



**Fifth GREPECAS–RASG-PA Joint Meeting (GREPECAS-RASG-PA/5) and
 Twenty-Third Meeting of the CAR/SAM Regional Planning and Implementation Group
 (GREPECAS/23)**

Virtual Phase (Asynchronous, 19 January to 12 February 2026)
 In-Person Phase (Mexico City, Mexico, 4 to 6 March 2026)

Agenda Item 8: CAR/SAM Air Navigation Implementation

**PROGRESS REPORT ON ACTIVITIES TO SUPPORT SEARCH AND RESCUE
 IMPLEMENTATION IN THE CAR/SAM REGIONS**

(Presented by the Secretariat)

EXECUTIVE SUMMARY

This Working Paper presents a report on the progress of activities to support the implementation of search and rescue in the CAR/SAM regions and highlights the importance of conducting SAR exercises as a tool for verifying the effectiveness of the response to complex situations involving aircraft in distress.

Action:	Suggested actions are included in Section 5.
<i>Strategic Objectives 2026-2050:</i>	<ul style="list-style-type: none"> • Every flight is safe and secure • Aviation is environmentally sustainable • Aviation delivers seamless, accessible, and reliable mobility for all • No country left behind • The International Civil Aviation Convention and Other Treaties, Laws and Regulations Address All Challenges • The Economic Development of Air Transport Assures the Delivery of Economic Prosperity and Societal Well-Being for All
<i>References:</i>	<ul style="list-style-type: none"> • Annex 12 – Search and Rescue • Doc 9731 - International Aeronautical and Maritime Search and Rescue Manual (IAMSAR), • Final report of the Twenty-second Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/22), Lima, Peru, 20 to 22 November 2024 • Report of the First Search and Rescue Exercise CAR/SAM SAREX 2025, Barranquilla, Colombia, August 4–6, 2025 • Summary of Discussions of the Sixth Meeting of the Search and Rescue (SAR) Task Force of the North American, Central American and Caribbean Working Group (NACC/WG SAR/TF/6), ICAO NACC Regional Office, Mexico City, Mexico, October 28–30, 2025

1. Introduction

1.1 The provision of Search and Rescue (SAR) services in the CAR/SAM Regions continues to be considered a high-priority activity, with significant technological and procedural changes anticipated.

1.2 Implementing these changes requires efficient coordination among various components of the civil aviation system, with the aim of integrating a harmonized strategy that facilitates the timely exchange of information for identifying potential SAR events, as well as the appropriate coordination of response resources.

1.3 Contracting States, either individually or in collaboration with other States, shall take the necessary measures to establish and provide expeditious SAR services within their territories or in those airspaces under their responsibility in accordance with regional agreements, thereby ensuring assistance to aircraft in emergency situations. These services shall be available 24 hours a day.

2. Background

2.1 The Twenty-Second Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/22), held in Lima, Peru, from 20 to 22 November 2024, adopted Conclusion GREPECAS/22/4 – Support for Search and Rescue Exercises, which requested the States of the CAR/SAM Regions to schedule SAR exercises to assess their coordination and response capabilities, including autonomous monitoring of hazardous situations.

2.2 This Conclusion served as the basis for ICAO's support for the conduct of interregional SAREX exercises.

3. Activities to support SAR implementation

3.1 *CAR Region*

3.1.1 In May 2025, France conducted a large-scale SAR simulation in Martinique (SAREX PELICAN), the objective of which was to evaluate inter-agency coordination (air, sea, and land) and validate regional SAR procedures in accordance with ICAO and International Maritime Organization (IMO) standards, as described in the IAMSAR Manual (Vol. I – Organization and Management). The SAREX scenario was meticulously designed to activate and test all the protocols of the Global Aviation Distress and Safety System (GADSS). SAREX PELICAN demonstrated regional SAR coordination capabilities while also identifying significant opportunities for improvement.

3.1.2 The Sixth Meeting of the Search and Rescue (SAR) Task Force of the North American, Central American and Caribbean Working Group (NACC/WG SAR/TF/6) was held at the ICAO NACC Regional Office in Mexico City, Mexico, from 28 to 30 October 2025. The Meeting updated the SAR Task Force's work program and reiterated the Region's main priorities.

