



International Civil Aviation Organization

**The Second Meeting of the ICAO Asia/Pacific Search and Rescue Task Force  
(APSAR/TF/2)**

Singapore, 27 – 30 January 2014

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**Agenda Item 2: Review Outcomes of Related Meetings**

**RELATED MEETING OUTCOMES**

(Presented by the Secretariat)

**SUMMARY**

This paper presents information on search and rescue from relevant meetings.

This paper relates to –

**Strategic Objectives:**

A: *Safety – Enhance global civil aviation safety*

**Global Plan Initiatives:**

Not Applicable

**1. INTRODUCTION**

1.1 The First Meeting of the APANPIRG Air Traffic Management Sub-Group (ATM/SG/1) was held in Bangkok, Thailand from 20 to 24 May 2013.

1.2 The Twenty Fourth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/24) was held in Bangkok, Thailand from 24 to 26 June 2013.

**2. DISCUSSION**

ATM/SG/1

2.1 ATM/SG/1 had the following discussion regarding SAR capability.

*6.1 The SAR Status data indicated that only three Asia/Pacific administrations had Annex 12 compliance in all elements. The Regional SAR Compliance Overview indicated particular weaknesses in South Asia and the Southwest Pacific areas (note: Mongolia provided an update on 17 April 2013, indicating significant improvements in Mongolian SAR capability, which has been reflected in Figure 1). The Chairperson and the United States acknowledged the excellent tool that the overview provided in portraying weak areas of the region.*

6.2 *The meeting discussed the difficulties of enacting agreements between States, which often involved waiting for long periods for political agreement. The Philippines asked if the Secretariat could assist to facilitate new SAR Agreements. The meeting noted that ICAO/IMO may be able to facilitate some agreements involving high-level decision-makers. India suggested that APSAR TF consider to drafting a template that may be adopted by the ANSPs for extending cooperation between ATS Units, until such time the formal SAR Agreements were signed by Competent Authorities. The Chairman of APSAR TF agreed to examine the suggestion. The Task Force agreed to the following Draft Conclusion, which was endorsed by the ATM Sub-Group for consideration by APANPIRG:*

***Draft Conclusion ATM/SG/1-13: Search and Rescue Agreements***

*Recognising the difficulties of enacting Search and Rescue (SAR) Agreements, States should be urged to make arrangements for senior civil and military decision-makers to facilitate the implementation and maintenance of SAR Agreements as early as possible.*

6.3 *The Secretariat presented information on possible methods that an Asia/Pacific SAR Plan could be developed, as required by the TOR. The APSAR/TF was expected to deliver a plan within two years of establishment for enhancement of SAR capability within the Asia/Pacific Region, including enhancement of SAR services with neighbouring States, which required references to:*

- *the current status of SAR preparedness of Asia and Pacific Region States and State SAR arrangements;*
- *SAR contingency procedures from other ICAO Regions; and*
- *recommendations for SAR planning and preparedness in terms of compliance with Annex 12, the International Aeronautical and Maritime Search and Rescue Manual (IAMSAR) and accepted best practice.*

6.4 *The analysis of information and subsequent recommendations was expected to be incorporated into a Regional SAR Plan for submission to APANPIRG/26, due to be held in 2015.*

6.5 *Planning material germane to regional SAR services was contained in Part VII, Volume 1 of the Asia and Pacific Regions Air Navigation Plan (Basic Air Navigation Plan, Doc 9673). The meeting noted that much of this material appeared to be superfluous, considering the SARPs contained within Annex 12, and the three volumes of the IAMSAR.*

6.6 *In addition, Table SAR 1 in the Facilities and Services Implementation Document (FASID, Volume II of Doc 9673) theoretically provided planning information such as required rescue facilities. However this material did not appear to be up-to-date and the value of the material appeared to be very limited, with the FASID cover page containing the statement that the material was 'Not to be used for operational purposes'. The SAR/TF/1 meeting noted that Annex 15 (Appendix 1, page APP 1-8) required that State Aeronautical Information Publications (AIP) provide information on the provision of SAR services.*

6.7 The AP SAR/TF meeting discussed the need for the status of Doc 9673 SAR material to be reviewed, to determine whether some could be contained within the Asia/Pacific Regional SAR Plan, or deleted due to duplication by SARPs or State AIPs. The meeting noted that it was not intended to remove regional-specific planning material. It was agreed that the Chairperson and the IMO would make a preliminary review of the material before circulation to the other AP SAR/TF members.

6.8 Australia suggested the establishment of an Asia/Pacific Aeronautical SAR Contact List, with a focal point for each administration and relevant International Organization. Australia stated that the nominated contact(s) should preferably be a SAR manager or senior SAR qualified person who could respond in a timely and effective manner to coordinate aeronautical non-emergency and administrative SAR matters.

