



ICAO

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North American, Central American and Caribbean Office

WORKING PAPER

ANI/WG/SAR/TF/1 — WP/08
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**First NAM/CAR Air Navigation Implementation Working Group (ANI/WG) Search and Rescue (SAR)
Implementation Task Force Meeting (ANI/WG/SAR/TF/1)
Mexico City, Mexico, 17 – 19 September 2019**

- Agenda Item 3: Regional Performance Objective Improve Search and Rescue (SAR) Services of
the NAM/CAR Regional Performance-based Air Navigation Implementation
Plan (RPBANIP) and the CAR Regional SAR plan
3.2 Review the CAR Regional SAR Plan**

REVIEW OF THE CAR REGIONAL SEARCH AND RESCUE PLAN

(Presented by Secretariat)

EXECUTIVE SUMMARY	
This Working Paper provides the Meeting an update regarding the Caribbean Regional Search and Rescue Plan, and proposes actions to enhance and maintain updated its content.	
Action:	Suggested actions are inserted in Section 5.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency
<i>References:</i>	<ul style="list-style-type: none">• Annex 12 – <i>Search and Rescue</i>• ICAO Doc 9750 – <i>Global Air Navigation Plan (GANP)</i>• ICAO Doc 9731 — <i>International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual</i>• CAR Regional Search and Rescue Plan

1. Introduction

1.1 The Caribbean (CAR) Regional Search and Rescue (SAR) Plan references different levels. At the higher level are global requirements established by the Annex 12 – *Search and Rescue*, to the Convention on International Civil Aviation. Global guidance material is provided by the International Maritime Organization (IMO) and ICAO’s joint publication, the *International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual*.

1.2 Beneath this is the regional planning guidance, primarily provided by the CAR Regional SAR Plan and other regional guidance material, in order to enable States to define the goals and means of meeting objectives for State planning towards improving State SAR System capability, such as NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (RPBANIP) objectives.

2. Background

2.1 During the Fourth NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/4), held in Miami, United States from 21 to 24 August 2018, the ICAO Secretariat presented the CAR Regional Strategy for SAR Implementation, which proposed establishing an Ad Hoc Group to plan SAR implementation for the CAR Region and draft a SAR regional plan.

2.2 In line with the CAR Regional Strategy for SAR Implementation, the Secretariat convened the First Search and Rescue Implementation Meeting (SAR) and Civic-Military Coordination NAM/CAR (SAR/CM), held in Mexico City, Mexico, from 5 to 7 November 2018. This meeting was attended by representatives of 12 States and International Organizations of the CAR Region, including members of the Ad Hoc Group.

2.3 The SAR/CM Meeting reviewed and agreed to endorse this Plan and requested the SAR Ad Hoc Group and the ICAO Secretariat to provide further development in order to seek the approval in response to Conclusion ANI/WG/4/04 - *DEVELOPMENT OF THE CAR REGIONAL SAR PLAN*, in due time. It was agreed that the CAR Regional Search and Rescue Plan should evolve to set performance standards with regards to SAR provision and oversight.

2.4 The progress report of the SAR activities was presented to the Fifth NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/5), held in Mexico City, Mexico, from 27 to 31 May, 2019, along with the draft of the CAR Regional SAR Plan presented by the Ad Hoc Group. With the Conclusion ANI/WG/5/05 – *APPROVAL OF THE CAR REGIONAL SAR PLAN AND THE ANI/WG SAR TASK FORCE*, the ANI/WG approved the CAR Regional SAR Plan, as a regional SAR implementation planning tool, to translate the requirements of Annex 12 - Search and Rescue to the regional context of the Caribbean.

2.5 The aforementioned Conclusion was ratified by the Ninth Meeting of the North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/09), held in Port-of-Spain, Trinidad and Tobago, from 25 to 27 June 2019.

3. Next steps

3.1 The objective of this SAR Plan is to provide a framework to assist CAR States to meet their SAR needs and obligations accepted under the Convention on International Civil Aviation and for the harmonized and interoperable delivery of both aeronautical and maritime SAR services within the Region, and across other ICAO regional boundaries, where practicable.

3.2 The Plan is to be consistent with the Standards and Recommended Practices (SARPs) of Annex 12 and aligned, where appropriate with the SAR technical and operational standards and guidance of the IMO. The Plan recognizes that ICAO serves as the forum for the implementation of practical and achievable measures to improve SAR services for international civil aviation. The Plan also recognizes that the IMO provides a similar forum for SAR services to maritime shipping.

3.3 The Plan was developed as part of a suite of CAR air navigation plans, including the CAR/SAM Air Navigation Plan, the RPBANIP and the CAR Region ATM Contingency Plan, so the Plan should not be considered in isolation.

3.4 The Plan is expected to provide guidelines and recommendations for CAR States to consider for the enhancement and improvement of national, sub-regional and regional SAR capability. The Plan elements should be periodically reviewed by NAM/CAR ANI/WG to ensure that they remain relevant to the SAR system, particularly for new technology developments and alignment with other relevant global SAR plans.

3.5 The CAR Regional SAR Plan, and all SAR related documentation for the NAM/CAR Regions are available in the following website: <https://www.icao.int/NACC/Pages/edocs-sar.aspx>

4. Conclusions

4.1 The last decade has seen a steady increase in air traffic in the CAR Region. Maritime traffic is also increasing, adding further urgency to ensure that States meet the requirements of both ICAO and IMO for the provision of aviation and maritime SAR services.

4.2 The new version of the Global Air Navigation Plan (GANP) proposes new concept which correct functioning and development relies on an adequate provision of SAR services. The link between this new requirements and the SAR system requires the development of enhanced SAR capabilities by States and Air Navigation Service Providers (ANSPs).

4.3 It is crucial to be able to maintain a harmonized approach to implement these new concepts and make the best possible use of regionally available knowledge and resources.

5. Suggested Actions

5.1 The Meeting is invited to:

- a) review the current version of the CAR Regional SAR Plan;
- b) propose any amendment as required, to enhance its content and request to the NAM/CAR ANI/WG SAR Task Force to incorporate, as part of its Work Programme, the further review of the Plan, to ensure it accurately reflects the main needs and challenges of the CAR Region; and
- c) take any additional action deemed necessary.