

EUR SEARCH AND RESCUE TASK FORCE (EUR SAR TF)

FIFTEENTH MEETING EUR SAR TF

(Teleconference, 09 April 2025)

SUMMARY OF DISCUSSIONS-SoD

1. Introduction

1.1 The eleventh meeting of the ICAO EUR SAR Task Force (EUR SAR TF/15) was held as a Teleconference, on 09 April 2025.

1.2 The Meeting was chaired by Mr Nikola Sarancic (Serbia). Secretariat support was provided by the Regional Officer for OPS, AIR and SAR Mr. Bryan DeCouto, assisted by Ms. Natalia Savvina from the ICAO EUR/NAT Regional Office.

1.3 The EUR SAR TF/15 meeting was attended by 43 participants from 26 States and 5 international organizations. The list of participants is contained in **Appendix A**.

2. Welcome, introduction, administrative arrangements, approval of agenda and schedule

2.1 The Meeting was opened by the Chair of ICAO EUR SAR TF together with ICAO Regional Officer Mr. Bryan DeCouto.

2.2 The following agenda was adopted for the EUR SAR TF/15:

Agenda Item 1: Opening

- i. Opening of the meeting;
- ii. Adoption of agenda;

Agenda Item 2: ICAO Updates

- iii. ICAO updates about SAR activities in the EUR region – Parent Group – EASPG/6 outcomes;
 - a. *EAPSG Decision 6/5: Guidance Material to CAAs for Search and Rescue Operations and Training Oversight (EUR Doc 049, First Edition, December 2024)*
 - b. *EASPG/6 Conclusion 6/7: ICAO SL EUR/NAT 23-0174 – Readiness for ADT Implementation – ADT Mitigations (SRP EASPG/6)*
 - c. *EASPG/6 Conclusion 6/8: SAR Capabilities using the Matrix in EUR Doc 039 (EUR SAR Plan) and to the EUR SAR Performance Indicators – annually update by EUR states;*
 - d. *EUR/APAC simulated GADSS/ADT exercise - outcome*
 - iv. EUR SAR/TF Workshop 2025;
 - v. EUR Regional Air Navigation Plan: Update on FIRs and SRRs;
 - vi. ICAO Annex 12/ed 9;
 - vii. ICAO/IMO JWG on SAR/2024;
 - a. IAMSAR Manual – ed 2025;
 - viii. ICAO Doc 10165 - Manual on Global Aeronautical Distress and Safety System, First Edition, 2025.
 - ix. ICAO SL 24-0142. TEC – C5/6 and C5/5 from EASPG/5 ;
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- x. ICAO/EASA/EUROCONTROL – Workshop on Electronic conspicuity (i-Conspicuity) in SAR (EASA RES.0032)
 - a. European SAR Web Portal – *Switzerland initiative*

Agenda Item 3: AOB

- i. Electric aircraft in SAR – Norway example;
- ii. Update of EUR SAR doc;
- iii. Other issues;

3. EUR SAR TF work programme

European Aviation System Planning Group – 6th meeting (EASPG/6) Decisions and Conclusions for SAR

3.1 Information regarding the adopted Decisions and Conclusions about Search and Rescue from the EASPG/6 meeting was presented to the TF/15 participants:

3.1.1 EASPG Decision 6/5: Guidance Material to CAAs for Search and Rescue Operations and Training Oversight (EUR Doc 049, First Edition, December 2024)

The group was informed that EASPG approved the publication of the Guidance Material to CAAs for Search and Rescue Operations and Training Oversight. ICAO Secretariat has published the first edition of the GM to CAAs for Search and Rescue operations and training oversight as the ICAO EUR Doc. 049. The document is available on the ICAO EUR/NAT webpage. The TF agreed that continued work for Workstream C is needed to improve and further develop the guidance to enhance SAR safety for SAR Operations, therefore Workstream C should continue its work. The Workstream C Rapporteur Mr. Rowan Greenwood will continue to lead the Workstream C activity, and the TF discussed that the group will have a meeting/s between April and September in order to review the document and perhaps propose some amendments to the EUR SAR/TF, for the next meeting in-person, planned for October 2025.

EUR SAR TF Decision 15/01 –Workstream C of EUR SAR TF

The EUR SAR TF agreed that the established Workstream C will continue work to further develop the regional guidance (EUR Doc 049) to enhance SAR safety for SAR Operations.

3.1.2 EASPG/6 Conclusion 6/7: ICAO SL EUR/NAT 23-0174 – Readiness for ADT Implementation – ADT Mitigations (SRP EASPG/6):

The group was informed that only 35 states from the EUR region replied to the ADT readiness survey (ICAO SL EUR/NAT 23-0174 refers) and provided information about the State readiness for ADT Implementation. The group was presented with information about the EASPG Conclusion 6/7 where the ICAO Secretariat will invite the states to take urgent measures to ensure the timely implementation of ADT and about the necessity to respond to the next survey on the readiness for autonomous distress tracking (ADT), in order to provide updated information as soon as possible, bearing in mind that GADSS system became operational on 1st January 2025.

