



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

A UN SPECIALIZED AGENCY

RECONNECTING **THE** WORLD

Amendment 19 to Annex 12

—
John Welton

Technical Officer, ATM
ICAO HQ

Applicability 28 November 2024

2.3 Rescue coordination centres and rescue subcentres

...

2.3.6 Each rescue coordination centre and, as appropriate, rescue subcentre shall maintain up-to-date contact details in the OPS Control Directory.

2.3.7 Each rescue coordination centre and, as appropriate, rescue subcentre shall subscribe and maintain access to the location of an aircraft in distress repository (LADR).

Note.— Guidance on the use of the OPS Control Directory and the LADR is contained in the Manual on Global Aeronautical Distress and Safety System (GADSS) (Doc 10165).

Applicability 26 November 2026

Editorial tidy-ups

Information regarding communications with vessels

Calls out RCCs and RSCs for inclusion in exercises, and to exercise away from aerodromes

Training of SAR personnel in health risks they may encounter at accident sites

Change from ‘accident site’ to ‘distress scene’

Applicability 26 November 2026

Clarification of responsibilities of SPOCs

3.2.5 Until 25 November 2026, States shall designate a search and rescue point of contact for the receipt of Cospas-Sarsat distress data.

3.2.5 As of 26 November 2026, States shall designate a 24-hour search and rescue point of contact available for the receipt and acknowledgement of Cospas-Sarsat distress alert data that ensures timely notification to the responsible RCC for the initiation of appropriate search and rescue response action.

Applicability 26 November 2026

Drift measurement

2.6.9 Recommendation.— *As of 26 November 2026, each search and rescue aircraft, when used for search and rescue over maritime areas, should carry a droppable device for measuring actual surface drift*

...

5.6.6 Recommendation.— *As of 26 November 2026, when carrying a device for measuring actual surface drift in accordance with 2.6.9, a search and rescue aircraft should drop the device as soon as it reaches the scene of an accident. Note.— The deployment of such devices will assist with search area planning accuracy and, therefore, minimize search times.*

Applicability 26 November 2026

Position, course and speed of aircraft

4.1.2 Recommendation.— *Each rescue coordination centre should have readily available all other information of interest to search and rescue, including information regarding:*

...

e) as of 26 November 2026, the position, course and speed of aircraft that may be able to provide assistance to aircraft in distress; and

f) as of 26 November 2026, where the search and rescue region includes maritime areas, the position, course and speed of ships that may be able to provide assistance to aircraft in distress.

4.1.3 Recommendation.— *Until 25 November 2026, each rescue coordination centre whose search and rescue region includes maritime areas should have ready access to information regarding the position, course and speed of ships within such areas that may be able to provide assistance to aircraft in distress and information on how to contact them.*

Note.— *This information may either be kept in the rescue coordination centres or be readily accessible.*

Applicability 26 November 2026

Assistance from other States

4.2.4 The search and rescue plans of operation shall contain details regarding actions to be taken by those persons engaged in search and rescue, including:

...

i) as of 26 November 2026, the methods for obtaining approval to allow search and rescue units from an assisting State to enter into the territory of the State of the RCC;

Applicability 26 November 2026

Procedures for a pilot intercepting a distress transmission

5.7.2 Whenever a pilot monitors 121.5 MHz, and intercepts a transmission from a distress beacon, the pilot shall also:

a) record, and report as soon as possible, the position where the transmission was first received;

b) not alter any settings for squelch on the aircraft's radio; and

c) if feasible, continue to monitor the frequency until such time as the signal ceases, and inform the appropriate rescue coordination centre or air traffic services unit of such.

Note.— Retaining the existing settings for squelch from the time the transmission is first received until the signal ceases provides rescue coordination centres with the most accurate potential location of the distress beacon.



Thank You