



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

Agenda Item 5: Asia/Pacific Regional SAR Plan

IMPROVING OCEANIC SEARCH AND RESCUE RESPONSE

(Presented by Australia)

SUMMARY

This paper presents a consolidated list of items specific to improving oceanic SAR response for consideration towards the development of the Asia/Pacific Regional SAR Plan, per APSAR Task List item 1/18.

This paper relates to –

Strategic Objectives:

A: *Safety – Enhance global civil aviation safety*

1. INTRODUCTION

1.1 At the First Meeting of the Asia/Pacific Regional SAR Task Force (APSAR/TF/1), Bangkok, Thailand, 5-8 February 2013, Australia presented a Working Paper (WP07) for Task Force consideration with respect to improving and enhancing oceanic SAR capability in the Asia/Pacific region. This paper highlighted concerns associated with:

- a) Increased air traffic over the vast and remote oceanic areas of the Asia/Pacific region;
- b) Increased shipping in the Asia/Pacific region;
- c) The potential for greater demand for SAR service response due to increased aviation and maritime traffic, including aeronautical SAR system support to maritime SAR incidents and vice-versa;
- d) Existing SAR system capability gaps amongst several Asia/Pacific States with oceanic SAR responsibilities;
- e) Complications which may arise due to SAR response coordination by different State ARCCs and MRCCs with non-aligned aviation and maritime SAR Region (SRR) boundaries;
- f) Lessons learnt, findings and recommendations resulting from the Air France Flight 447 accident, Atlantic Ocean, 2009 and contained within the French BEA (Bureau d'Enquêtes et d'Analyses pour la Sécurité de l'Aviation Civile) investigation reports released in 2012; and
- g) Outcomes from the ICAO High Level Safety Conference (HLSC), Montreal, 29 March-1 April 2010, which placed SAR over the sea and remote areas as a safety issue.

1.2 It was suggested that items contained within IAMSAR Manual, Volume 1, Chapter 6, Section 6.4.6, “*Using international Co-operation to improve SAR services*” may also be appropriate for consideration for application as part of the overall addressing of oceanic SAR capability concerns in the Asia/Pacific region.

1.3 As a result a task to incorporate lessons learnt from the AF447 accident and additional items identified in APSAR1 WP07 relevant to the draft Asia/Pacific Regional SAR Plan was created (APSAR Task List item 1/18).

2. DISCUSSION

2.1 Attachment A to this paper contains a consolidated list of items derived from the previously noted sources as required by APSAR Task List item 1/18, with a view to inclusion within the draft Asia/Pacific Regional SAR Plan, subject to Task Force discussion and agreement.

2.2 The latest draft Version 0.4 of the Asia/Pacific Regional SAR Plan already contains some of the items on the consolidated list, however some are only partially included and some are not yet within the draft plan. This is noted in Attachment A. It is proposed that the APSAR/TF/2 meeting considers each item in Attachment A to decide whether each is appropriate to the draft SAR plan.

ICAO High Level Safety Conference (HLSC), Montreal, 29 March-1 April 2010

2.3 The Task Force is invited to recall with respect to the ICAO HLSC of 2010 that the SAR system was placed on the agenda as a safety issue with a call to develop improvements in the SAR system as a priority for oceanic and remote areas. This was endorsed by the 37th Assembly of the ICAO Air Navigation Commission.

2.4 The items in **Attachment A** contribute towards the call by the HLSC for timely and adequate SAR services, need for regional SAR cooperation and SAR procedures.

2.5 Other areas associated with addressing improvements in oceanic airspace or in remote areas highlighted by the HLSC included surveillance, flight monitoring, communications and review of SARPs. These issues are being considered by ICAO and other expert groups, including the ICAO Flight Recorder Panel (FLIRECP) Working Group, ICAO Operational Data Link Panel (OPLINKP), ICAO/IMO SAR Joint Working Group (JWG-SAR) and COSPAS-SARSAT (with respect to triggering of ELTs in-flight). It is therefore recommended that the APSAR Task Force only monitors any developments in these associated areas for any SAR issues which may require regional consideration.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) review and discuss Attachment A to this paper and decide which items are to be included within the Asia/Pacific Regional SAR Plan; and
- c) discuss any relevant matters as appropriate.