The group was informed via ICAO SL AN 11/1.1.29-24/16, from 25 June 2024, that LADR and OPS Control Directory, formerly hosted by ICAO, was also transferred to EUROCONTROL and has become operational. As such it is now possible for the RCC Focal point to be registered in the Ops Control, therefore States should update their responses from the ADT readiness survey (ICAO SL EUR/NAT 23-0174 refers) according to this new information.

At the moment, it was not available for the State representatives, in accordance with Annex 6, Part I, 6.18 who intend to have authorized access but do not meet any of the above descriptions, to be registered in the OPS Control Directory. The TF requested the ICAO Secretariat to verify this information with the Technical Officer in ICAO HQ, if the State representatives can now be registered

in the OPS Control Directory. Following coordination with HQ, it was confirmed that this functionality is not yet available. It has been considered a lower priority, as the system is primarily intended for use by operational personnel. However, this feature is planned for a future update, depending on EUROCONTROL's workload.

Cospas-Sarsat Secretariat provided information to the group on the legal barriers and signing of agreement between EUROCONTROL and nodal MCCs, and the ICAO Secretariat and Cospas-Sarsat Secretariat, so the data from the C/S System can be transfer to the LADR. It was noted information with appreciation that the Cospas-Sarsat system is currently providing ADT alerts (ELT(DT)s) via the C/S network to all National SAR point of contacts (SPOCs), with SIT 185 messages.

The group was informed about ADT mitigations provided by the ICAO SRP Chair and actions that EUR SAR TF should take. Proposed ADT mitigations are:

1. States ensure that the focal points for the various relevant organizations in the State (aircraft operators, ATS unit, RCC or State), have been nominated;
2. Develop response procedures for ADT notifications;
3. States to organize training for relevant SAR personnel, ATS personnel and flight dispatchers to enhance the understanding of ADT notifications and ELT(DT) alerts; and
4. ICAO to organize regional workshops in order to help States implement the above 3 mitigations and that participants of that workshop to observe the live transmission of data from the ELT(DT) beacon simulator in CNES/FMCC, Toulouse, to the LADR.

The group was informed that some of the proposed ADT mitigations the ICAO Secretariat has already done such as the organization of the regional workshops on GADSS and observing the live transmission of data from the ELT (DT) beacon simulator. It was noted that the recordings from the Joint EUR/APAC SAR meeting and workshop 2024, including the GADSS exercise simulations, held in Azerbaijan in 2024, are now available on the ICAO TV.

Participants agreed with the proposal from the ICAO Secretariat to send additional reminders to the States that have not replied to the ADT readiness survey, or for States to update their previous responses.

EUR SAR TF Decision 15/02 –Reply to ICAO SL EUR/NAT 23-0174.TEC (para 3.)

The EUR SAR TF encourages States to reply to the ICAO SL EUR/NAT 23-0174.TEC, regarding ADT readiness, or if necessary to provide updates before the end of June 2025.

EUR SAR TF Conclusion 15/01 – Reminder to States to ensure timely implementation of ADT readiness

Following the EASPG Conclusion 6/7, the EUR SAR TF agrees that the ICAO Secretariat should send an ICAO SL to encourage States to take urgent measures to ensure the timely implementation of ADT in the EUR Region and to reply to ICAO SL EUR/NAT 23-0174.TEC, regarding ADT readiness, as soon as possible.

Cospas-Sarsat Secretariat informed the group about the LADR and OPS Control manual, and the excellent presentation on the LADR Registration, made by South Africa. It was agreed that those documents be shared with the SAR TF community via email.

EUR SAR TF Conclusion 15/01 – Sharing SAR documents on LADR and OPS control registration

The EUR SAR TF agrees that the ICAO Secretariat should share with the SAR TF members the documents on LADR and OPS Control registration.

3.1.3 EASPG/6 Conclusion 6/8: SAR Capabilities using the Matrix in EUR Doc 039 (EUR SAR Plan) and to the EUR SAR Performance Indicators – annually update by EUR states:

3.1.4 The group was informed the ICAO Secretariat will send a SL to urge the States to invite EUR States to provide an annual update of the SAR capabilities using the matrix in *EUR Doc 039 (EUR SAR Plan)* and the SAR Performance Indicators, before 31 March each year. For 2025, the deadline for providing an annual update of the SAR capabilities using the matrix in EUR Doc 039 (EUR SAR Plan) and the SAR Performance Indicators will be 1 July 2025.

EUR SAR TF Decision 15/03 –Annual update of the SAR capabilities using the matrix in EUR Doc 039 (EUR SAR Plan) and the SAR Performance Indicators

Following the EASPG/6 Conclusion 6/8, the ICAO Secretariat will undertake the necessary action to invite EUR States to provide an annual update of the SAR capabilities using the matrix in EUR Doc 039 (EUR SAR Plan) and the SAR Performance Indicators. EUR SAR TF agreed that for the current year, the deadline for providing the annual updates of the SAR capabilities using the matrix in EUR Doc 039 (EUR SAR Plan) and the SAR Performance Indicators will be 30 June 2025.

