



Agenda Item 2: ATM Developments
2.5 Follow-up on the progress achieved in Search and Rescue

**PROPOSAL FOR A MULTILATERAL SAR AGREEMENT
FOR THE C/CAR STATES/TERRITORIES**

(Presented by the C/CAR SAR Rapporteur)

SUMMARY This Working Paper presents a proposal for a Multilateral SAR Agreement for the C/CAR States/Territories.
References: • Annex 12- Search and Rescue. • International Aeronautical and Maritime Search and Rescue (IAMSAR- Doc. 9731).
Task related to the Strategic Objectives: A: Safety – <i>Enhance global civil aviation safety.</i> D: Efficiency – <i>Enhance the efficiency of aviation operations.</i> E: Continuity – <i>Maintain the continuity of aviation operations.</i>

1. Introduction

1.1 Annex 12, in its Chapter 3 – Cooperation establishing that Contracting States shall coordinate their search and rescue organizations with those of the neighbouring States, subject to such conditions as may be prescribed by its own authorities. The Contracting States should encourage this cooperation, in order to achieve an effective regional and global SAR System.

1.2 The last version published of the IAMSAR Manual, Doc. 9731, in its Appendix I, presents a model of Agreement so that the States may reach Cooperation Agreements among the aeronautical and maritime authorities.

1.3 Based on ICAO and International Maritime Organization (IMO) guidelines, the involved aeronautical and maritime authorities currently have developed a multilateral agreement which is applicable to the Eastern Caribbean States and Territories (E/CAR) and for the Central American FIR.

2 Analysis

2.1 Doc. 9731, the International Aeronautical and Maritime Search and Rescue Manual (IAMSAR) recommend that a modern SAR system should be developed with an operational perspective, with a basic system of Regional Cooperation between States/Territories/International Organizations, without limits. The aeronautical and maritime SAR services, should consider holding joint periodical sessions, to be able to encourage Regional Cooperation of the SAR operations with the purpose of providing necessary humanitarian aid.

2.2 The RCCs should have the capability to request and provide the necessary aid in coordination with other RCCs, including aircrafts, ships, personnel or equipment. To accomplish their functions, the RCCs should be authorized to permit entry to aircrafts, ships or equipment into their territory with a minimum of formalities, as well as to arrange other necessary measures with customs and immigration authorities, aimed at facilitating their entrance.

2.3 The States should adopt concrete cooperation measures to provide SAR services from other locations to satisfy sufficient air coverage requirements in the proper areas. For the effectiveness of this process it is vital to ratify and/or develop bilateral and multilateral agreements in order to provide a SAR service. The **Appendix** to this Working Paper presents a Multilateral SAR Agreement of the C/CAR.

2.4 It is important to highlight that with Multilateral SAR Agreements, the Central Caribbean States will be able to efficiently coordinate and organize the SAR operations with a minimum of formalities, allowing the assistance of SAR brigades for the Search and Rescue of survivals in other States where an aviation and/or maritime accident had occurred.

2.5 The State's SAR Agreements are the cornerstone in which any coordination plan is based for the effective use of installations and existing personnel. It should be reminded that these agreements should be harmonized with the SAR National Plan of each signatory State.

2.6 The benefits of an agreement impact the operational and financial fields, as it will allow mutual assistance using the SAR resources available in each State. Several advantages of this proposed agreement, among others, are the following:

- a) increase the possibilities to safeguard a larger amount of human lives, which is the main objective of the SAR Services;
- b) strengthen the National SAR System of each C/CAR State;
- c) strengthen relations and cooperation between the C/CAR States; and,
- d) reduce SAR Operations costs.

3. Conclusion

3.1 With all the above, it is essential that the C/CAR States support this Multilateral SAR Agreement, with the purpose to allow a better SAR response in the respective areas of responsibility by a sharing rationally resources and SAR personnel, supporting at the same time the fact that this Agreement contributes to the harmonization of a regional and global SAR system.

4. Suggested action

4.1 The meeting is invited to:

- a) take note of the information presented in this working paper; and,
- b) support the signing of the Multilateral SAR Agreement of the C/CAR, shown in the Appendix to this paper.

