

**INTERNATIONAL CIVIL AVIATION ORGANIZATION**  
**FIRST MEETING OF DIRECTORS OF CIVIL AVIATION OF THE**  
**CARIBBEAN REGION (CAR/DCA/1)**

(Grand Cayman, Cayman Islands, 8 - 11 October 2002)

**Agenda Item 7:** Search and Rescue/Mass Casualty Incidents (SAR/MCI)

**SAR ACTIVITIES IN THE CARIBBEAN (CAR) REGION**

(Working Paper presented by the Secretariat)

SUMMARY	
This working paper presents to the Meeting of Directors of Civil Aviation of the CAR Region, the SAR Recommendations of the CAR/SAM/3 RAN (Buenos Aires, 1999) as well as the SAR activities carried out in Central America, the Central Caribbean and the Eastern Caribbean. It also presents the need for some States to implement SAR elements from the CAR/SAM Air Navigation Plan, and encourages States to obtain agreements to support SAR operations.	
REFERENCES:	
<ul style="list-style-type: none"><li>• CAR/SAM/3 RAN Report (Buenos Aires, Argentina, 1999)</li><li>• CAR/SAM Air Navigation Plan Doc. 8733 (Volumes I and II- 2000)</li><li>• C/CAR DCA/5 Meeting Report (Montego Bay, Jamaica, May 2001)</li><li>• 87<sup>th</sup> Meeting of Directors of Central America and Panama Report (Belize, August 2001)</li><li>• 17<sup>th</sup> E/CAR DCAs Meeting Report (Port of Spain, Trinidad, December 2001)</li></ul>	

**1. Introduction**

1.1 The CAR/SAM/3 RAN Meeting, held in Buenos Aires, Argentina (1999) discussed, under Agenda Item 6, the Search and Rescue Services for the CAR/SAM Regions and formulated recommendations on the subject.

1.2 Since the SAR Special Project for Central America, approved by the ICAO Council in 1991, several SAR activities have been carried out in Central America. These activities resulted in a new SAR Organization; the amendment of the SAR 1 Chart of the CAR/SAM Air Navigation Plan; the approval of a SAR Plan among Central American States; and the creation of a Central American Search and Rescue Committee (COBUSA).

1.3 With the transfer of the Central American experience in SAR issues to the remaining CAR Region, a SAR Plan was implemented, and a Search and Rescue Committee for the Eastern Caribbean was created in 1994. The SAR/MCI Central Caribbean Task Force was established in 1999 with the aim to, among other things, accomplish a SAR Plan for this particular area of the CAR Region, and to establish, if deemed necessary, a Search and Rescue Committee.

## **2. Discussion**

### CAR/SAM/3 RAN

2.1 The CAR/SAM/3 Meeting (1999) thoroughly examined the CAR/SAM Regions plan of search and rescue regions (SRR). This allowed to make necessary adjustments caused by the modifications to the plan of flight information regions (FIRs) during the Meeting; and, that in the case of the CAR Region means changes in the search and rescue regions (SRR) of Mexico and Central America. Among other important SAR issues dealt by this Meeting are the following: *Review of Search and Rescue Facilities, Liaison with the International Maritime Organization, Use of Satellite Technology, Required Response Time, Coordination with Military and other Authorities, Human Resource Planning and Training of RCC and RSC Personnel, Cooperation Between States and Establishment of Joint SAR Facilities, Basic Provisions for SAR Services, Review of Recommendations of previous RAN Meetings.*

2.2 This working paper includes as **Appendix A** the SAR Recommendations formulated by the CAR/SAM/3 RAN, for the meeting to consider them in order to improve the SAR Services in their own areas of responsibility.

### SAR Activities in the CAR Region

2.3 A SAR Special Implementation Project, approved by the ICAO Council and coordinated by the NACC Regional Office, was carried out in Central America. A new SAR Organization was proposed, the SAR 1 Chart of the CAR/SAM Air Navigation Plan was amended, a SAR Plan among Central American States was approved and a Central American Search and Rescue Committee (COBUSA) was created. The Committee has had up to this date four Meetings: (1995, 1996, 1997 and 2000).

