



Agenda Item 1: Global and Regional Perspective of the SAR services
1.3 Regional SAR Plan for the CAR Region

DRAFT SAR PLAN FOR THE CAR REGION

(Presented by Dominican Republic)

Summary

This working paper presents a Draft SAR Plan for the CAR Region for the Meeting's perusal.

1. Background

1.1 **Appendix A** to this working paper presents for the Meeting's perusal, a Draft SAR Plan for the CAR Region.

1.2 **Appendix B** presents for information a proposal of the SAR Coordination Committee for the Central Caribbean area States/Territories.

2. Suggested action

2.1 The Meeting is invited to:

- a) read the contents of the Appendices to this working paper; and
- b) suggest relevant modifications and/or other actions to be presented at the NACC/DCA/2 meeting..

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AERONAUTICAL AND MARITIME PLAN FOR THE COORDINATION OF SEARCH AND RESCUE IN THE CARIBBEAN

CHAPTER I

1. SAR GLOBAL PRINCIPLE

1.1 The objective of ICAO and of the IMO is to create an efficient global system allowing, when necessary, to provide SAR services to the persons traveling by plane or by boat. To this end, the national SAR initiatives as part of a global SAR system that will affect the general approach that a State will adopt to establish, provide and improve SAR services.

1.2 In many parts of the world, the most efficient, practical and timely method to attain this objective is to create regional systems associated to each oceanic or continental zone. This differs from the approach adopted when each State establishes independently a full autonomous SAR system with geographical areas of responsibility that are acceptable for the neighbouring States; the group of all of them constitutes the global system. Nevertheless, the regional approach demands that the States associated to an oceanic or ground area collaborate and cooperate to develop and organize the regional system.

1.3 The global view for the SAR service is based on the traditional humanitarian obligations and is inspired from the international law. The danger situations may be produced anywhere and anytime. An aircraft may suffer an emergency during a long-haul flight; likewise, a person in danger in the sea may drift a considerable distance. In both events, the localization of this emergency case may mean crossing one or more SRR. The regional scope eliminates the need for each State of providing SAR services for its own citizens wherever they travel in the world. On the contrary, the world is divided in SSRs, each one with related SAR services assisting anybody in danger within the SRR regardless of his/her nationality or circumstances.

1.4 The establishment of a global SAR system is aimed at assisting all the persons in danger regardless of their nationality, circumstance and wherever they are. Annex 12 to the International Civil Aviation Organization Convention on *Search and Rescue*, and the IMO *international Convention on Maritime Search and Rescue* constitute the main documents to establish SAR service provisions.

1.5 The State provisions for SAR services should be considered as part of a global safety system. To that end, the States in charge of a ground extension or an oceanic zone should cooperate to use all the resources available and help people in danger.

1.6 The SAR systems may be instituted at a regional level, or at a national level or both. In any case, the implementation process requires the establishment of one or several SRRs, as well as the capability of receiving alerts and to coordinate and provide SAR services in each SRRs through a RCC. Each SRR needs a RCC, but each State does not necessary has to establish a SRR if there is a RCC that may receive the support of several States and provide services to all of them. This is specially true in the oceanic areas.

1.7 The regional approach permits to reduce costs and to improve the distribution of alert phases, coverage and services. For instance, it is less complex to carry out the operations and it is less expensive efficient, in view that the States of a region share the use of the ground and long range satellite communication means, providing support, as well as the databases of the records for communications facilitation information to the SAR services. The States may some times help themselves with SRU, thus

reducing the number of necessary units for obtaining a suitable coverage and availability. They may also share training and other kind of resources, which is beneficial for all of them.

1.8 The establishment of national or regional SAR systems is generally based on the development of national or regional multi-lateral plans, agreements, etc., that adjust themselves to the wishes and needs of the incumbent States. In such documents, the establishment of RCC, and applicable measures when no RSRs are designed, etc., may be considered, although in general, what is specified is the following:

- the efficient use of all the available resources for SAR operations;
- the delimitation of RCSs; .
- a description of the relations between the parties;
- the creation of additional planning procedures and of mission coordination; and considerations on how to implement and support conventions, plans, agreements, etc., at a higher level.

The basic requirements to institute an efficient SAR system are the following:

- establishment of a legal framework for SAR services;
- measures to use available resources and provide other when necessary;
- designation of the responsibility geographical zones of the RCCs and associated RSCs ;
- provision, training and other staff resources allowing to manage and maintain the operation of the system;
- suitable and available communication means; and
- agreements, plans and related documents aimed at complying with the objectives and defining the work relations.

