

**RECOMMENDATIONS OF THE FEBRUARY 2007 ICAO SAR WORKSHOP
RELATED TO THE WORK OF APANPIRG**

1. On account of the workshop being as well received as it was and as useful in transferring awareness, knowledge and motivation;

It is recommended that ICAO should conduct such informative SAR building initiatives more regularly.

2. Because particular benefit was derived from the desk top SAR exercise (SAREX);

It is recommended that future SAR seminars and workshops should incorporate either a desk top SAREX or, if funds permit, a live SAREX that facilitates the involvement of all participants and gives a practical context to the SAR learning process.

3. Because the participation of SAR experts from various State administrations gave opportunity for a comparison of procedures, an exchange of views and the emergence of a spirit of camaraderie and enthusiastic enquiry;

It is recommended that future workshops should include presentations from an array of experts from various maritime and aeronautical administrations and civil and military SAR providers.

4. In consideration of the unprecedented growth in air traffic now occurring and forecast to continue throughout the Asia/Pacific region, and recognizing that, counter to popular perception, airline accidents are survived by a very high number of occupants;

It is recommended that more attention be paid to SAR services by the ICAO Asia/Pacific Regional Office.

5. While SAR features on the agenda of some regional planning and procedures groups, it is noted that it is frequently paid little focused attention. This, it is considered, arises out of insufficient representation at such meetings by personnel aware of the need for SAR, its methodologies and its benefits.

It is recommended that arrangements be made for more expert representation of State SAR services at influential Asia/Pacific regional air navigation meetings in order that the important role of SAR services may be better explored and further established.

6. Noting the worth of the SAR matrix and table of SAR agreements developed by the ICAO Asia/Pacific Regional Office whereby the capacity and effectiveness of various aspects of regional States' SAR systems are summarized;

It is recommended that a State Letter be originated requesting that Asia/Pacific States provide timely and accurate data to enable the APANPIRG SAR capability matrix and table of SAR agreements to be more frequently and reliably updated by the ICAO Asia/Pacific Regional Office.

Note: Regional Office State Letter Ref.: T3/10.1, T3/14.5 – AP040/07 (ATM), dated 10 May 2007 was subsequently transmitted in this respect

7. Noting that the free availability to all States of the Cospas-Sarsat satellite alert and location system and the unprecedented benefit that it portends in reducing search times and costs as well as in saving lives, and noting that there are still some States not fully cognizant of its benefits or how to access them, and, further, noting that there is an urgency about making arrangements for processing 406 MHz signals because of the intention of the Cospas-Sarsat Council to terminate satellite monitoring of 121.5 MHz;

It is recommended that a State Letter be originated that draws the attention of Asia/Pacific States to the availability of the C-S system, its benefits, how they may be accessed and the critical importance of States making registration arrangements and nominating a SAR Point of Contact for receipt of alert messages.

Note: Regional Office State Letter Ref.: T 3/11.4 – AP041/07 (ATM), dated 18 May 2007 was subsequently transmitted in this respect

8. It is apparent that if the safety needs of aircraft operations in the region are to be properly respected and acted upon, it will require ICAO to take some further initiative in addressing SAR shortcomings and deficiencies. The evidently insufficient capacity of States to identify their SAR needs (let alone remedy them) is indicative of the need for ICAO to facilitate an effective oversight and corrective role. This would require, in the first instance, an evaluation of Pacific island State SAR systems. (This was the original task set for the 2007 ICAO SIP but was well outside the financial budget ultimately provided.)

It is recommended that a further Pacific SAR SIP or TCB project be arranged of longer duration and more substantial budget that would allow an experienced consultant to evaluate the SAR systems of Pacific island States. Upon completion of the evaluation, a further workshop should be convened at which organizational strategies should be discussed with a view to a advancing a plan for more effective regional SAR service provision through an increased sharing of resources, taking greater advantage of global SAR facilities and consolidating aspects of the system to strengthen weak links.

The agenda of the workshop should also include the development of an action plan for a more effective Preventive SAR programme for the mitigation of risk, the minimization of SAR actions and the reduced impact of SAR events when they do occur. The concept of regional SAR provision is considered to be the only feasible means whereby all Pacific island Contracting States may comply with the Annex 12 provisions, including the primary requirement to establish and maintain an effective SAR system 24/7. It is considered that facilitation of regional SAR services across State borders can only be catalysed by a credible, authoritative international organization. ICAO is the most suitable contender.

9. In recognition of the inevitable reduction in the number of SRRs throughout the region over ensuing years (or, at least, in the number of providers servicing these areas);

It is recommended that ICAO take a lead role in educating States in the continuing extent of economic pressure likely to be applied by international airlines for the reduction of air navigation charges and the necessarily rationalized areas in which SAR services will be provided as a result.

— End —