



INTERNATIONAL CIVIL AVIATION ORGANIZATION

A United Nations Specialized Agency

WHY THE NEED FOR SAR COOPERATION

AP SAR/TF/3

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OUTLINE



- SAR Cooperation – Annex 12
- Regulatory deficiencies
- Case Study – AFR447
- Case Study – MH370
- Benefits of SAR cooperation

SAR Cooperation – Annex 12



- *Contracting States shall coordinate their search and rescue organizations with those of neighbouring States (3.1.1).*
- *Contracting States should, whenever necessary, coordinate their search and rescue operations with those of neighbouring States especially when these operations are proximate to adjacent search and rescue regions (Rec 3.1.2) .*
- *Contracting States should, in so far as practicable, develop common search and rescue plans and procedures to facilitate coordination of search and rescue operations with those of neighbouring States (Rec 3.1.2.1).*

SAR Cooperation – Annex 12



- *Contracting States should enter into agreements with neighbouring States to strengthen search and rescue cooperation and coordination, setting forth the conditions for entry of each other's SAR units into their respective territories. These agreements should also provide for expediting entry of such units with the least possible formalities (Rec 3.1.5).*

SAR Cooperation – Annex 12



- *Each Contracting State should authorize its rescue coordination centres to provide, when requested, assistance to other rescue coordination centres, including assistance in the form of aircraft, vessels, persons or equipment (Rec 3.17).*
- *Contracting States should make arrangements for joint training exercises involving their search and rescue units, those of other States and operators, in order to promote search and rescue efficiency (Rec 3.1.8).*

Persisting Regulatory Deficiencies

- Lack of SAR comprehensive regulations.
- Lack of internal LOAs between States' Ministries/Military/SAR agencies.
- Lack of LOAs between neighbouring States.
- General lack of cooperation between States/agencies/regional bodies responsible for provision of SAR services at Sub-regional



Case Study – AFR447



- The Air France Flight 447 which crashed on 1st June 2009 is considered one of the worst aviation disasters in history. This was a scheduled flight from Rio de Janeiro (Brazil) to Paris.
- All 228 people on board were killed when the Airbus A330 fell from the sky into the Atlantic Ocean off the coast of Brazil.

The Search for AFR447



- Multi-national participation in the search.
- The wreckage was found two years later at the bottom of the Atlantic Ocean.
- Resources allocated (financial- appx 50m US\$)