APPENDIX

REGIONAL AGREEMENT ON AERONAUTICAL AND MARITIME SEARCH AND RESCUE FOR THE CENTRAL CARIBBEAN

1 INTRODUCTION

The present Regional SAR Agreement, subscribed by the Central Caribbean States as follows: Cuba, Dominican Republic, Haiti, Jamaica, Netherlands Antilles, United Kingdom and United States, and it is developed based on the principles and guidelines contemplated in the SAR Manuals and Documents of ICAO and of the IMO.

2 OBJECTIVES

This Agreement recognizes the SAR importance and its applicability in the Search and Rescue Region (SRR) of the Central Caribbean, and its objectives are the following:

- a. Ensure the compliance of the international principles supported by the Convention on International Civil Aviation signed in Chicago on December 7, 1944 (Chicago Convention), ICAO Annex 12, as well as other international instruments related to SAR;
- b. Through the coordination of efforts, establish an efficient use of all the resources available for the SAR service in the SRR of the Central Caribbean States;
- c. To assist in the SAR services provisions implementation, according to the Central Caribbean States laws and regulations;
- d. To direct and promote cooperation among the Parties of this agreement through its respective SAR Units (RCC and RSC), as well as other similar institutions which could help enhance the SAR response capabilities to whomever requires the service;
- e. Maintain the policies and procedures for the SAR coordination and operations.

3 RESPONSIBILITY AND ORGANIZATION OF THE SAR IN THE CENTRAL CARIBBEAN

- a) The Central Caribbean States through the Directors of Civil Aviation, are responsible for the Central Caribbean Aeronautical SAR service in the Region (SRR);
- b) Each Central Caribbean State assumes the responsibility to form a Rescue Coordination Centre (RCC) with the following functions:
 - i) Designate a SAR Mission Coordinator (SMC).
 - ii) Coordinate with the SMC the operative activities for the carrying out of SAR missions.
 - iii) Coordinate with the adjacent RCCs.
- c) The area of responsibility of the RCCs/RSCs is constituted by its territory and territorial waters and eventually, SAR service operations could cover outside areas;

- d) The RCCs/RSCs will maintain close cooperation with the Air, Maritime and ground SAR authorities, and encourage such authorities in the SAR planning to ensure that adequate mutual aid is available;
- e) The RCCs/RSCs should coordinate immediate assistance to all persons in distress and requiring SAR aid, regardless of their nationality, status or circumstance;
- f) As indicated in this agreement, each State should establish a SAR National Plan and guarantee the necessary resources for its coordination and execution.

4 POINT OF CONTACT AND EXCHANGE OF INFORMATION

- a) Each C/CAR State will designate a SAR Operational Point of Contact, mainly among the Supervisors of the Rescue Coordination Centres (RCCs);
- b) The Directors of Civil Aviation of the concern States, will coordinate the issues related to policies and/or this agreement's regulations;
- c) The objective of the SAR Points of Contact is to facilitate the direct operational coordination among the authorities or SAR facilities;
- d) The SAR Authorities of the interested Parties, will exchange all the appropriate information in support of this agreement without limiting to: address, telephone, fax, electronic mail of the point of contact, information on SAR operational plans and supporting facilities and the available radio frequencies.

5 GENERAL OPERATIONAL PROCEDURES

- a) For an emergency alert, the RCCs/RSCs will exchange information among them, and maintain mutually informed in a timely and efficiently manner during operations, using for this purpose all available means;
- b) Any SAR Centre (RCC/RSC) when receiving emergency information will take urgent measures to provide the appropriate aid;
- c) The RCCs/RSCs leading SAR operations will cooperate among them whenever necessary and will coordinate their actions focus to this purpose, mutual advise among them according to their capabilities;
- d) If doubts arises in respect to the main responsibilities of each RCCs/RSCs, as per the coordination of SAR operations, the SMCs of each RCCs/RSCs involved will coordinate in each case by consulting among them determining which of the SMC will have the main responsibility in the coordination of SAR operations;
- e) Each State exercises their territory sovereignty and will respect the sovereignty of the other State. The States have the humanitarian obligation to safeguard lives of individuals during disasters whenever possible and collaborate with neighbouring countries for this purpose. Therefore, the signatory States agreed to keep in harmony the areas that could be consider as sensitive in the following manner:
 - i) When there is an urgent need that the SAR units of one of the RCCs/RSCs enter in a territory or territorial waters of other RCCs/RSCs, with the purpose to carry out search and/or rescue