2.- OBJECTIVES

Knowing the importance of cooperation when providing a fast and effective SAR service, States need the following:

- a) Provide a Regional Aeronautical and Maritime SAR Plan to fulfill the regional needs and the international engagements.
- b) Help to save lives, in accordance with the engagements taken with the International Civil Aviation Organization (ICAO), to which they are signatories.
- c) Provide a complete Plan for Regional Coordination of SAR operations, the effective use of the available resources, mutual assistance, and efforts to improve the said cooperation and services.
- d) Integrate the available resources, so that they may be used for Aeronautical and Maritime SAR operations towards a mass cooperation, for a better life protection and features to ensure more efficiency and economy.

This Plan also pretends to:

- a) help States with their national and international humanitarian obligations, in accordance with the engagements taken.
- b) provide a Regional Guide for the Development of SAR operations.
- c) describe the role of the participating States, having as the main context saving lives.

d) Recognizing the command of the States, respectively for the kind of Operations involved in this Plan, and describing the SAR responsibilities in the Region.

e) trying to save belongings, but in a secondary plan, and having as a main objective to “save lives”.

f) Justify all kind of SAR operations, including the provision of initial assistance (food, clothes, medicines, etc), for the survivors and taking people to a safe place; and

g) having as a primary concept the complete Coordination for the continuous development, the Coordination and enhancement of SAR services.

3 GENERAL FRAMEWORK

A.- GENERAL CONCEPT

Aeronautical and Maritime Search and Rescue, as emanating from the analysis of the regional needs on this matter, shall be carried out in an integrated manner. To this end, the Regional Committee for the Coordination of SAR operations is created, through which the States will act as safeguards of the persons lives in case of air and maritime accidents.

B.- SCOPE

Dictate the general guidelines for the integration of efforts and the Coordinated Operation of the States Involved, forming a Regional Committee for the Coordination of SAR operations, efficient and compatible with the regional requirements and the obligations with conventions and international treaties signed by the States involved on this Plan.

C.- STATES INVOLVED

- 1) Cuba
- 2) Dominican Republic
- 3) Haiti
- 4) Jamaica
- 5) Netherlands Antilles
- 6) United Kingdom
- 7) United States

D.- FUNCTIONAL RESPONSIBILITY FUNCIONAL

Maritime, Fluvial and Lacustrine Search and Rescue Service

Service with Regional and International projection that will provide the States of the Region, in order to provide assistance to persons and vessels in danger when there are contingencies as running aground, fire, collision, and in the case of sick or seriously wounded people on board of crafts and platforms operating in the oceans, seas, navigation rivers and lakes of the Region; as well as aircraft that suffered an accident on the ground surface.

Search and Rescue service covers the following areas:

- Oceanic and maritime domain
- States navigable rivers.
- Lakes
- Jurisdictions of other States at their request
- Other areas that may be established under regional agreements.

Search and Rescue Service

Service with Regional and International projection provided by States with the aim of searching, locating and providing help to the persons in aircrafts that are in danger or lost; help and cooperate with the Search and Rescue operations.

The coverage includes the following areas:

- Every Regional territory
- Jurisdiction of other States, as per the regional agreements
- Airways in the sea (controlled and non controlled airspace)
- Airspace under the responsibility of the States of the Region in accordance with the international agreements of which they are part.

4.- ACTION PLAN OF THE COMMITTEE

A.- CONSTITUTION

As coordination among the organizations in charge of Search and Rescue Services is needed, it is decided to constitute a Regional Committee for the Coordination of SAR operations to the aeronautical Maritime, fluvial and lacustrine services.

B.- COMPONENTS

Organization

The Regional Committee for the Coordination of SAR operations will be organized by the different Search and rescue services, that operate from their respective coordination Centres and/or Sub-Centres.

The Committee will be integrated by all the SAR managers and duty managers of the States involved. The Committee will count with a Chairperson, Vice-chairperson, Secretary, Public Rapporteur, etc, which will be elected by consensus in an annual basis by the other members of the Committee.

The Committee shall meet biannually, in any of the previously agreed upon States, with the aim of providing a briefing of the SAR activities and propose improvements to the SAR regional system.

Resources

The resources forming the Committee are: staff, vehicle, aircraft, vessels, ships and equipment used for the basis of Search and Rescue.

Los States will consider an annual budget for the implementation and modernization of the equipment and training of the personnel on Search and Rescue operations, which will be fairly distributed among the organizations involved, as well as to consider the expenses generated by the joint services.

