



ICAO

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North American, Central American and Caribbean Office

WORKING PAPER

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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

IMPORTANCE OF THE CAR REGIONAL SAR PLAN

(Presented by Dominican Republic)

EXECUTIVE SUMMARY	
This Working Paper presents the importance of the CAR Regional SAR Plan.	
Action:	The suggested action is presented in Section 4.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Security & Facilitation• Economic Development of Air Transport• Environmental Protection
<i>References:</i>	<ul style="list-style-type: none">• ICAO Annex 12 – Search and Rescue• ICAO Doc 9731 – International Aeronautical and Maritime Search and Rescue Manual (IAMSAR)

1. Introduction

1.1 The International Aeronautical and Maritime Search and Rescue Manual (IAMSAR), Volume 1 – Organization and Management, prepared by the International Civil Aviation Organization (ICAO) and the International Maritime Organization (IMO), of joint use “is intended to help States to meet their own needs related to offering Search and Rescue (SAR), as part of a global Search and Rescue System corresponding to Aircraft emergencies and maritime accidents giving a vision general of the SAR principle”, and justifies the reason why such services are necessary and beneficial.

1.2 Similarly, the IAMSAR Manual, Doc 9731, offers a perspective from the point of view of management aimed at supporting SAR Services within the framework of initiatives sponsored in this regard by ICAO and IMO, which are the two United Nations agencies dedicated to promoting the safety of aeronautical and maritime transport globally.

2. Analysis

2.1 Despite the heterogeneity of the CAR Region and its local realities, the States of the Region face common challenges in managing emergencies of a natural or anthropological nature. Within the global system or instruction that represents the SAR in the Western Hemisphere, the CAR Region and its geographical location, between the Atlantic Ocean and the Caribbean Sea, place it on one of the paths preferred by the hydrological phenomena of the Atlantic Basin, causing the Region to face constant critical forecasts of possible occurrences of severe damage to the Region and the population.

2.2 The Region of the Americas is the second Region most affected by disasters after Asia. Nearly a quarter (23%) of all the disasters that occurred in the world between 2005 and 2016 took place in the Americas, which caused around 300,000 deaths and damages that amounted to approximately US\$ 45,000 million. The most common events were related to water and climate, and in this period they caused 6% of deaths but more than 70% of the damage caused by disasters to physical infrastructure.

2.3 Major disaster-generating events have marked the history of the CAR Region, both hydrometeorological, geodynamic, sanitary and social, causing the loss of human lives, destroying their livelihoods and physical infrastructure, seriously affecting essential services and the economy, generating a slowdown in the development processes of the States.

2.4 With regard to Commercial Air Operations in the CAR Region, these activities and maritime activities represent a vital value for the success and development of tourism in the Region, and consequently, of economic activities that contribute to the sustainability of the macroeconomic stability, positively impacting the regional Gross Domestic Product (GDP). The Inter-American Development Bank (IDB), in its report on “Air Transport for Latin America and the Caribbean 2016”, established that the air sector for Latin America and the Caribbean (LAC) is growing rapidly and is expected to continue doing so in the future. Several States of the Region experienced a growth of up to 30% by 2012 and it is estimated that the Region will grow at a rate of 6% each year over the next 20 years, putting pressure on existing aeronautical infrastructure, demanding greater capacity and better performance.

2.5 The figures shown in the previous paragraph on the rapid growth of air operations in the Region are of great benefit to the Caribbean economies; however, these same reports indirectly indicate that we must have a robust SAR Regional Plan, since with the increase in air and/or maritime operations, the chances or probabilities of air incidents or accidents in the CAR Region also increase, for which we must be prepared.

3. Joint Vision (ICAO/IMO approach)

3.1 The historical process to achieve a global SAR System has been to create National SAR Systems and associate them with each other to form a set. One of the ways to create a National SAR System has been to assign the responsibility of the System to an agency, which depends on its own resources to carry out its mission. However, another better and more economical way could be to adopt a more global or regional approach, or greater collaboration between entities.

3.2 The ICAO/IMO approach to the SAR Regional Plans seeks the harmonization and standardization of the SAR Procedures first at local, regional and finally global level. This is because the SAR Service crosses our borders, since a State could be receiving operational assistance with brigades from several States at the same time, and ideally, these brigades operate under standardized procedures, that is, we are all in the same page, otherwise, this would lead to wasted time, poor coordination, and therefore a greater loss of human lives.

3.3 In addition to complying with the ICAO/IMO provisions, the CAR Region, with the implementation of its plan, would be on the same level as other Regions that are in the process of implementing their plans and those that have already implemented them. We could list a number of advantages for the CAR Region with this plan, in addition to achieving a standardization and harmonization of procedures, but there is no need to state them, since they are reflected in the IAMSAR Manual and in the same Plan.

4. Suggested Action

4.1 The Meeting is invited to take note of the information presented in this Working Paper and to motivate and support the Implementation of the CAR Regional SAR Plan.