6.9 Australia emphasised that the Contact List should not be confused with any listings of SPOCs used for 24 hour SAR emergency communications associated with RCCs and the COSPAS-SARSAT distress beacon system. The Task Force agreed to the following Draft Conclusion for consideration by the ATM Sub-Group and APANPIRG:

**Draft Conclusion ATM/SG/1-14: Asia/Pacific SAR Contact List**

*That, States should be urged to provide contact details of SAR managers or senior SAR staff who may respond in a timely manner to aeronautical non-emergency and administrative SAR matters to the Asia/Pacific Regional Office, for incorporation into an Asia/Pacific SAR Contact List.*

APANPIRG/24

2.2 Key excerpts from the APANPIRG/24 regarding SAR capability are as follows.

Asia/Pacific Search and Rescue Task Force Outcomes

3.2.29 The meeting discussed the difficulties of enacting agreements between States, which often involved waiting for long periods for political agreement. The meeting noted that ICAO/IMO may be able to facilitate some agreements involving high-level decision-makers. The AP SAR/TF Chair agreed to examine the suggestion to draft a template that might be adopted by the ANSPs for extending cooperation between ATS units, until such time as the formal SAR Agreements were signed by competent authorities.

3.2.30 APANPIRG/24 agreed to the following conclusion:

**APANPIRG Conclusion 24/22: Search and Rescue Agreements**

*Recognising the difficulties of enacting Search and Rescue (SAR) Agreements, States should be urged to make arrangements for senior civil and military decision-makers to facilitate the implementation and maintenance of SAR Agreements as early as possible.*

3.2.31 The desirability for States to establish joint Rescue Coordination Centres (RCCs) and Joint RCCs (JRCCs) was noted. The Secretariat presented information on possible methods that an Asia/Pacific SAR Plan could be developed, as required by the Terms-of-Reference (TOR). The AP SAR/TF was expected to deliver a plan within two years of establishment for enhancement of SAR capability within the Asia/Pacific Region, which would include the current status of SAR preparedness, and recommendations for SAR planning and preparedness in terms of compliance with Annex 12, the International Aeronautical and Maritime Search and Rescue Manual (IAMSAR) and accepted best practice.

3.2.32 *The analysis of information and subsequent recommendations was expected to be incorporated into a Regional SAR Plan for submission to APANPIRG/26, due to be held in 2015.*

3.2.33 *Planning material germane to regional SAR services was contained in Part VII, Volume 1 of the Asia and Pacific Regions Air Navigation Plan Basic Air Navigation Plan, Doc 9673. The meeting noted that much of this material appeared to be superfluous, considering the SARPs contained within Annex 12, and the three volumes of the IAMSAR.*

3.2.34 *In addition, Table SAR 1 in the Facilities and Services Implementation Document (FASID, Volume II of Doc 9673) theoretically provided planning information such as required rescue facilities. However this material did not appear to be up-to-date and the value of the material appeared to be very limited, with the FASID cover page containing the statement that the material was 'Not to be used for operational purposes'. The SAR/TF/1 meeting noted that Annex 15 (Appendix 1, page APP 1-8) required that State Aeronautical Information Publications (AIP) provide information on the provision of SAR services.*

3.2.35 *The APSAR/TF meeting discussed the need for the status of Doc 9673 SAR material to be reviewed, to determine whether some could be contained within the Asia/Pacific Regional SAR Plan, or deleted due to duplication by SARPs or State AIPs. The meeting noted that it was not intended to remove regional-specific planning material. It was agreed that the Chairperson and the IMO would make a preliminary review of the material before circulation to the other APSAR/TF members.*

3.2.36 *The meeting reviewed and updated the current List of SAR Agreements, SAR Agreement Matrix, SAR Capability Matrix Table. The SAR Status data indicated that only three Asia/Pacific administrations had Annex 12 compliance in all elements. The Regional SAR Compliance Overview indicated particular weaknesses in South Asia and the Southwest Pacific areas (Figure 2).*

3.2.37 *Australia suggested the establishment of an Asia/Pacific Aeronautical SAR Contact List, with a focal point for each administration and relevant International Organization. Australia stated that the nominated contact(s) should preferably be a SAR manager or senior SAR qualified person who could respond in a timely and effective manner to coordinate aeronautical non-emergency and administrative SAR matters.*

3.2.38 *Australia emphasised that the Contact List should not be confused with any listings of SAR Points of Contact (SPOCs) used for 24 hour SAR emergency communications associated with RCCs and the COSPAS-SARSAT distress beacon system. The following Conclusion was agreed by APANPIRG/24:*

**APANPIRG Conclusion 24/23: Asia/Pacific SAR Contact List**

*That, States should be urged to provide contact details of SAR managers or senior SAR staff who may respond in a timely manner to aeronautical non-emergency and administrative SAR matters to the Asia/Pacific Regional Office, for incorporation into an Asia/Pacific SAR Contact List.*

**3. ACTION BY THE MEETING**

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

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