2.4 Taking into account the Central American experience, Eastern Caribbean Directors were proposed to adopt a SAR Agreement among States and the creation of a SAR Committee for the Eastern Caribbean (E/CAR). These initiatives were carried out by the NACC Regional Office and the Agreement was signed in 1994, which gave the basis for the implementation of the Agreement and the functioning of the E/CAR SAR Committee. The Committee has had up to this date three Meetings: (1998, 1999 and 2001)

2.5 In the Central Caribbean, Civil Aviation Directors established a SAR/MCI Task Force in 1998, who has had two Meetings, 1999 and 2000, in order to deal with several SAR issues. Among these issues there is the adoption of a SAR Agreement, and the establishment of a SAR Committee, which is similar to the ones prepared in Central America and the Eastern Caribbean. The Task Force is expected to present the material for the SAR Agreement and for the establishment of a SAR Committee for the next Central Caribbean Directors of Civil Aviation Meeting.

2.6 During the 87<sup>th</sup> Meeting of Directors of Civil Aviation of Central America and Panama (Belize, 2001), the Meeting approved within the Air Navigation Integral Project for Central America, the review and reorganization of the Central American SAR System. This activity was carried out through an ICAO Technical Co-operation Project in the beginning of 2002, and important recommendations were given to Central American States and COCESNA in order to improve SAR Services in the Central American Area.

2.7 From the information given in paragraphs 2.3, 2.4, 2.5 and 2.6, it is understood that in the CAR Region there are several Subregional mechanisms in the SAR field that should continue their work in a periodical manner in order to deal with SAR issues and therefore to improve the States' SAR Services provision; as stated by Article 25 "Aircraft in Distress" from the Convention on International Civil Aviation (Doc 7300)

#### SAR Field Deficiencies

2.8 According with the CAR/SAM Air Navigation Plan Doc 8733 Volume I (Basic) and II (FASID) States should comply with the plan of search and rescue regions (SRR) that appears in the SAR 1 Chart from Volume 1 and in the SAR 1 Chart of the Facilities and Services Implementation Document (FASID).

2.9 Only two cases of lack of implementation of search and rescue regions (SRR) exist in the CAR Region according with the aforementioned Doc. 8733: a) the search and rescue region in Port-au-Prince (Haiti) along with its corresponding facilities and services (RCC and/or RSC) and b) the lack of implementation in the eastern portion of the Atlantic Ocean of the Piarco search and rescue region (Trinidad and Tobago). (See **Appendix B** to this working paper)

2.10 Considering the aforementioned, it is necessary that both Haiti and Trinidad and Tobago carry out actions to comply with the Search and Rescue requirements shown in the CAR/SAM Air Navigation Plan.

2.11 Based on the above, the following draft conclusion in SAR issues is presented to serve the CAR Region Administrations in order to take concrete actions to improve the provision of SAR Services; to re-establish the activities of the different SAR Committees and/or Task Forces in the Region; and through the use of SAR agreements, to provide those aircraft in danger the feasible assistance means, as well as search and rescue services in case of missing aircraft.

#### **DRAFT**

#### **CONCLUSION 1/XX**

#### **SEARCH AND RESCUE SERVICES (SAR) IN THE CAR REGION**

That States/Territories/International Organizations from the Caribbean (CAR) Region:

- a) take the corresponding measures to improve the search and rescue services in the areas under their responsibility;

- b) provide the required SAR support based on the corresponding SAR Agreements of Central America and the Eastern Caribbean (E/CAR) and to make the necessary arrangements to reach the SAR Agreement for the Central Caribbean no later than 2003;
- c) re-establish the Central America and Eastern Caribbean SAR Committee's activities as well as the activities of the Central Caribbean SAR/MCI Task Force; and
- d) Haiti and Trinidad and Tobago take the corresponding measures to properly implement the CAR/SAM Air Navigation Plan requirements related to the search and rescue regions (SRR) of Port-au-Prince and Piarco.

**3. Suggested Action**

3.1 The Meeting is invited to take note of the statements made by the Secretariat in this working paper, which are related to SAR issues in the CAR Region and to approve the Draft Conclusion contained in paragraph 2.11.

