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SOUTH PACIFIC REGION

STATUS OF IMPLEMENTATION
OF RECOMMENDATIONS OF FIRST SOUTH PACIFIC
REGIONAL AIR NAVIGATION MEETING

*Prepared in the Air Navigation Bureau
and published by authority
of the Secretary General*

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FOREWORD

It is now nineteen months since the first South Pacific Regional Air Navigation Meeting was held. It is believed that States will be interested to learn the extent to which recommendations made at the meeting have been implemented. This circular, based upon advice received by the ICAO Far East & Pacific Office up to September 16th 1948, presents this information in concise form.

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STATUS OF IMPLEMENTATION OF RECOMMENDATIONS OF FIRST
SOUTH PACIFIC REGIONAL AIR NAVIGATION MEETING

PART I.-THE FIRST SOUTH PACIFIC
REGIONAL AIR NAVIGATION MEETING

The South Pacific Regional Air Navigation Meeting convened in Melbourne, Australia, on Tuesday, February 4th 1947, and completed its work on Saturday, February 22nd 1947. The meeting was attended by delegations from twelve voting States, delegates from four observing States, and representatives of the International Air Transport Association and the Fédération aéronautique internationale.

In accordance with precedent set at previous regional meetings it was decided to establish the following subcommittees of the General Committee:

Co-ordinating Subcommittee;
Subcommittee 1;
Subcommittee 2;

and the following Technical Committees:

Aerodromes, Air Routes & Ground Aids (AGA);
Air Traffic Control (ATC);
Communications (COM);
Meteorology (MET);
Search & Rescue (SAR).

The action taken by these Committees and the recommendations made are contained in the Final Reports presented by the President of the meeting to the President of ICAO.

The recommendations contained in the Final Reports were approved by the Council during its 1st Session, May 1947.

PART II.- SUBSEQUENT ACTION BY ICAO

The Meeting recommended that a regional office of PICA0 should be established in the Region. The cities of Manila and Melbourne were suggested as possible sites.

The Council decided to postpone the establishment of a regional office until after the First Assembly of ICAO, but approved the setting up of a small "South West Pacific Mission". This was done on May 1st 1947 and Mr. V.H. Davey was detached from the Headquarters Regional Organization to act as chief of the Mission. By Council decision, the Mission was raised to the status of an ICAO Office, to be known as the Far East and Pacific Office, on May 1st 1948 and Mr. E.M. Lewis took up his duties as ICAO Representative on September 1st 1948.

The Mission and later the ICAO Office co-ordinated the work of implementation of the recommendations and thanks to the close co-operation of regional States, results have been very satisfactory.

PART III.- IMPLEMENTATION OF RECOMMENDATIONS

MADE AT REGIONAL MEETING

The Far East and Pacific Office has maintained a record of progress of implementation and has issued progress reports to Regional States from time to time. It is from this record that the information given hereafter is extracted. The detail of the regional progress book however is only repeated here in the case of the more important recommendations. Those of lesser importance are treated in more general terms.

Some of the recommendations of the meeting required that certain matters should be submitted for consideration by the technical divisions of ICAO or by international bodies such as the International Telecommunications Union. For example, a recommendation concerning the method of allocation of frequencies to civil aviation was referred to the ITU. A report on the action resulting from this type of recommendation is outside the scope of this Circular.

Section 1.- General

Regional manual. Pending further consideration of the Organization's long term policy for the publication of regional manuals, the production of the South Pacific Regional Manual has been deferred. In the interim, the task of accumulating data for inclusion in the manual has been commenced.

Distress and emergency frequencies. Pending ICAO action on the frequencies allocated by the ITU, which are as yet ineffective, South Pacific States have generally implemented the recommended frequencies of 8280 kc/s. and 500 kc/s. for emergency and distress traffic. Canada, however guards 6210 in lieu of 8280 kc/s. Advice from France and Portugal is awaited.

Units of measurement and altimeter settings. Subsequent to the meeting the recommendations were revised to permit the reporting of surface temperatures in degrees Centigrade or Fahrenheit; and in the matter of altimeter settings, QFE and QFF shall on request be available in addition to QNH for approach and

landing purposes. Australia, China, New Zealand, and the Philippines have fully implemented the revised Recommendations without modification; Canada and the United States, have implemented the revised Recommendation for altimeter settings, but intend adopting Annex 5 in lieu of the recommended units of measurement; Hong Kong and Netherlands East Indies propose to give altimeter settings either in Millibars or Ins. Hg. on request. Further advice is awaited from France, Portugal and Singapore.