Communications

The System enabling the detection, alert, control, support and coordination in one Search and Rescue operation.

Medical Assistance

Assistance provided in the scenario of the disaster and the care provided in the route towards the corresponding sanitary centre.

Documentation

Consists of the gathering and analysis of the previous and subsequent information of the search and rescue operation carried out by the respective Coordinator Centre responsible for the operation, with the aim of keeping a chronological record of the development of all the phases carried out in the system.

C.- PHASES OF THE SEARCH AND RESCUE OPERATIONS

The phases that may be recognised in a search and rescue operation are the following (although they do not necessarily all appear):

SHIPS

UNCERTAINTY PHASE

The uncertainty phase is declared when doubts exist regarding persons , ships, vehicles and/or aircraft, safety and when:

- a) It has been notified that, after its arrival time, it has not arrived to destiny; or
- b) They have ceased transmitting the notification attended from them with regard to their seguridad situation.

ALERT PHASE

The alert phase is declared when the safety of ships is endangered, when:

- a) After an uncertainty phase, the attempts to establish contact with the ships have failed and the inquiries carried out with other appropriate sources have not succeeded.
- b) Information has been received in the sense that the operational capacity of the ship is diminished, but not to a degree that this mean a dangerous situation.

DANGER PHASE

The danger phase is declared when:

- a) Information is received on the fact that a ship or a person on board is in serious and imminent danger and require immediate help.
- b) After an Alert Phase, new unsuccessful attempts of establishing contact with the ship and more diffused inquiries and equally unsuccessful, indicate the probability of danger.
- c) Information is received indicating that operational capacity of the ship has diminished until a point where it is probable that a danger situation occurs.

AIRCRAFT***UNCERTAINTY PHASE (UNCERPHA)***

- a) When no communication of the aircraft has been received within 30 minutes following the hour when a position message should have been received.
- b) When the aircraft does not arrive 30 minutes following the estimated time of arrival announced.

ALERT PHASE (ALERPHA)

- a) When after the Uncertainty Phase no news from the aircraft can be obtained, through communications.
- b) When an aircraft has been authorized to land and it does not do that within the five (05) minutes following the estimated time of landing and moreover, the communication with aircraft cannot be re-established.
- c) When receiving reports indicating that working coordination of the aircraft are abnormal, but not until the point when a forced landing is possible, unless there are unfavourable signs regarding safety of the aircraft and its occupants.

DISTRESS PHASE (DISTRESSPHA)

- a) When the Alert phase has occurred and after the verification calls have been made, no news are received from the aircraft, inferring that it is in a distress situation.
- b) When it is considered that the fuel carried by the aircraft airborne is over, or insufficient to arrive at a safe place.
- c) When reports are received indicating that the working condition of an aircraft is abnormal, until the point where a forced landing is probable.
- d) When reports are received indicating that the aircraft is about to perform a forced landing or that it has done so.

D.- SAR OPERATIONS FIELD

The maritime, fluvial and lacustrine Search and Rescue shall have the following levels depending on the field where SAR operations are carried out.

International Level

Search and rescue operations in international waters and/or airspace or other SAR system supporting operations of other States that so request.

Regional Level

Search and Rescue Operations in Regional waters and/or airspace or other SAR system Operations supporting the States involved.

E.- INTEGRATION MEASURES**Management and Control**

- a) each State will keep its current SAR management and control plans and structures, having to establish close coordination for a better use of means and available resources.
- b) each State will keep the responsibility in its respective Search and Rescue Region (RCC)

c) The military bases (ground, naval, air) and all the International airports of the States may act as re-fuelling points of the Rescue brigades of other States in accordance with the collaboration agreements of the SAR operations.

d) A copy of this Plan shall be provided to each one of the States involved and support to SAR operations, and these, in turn, to each one of the SAR National Organizations, as well as to the different Aircraft and Navy Operators companies operating in their respective airspace and jurisdictional waters or under their domain.

e) The States will agree mutual support measures for the provision Search and Rescue services.

Jurisdiction

The organizations of Maritimes and Aeronautical Services may sign agreements for joint operations.

Means

The States involved will coordinate all the necessary means to efficiently act in the Search and Rescue operations, in view that help is to be provided as soon as possible to save life of victims.

Procedures

The Maritimes and Aeronautical Services will operate based on emergency procedures, operation phases, formats, reports, phraseology and distress signals created to that end by **IMO, ICAO, ITU**.

Training

A joint Maritime and Aeronautical Search and Rescue training drill will be scheduled in an annual basis at a Regional level. The drill will be proposed and organized by the responsible of each Service in a rotational basis and it will include participation of public and private support elements in accordance with the available resources, assuming each one of the States the expenses of those training events. The rotational scheme will be organized in alphabetical order of the States.

