	0	1	0	0	0	0	0.5	0	0	0	0	23.5	57% Lao People's Democratic Republic			
Macao, China	0.5	1	1	1	0.5	0.5	0.5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	1	0.5	0.5	1	1	0	1	1	1	1	1	0	34	83% Macao, China		
Malaysia	0.5	1	1	1	1	0	1	1	1	0.5	0.5	0.5	1	1	1	1	1	1	1	1	1	1	1	0.5	0.5	1	1	1	0	0	1	1	0	0.5	0.5	0	1	1	0	0.5	0.5	30.5	74% Malaysia			
Maldives	0.5	1	0	1	0	0	0	0	0	0.5	0.5	0.5	0	0	1	0.5	1	0.5	0.5	1	0	0.5	1	0.5	0	0.5	1	1	0	0	0.5	1	0	0.5	0.5	0.5	0	1	0.5	0	0.5	0.5	22	54% Maldives		
Marshall Islands																																									0% Marshall Islands					
Micronesia (Federated States of)																																									0% Micronesia (Federated States of)					
Mongolia	1	1	1	1	1	1	0	1	1	1	0.5	1	0.5	1	1	1	1	1	1	0.5	1	1	0.5	0.5	0.5	0	1	1	1	0.5	0	0	1	1	1	0	0	0.5	1	0.5	1	0	26	63% Mongolia		
Myanmar	1	1	1	1	1	1	1	1	0.5	0.5	0.5	0.5	1	0.5	1	1	1	1	1	1	0.5	0.5	1	1	1	1	1	1	0	0	0	0.5	1	0.5	0.5	1	0	1	1	1	1	31	76% Myanmar			
Nauru																																									0% Nauru					
Nepal	0	0.5	0	0	1	0	0	0	0	0	0	0	0	0.5	0.5	0.5	1	0.5	0	0.5	0.5	0	1	0.5	1	0.5	0.5	1	0	0	0	0	1	0	0.5	0.5	0	1	0	0	0	12	29% Nepal			
New Caledonia, France	1	1	1	1	1	1	1	1	1	0.5	0.5	0.5	1	0.5	0.5	1	1	0.5	0.5	1	1	1	1	0.5	1	1	1	1	1	1	1	0.5	1	1	0.5	0	0.5	1	1	1	1	0.5	34.5	84% New Caledonia, France		
New Zealand	1	1	1	1	1	1	1	1	0.5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0.5	0.5	1	1	1	1	1	1	1	1	1	39.5	96% New Zealand			
Pakistan	1	1	0.5	1	1	1	1	1	1	0.5	0	0	0	0.5	0.5	1	1	0.5	0.5	1	1	1	1	1	0.5	1	0.5	1	0.5	1	0	0	1	0	0.5	0.5	0	0.5	0	0.5	0	0.5	1	0	25.5	62% Pakistan
Palau																																									0% Palau					
Papua New Guinea																																									0% Papua New Guinea					
Philippines	1	1	0.5	1	1	0.5	0	0	0.5	0.5	1	1	0.5	0.5	0.5	0.5	1	0.5	0.5	0.5	1	0.5	1	0	0	0.5	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	18.5	45% Philippines			
Republic of Korea	1	1	1	1	1	1	1	0.5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0.5	0.5	1	1	1	1	1	1	1	1	1	1	1	39.5	96% Republic of Korea		
Samoa																																									0% Samoa					
Singapore	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	41	100% Singapore			
Solomon Islands																																									0% Solomon Islands					
Sri Lanka	1	1	0.5	1	1	0	1	0	1	0.5	0.5	0.5	0	0	1	0.5	1	1	1	1	1	1	1	0.5	1	1	1	1	0	0	0	1	0	0.5	0	0	1	0.5	0	0	0	24	59% Sri Lanka			
Thailand	0.5	1	1	1	1	1	1	1	1	0.5	1	0.5	0.5	1	0.5	1	1	0.5	1	1	1	1	1	1	1	0.5	1	1	1	1	0.5	0.5	0.5	0.5	0.5	1	0.5	0.5	1	0.5	1	1	33.5	82% Thailand		
Timor Leste																																									0% Timor Leste					
Tonga	1	1	1	1	1	0.5	0.5	1	0.5	1	0.5	0.5	0.5	0.5	1	0.5	0.5	0.5	0.5	1	0.5	1	0.5	1	1	1	0.5	0.5	0.5	0.5	0	0.5	0.5	0.5	1	0.5	0	1	1	0.5	0.5	1	28.5	70% Tonga		
Tuvalu																																									0% Tuvalu					
United States	1	1	1	1	1	1	1	1	0	0.5	0	0	1	1	1	1	1	1	1	1	1	1	1	0	1	1	1	1	1	1	0	0	0	0	1	1	1	1	0	0	1	1	31.5	77% United States		
Vanuatu																																									0% Vanuatu					
Viet Nam	1	1	1	1	1	1	1	1	1	0.5	1	1	0.5	1	1	0.5	1	1	0.5	0.5	1	1	0.5	1	1	1	1	1	1	1	1	1	0.5	1	1	0.5	0.5	1	1	1	1	1	36.5	89% Viet Nam		
Total	23	26	22.5	25	26.5	21	20	22	22	16	17	16.5	16.5	22	22.5	23	26	23	20.5	23	24.5	23	25.5	17	21.5	23	25	24	14.5	11.5	13.5	24.5	13.5	21	17.5	7.5	20.5	18	14	20	16.5					
%	82.00%	93.00%	84%	89%	95%	75%	71%	79%	79%	59%	61%	59%	59%	79%	80%	82%	93%	82%	73%	82%	88%	82%	91%	61																						



