ICAO Inter-regional SAR Workshop 2016

Civil-Military Cooperation and Coordination

Dave Edwards
U.S. Coast Guard

Chairman, International Civil Aviation Organization/International Maritime Organization Joint Working Group on SAR
(ICAO/IMO JWG)
AF 447 in 2009…Malaysia MH 370 in 2014

- Such an incident, including maritime, has happened or will happen to all States with maritime SAR regions
- Need to plan ahead and learn from previous incidents
- Some common aspects:
  - Media interest
  - Foreign governments interest and involvement
  - Next of kin of the victims (save lives, recover victims)
  - Quick reaction – who to call, effective response
  - Cooperation – neighboring States, civil-military
  - Maritime drift – objects drift differently
How is the cooperation and coordination between your:

Aeronautical and Maritime SAR agencies?

(or Land or Local authorities)

Civil and Military authorities?

- Most States rely upon the military to do SAR
- Who has the search planning experts
- Who has the rescue resources
- Lessons learned from Air France 447, Malaysia Flight 370, and other incidents around the world
If you rely on your military to do SAR...

- How does it fit into the civil SAR system?
- How good is its cooperation and coordination within your government?
- Does it have trust and cooperation with neighboring States?
- How responsive are the arrangements for the military to share your national airspace?
Government Processes for an Effective SAR System

- **Our countries are part of the Global SAR System**
- **ICAO and IMO Guidance/Conventions**
  - International Aeronautical and Maritime Search and Rescue Manual (IAMSAR Manual)
- **National SAR Coordinating Committee**
- **SAR Agreements**
IAMSAR Manual Volume I Section 6.4.3 and Appendix J “SAR Co-ordinating Committee”

(2016 edition has a template with details)
National SAR Committee
A Strategic Level Whole-of-Government Approach

-Member Agencies could include:
  • Defense,
  • Transportation (Aeronautical, maritime),
  • Interior, Communications, National Police,
  • Health, Emergency Management, etc.

Who chairs the Committee? Your choice (But equal vote.)

-Focused on policy matters, while ongoing operational matters could be handled under a different interagency forum.
SAR Agreement

• 2016 edition of the IAMSAR Manual, Volume I.
  ➢ Appendix I
  ➢ To avoid confusion, read the “Notes’ on the first page of Appendix I.
  ➢ Agreements can provide operational procedures – eliminate confusion and mistrust
  ➢ Confidence building measures such as joint visits and exercises
National Airspace

• Who manages your national airspace – civil aviation authority or military?

• National airspace is a national resource:
  • Accommodate military, security, etc.
  • Confine hazardous activity (segregate) from other airspace users
  • Commercial and public use
  • International airspace (beyond territorial sea)
ICAO actions

• ICAO Air Traffic Management Operations Panel
• ICAO Circular 330-AN/189
  • Flexible Use of Airspace (FUA)
• Campaign on Civil/Military Coordination
  • Workshops/seminars within ICAO regions
  • Focus on airspace management and organization
• Could expand to include SAR under FUA
A National SAR Committee and SAR Agreements enable you to maintain a balanced perspective that includes SAR.