CASE STUDY – MH370



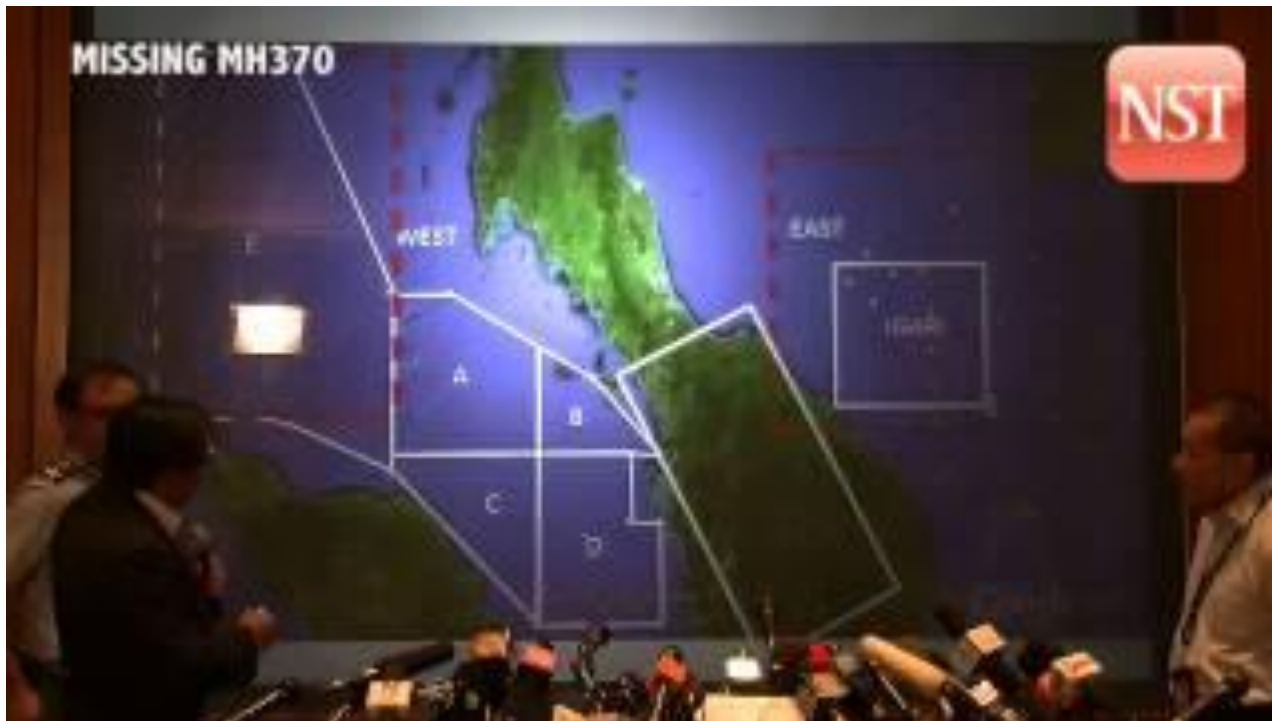
- On Saturday 8 March 2014, MH370 took off from Kuala Lumpur to Beijing, carrying 227 passengers and 12 crew onboard.
- The plane vanished after approximately one hour into flight.



The Search for MH370



- Multi-national cooperation.
- Expanded search patterns.



The Search for MH370



- Various reports of debris sited.



- To date, wreckage still not found.
- No survivors accounted for.
- Over 50 million US\$ spent just four weeks after the incident.
- Cost to escalate further due to underwater search.

Benefits of SAR Cooperation

- Mutual benefit in having bi-lateral SAR agreements between States where resources can be shared.
- State RCC/RSC will be able to initiate contact for SAR assistance at an early stage, using contact details already available in the LOA/MOU.
- The RCC/RSC will have details of SAR assets that can be made available from the adjacent State (s).
- Request for assistance through the Ministry of Foreign Affairs of a State may take time to get the necessary clearance. This may delay early deployment of SAR units to the search area, increasing the chances of survivors succumbing to their injuries or immediate environment.

Benefits of SAR Cooperation

- Builds confidence
- Prevents bad publicity
- Provides assurance to the traveling public that States through their civil aviation authorities, maritime authorities and other local agencies can assure expeditious search and rescue services through established and proven mechanisms
- Reduces legal/insurance liability

PUBLIC OPINION AND
EXPECTATIONS



What if it was to happen again ?

- What if this was to happen within the next 24 hours in any of our SRR ?
- What do you will be the outcome related to the ability of our State (s) concerned to mount an effective SAR operation and save lives and property (**performance measurement**) ?

What if it was to happen again ?



What if it was to happen again ?



What if it was to happen again ?

- Are we going to justify our inability to act by stating that:
 - ❖ we are still in the process of setting up our SAR organization and finalizing our draft SAR plan. *We are not yet ready.....*
 - ❖ we are waiting from other agencies (ministries, military, port) to convene a meeting with the CAA.....
 - ❖ we are waiting for the draft SAR legislation from AG's Office for over 2 years now.....
 - ❖ We have draft SAR LOAs prepared but waiting for the right occasion to sign with our counterparts internally and with adjacent States.

What if it was to happen again ?



➤ The Big Question

Do you have adequate resources and associated logistics in place should your RCC/RSC be called upon to carry out or support a neighbour in the search for and rescue of survivors of an aeronautical or maritime accident?



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What can we do as member States of ICAO to ensure effective compliance ?



Thank you for your attention