Uniform instrument approach and landing procedures for each international aerodrome. This Recommendation has been accepted as the basis of all procedures where relevant facilities are or will be provided by Australia, Netherlands East Indies, China, Philippines, New Zealand, Canada and the United States. Further advice is awaited from France, Portugal and Singapore. The Recommendation has not been implemented by Hong Kong in respect of Kai Tak aerodrome because of unfavourable terrain; and a procedure has been adopted for descent over the sea in lieu thereof.

Establishment of ocean weather stations. Two ocean weather stations have been provided by the United States at locations other than those recommended. Action is being taken to reach a decision on the permanent location of these facilities and the provision of the additional station recommended.

International NOTAM Services. International NOTAM Offices have been provided as indicated hereunder:

States & Locations	Action Taken
AUSTRALIA - Sydney	INO established 1/7/47.
CANADA - Vancouver	National NOTAM Office, Vancouver, handles International NOTAMS.
CHINA - Nanking	INO established at Shanghai 1/11/47.
HONG KONG -	INO established 1/1/48.
NEW CALEDONIA - Noumea	No advice received.
N.E.I. - Batavia	INO established 1/7/48.
PHILIPPINES - Manila	INO established 1/7/48.
PORTUGAL-TIMOR - Dili	No advice received.
SINGAPORE - Kallang	INO established 20/10/47.
U.S.A. and TERRITORIES - San Francisco	INO established 5/5/48.
- Honolulu	INO established 5/5/48.
- Wake)	INO services co-ordinated through INO, Honolulu, 5/5/48.
- Guam)	
- Tokyo	INO established 19/6/48.

Procedures for Air Navigation Services: States have implemented procedures, as follows:

Approved Implementation Dates:

AGA PANS - Doc 2014-AGA/16 - 1/9/47
 ATC PANS - Doc 2852-RAC/136 - 1/9/47
 COM PANS - Doc 2853-COM/165 - 1/9/47
 (replaced by Doc 4478-COM/501)
 COM C & A - Doc 2915-COM/166 - 1/9/47
 MET PANS - Doc 2854-MET/147 - 1/1/48
 SAR PANS - Doc 2855-SAR/154 - 1/11/47
 NOTAM PANS- Doc 2713 - 1/9/47

COUNTRY	AGA	ATC	COM	COM C & A	MET	SAR	NOTAM
AUSTRALIA	Sept. 1947	Jan. 1947 *	Sept. 1947	Sept. 1947	Jan. 1948 *	Jan. 1948	Jul. 1947
CANADA	Dec. 1947	Dec. 1947	Feb. 1947	Partially	Dec. 1947	Partially	Jan. 1948
CHINA	No advice	Sept. 1947	Sept. 1947	Sept. 1947	Partially	Mar. 1948	Nov. 1947
FIJI	May 1948	Jan. 1948 *	Sept. 1947	Sept. 1947	Apr. 1948 *	Jan. 1948	Sept. 1947
HONG KONG	Not implemented	Jan. 1948	Partially	Partially	N.A.	Apr. 1948	Jan. 1948
NEW CALEDONIA	Not implemented	No advice	No advice	Partially	Jan. 1948 *	No advice	No advice
N.E.I.	Partially	Sept. 1947	Partially	Feb. 1948	Jan. 1948	Sept. 1947	Jul. 1947
NEW ZEALAND	May 1948	Jan. 1948 *	Sept. 1947	Sept. 1947	Apr. 1948 *	Jan. 1948	Sept. 1947
PHILIPPINES	Dec. 1947	Apr. 1948	Jan. 1948	Feb. 1948	No advice	Nov. 1947	Aug. 1947
PORTUGAL - TIMOR	No advice	No advice	No advice	No advice	No advice	No advice	No advice
SINGAPORE	No advice	In principle Dec. 1947	Partially Under consideration	Partially	N.A.	In principle Dec. 1947	Oct. 1947
U.S.A. and TERRITORIES	Feb. 1948	Modified from Feb. 1948	Feb. 1948	Jan. 1948	Jan. 1948	Feb. 1948	May 1948

* Non use of POMAR Code.

