Regional and Inter-regional Workshop on the Provision and Improvement of Search and Rescue Services in the AFI Region

**SAR Development and Challenges in the MID Region**

Presented by

**Elie El Khoury**

Regional Officer, ATM/SAR
ICAO MID Regional; Office, Cairo
Outline

✓ Brief on the MID Office
✓ Few Statistics
✓ Regional Working Arrangements
✓ MID Region AN Priorities
✓ MID NCLB Strategy/Plan
✓ EI of the MID States
✓ SAR main challenges
✓ SAR Activities in the MID Region
✓ ICAO/IMO SAR GMDSS Conference
✓ Key points
Located in Cairo, Egypt

Established in 1953

Accredited to 15 States

English is the working Language, however some States correspond in Arabic

Bahrain      Egypt       I.R. Iran      Iraq      Jordan      Kuwait      Lebanon      Libya
Oman         Qatar       Saudi Arabia  Sudan      Syria       UAE         Yemen
The Middle East Region moved 14 per cent of world Revenue Passenger-Kilometers (RPK) and recorded the highest annual growth of 12.1 per cent in 2015.
SAR Missions related to the Incidents location

Maritime are much more experienced

Aircraft incidents occur over land or maritime

- 60% Maritime
- 25% Land
- 15% Air

ICAO/IMO SAR GMDSS, Bahrain 21-22 October 2014
Regional Working Arrangements

Strategic Objectives 2014-2016

DGCA-MID

- Air Navigation Capacity and Efficiency
  - MIDANPIRG

- Environmental Protection
  - RASG-MID
  - COSCAP-GS

- Safety
  - CASP-MID

- Security and Facilitation

- Economic Development of Air Transport
MID electronic Air Navigation Plan (MID eANP)
ICAO Doc 9708

• The MID eANP (3 Volumes) approved and available on the MID Office website.

• SAR provisions are included in Volume I and II
Air Navigation Strategy
MID Doc 002

• In line with the Global Air Navigation Plan (GANP)
• Regional Priorities identified (11 ASBU B0-Modules)
• Endorsed by MSG/4 (24-26 Nov. 2014) and revised by MIDANPIRG/15 (Bahrain, 8-11 June 2015)
## MID ASBU Block 0 Modules Prioritization

<table>
<thead>
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NO Focus on SAR
MID Region NCLB Strategy/Plan

Aligned with the ICAO NCLB campaign and Regional priorities and specific to the MID States

Based on USOAP-CMA Effective Implementation (EI)

States in the MID Region could be classified into four groups:

- $0 \leq EI \leq 60$
- $60 < EI \leq 70$
- $70 < EI \leq 85$
- $85 < EI \leq 100$
USOAP-CMA Effective Implementation (EI)

- Libya: 28.91
- Syria: 53.66
- Egypt: 54.96
- Jordan: 58.65
- Lebanon: 59.51
- Qatar: 62.86
- Bahrain: 66.19
- Oman: 67.83
- Sudan: 74.19
- Kuwait: 81.77
- Saudi Arabia: 89.12
- Iran: 90.49
- UAE: 98.85
SAR EI in the MID Region

Not Audited

Iraq, Yemen, Lebanon, Qatar, Syria, Kuwait, Egypt, Bahrain, Sudan, Libya, Jordan, Oman, Saudi Arabia, UAE, Iran
SAR deficiencies in the MID Region

1. **Lack of Provisions**
   - Implemented: 45%
   - N/A: 55%

2. **SAREX**
   - Compliant: 70%
   - No SAREX: 30%

3. **ELTs**
   - Compliant: 40%
   - Non compliance: 60%

4. **Effective SAR Oversight**
   - Less effective: 60%
   - Effective: 40%

5. **Signatures of SAR Agreements**
   - Not Completed: 100%

6. **SPOC**
   - Assigned: 100%
The main Challenges are related to lack of:

- Regional SAR Plan and National SAR Plans
- Local cooperation among stakeholders involved in SAR
- SAR is more retro-active rather than pro-active approach
- English Language Proficiency for RCC radio operators;
- Appropriate training programmes/plans of SAR experts;
- lack of signature of SAR agreements;
- lack of plans of operations for the conduct of SAR operations and SAR exercises;
- lack of provision of required SAR services; and
- non-compliance with the carriage of Emergency Locator Transmitter (ELT) requirements.
MIDANPIRG and DGCA-MID have been encouraging MID States to:

• take necessary measures to foster their SAR services;
• enter into agreements with their adjacent States;
• organize joint SAREX;
• conduct SAR Workshops and Seminars at the national level;
• support the coordination and collaboration with the adjacent ICAO Regions and all SAR Stakeholders to ensure harmonization in the SAR developments; and
• implement the recommendations of the global and regional SAR requirements.
MIDANPIRG/14 tasked the ATM SG to develop a simplified template for SAR Bi-Lateral arrangements that addresses the CAA and ACCs responsibilities, such as the alerting and coordination tasks; and a MID Region SAR Plan.
The ATM SG established a SAR Action Group composed of volunteered SAR experts from Bahrain, Egypt, Iran, Saudi Arabia, UAE and supported by the ICAO MID Office:

- to carry out a Gap Analysis related to the status of implementation of SAR services in the MID Region; and

- to develop:
  - a SAR Plan for the MID Region based on the Asia/Pacific experience;
  - an action plan for the conduct of regional/sub-regional SAR training exercises;
  - a Template for SAR Bi-lateral arrangements as an Appendix to the MID Region ACC LoA Template; and
  - a Matrix to monitor SAR status in the MID Region, based on Annex 12 and DOC 9731;
SAR AG Activities (Cont’d)

- a Template for SAR Bi-lateral arrangements was developed and endorsed by MIDANPIRG/15 (Bahrain, 8-11 June 2015), which will ensure proper alerting and coordination procedures are in place between adjacent ACCs, awaiting for the signature of the States’ SAR Agreement.

- a Matrix to monitor SAR status in the MID Region, was also developed.

- An initial draft MID Region SAR Plan has been prepared and will be reviewed by the SAR AG.

- States were urged to ensure that their SPOC sign the MCC/SPOC model agreement with their relevant MCC.

- SAR issues will be addressed during the General Ministerial Aviation Summit, Riyadh, 29-31 August 2016.
ICAO/IMO SAR GMDSS Conference

- ICAO/IMO Search and Rescue-Global Maritime Distress and Safety System Conference (ICAO/IMO SAR GMDSS Conference), was successfully held in Bahrain 21-22 October 2014.
- The Conference was hosted by Bahrain and dedicated to the Gulf Cooperation Council (GCC) States.
- The Conference was attended by a total of sixty two (62) participants from five (5) States (Bahrain, Kuwait, Oman, Saudi Arabia, and UAE).
- The ICAO/IMO SAR GMDSS Conference provided a forum for sharing experiences and discussing relevant matters to SAR between Civil/Military Aeronautical and Maritime representatives.
1. Provide IMO and ICAO with information related to the availability of SAR services, including information on the areas of responsibility, taking into account IMO’s and ICAO provisions, as soon as possible if not already done so, and keep the information up to date on a regular basis.

2. Noting that close cooperation between maritime and aeronautical SAR services is essential, establish a national SAR Coordinating Committee.

3. Develop a national SAR Plan, to the extent possible, ensuring harmonization with SAR Plans of the neighbouring States, for the benefit of effective and efficient SAR cooperation.
4. consider the development of a multilateral agreement on the cooperation of aeronautical and maritime SAR and the establishment of a Regional SAR Coordinating Committee, in the framework of the GCC

5. sign the SAR Letters of Agreement (LoAs) to facilitate and expedite the efficient conduct of SAR operations

6. evaluate SAR and GMDSS facilities and identify actions to be taken to improve the existing situation, including the establishment of Rescue Coordination Centres, as appropriate

7. keep record of all SAR activities and as such built up statistics for national use as well to be used in communication with IMO and ICAO, as appropriate
8. share lessons learned related to SAR activities;
9. develop a short and long term programme for training of SAR personnel, including those involved in the oversight of SAR;
10. conduct national, bilateral and multilateral SAR exercises and use lessons learned to identify capacity building needs; and
11. request, as appropriate, either individually or in cooperation with other GCC States, IMO and/or ICAO to provide technical assistance, in particular to:
   a) assess the existing situation and provide recommendations for improvement; and
   b) support the training of personnel involved in SAR
Key points

SAR main objective is saving lives and preventing future accidents through lessons learned for that it should be given high priority, which will require:

a. effective and efficient cooperation between all concerned authorities within the State (SAR Plan); and with Adjacent and neighboring States;

b. development of ICAO Regional SAR Plans ensuring harmonization with other adjacent ICAO Regions;

c. dedicated, qualified and well trained SAR experts;

d. effective SAR oversight functions; and

e. sharing of resources through bilateral or multilateral agreements.

High level commitment and support is vital