



International Civil Aviation Organization

**Fourth Meeting of the Asia/Pacific Regional Search and Rescue Task Force
(APSAR/TF/4)**

Bangkok, Thailand, 06 – 10 July 2015

Agenda Item 3: Global update

GLOBAL SAR UPDATE

(Presented by the Secretariat)

SUMMARY

This paper presents information from ICAO HQ on matters related to the global progress of SAR improvement and SAR standards development.

1. INTRODUCTION

1.1 The paper provides an update on SAR related activities that ICAO HQ has been involved in over the last twelve months and an overview of what is planned in the coming months.

2. DISCUSSION

High Level Safety Conference 2015 Recommendations

2.1 The conference agreed on the following recommendations regarding global flight tracking and SAR:

- a) ICAO should expeditiously publish and use the Global Aeronautical Distress and Safety System (GADSS) for the implementation of normal, abnormal and distress flight tracking, Search and Rescue (SAR) activities and retrieval of Cockpit Voice Recorders (CVRs) and Flight Data Recorders (FDRs) data;
- b) ICAO should continue developing performance-based provisions for normal aircraft tracking, which provide industry with viable options, as a matter of urgency, and urge industry to start implementing global tracking, on a voluntary basis, through the use of available technologies;
- c) ICAO should lead a global aircraft tracking implementation initiative in a multinational context designed to demonstrate best use of equipment in use today and integrate the outcome into guidance material;
- d) ICAO should support regional SAR training exercises related to abnormal flight behaviour and share the outcomes with the international community;
- e) ICAO should review the interaction between Annex 12 — *Search and Rescue* and Annex 13 — *Aircraft Accident and Incident Investigation* and clarify the relevant provisions when an aircraft remains missing at the end of the search and rescue phase and the search continues to locate the aircraft for investigation purposes; and

- f) ICAO should encourage States and the International Telecommunication Union (ITU) to discuss allocation requirements at the World Radio Communication Conference in 2015 (WRC 15) to provide the necessary spectrum allocations for global air traffic services surveillance as a matter of urgency.

ICAO-IMO JWG on SAR

2.2 The ICAO/IMO JWG on Harmonization of SAR is scheduled to meet in Trenton, Ontario Canada on 14 – 18 September 2015. With a major amendment cycle for the IAMSAR manual now complete and the imminent publishing of a new 2016 edition, the JWG will focus its attention on the many issues associated with the HLSC Recommendations, Cospas Sarsat Meosar and Second Generation Beacon development, Implementation issues associated with Critical Element deficiencies identified by the ICAO USOAP program. Most of these items are presented in separate Working Papers at this Task Force meeting.

Global Aviation Distress And Safety System (GADSS)

2.3 As presented in a separate paper, GADSS represents a significant focus on Global SAR as an outcome of the HLSC. It is expected that once the final report has been reviewed by the Air Navigation Commission (ANC), a range of Job Cards will be raised for the Secretariat to progress work related to SAR as part of the Implementation Plan for the Concept of Operations (see Section 5 of the CONOP). Some clarity still needs to be devised in relation to this work and it is expected that parts for the Work Plan will impact on the future SAR Plans of the Regions.

Cospas Sarsat MEOSAR System and Second Generation Beacons

2.4 With the availability of a seconded SAR expert to ICAO HQ, the ICAO Secretariat had been much more involved with Cospas Sarsat this year, particularly in relation to the evolving MEOSAR system and the development of specifications for Second Generation Beacons. This crucial work will be ongoing over the next 18 months. Another area of work is in relation to non-responsive SPOCs. The Secretariat was very concerned that there continued to exist a number of States that were non-responsive to Cospas Sarsat alerts and was working with the Cospas Sarsat Secretariat, ICAO Regional Offices and States to remedy this situation.

Regional SAR Training Exercises (SAREX)

2.5 As recommended by the HLSC, the ICAO Secretariat is working with the ICAO Regional Offices and States to implement a regime of Regional SAREXs over the coming two years and beyond.

Interaction Between Annex 12 and Annex 13

2.6 The ICAO Secretariat is involved in developing improved guidance and better understanding for States on the transition from Annex 12, Search and Rescue operations to Annex 13 Search and Recovery as part of an Accident Investigation. Work in this area has been progressed in the Accident Investigation Panel with consultation from the ICAO SAR officer.

3. ACTION BY THE MEETING

- 3.1 The meeting is invited to:
 - a) note the information contained in this paper; and
 - b) discuss any relevant matters as appropriate.

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