Section 2.- Aerodromes, Air Routes
and Ground Aids (AGA)

States have implemented the recommendations in respect of standardization of air routes and aerodromes, as follows:

STATE	Designation of ICAO Class IV Air Routes (Doc 1989)	Designation & Standardization of International Regular and Alternate aerodromes (Doc 1989)
AUSTRALIA (and) Nauru* New Britain New Hebrides* New Guinea Solomon Is.*	Implemented, June 1948.(1)	Aerodromes designated as recommended and action taken on improvement to standards, except: Townsville and Kieta - closed; Narromine designated in lieu of Dubbo or Parkes; Mangalore and Jackson - no immediate plans for improvement; Henderson, Nauru, Segond and Havannah Harbour not to be designated.
CANADA	Implemented, April 1948.	Aerodromes designated as recommended, and are suitable for LR Trans-Pacific aircraft. No immediate intention to improve to standards.
CHINA Formosa	Action being taken.	Aerodromes designated as recommended. Action being taken on improvement to standards.
FRENCH TERRITORIES Indo-China New Caledonia New Hebrides # Society Is.	No advice.	Under consideration.
JAPAN	No Advice.	No advice.
NETHERLANDS EAST INDIES	Progressive implementation planned over 3 year period.	Not all aerodromes designated as recommended action being taken on improvement to standards.
NEW ZEALAND (and) Cook Is. Fiji Is.* Samoa Is. (Br.) Tonga Is.*	No advice.	Aerodromes designated as recommended and improved to recommended standards except: Paleolo, Aitutaki and Raratonga are classed as supplementary aerodromes and no improvements are planned; Tongatabu, Nausori and Lauthala Bay are not to be designated.
PHILIPPINES	Partially.	Nichols Field designated as only airport of entry. Work progressing on improvement to standards.
PORTUGUESE TIMOR	No advice.	No advice.
SIAM	No advice.	No advice.
U. K. TERRITORIES Hong Kong Singapore		Aerodromes designated as recommended.
U. S. A. (and) Alaska Hawaiian Is. Line Is. Mariana Is. Marshall Is. Phoenix Is. Ryuku Is. Samoa Is. (Am.)	Generally implemented, August 1948.	Aerodromes designated as recommended, except Oakland changed to "long range regular" and Palm Springs not designated. Certain aerodromes are below recommended standards.

- (1) No Requirements for position, identification signs or landmark beacons.
 * U. K. responsible for designation of aerodromes (Solomons - Henderson only).
 # U. K. - France condominium.

Section 3.- Air Traffic Control (ATC)

States have implemented the recommendations in respect of air traffic control facilities, as follows:

COUNTRY	ATC Centres and FIR's	Control Areas	Control Zones	Aerodrome Controls	Approach Controls
AUSTRALIA	Completed Nov. 1947	Completed June 1948	Completed June 1948 (1)	Generally implemented Nov. 1947 (2)	Generally implemented Nov. 1947 (3)
CHINA	Completed Dec. 1947	Completed Dec. 1947	Generally implemented Dec. 1947 (4)	Generally implemented Dec. 1947 (4)	
FIJI	Completed Jan. 1948	Completed Jan. 1948	Completed Jan. 1948	Completed Nov. 1947	
NEW CALEDONIA	-	-	No advice	No advice	No advice
N.E.I.	Completed Sept. 1947 (5)	Generally implemented Sept. 1947(6)	Completed May 1948	Completed May 1948	
NEW ZEALAND	Completed Jan. 1948	Completed Jan. 1948		Completed November 1947	
PHILIPPINES	Completed July 1948		Generally implemented July 1948 (7)	Generally implemented July 1948 (7)	
PORTUGUESE TIMOR	-	-	No advice	No advice	No advice
U.S.A. TERRITORIES	Generally implemented May 1948(8)	Generally implemented May 1948(9)	No advice	Generally implemented May 1948(9) except for most Honolulu FIR facilities	
<p>(1) Not provided at Jackson Field. (2) Will not be provided at present at Pallikulo or Henderson Field. (3) Not provided at present at Cairns, Bowen, Henderson, Jackson or Pallikulo aerodromes. (4) Yet to be provided at White Cloud and Amoy aerodromes. (5) Recommended facilities for Biak have been provided at Morotai in lieu. (6) Biak control areas are yet to be implemented. (7) Yet to be provided at Laoag and Moret. (8) Wake ATC Centre yet to be established. Flight information service provided by Wake Overseas Communication Station in lieu thereof. (9) No advice as to facilities recommended for Tokyo FIR.</p>					

Section 4.- Communications (COM)Long Range Radio Aids to Navigation - Loran.