3.1.5 EUR/APAC simulated GADSS/ADT exercise - outcome:

The group was informed about the outcome of the EUR/APAC simulated GADSS/ADT exercise, organized during the 2024 ICAO Joint EUR/APAC SAR meeting and workshop held on 2-4 October 2024 in Baku, Azerbaijan, together with the information about the survey conducted in March 2024 on Analyse the SAR System and SAR System Oversight in the EUR/NAT Regions.

3.2 The ICAO Secretariat shared information that the ICAO EUR/NAT Office is preparing the Regional SAR event “EUR SAR Workshop 2025”, scheduled to be organized in Morocco, from 8-10 October 2025. TF participants were requested to save the date, and they were informed by the ICAO Secretariat that ICAO SL, as an invitation for this event, will be sent soon. ACAO (Arab Civil Aviation Organization) offered to host this event, so most probably the event will be organized in Casablanca, Morocco, but this information will be confirmed in the invitation letter, after necessary agreements with ACAO. The TF/15 participants were informed that the main topic for the “EUR SAR Workshop 2025” will be sharing information about the SAR PQs with Lack of Effective Implementation, such as Regional Cooperation with showing a few examples of good cooperation, and the question about the implementation of the training program for SAR inspectors. ICAO SAR TF, together with the Secretariat will try to organize a table-top exercise on the third day of the events, in order to simulate a SAR scenario involving two or three neighbouring states.

EUR SAR TF Conclusion 15/01 – Invitation for the ICAO EUR SAR Workshop 2025

The EUR SAR TF agrees that the ICAO Secretariat should send the ICAO SL with the invitation for the ICAO EUR SAR Workshop 2025 as soon as possible.

On the third day of the EUR SAR Workshop 2025, it is planned to have a joint ICAO/EASA/EUROCONTROL session on Electronic conspicuity (i-Conspicuity) in SAR (related to EASA RES.0032).

3.3 The TF members were informed about the Regional Air Navigation Plan: Update on FIRs and SRRs, and current work in progress on publishing SRRs. The presentation on this topic will be posted on the ICAO Secure Portal, TF page.

3.4 The group was informed about the publication of the ninth edition of the ICAO Annex 12 to the Chicago Convention and reminded the states about the necessity to follow published changes in SARPs, in order to prepare the national SAR system for the implementation of the new SARPs.

3.5 The group was informed that the report of the ICAO EUR SAR/TF activities was shared during the 31st meeting of ICAO/IMO JWG on SAR, organized from 4 to 8 November in Dublin, Ireland. The Chair of ICAO/IMO JWG on SAR informed the group that the next edition of the IAMSAR Manual – ed 2025, is currently in the revision process, in preparation for publication, and is expected to be published in the coming months and effective on 1st January 2026.

3.6 The group was informed that the ICAO Doc. 10165 GADSS Manual is published, as a First Edition, 2025. The document will be shared with the group.

3.7 Follow-up on EASPG/5 Conclusions C5/6 and C5/5 related to Search and Rescue, States were informed that the ICAO Secretariat took the actions and sent the SL EUR/NAT 24-0142.TEC (DEB/SAN), on 12 March 2024, urging the national administration to sign appropriate agreements/arrangements between SPOCs and associated Mission Control Centres (MCCs), and that states Take urgent measures to ensure that your respective SPOC has responsiveness above 50% with the MCC in charge of your Search and Rescue Region (SRR). It was agreed with the Cospas-Sarsat Secretariat to prepare for the next SAR TF meeting in person the updated information on those actions, and the states are reminded that is necessary to sign MCC-SPOCs agreements and to ensure that SPOC responsiveness is above 50% in their Region, preferable above 95%.

3.8 Regarding the joint ICAO/EASA/EUROCONTROL Workshop on Electronic conspicuity (i-Conspicuity) in SAR (related to EASA RES.0032) the group was informed about Switzerland's initiative to establish the European SAR Web Portal.

4. Any other business

4.1 The group was informed about the information that a helicopter operator in Norway (Bristow) will start operating US-made and approved electric aircraft between Bergen and Stavanger this summer. Cargo first, then passengers. Norway raised awareness that the guidance material for SAR operations for “taxi UAVs” needs to be addressed. During the meeting, it was not shared any examples from the States in the EUR region. It was agreed that Norway prepare one WP for the next in-person meeting of the EUR SAR TF meeting scheduled for October 2025, in Morocco, on this issue, and it was also suggested that this topic could be raised during the next Workstream C meeting.

4.2 SAR TF participants are invited to provide proposals for any amendments to the published EUR SAR Docs (039, 043, 044, 045 and 049).