



WORKING PAPER

**SPECIAL AFRICA-INDIAN OCEAN (AFI)
REGIONAL AIR NAVIGATION (RAN) MEETING**

Durban, South Africa, 24 to 29 November 2008

Agenda Item 6: Development of a set of comprehensive work programmes in the air navigation field, aimed at improving efficiency of the air navigation system (Efficiency Committee)

THE ORGANIZATION OF SEARCH AND RESCUE SERVICES IN MALI

(Presented by Mali)

SUMMARY

This paper presents an overview of the organization of search and rescue services in the Republic of Mali in terms of the application of the provisions of the Convention on International Civil Aviation, to which Mali is a State Party. In particular, Article 25 and Annex 12 to the Convention are considered.

Action by the meeting is in paragraph 5.

1. INTRODUCTION

1.1 Within the framework of search and rescue services (SAR), statutory instruments have been established in Mali, namely, Decree No. 03-524/P-RM of 9 December 2003 on search and rescue services for aircraft in distress, and Interministerial Order No. 05-0227 of 9 February 2005 on the organization and operation of search and rescue services for aircraft in distress.

1.2 Malian organization of search and rescue services is consistent with ICAO SARPs. In the Search and Rescue Regional Plan included in the Africa-Indian Ocean Air Navigation Plan (Doc 7474, Part 5), Bamako is considered a search and rescue subcentre within the zoning framework; it is called the Bamako Search and Rescue Subcentre. Its postal address is post office box 56, Bamako. The search and rescue region is the entire territory of the Republic of Mali; the responsible agency is the Air Staff; and the Search and Rescue Coordination Centre is located in Dakar (terrestrial zone).

1.3 It should be pointed out that the Dakar Search and Rescue Coordination Centre responds on the request of the Bamako Search and Rescue Subcentre and after obtaining the approval of the Chief of the Air Staff.

1.4 Mali is dependent on the Las Palmas (Spain) emitter location post.

1.5 The Bamako Search and Rescue Subcentre (RSC) is equipped with:

- a) two ULM TETRAS aeroplanes;

- b) two light rescue vehicles;
- c) two personnel carrier vehicles;
- d) one Civil Defence buggy;
- e) one emergency vehicle for asphyxiated or injured persons;
- f) two fire-fighting vehicles;
- g) two satellite phones;
- h) three portable VHF ground-air radios;
- i) National Geographic Institute route maps with a scale of 1:200 000;
- j) two first aid kits;
- k) protection equipment for survivors (blankets, tents and emergency food, for example); and
- l) marking and signalling equipment.

2. ORGANIZATION OF SEARCH AND RESCUE EXERCISES

2.1 Our country regularly organizes search and rescue exercises. ‘Bamako SAR ALPHA’, the first search and rescue exercise, took place on 30 December 2004; the second one, called ‘Bamako SAR BRAVO’, took place on 26 December 2007. Debriefing revealed coordination, communication and command deficiencies. These deficiencies were the subject of an amendment to the Mali SAR Plan.

2.2 As well, Mali regularly updates the information published in the AIP, indicating the measures it can take in the event that search and rescue operations are initiated within its territory.

3. SAR COOPERATION

3.1 Mali has signed search and rescue cooperation agreements with the following States:

- a) Senegal: 25 September 1972;
- b) Guinea: 29 November 1990;
- c) Mauritania: 8 June 1993;
- d) Burkina Faso: 7 October 1998; and
- e) Niger: February 2007.

3.2 SAR agreement negotiations with Algeria’s civil aviation authorities took place on 10, 11 and 12 December 2007. The draft agreement was signed by the two Directors General of Civil Aviation.

4. TRANSFORMATION OF THE BAMAKO RSC INTO AN RCC

4.1 Mali's search and rescue concerns pertain to the transformation of the Bamako RSC into an RCC.

4.2 The current international distribution of responsibilities regarding search and rescue services is established in the ICAO Regional Air Navigation Plans. In the Search and Rescue Regional Plan included in the Africa-Indian Ocean Air Navigation Plan (Doc 7474, Part 5), Bamako is considered a search and rescue subcentre within the zoning framework.

4.3 The transformation of the Bamako RSC into an RCC responds to the Malian authorities' objective of improving the quality of air navigation services over Malian territory and making Mali an important air traffic hub.

4.4 The creation of a Bamako RCC will require that human, technical and financial resources be put in place in order to ensure search and rescue for aircraft in distress and to coordinate and direct operations of this nature within an RCC.

4.5 It will be necessary to carry this out in stages.

Short-Term

4.5.1 The Bamako RSC will be able to continue operations with its current configuration pending the conversion of the military tower into an RCC. The list of equipment for this tower, which is included in the attached table, is taken into account in the draft 2009 budget.

Medium- and Long-Term

4.5.2 It is necessary that the SAR Plan outlining RCC operations be revised and supplemented with a procedures manual. This manual, attached to the Plan, will focus on all the detailed actions (sectorial plan) to be carried out by each element concerned in order to ensure that the RCC is taken into account.

4.5.3 As training is such an important SAR component, compliance with ICAO Standards is part of SAR personnel training and qualifications. In the medium- and long-term, Mali plans to train SAR specialists.

5. ACTION BY THE MEETING

5.1 The meeting is invited to consider Mali's concerns regarding the efficient management of search and rescue services within its territory.

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APPENDIX
EQUIPMENT LIST FOR BAMAKO RCC

COMPONENTS	Quantity	Unit Price	Total in CFA
1. Signalling Equipment			
• Signalling lamps	2	200 000	400 000
• Searchlights	2	350 000	700 000
• Torches	4	8 000	32 000
• Flare guns with signal flares	2	200 000	400 000
• Smoke generators	2	150 000	300 000
• Megaphones	2	100 000	200 000
2. Survival and Rescue Equipment			
• Portable VHF radios	2	300 000	600 000
• Stretchers	4	30 000	120 000
• Pilot ladder	2	100 000	200 000
• Life vests	5	50 000	250 000
• Binoculars	1	300 000	200 000
• Photographic cameras	1	200 000	200 000
3. Bamako-Sénou Military Tower Equipment			
• Control tower workstation	1	31 413 846	31 413 846
• HF transceiver with console and two remote controls (set of two)	1	39 193 249	39 193 249
• VHF transceiver with console and two remote controls (set of two)	1	61 773 257	61 773 257
• HF antenna and installation accessories for aerodrome	1	6 469 334	6 469 334
• VHF antenna and installation accessories for aerodrome	1	2 502 680	2 502 680
• MTO data display console including connections to the automatic station	1	7 593 192	7 593 192
TOTAL			152 547 558

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