

**INTERNATIONAL CIVIL AVIATION ORGANIZATION****13 APIRG MEETING**

(Sal, 25 – 29 JUNE 2001)

Agenda item : 4.3

Air Traffic Management

(Presented by SENEGAL)

SUMMARY

Pursuant to conclusion 12/30 of APIRG 12, ASECNA initiated an experience particularly in the Dakar RCC with a Falcon 50 aircraft. This working paper summarizez this experience and proposes some concrete actions aimed at specifying and revitalizing SAR activities in the states of the region.

Experience in ASECNA member States**I – Généralités**

In the ASECNA zone, the SRRs (Search and rescue Region) do not always coincide with the limits of the FIRS, hence the creation of several RSCS (Rescue sub centers) embracing practically the borders of the States.

The responsibility of launching and stopping operations in each of the SRRs devolves upon the corresponding RCC (Rescue Coordination Center).

The RCC is controlled by the Air Force under the authority of the country's Armed Forces. Some SSRS of our zone have coastlines (Abidjan, Douala, Gabon, Tananarive...) for which some appropriate facilities are required for the management of recue operations in the sea.

The entities involved in search phases are numerous : the Air force, the merchant navy, the gendarmerie, the civil society, the customs, civil aviation, the army...) hence the need for perfect coordination under a single command in the conduct of search and rescue operations.

Search and rescue operations in member States of the Agency are triggered by FIC or ACC from which the loss of contact with the aircraft is detected. Information is then communicated to the RCC which then organizes the search.

2 – The Dakar Example

The Dakar search and rescue coordination centre has been in operation since 1960. It is based in Dakar and exercises its authority in the FIRS of terrestrial and oceanic Dakar. The centre has permanently at its disposal a fully equipped SAR aircraft to discharge this function. This FALCON 50 aircraft (a semi-specialized facility) was delivered to the centre's premises in November 2000. It came to replace the Atlantic Breguet which had « exhausted its potential ». This aircraft was obtained within the framework of cooperation in the field of SAR and sea coast surveillance existing between the French Government and the Government of Senegal.

The activity of this aircraft also extends to the Niamey FIR and the flight information sector of Abidjan through cooperation agreements signed between Senegal and Côte d'Ivoire on the one hand and Niger on the other hand.

ASECNA intends to make full use of this aircraft and the experience of the RCC of Dakar to popularize the cooperation agreements between the States of one same region or different regions with a view to launching and accelerating automatically the search and rescue operations when the need arises.

An SAR exercise of international scope is envisaged between the RCC of Dakar and the RCC of Canarias and ASECNA will contribute immensely to it.

3 – ASECNA Programme for its member States

Drawing on the Dakar example, ASECNA :

- Updates and / or designs some emergency measures for each State,
- Sensitizes States' authorities on their respective roles and its own roles in the launching and conduct of search and rescue operations.

This activity is reflected by :

- the assumption of full responsibility for the participation of ASECNA States in ICAO workshop/ seminar on emergency plans and SAR plans.
- the preparation of cooperation agreements in the field of SAR
- the training of experts in SAR
- the organization of SAR exercises in RCC
- the updating of the early warning diagram in case of a disaster.

Action required :

The meeting is invited :

- To take note of the information provided.
- To take advantage, where necessary, of ASECNA's experience in order to specify in the form of a possible conclusion, the following point :

- Each State shall take steps to prepare some clear texts defining its specific responsibilities . These texts should define the modalités for triggering search and rescue operations as well as the role of each actor. The costs to be borne in relation to the operation shall be specified.

- A perfect coordination readily available day and night shall be established between the ACCS and the RCCS for the start of search and rescue operations.

- The States managing coastlines shall take initiatives and actions to get equipped with the means of intervention in the sea and at all times.

- The States shall pool their resources and thus reduce
The costs of these means of intervention.