International
Civil Aviation
Organization

Organisation
de l'aviation civile
internationale

Organización
de Aviación Civil
Internacional

Международная
организация
гражданской
авиации

منظمة الطيران
المدني الدولي

国际民用
航空组织

Ref.: T 3/10.1– AP069/18 (ATM)

05 July 2018

Subject: Asia/Pacific State Rescue Coordination Centre (RCC) Contingency Facility and Plan

Action required: To reply as soon as possible but no later than **04 September 2018**

Dear Sir/Madam,

I wish to draw your administration's attention to the current and planned implementation of Asia/Pacific State Rescue Coordination Centre (RCC) Contingency Facility and Plan. ICAO provisions for RCC Contingency Facility and Plan are contained in the Asia/Pacific Search and Rescue (SAR) Plan Version 2.0 – *Performance Improvement Plan Section 7.2, 7.8, and 7.12.*

The Asia/Pacific SAR Plan expected States/Administrations to prepare SAR contingency plans to enable the continuity of operations during a SAR event when a situation affecting the capability to deliver SAR services occurred.

This item, SAR Contingency is one of the 41 SAR elements from the Asia/Pacific SAR Plan that States should implement.

This survey will assist the Regional Office to determine the countries that may require assistance in implementation. Please ensure that your administration completes the survey on Asia/Pacific State Rescue Coordination Centre (RCC) Contingency Facility and Plan at **Attachment A**.

The survey should be returned via email to the Regional Office not later than **Tuesday 04 September 2018** to pchalayonnawin@icao.int, or apac@icao.int.

Yours sincerely,



Arun Mishra
Regional Director

Enclosure:

A – Asia/Pacific State Rescue Coordination Centre
(RCC) Contingency Facility and Plan

Survey on Asia/Pacific State Rescue Coordination Centre (RCC) Contingency Facility and Plan

Instructions: Complete the Survey and return by email to pchalayonnawin@icao.int or apac@icao.int by **04 September 2018**

STATE:

Point of Contact Name and Email:

1. Has your State implemented, or does your State plan to implement, an alternate Rescue Coordination Centre facility for Contingency? If yes, go to question 1a.). If no, go to question 1b.).

YES	NO	Remarks

- 1a.) Will the standby RCC be in a separate location from the present RCC?

YES	NO	Remarks

- 1b.) Is there plan to build a separate RCC? If yes, please provide proposed year of operation?

YES	NO	Remarks

2. Is the standby RCC capable of handling all Search and Rescue operations/emergencies?

YES	NO	Remarks

3. Is the standby RCC fully equipped with all communications (radios, telephones, fax, etc), planning (SAR computer, charts, stationeries, etc), and operational equipment?		
YES	NO	Remarks

4. Is the standby RCC tested on a regular basis (state intervals – quarterly, annually, etc)		
YES	NO	Remarks

5. Is the standby RCC tested during SAREX?		
YES	NO	Remarks

.....

SAR Administrative Contact List

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2.	BANGLADESH		
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4.	BRUNEI DARUSSALAM		

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