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operations, the permits will be arranged through the diplomatic channels involved, which will proceed according to the correspondent authorization as expedite as possible;

- ii) To facilitate the coordination and execution of the SAR operations, the RCCs/RSCs involved should be timely and completely informed of all the expected relevant activities;
 - iii) Any SAR Unit receiving information in respect to a distress incident, will immediately take the correspondent actions to help as its capabilities allow or will alert other units that could help and notify the Rescue Coordination Centre or the Sub-centre located in the area of distress.
- f) To carry out the SAR operations in the SRR of the Central Caribbean, the RCCs/RSCs will implement a SAR Communications system according to the communications and equipment requirements established in the ICAO Document 9731 and in the IMO or other related Documents.;
 - g) The SAR operation requirements should be contained in the National Plans and SAR Operative Procedures Manuals of the RCCs and of the RSCs as indicated by the IAMSAR.

6 MUTUAL COOPERATION

- a) The RCCs/RSCs will exchange additional information related to specific cases of the SAR service that could be used to improve the SAR operations efficiency. This type of information could include information on SAR units, description of available aerodromes, medical facilities, fuelling, as well as any other resource and useful information for the SAR Service.
- b) The parties agreed to collaborate in the SAR efforts by:
 - mutual visits of the parties SAR personnel;
 - joint training exercises;
 - cooperate in the procedures formulation, techniques, equipments or SAR means;
 - exchange of the pertinent SAR information or communications; and
 - constitute one or more SAR committees as a mean of cooperation for the enhancement of the SAR efficiency.

7 GENERAL PROVISIONS

- a) None of the information contained in this Agreement will affect in any way some the rights and obligations derived from the international agreements or of the International Law;
- b) Each State will finance their correspondent activities emerged from this Agreement, unless the parties decide otherwise and, in any case, will not allow a manner of reimbursement of cost to delay response to persons in distress;
- c) The termination of this Agreement by any of the signatories, will come into effect only after a written advisement with one year in advance by the signatory to the other involved signatories, or, based on the date of execution of a new Agreement;

- d) The termination, according to para b) above, will not affect SAR operations already initiated, they will keep its course until completed, unless otherwise agreed by the signatories;
- e) This Agreement will continue applying after its termination in respect to any Administrative or judicial process emerged from measures taken according to this Agreement;
- f) All the agreements related to SAR between RCCs/RSCs, should be, as far as possible, in accordance with the provisions of this Agreement. The Regional SAR agreements signed previously to this one, will continue in force;
- g) This agreement enters in force from the signatories signatures.

SIGNED in _____ (State) _____ (date) _____ with authentic texts in English and Spanish.

BY THE GOVERNMENTS OF BAHAMAS, CUBA, DOMINICAN REPUBLIC, HAITI, JAMAICA NETHERLANDS ANTILLES, UNITED KINGDOM AND UNITED STATES:

XXXX

Director of Civil Aviation of the United States

CNEL. TORRENCE LEWIS

Director of the Civil Aviation Authority of
Jamaica

XXXX

Director of Civil Aviation of the
United Kingdom

S. J. FRANCISCO

Director of Civil Aviation of the Netherlands
Antilles

GRAL. ROGELIO ACEVEDO

President of the IACC of Cuba

LIC. NORGE BOTELLO

Director General of the Institution of Civil
Aviation of Dominican Republic

JEAN LEMERQUE PIERRE

Director of Civil Aviation of Haiti

CIRYL SAUNDERS

Director of Civil Aviation of Bahamas.

A map of the Caribbean Sea and surrounding regions. The map shows the outlines of major islands and territories, including Cuba, Haiti, Santo Domingo, Puerto Rico, Jamaica, Barbados, Trinidad, Guyana, Suriname, Guadeloupe, French Guiana, and the British Virgin Islands. A dashed line runs vertically through the center of the map, separating the Caribbean from the Atlantic Ocean. The word "CARIBBEAN" is written across the top of the map.