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Consolidated List of Items – Improving Oceanic SAR Response

	Item	Already in draft SAR Plan Version 0.4 - Yes/No?
1.	States to ensure that the requirements of ICAO Annex 11, ATS SAR alerting, are sufficiently robust within their States to guarantee that RCCs are alerted by ATS units without delay.	No. Not specifically.
2.	States to ensure they have a reliable and published 24 hour national SAR point of contact that can be contacted in a timely manner.	Yes
3.	States to implement SAR coordination plans, agreements, arrangements and/or regional protocols covering all maritime areas where international SAR coordination would be required over oceanic areas. These mechanisms should ensure there is no delay in SAR response, that it is clearly understood by all involved RCCs which of the RCCs has overall SAR coordination responsibility, and that any response involving multiple RCCs is coordinated through the RCC with overall SAR coordination responsibility.	Yes, but not as detailed regarding coordination between multiple RCCs.
4.	Aeronautical and maritime SAR Regions (SRRs) should be aligned where possible, to avoid complications which may arise due to SAR response coordination by different State ARCCs and MRCCs with non-aligned aeronautical and maritime SRR boundaries. (Annex 12, Recommendation 2.2.1.1 also refers).	Yes
5.	Operating companies with an aircraft or vessel subject to a SAR response should be notified immediately by the RCC with overall SAR coordination responsibility to enable the coordination of relevant intelligence information.	No
6.	States to share, and regularly update, their SAR asset (aircraft and vessels) availability with adjacent States to ensure awareness of those SAR assets that may be able to provide a more timely and effective SAR response to an adjacent State's SRR. A web-based solution, as part of Task Force recommendations for a regional SAR website, may be effective.	Yes, but not as detailed.
7.	States to investigate the feasibility of establishing JRCCs to consolidate ARCCs and MRCCs.	Yes
8.	<p>Create a publication listing all Asia/Pacific region aviation SAR authorities and contacts and a geographical chart/charts of regional SRRs.</p> <p>a) Consolidate this publication with the maritime equivalent (Admiralty List of Radio Signals, Volume 5) which already contains this information for maritime SRRs.</p> <p>b) Provide the publication to the ICAO/IMO SAR JWG for consideration as an expanded worldwide publication, possibly within the IAMSAR manual.</p> <p>c) Make the publication available to aviation and maritime industry companies, such as airlines and shipping lines, to enable those companies to rapidly and accurately determine geographically the correct RCC to contact in the event of an emergency to one of their aircraft or ships.</p>	Yes, except for IAMSAR reference.

9.	Encourage States to equip their SAR aircraft with SAR Datum Buoys to be dropped in a search area to provide sea surface drift information, preferably by the first SAR aircraft to arrive in the search area.	Yes, except for first SAR aircraft reference.
10.	Add a new category to the ICAO Asia/Pacific SAR Capability Matrix, “Droppable SAR Datum Buoys”.	No
11.	RCC procedures to include the tasking of helicopters/vessels to visually check possible targets located by search aircraft within search areas.	No
12.	Include the ICAO SAR Capability Matrix, SAR Matrix Element Descriptions and Regional SAR Compliance Map as an appendix.	No
13.	Include the SAR Agreement Matrix and List of SAR Agreements as an appendix.	No
14.	Consider international cooperation such as the following to improve SAR services (source IAMSAR, Volume 1):	
	a) Training and exercises	Yes
	b) Joint operational and long-range planning	No
	c) SAR Coordinating Committees	Yes
	d) Working relationships between SAR managers	No
	e) Liaison visits between SAR personnel	No
	f) Sharing lessons learned from actual SAR incidents and exercises	No for actual SAR incidents. Yes for exercises.
	g) Development of common SAR and communication procedures	Yes
	h) Combined public education efforts	No
	i) Collection, integration, analysis and use of SAR statistics	Yes (basic)
	j) Establishment of JRCCs and information databases	Yes
	k) Cooperation in research and development	Yes
	l) Making fuelling and medical facilities and medical advice available on an international basis for SAR support	No – only noted in barriers.
	m) Cooperation in conducting safety inspections	No
	n) Participation in organizations or systems such as IMO, ICAO, Cospas-Sarsat, Inmarsat and Amver, and	Yes
	o) Use and support of international SAR-related conventions, agreements and plans and manuals.	Yes