The recommendation that existing Loran chains should continue in operation and that other chains should be reactivated and new chains set up has met with varied success in implementation.

Canada has retained the Spring Island station in operation and China plans the construction of four chains on the east coast of China which will satisfy the recommendation for increased coverage on the Shanghai-Okinawa route.

The Philippines are interested in the extension of Loran in the Philippines-North Australia area. Three Loran stations are at present operated in the Philippines by the United States who will possibly continue to operate them until June 30th 1949, after which they will supply only the equipment. The Philippines will be unable to assume full financial responsibility for the operation of these stations and have recommended a meeting of governments concerned to determine how the stations may be kept in operation.

The United States has retained in operation all recommended existing stations but does not intend to reactivate the Phoenix Islands stations or establish any new stations at present.

Advice has not as yet been received from Australia, New Caledonia or Portuguese-Timor.

Radio Aids to Navigation. States have retained in operation and have taken steps to provide the recommended radio aids to navigation as shown in the table to be found on Page 15.

Fixed Service Circuits. States have retained in operation, have made modifications to, and have taken steps to provide the recommended circuits specified in Table III of Doc SP/190, as indicated in the following Charts I and II.

RADIO AIDS TO NAVIGATION

COUNTRY	Non-directional Beacons	LF/MF Radio Ranges	Responder Beacons	VHF & HF Direction Finding	Omni-directional Ranges & Distance Measuring Equipment	ILS/GCA
AUSTRALIA	Beacons existing at time of Meeting have been retained in operation. New installations yet to be provided at Nauru, Kieta & Pallikulo. Further advice awaited in respect of Narromine and Bowen.	In operation as recommended.	Installations yet to be provided at Narromine, Cloncurry Mascot & Darwin. Installations of recommended DME and localiser types under consideration.	Stations existing at time of meeting have been retained in operation. Cloncurry, Townsville, and Rockhampton stations are not yet operative.	Visual/Aural ranges will be installed as equipment is obtained.	ILS will be implemented. Installations under consideration.
CANADA	In operation as recommended.	In operation as recommended.	--	--	--	Installation of ILS and GCA at Sea Island is under consideration.
CHINA	In operation as recommended.	--	--	In operation as recommended. In addition installation of stations at Kiungshaw, Shantow, Tainnan, Taipah, Foochow, Wenchow, Tunghai, Tinsgtao & Tientsin is being undertaken.	Installation under consideration	Installation of ILS will be undertaken. No advice received on GCA installation.
FIJI	In operation as recommended.	In operation as recommended.	In operation as recommended.	In operation as recommended.	--	ILS will be installed. No advice received as to installation of GCA.
HONG KONG	In operation as recommended.	--	In operation at Hong Kong waterdrome.	HF and VHF stations in operation as recommended.	Will be installed as equipment is obtained.	ILS will not be installed. No advice received on installations of GCA.
INDO-CHINA	No advice.	--	--	--	No advice.	--
NEW CALEDONIA	No advice.	No advice.	No advice.	No advice.	No advice.	No advice.

RADIO AIDS TO NAVIGATION (cont'd)