F.- SUPPORT STATES

- Venezuela
- Colombia

PLANNING

The Search and rescue services plans will take into consideration that those operations are based on the maintenance of efficient maritime, fluvial and lacustrine traffic control and air traffic control systems.

The States will update and issue their Search and Rescue Plans, including the following aspects:

- a) preparation of plans at a national level, where the integration and support that shall exist among services will be coordinated.
- b) preparation of resources and alternative means from the public or private sector lists to be used in support of the Regional and/or National Search and Rescue operations .
- c) signing of conventions with national public or private bodies, if applicable, to materialize the support with the alternative foreseen means and resources.
- d) preparation of national and regional mobilization plans to materialize the use of the alternative foreseen means and resources.
- e) consolidation of the essential information to implement search and rescue operations, including:
 - 1.- Notices to airman (NOTAM)
 - 2.- Notices to the mariners (AVILONA)
 - 3.- Meteorological reports
 - 4.- Oceanographic reports
 - 5.- Other.
- f) Duly diffusion among all the States in order to facilitate the necessary coordination and support.

AUTHORIZATION FOR ENTERING THE INVOLVED STATES

When SAR teams need to go from one State to another to act in an emergency, the responsible RCC will coordinate the relevant measures with the responsible of the State where the emergency is happening. The procedures will adjust to the agreements subscribed describing the emergency and all the available details.

In view that mostly all of the States of the world are members of the International Civil Aviation Organization (ICAO) and the International Maritime Organization (IMO) has established agreements authorizing emergency aircraft and vessels to penetrate the territorial integrity of a State when carrying out SAR operations, the host State should provide the following:

- a. Clearance to overfly and land the corresponding aircraft during all the SAR operation.
- b. Exemption of any commercial documentation
- c. Exemption of customs taxes
- d. Exemption of visa requirements
- e. Free access to the disaster zone
- f. Authorization to pass and use communication equipments

g. Acknowledgement of certificates

h. Agreements that will ensure a suitable protection for the SAR teams personnel.

When agreements of coSAR operation exist, the responsible RCC shall coordinate with the host country all the mutual assistance regarding SAR and facilitate the admission and leave of aircraft and maritime ships.

Agreements should contain the following:

1. Establish scope of accidents, and therefore facilitating to take the necessary measures to avoid requesting an unsuitable SAR assistance, which may be inconvenient for SAR operations.
2. Respect the current law of the other States. This plan shall not affect the sovereignty of the States.
3. The host State shall appoint a coordinator to guide SAR operations, unless the contrary is previously agreed upon.
4. The States of the Region capable of receiving information of the international satellite alert system COSPAS-SARSAT and of the AMVER System will provide unconditionally this information to the other States of the Region.
5. The conventions or agreements signed by the States of the Region with other States, previous to this Plan, will keep valid..
6. The States will consider in their respective national SAR plans, a stockpile or a reception place for the SAR brigades of other States.
7. The plan shall consider SAR operations at a Regional level in the aeronautical and maritime field, and if possible, other SAR activities such as catastrophes caused by natural phenomena (hurricane, quakes, tidal waves, other, etc.)

7- FINANCING

The States as responsible for the SAR operations should facilitate the establishment of agreements with shipping and fishing companies, commercial aviation companies and ground transportation companies, shipowners, aircraft and vehicles owners in general, national sporting aeroclubs and nautical clubs that receive some of the Search and Rescue service in benefit of their crew, passengers and/or belongings so that they assume if applicable, the operations costs and extraordinary means used to that end (aircraft, tugs, ships, vehicles, etc.)

In case of ships, aircraft or private property vehicles and/or foreign property, the clauses and/or articles of agreements and international treaties signed independently by each will be observed and respected by each State responsible of the services.

8- INTERNATIONAL ASPECTS

The Regional Committee for the Coordination of SAR operations may present for consideration by the ICAO NACC Regional Office, the actions adopted to formulate proposals or procedures deemed necessary, as well as to propose steps oriented towards the establishment of collaboration links, mutual support and information exchange with neighbour States aimed at ensuring security of human life.

The Committee may formulate to the NACC Office suggestions on international aspects which are considered necessary to improve services.

