

ICAO Action

4.3.1

It is noted that Annex 12 — *Search and Rescue*, 3.1.2.1 Recommendation states that Contracting States should, in so far as practicable, develop common search and rescue plans and procedures to facilitate coordination of search and rescue operations with those of neighbouring States.

This element is reviewed as part of the ICAO audit process and findings are often reported on the lack of SAR legislation or SAR plans. It appears that some States have higher priorities than SAR when dealing with civil aviation matters. The ICAO regional offices hold, from time to time, regional SAR workshops where this issue is progressed. Nevertheless, the limited amount of resources has not allowed ICAO to play a more proactive role in this area.

The ICAO Council, while looking at various options for the budget cycle, has recently asked the Secretariat to consider the revival of the search and rescue function at ICAO Headquarters. Meanwhile, ICAO will continue to monitor the progress on this issue and assist States in developing and implementing SAR coordination plans.

4.3.2

It is noted that Annex 12, paragraph 2.1.1.3 refers to the need for States to establish processes to improve service provision, domestic and cooperative arrangements and training.

The *International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual*, Volume II — *Mission Co-ordination* (Doc 9731), Section 1.8, provides the guidance on training of SAR operators. In light of this recommendation, the extent that this section of the IAMSAR Manual needs to be enhanced will be reviewed during the early part of 2013 and finalized at the next ICAO/IMO Joint Working Group (JWG) on SAR to be held in September 2013.

4.3.3

Annex 12, paragraph 3.2.5 requires States to designate a search and rescue point of contact for the receipt of COSPAS-SARSAT distress data.

COSPAS-SARSAT verifies, from time to time, the validity of the search and rescue point of contact details and reports back to the ICAO-IMO JWG on SAR on their findings. COSPAS-SARSAT and the ICAO regional offices follow up with States accordingly. In addition, this aspect is also reviewed during the ICAO audit process. Despite the foregoing, follow-up regarding this recommendation will take place in the lead-up to and at the next JWG.

4.3.4

New ICAO provisions, which will be applicable in November 2014, will address this recommendation. Mandatory procedures in case of a controller-pilot data link communication

(CPDLC) connection failure, as well as procedures for the establishment of mandatory automatic dependent surveillance — contract (ADS-C) event contracts, will improve the exchange of flight information using data link.

4.3.10

This item was discussed at the last ICAO-IMO JWG on SAR, held in Hong Kong in September 2012, and the concept was supported. ICAO will be putting forward an amendment proposal to Annex 12, Section 2.6 and the JWG will be proposing an amendment to the IAMSAR Manual. These are expected to be published in the 2015-2016 timeframe.