INTERNATIONAL CIVIL AVIATION ORGANIZATION

**AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP
FIFTEENTH MEETING (APIRG/15)**

(Nairobi, Kenya, 26 – 30 September 2005)

Agenda Item 4: **Air Navigation and Aviation Security (AVSEC) Issues**
4.3: **Air Traffic Management (ATS, AIS & SAR)**

Towards An Efficient And Effective Search and Rescue (SAR) System for Kenya

Summary

This paper provides a summary of efforts currently being made by Kenya to establish a functional and effective SAR System. Further, it proposes to States. Priority activities necessary for the creation of an effective SAR System.

Ref. ICAO/AFCAC SAR Report

1. Introduction

1.1   The ICAO/AFCAC SAR study recently carried out in 19 African States confirmed that Search and Rescue has not been given the priority and attention it deserves. The consequences of this lack of attention are that a number of States have recently been caught completely unprepared by disasters leading to heavy losses in life and property. It is evident that this state of unprepared ness has more to do with inadequacy or lack of functional SAR Systems than a lack of facilities or resources.

1.2   Having participated in the ICAO/AFCAC study, we have decided to take advantage of its findings and develop an efficient and effective SAR System for Kenya.

2. Discussion

2.1 SAR Awareness Among Stakeholders

2.1.1   On 8th and 9th June 2005, Kenya organized a Seminar/Workshop
On Search and Rescue. All Stakeholders in the Country as well as a few neighbouring States were invited. The objective was to create awareness of the need for a functional national SAR System. The event was also used to gauge the strengths and weaknesses of the individual SAR Organizations forming the national system. Kenya will use the knowledge and experiences gained from the Seminar/Workshop to achieve the desired goal of an efficient and effective SAR System.

2.2 National SAR Plan

2.2.1   To enhance efficiency and effectiveness of A SAR system, arrangements for cooperation and coordination need to be detailed, formalized and published. Information concerning procedures to be followed by all players in a SAR operation as well as a directory of SAR assets available need to be well documented and made accessible to all.

2.2.2   Kenya is currently in the process of formalizing cooperation arrangements with various Organizations. Additionally, the national SAR Plan is being revised to incorporate the latest development in our SAR System.

2.3   National SAR Coordinating Committee

2.3.1   A national SAR Coordinating Committee is soon to be established and mandated to carry out functions and responsibilities in the manner recommended by the IAMSAR Manual. It is expected that the Committee will become operational by October 2005.

2.4 SAR Facilities and Resources

2.4.1   The main source of our SAR facilities is the Department of Defence. Indeed, it is to the advantage of the national System that SAR is a core function of the Military second only to national Defence. We believe that this applies to other States in the region who can similarly use this available resource to build their SAR systems.

2.5   Regional Cooperation

2.5.1   Kenya has signed SAR agreements with a number of neighbouring States. The process is on to conclude agreements with the remaining States. Additionally, efforts are being made to harmonize aeronautical and Maritime SAR Services in the Country.

2.6   406 MHz Register on COSPAS SARSAT

2.6.1   A survey has been conducted to establish the number of aircraft in the Kenyan register equipped with either 121.5 MHz or 406MHz ELTS. The results indicated only 8 are equipped with 406 MHz.

2.6.2   Consequently, Operators have been informed of the requirement to replace 121.5 MHz with 406 MHz by 2009. Details of 406 MHz register are currently being worked on.

2.6.3   Kenya is a beneficiary of the COSPAS SARSAT system. We receive information from both the Italian and Indian MCCs. However, the level of false alerts is high. We believe that States could minimize these false alerts through education of operators. In most cases, the false alerts received in Kenya emanate from Maritime sources.

3.   Conclusion

3.1   We believe that it is within the means of every State in the AFI region to develop a functional and effective SAR system. It is not the resources which are lacking but organization. It is therefore urgent that AFI States who have not yet done so should borrow from the experiences of others to develop their SAR systems.

4.   Action by APIRG

4.1   APIRG is invited to: -

(a)   Note the contents of this paper
(b)   Contribute to the issues raised in this paper with a view to assisting States fast track establishment of these SAR systems.

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