9- TERMS AND DEFINITIONS

In the case of terms and definitions to be used, please refer to the International Civil Aviation Organization (**ICAO**) Search and Rescue Manual (**Doc 7333-AN/1859**) Annex 12. Search and Rescue, International Aeronautical and Maritime Search and Rescue Manual (**IAMSAR**) (**Doc 9731-AN/958**) prepared in collaboration with ICAO and the International Maritime Organization (**IMO**), and other ICAO documents.

10- APPLICABILITY, AMENDMENT, OR TERMINATION OF THIS AERONAUTICAL AND MARITIME SAR PLAN

This Aeronautical and Maritime SAR Plan for the Regional Coordination of the SAR operations will become applicable when approved by the Directors General of the Civil Aviation Authorities of the States involved. The amendments to this SAR Plan may be channeled by the States through the Regional SAR Committee.

The termination or replacement of this SAR Plan by another SAR Plan, can only be carried out by the aforementioned procedure.

REFERENCES

- **ICAO Chicago Convention**
- **Annex 12 (Search and Rescue)**
- **Annex 11 (Air Traffic Services)**
- **Report of the 11th CAR/SAM Regional Planning and Implementation Group (GREPECAS) Meeting (Manaus, Brazil, 3-7 December 2002)**
- **Report of the First North American, Central American and Caribbean Directors of Civil Aviation Meeting (Grand Cayman, Cayman Islands, 8-11 October 2002)**
- **Report of the Seventh Meeting of Directors of Civil Aviation of the Central Caribbean (C/CAR DCA/7) (San Juan, Puerto Rico, 28 June -01 July 2004)**
- **Doc 9731-AN/958, IAMSAR Manual**

APPENDIX B

PROPOSAL OF A SAR COORDINATION COMMITTEE FOR THE STATES/TERRITORIES OF THE CENTRAL CARIBBEAN (C/CAR)

- 1. BACKGROUND:** ICAO SAR Manuals recommend the signatory States of the Chicago Convention to create a SAR Coordination Committee. Our proposal of a Regional Aeronautical and Maritime SAR Plan foresees the activation of a SAR Coordination Committee.
- 2. OBJECTIVES:** The creation of the SAR Coordination Committee for the States/Territories of the C/CAR area is aimed at:
 - a) providing a subregional forum to coordinate administrative and operational matters regarding aeronautical SAR;
 - b) establishing contact with other regional and international organizations that provide SAR services;
 - c) supervising the Aeronautical and Maritime SAR Plan for the coordination of SAR operations of the C/CAR;
 - d) fostering the efficient use of the existing SAR means;
 - e) serving as a cooperation forum for information exchange and development of positions and policies of common interest for a Regional SAR System;
 - f) promoting a close collaboration and coordination among the civil and military authorities and other regional organizations in order to provide efficient aeronautical SAR services;
 - g) improving cooperation among Aeronautical, Maritime and Ground SAR communities in order to provide efficient aeronautical SAR service in the C/CAR area;
 - h) determining other means to improve the general efficiency of aeronautical SAR services in the C/CAR area, and standardizing SAR procedures and equipments whenever possible;
 - I) fostering the signing of SAR agreements or conventions among the C/CAR States/Territories;
 - j) channelling, through the relevant organization, the performance of regional SAR drills at least once a year in order to correct possible errors and to improve the SAR system;
- 3. MEMBERS:** The C/CAR SAR Coordination Committee will be composed by the members in charge of the Aeronautical SAR of the following States/Territories;
 - 1) Cuba
 - 2) Dominican Republic
 - 3) Haiti
 - 4) Jamaica
 - 5) Netherlands Antilles
 - 6) United Kingdom
 - 7) United States

- a) The Members will be in charge of keeping the suitable coordination with other Organizations interested in providing SAR service in the C/CAR.
- b) The deputy persons in charge of Aeronautical SAR of the States/Territories will be the substitute members.

4. PROCEDURES:

- a) The general meetings of the Committee will be hold at least once a year in a venue previously agreed upon;
- b) The members of the Committee will exchange information through electronic mail;
- c) Extraordinary meetings of the Committee will be held during the meetings of the Civil Aviation Directors, at the request of one of the members of the Committee;
- d) During the meetings of the Committee, Ad hoc groups may be activated to perform specific analysis tasks to be presented to the Committee;
- e) The Chairperson, or any other Member may convene a special meeting of the Committee whenever necessary;
- f) The Committee will make the necessary coordination for its meetings through the ICAO NACC Office;
- g) The Chairperson and Vice-chairperson of the Committee, as well as other positions, will be elected for two years in alphabetical order of the States/Territories;
- h) The Chairperson of the Committee will act as moderator of the meetings and the secretariat services will be provided by the ICAO NACC Office.