COUNTRY	Non-directional Beacons	LF/MF Radio Ranges	Responder Beacons	VHF & HF Direction Finding	Omni-directional Ranges & Distance Measuring Equipment	ILS/GCA
N.E.I.	In operation as recommended. Installation of Beacon at Mapanget progressing.	Equipment in existence at time of meeting retained in operation. Installation of new equipment progressing. Range will not be installed at Ambon.	In operation at Perak. Equipment being obtained for further installations.	HF stations operating except Morotai. No advice on VHF installations.	Will be installed as equipment is obtained.	ILS will not be implemented. No advice on installation of GCA.
NEW ZEALAND	In operation as recommended.	In operation as recommended.	In operation as recommended.	MF, HF, & VHF stations in operation as recommended.	No advice.	Implementation of ILS and GCA under consideration.
PHILIPPINES	Manila beacon operating. Other recommended beacons to be installed during 1949.	Cebu has replaced Palawan. The ranges at Laoag & Moret are not in operation. Manila ranges in operation as recommended.	--	No advice.	Recommended as desirable in later developmental phases. No action taken at present.	GCA implemented. ILS will be implemented later.
PORTUGUESE TIMOR	No advice.	--	--	--	--	--
SINGAPORE	In operation as recommended.	--	In operation as recommended.	Will be complied with as far as practicable. Final implementation deferred until South East Asia RAN Meeting.	Under consideration.	Installation of ILS under consideration. No advice on GCA.
U.S.A. TERRITORIES	In operation as recommended with exception of Isley, Topham & Tafuna. No advice forwarded on Japan facilities as considered more appropriate to NOPAC Region.	In operation as recommended, with exception of Oakland & Topham Field in respect of which no advice received. Facilities in Japan considered more appropriate to NOPAC Region.	No advice.	None of the recommended HF/DF stations are now in operation.	Recommendation not implemented.	ILS installed at Bakersfield, Los Angeles, Portland and Seattle. Provision is being made for ILS at other recommended sites. No advice received on GCA.

KEY TO CHARTS

- Blank Space - No recommendation.
- x - Recommended and Implemented.
- m - Radio or line teletypewriter recommended - manual provided.
- o - Recommended circuit not implemented.
- n - No advice received.
- 1 - Two circuits involved - one implemented but not the other, or; conflicting advice submitted.
- 2 - Two circuits involved - one implemented - other is manual but teletype was recommended.
- 3 - Two circuits involved - one manual but teletype was recommended - other not implemented.
- t - Interphone recommended - line teletype provided.

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FIXED SERVICE CIRCUITS (Continued)

CIRCUITS DU SERVICE FIXE (Suite)

CIRCUITOS DEL SERVICIO FIJO (Continuación)

	Abbotsford Aitutaki Ambon Amoy Auckland Awarua	Bakersfield Balikpapan Batavia Biak Bora Bora Bowen	Brisbane Burbank Cairns Canton Canton I Cloncurry	Daly Waters Darwin Dilli Efate Espiritu Santo Guam	Hilo Hollandia Hong Kong Honolulu Kaitaia Karumba	Kieta Koepong Lae Laog Lauthala Bay Lord Howe	Los Angeles Makassar Mangalore Manila Melbourne Merauke	Midway Morotai Nadi Nanking Narromine Nauru	Nausori Norfolk Noumea Oahu Oakland Ohakea	Okinawa Palawan Palmdale Palm Springs Palmyra Papeete	Plaines des Gaiacs Port Allen Portland Port Moresby Puunene Rabaul	Raratonga Rockhampton Sacramento Saigon Saipan San Diego	San Francisco Sea Island Seattle Shanghai Singapore Soerabaja	Sydney Taipei Tokyo Tongatabu Tontouta Townsville	Tutuila Upolu Wake Zamboanga	
<u>New Hebrides</u> Efate Espiritu Santo																<u>New Hebrides</u> Efate Espiritu Santo
<u>New Zealand</u> Aitutaki Auckland Awarua Kaitaia Ohakea Raratonga Tongatabu Upolu																<u>New Zealand</u> Aitutaki Auckland Awarua Kaitaia Ohakea Raratonga Tongatabu Upolu
<u>Philippines</u> Manilla																<u>Philippines</u> Manilla
<u>Portuguese Timor</u> Dilli																<u>Portuguese Timor</u> Dilli
<u>Singapore</u> Singapore																<u>Singapore</u> Singapore
<u>U.S.A. Territories</u> Bakersfield Burbank Los Angeles Oakland Palmdale Palm Springs Portland Sacramento San Diego San Francisco Seattle Canton I Guam Hilo Midway Oahu Okinawa Palmyra Port Allen Puunene Tokyo Tutuila Wake																<u>U.S.A. Territories</u> Bakersfield Burbank Los Angeles Oakland Palmdale Palm Springs Portland Sacramento San Diego San Francisco Seattle Canton I Guam Hilo Midway Oahu Okinawa Palmyra Port Allen Puunene Tokyo Tutuila Wake

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Section 5.- Meteorology (MET)