<https://www.icao.int/nacc/meetingdocs?fid=7497#block-icao-page-title>

3.1.3 The CAR Region maintains its priorities in three important initiatives: Delimitation of SAR responsibilities, regional support for the development and implementation of national plans, and the need for high-level support for SAR agreements.

3.2 *SAM Region*

3.2.1 Supported by the ICAO South American Regional Office, the Civil Aviation Authority of Colombia conducted a SAR (SAREX) exercise, named ORIÓN 2025 (Barranquilla, August 4-6, 2025). This SAREX consisted of a regional search and rescue simulation exercise that brought together representatives from Colombia, Curaçao, Jamaica, and Panama. For three days, coordination, communication, and decision-making procedures were evaluated in a simulated critical scenario, without the need for physical deployment, but with a high level of technical rigor. See the report at the following link:

<https://www2023.icao.int/SAM/Pages/MeetingsDocumentation.aspx?m=2025-SAREX&t=1>

3.2.2 SAREX Orion included the participation of representatives from the Search and Rescue Coordination Centres of the Curaçao and Kingston (Jamaica) Search and Rescue Regions (SRR), integrating the Caribbean Region (CAR) into the exercise. The support of ICAO, which requested the convening of the exercise and provided the regulatory framework, best practices, and technical guidance, ensured that the SAREX exercises were effective and consistent at the international level.

3.2.3 From October 13 to 15, 2025, a workshop on the GADSS was held at the ICAO South American Regional Office. The workshop aimed to raise awareness among air traffic control and search and rescue centres about the capabilities of this system to improve the tracking, location, and response of commercial aircraft in distress anywhere in the world. The workshop covered the various requirements, roles, and responsibilities of all participants in the operation of this system and included a live demonstration of the *Location of Aircraft in Distress Repository* (LADR/S), a key component of the GADSS. The summary of the event is available at the following link:

<https://www2023.icao.int/SAM/Pages/MeetingsDocumentation.aspx?m=2025-GADDS&t=1>

3.2.4 In November 2025, Argentina conducted Exercise SAREX XII Resistencia 2025, held in the Resistencia Search and Rescue Subregion (SRS Resistencia). The main objective of the exercise was to evaluate the effectiveness of the coordination and communication procedures of the Aeronautical Search and Rescue Subcentres (ARSC SIS), and the Aeronautical Rescue Coordination Center (ARCC) Ezeiza in the face of a complex aeronautical emergency, as well as to verify the application of the relevant provisions of ICAO Annex 12, the IAMSAR Manual and the applicable national regulations (in particular RAAC Part 212 – Search and Rescue Service – and the complementary regulations of the ANAC), in relation to information management, inter-institutional coordination and the use of new technologies (unmanned aerial vehicles – UAVs/drones – and data links). The report is available in the Secretariat's repository:

<https://oaci.sharepoint.com/:b:/r/sites/SARRegionSAM/Shared%20Documents/BIBLIOTECA%20SAR/Informe%20Final%20SAREX%20XII%20SIS%202025%20V1.1.pdf?csf=1&web=1&e=2boixx>

4. Conclusions

4.1 Conducting SAREX is an effective mechanism for verifying the performance of SAR functions, provided they accurately reflect the operational reality of all components of the SAR system. It is also important to take steps to address any identified opportunities for improvement.

4.2 Implementing the GADSS is a multidisciplinary initiative that requires the involvement of air traffic control service providers, as well as SAR providers. Air traffic control centers and search and rescue coordination centres must update their data in the LADR/S (Laboratory Search and Rescue Database).

4.3 Civil-military coordination remains fundamental to conducting SAR activities and must be strengthened at both the national and regional levels by promoting integrated coordination activities.

5. Suggested actions

5.1 The Meeting is invited to:

- a) Take note of the information provided in this Working Paper.
- b) Reaffirm the support for conducting SAR exercises in CAR/SAM Regions.
- c) Encourage activities supporting the implementation of the GADSS, requesting that air traffic control centres and search and rescue coordination centres update their data in the LADR.
- d) Suggest any additional actions deemed necessary.

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