-----

## APPENDIX A

### SAR RECOMMENDATIONS FORMULATED BY THE CAR/SAM/3 RAN

#### **Recommendation 6/1 – Amazonica, Atlantico, Brasilia, Central American, Comodoro Rivadavia, Curitiba, Ezeiza, Mexico and Recife SRRs**

That the ICAO *Air Navigation Plan — Caribbean and South American Regions* (Doc 8733) be amended as follows:

a); b); c); d); e); f) [...];

g) *Amend* the Central American SRR boundary as follows:

From 01 25N 092 00W to 10 00N 104 30W to 11 30N 100 00W to 13 00N 095 00W, then follow the present SRR boundary to 01 25N 092 00W.

h) [...];

i) *Amend* the Mexico southern SRR boundary as follows:

13 00N 095 00W; 11 30N 100 00W; 10 00N 104 30W; 05 00N 120 00W.

#### **Recommendation 6/2 – Search and rescue facilities**

That:

- a) the list of search and rescue (SAR) facilities as contained in Table SAR-1 in Part VII – Search and Rescue, of the Facilities and Services Implementation Document (FASID) at the Appendix to the Report on Agenda Item 6, constitute the plan for SAR facilities for the CAR/SAM Regions; and
- b) States establish and/or maintain the appropriate RCCs listed in Table SAR-1 and ensure the availability of services and facilities on a 24-hour basis.

#### **Recommendation 6/3 – Coordination with maritime SAR authorities and IMO**

That, to ensure compatibility between aeronautical and maritime search and rescue regions (SRRs), aeronautical SAR authorities in States maintain close liaison with their maritime counterparts and the International Maritime Organization (IMO), and consider the possibility of establishing joint aeronautical/maritime rescue coordination centres or equivalent arrangements.

**Recommendation 6/4 – Satellite-aided search and rescue**

That States:

- a) take appropriate action to reduce the number of false alarms on 121.5 MHz caused by inadvertent activation of emergency locator transmitters and eliminate unauthorized use of those frequencies;
- b) encourage the carriage of ELTs transmitting on 406 MHz by all aircraft;
- c) establish a register of ELTs and make available information as to how ELT registration information can be obtained rapidly by rescue coordination centres (RCCs) of other States; and
- d) provide ICAO with a SAR point of contact (SPOC) for inclusion in Table SAR 1 of the respective air navigation plan.

**Recommendation 6/5 – Search and rescue data provider**

That States provide to ICAO information on the search and rescue data provider for inclusion in Table SAR 1 of the Facilities and Services Implementation Document (FASID) part of the air navigation plan.

**Recommendation 6/6 – Carriage of 406 MHz ELTs**

That, to achieve the early implementation in the CAR/SAM Regions of future global mandatory provisions, all aircraft be required to carry emergency locator transmitters (ELTs) in accordance with Annex 6, carry automatic ELTs operating on 406 MHz, and on 121.5 MHz for homing.

**Recommendation 6/7 – Required response times for search and rescue facilities**

That States take measures to ensure that the operating plans of rescue coordination centres (RCC) contain provisions for rapid response times, and that RCCs have readily available the required response times of primary search and rescue facilities.

**Recommendation 6/8 – Coordination with military and other authorities**

That:

- a) States which rely on military authorities or other sources for the provision of SAR facilities ensure that adequate arrangements are in place for the coordination of SAR activities between all entities involved; and

- b) States consider the establishment of SAR Committees as recommended in the *International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual*.

**Recommendation 6/9 – Human resource planning and training of rescue coordination centre and rescue sub-centre personnel**

That ICAO be requested to consider SAR requirements, including English language proficiency requirements, in its work on human resource planning and training.

**Recommendation 6/10 – Development of search and rescue (SAR) training material**

That ICAO's TRAINAIR Programme be requested to invite its members to develop Standardized Training Packages (STP) for SAR personnel using the International Aeronautical and Maritime Search and Rescue Manual as its primary reference document.

**Recommendation 6/11 – Cooperation between States and establishment of joint search and rescue facilities**

That States, in order to provide a more efficient search and rescue (SAR) service and to reduce the costs associated with providing SAR facilities, consider establishing joint facilities where possible.

**Joint SAR training and/or exercises**

[CAR/SAM/2, Rec 7/12]

That States:

- a) when considered feasible, make arrangements for joint SAR exercises between their SAR units and those of other States and with operators at regular intervals and, if possible, at least once a year;
- b) invite observers from other interested States and organizations to participate in such exercises; and
- c) grant fellowships to SAR personnel to enable them to attend training courses in this field, after provision of adequate information from interested States to ICAO concerning the type of training to be received.

-----