States concerned have implemented the recommendations in respect of the retention of facilities existing at the time of the meeting and the provision of additional services, as prescribed in Appendix A to Doc SP/178, as follows:

COUNTRY	Surface & Upper Air Observation Stations	Additional MET Forecast Centres
AUSTRALIA	Recommendation implemented with exception that some northern stations are not as yet reporting at the prescribed 3-hourly periods, and for which the provision of pilot, radiosonde and radiowind facilities has been deferred to future status.	---
CHINA	Implementation completed Jan. 1948.	MMO Shanghai established Jan. 1948.
FIJI and NEW ZEALAND	Recommendations implemented May 1948, with exception that some stations do not give the prescribed 1200Z reports, and for which pilot, radiosonde and radiowind facilities have not as yet been provided.	---
NEW CALEDONIA	Recommendations implemented in respect of Atuona, Taiohae, Rurutua, Raiatea, Makatea, Rikitea & Rapa - April 1948.	MMO Noumea and DMO Tontouta established April 1948. Additional MMO Papeete has been established. Establishment of centres at Espiritu Santo and Bora Bora under consideration.
PHILIPPINES	Generally implemented March 1948. Some additional facilities will be provided at early date.	MMO Manila established Jan. 1948.
PORTUGUESE TIMOR	No advice.	No advice.
U.S.A. and TERRITORIES	Generally implemented March 1948. Facilities recommended for Tutuila, Marcus, French Frigate Shoals and Puunene have not been implemented. Paleliu observation station is operating on temporary basis at present.	MMO Guam & DMO Midway established March 1948. MMO Wake has not as yet been established.

Section 6.- Search and Rescue (SAR)

States have implemented the recommendations for the retention and provision of search and rescue facilities as prescribed in Section 3 of Doc SP/181 as indicated on the chart, overleaf:

SEARCH & RESCUE FACILITIES

COUNTRY	Rescue Co-ordination Centres.	Sub-Centres and Alerting Centres	VIR Aircraft	Long Range Aircraft	Limited radius of Search Aircraft	Helicopters	Rescue Boats	Rescue Vessels
AUSTRALIA	Established Jan'48	Established Jan'48	Available at short notice	Provided	Not provided	Not provided	Provided	Provided
CHINA	ATC Shanghai functioning as Alerting Centre in lieu of recommended Rescue Co-ord. Centre.	---	---	---	Provided by Airlines	---	Not provided	---
FIJI	Established Jan'48	---	---	Provided	Carried out by LR Aircraft	---	---	Carried out by Commercial vessels
HONG KONG	Established Jan'48	---	---	Provided	---	---	---	Provided
NEW CALEDONIA	---	No advice	---	---	---	---	Provided	---
N.E.I.	Soerabaja functioning as Sub-centre. No advice on recommended Co-ord. centre at Batavia and Biak.	----	---	Makassar facilities not provided. MR aircraft functioning at Blak in lieu of Long Range aircraft. Batavia & Soerabaja facilities provided.	---	No advice	Not provided	Provided
NEW ZEALAND	Established Jan'48	---	---	Provided	Carried out by LR Aircraft	---	Carried out by Commercial Vessels	
PHILIPPINES	Established Nov'47	---	---	Provided	Provided	Provided	Provided	Provided
PORTUGUESE TIMOR	---	No advice	---	---	No advice	---	---	---
U.S.A. TERRITORIES	Established Nov'48 (1)	Not intended to establish Sub-centre at Wake as recommended.	Provided (1)	Generally provided. Not provided at Wake or Canton. (1)	Provided (1)	Provided	Generally provided Boat available for limited SAR purposes at Canton although not maintained solely for this purpose. (1)	Generally provided. No advice in respect of Wake & Canton.

NOTE: (1) No advice forwarded on Tokyo facilities as these are considered to be concern of NOPAC Meeting.

PART IV.- REFERENCE DOCUMENTS

Documents to which reference has been made in preceding paragraphs in respect of recommendations for the provision of facilities, are listed hereunder:

- Doc SP/191 - Final Report of the Aerodromes, Air Routes and Ground Aids Committee.
- Doc SP/179 - Final Report of the Air Traffic Control Committee.
- Doc SP/190 - Final Report of the Communications Committee.
- Doc SP/178 - Final Report of the Meteorology Committee.
- Doc SP/181 - Final Report of the Search and Rescue Committee.

- END -