



**Agenda Item 3: Air Navigation Matters**

**3.2 Follow-up on the implementation of the NAM/CAR Regional Performance Based Air Navigation Plan (RPBANIP) in Eastern Caribbean:**

**SEARCH AND RESCUE (SAR) CAPACITY ASSESSMENT**

(Presented by the Secretariat)

| <b>SUMMARY</b>                                                                                                                                                                                                                  |                                                                    |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|
| This working paper presents the status of compliance of the SAR capacity assessment by the CAR States.                                                                                                                          |                                                                    |
| <b>References:</b>                                                                                                                                                                                                              |                                                                    |
| <ul style="list-style-type: none"><li>• Report of the NACC/DCA/4 Meeting (San Pedro Sula, Honduras, 20 to 24 June 2011)</li><li>• Air Navigation Plan, Volume I, Basic, Part VII- of Search and Rescue Services (SAR)</li></ul> |                                                                    |
| <b>Strategic Objectives</b>                                                                                                                                                                                                     | <i>This information paper is related to Strategic Objective A.</i> |

**1. Introduction**

1.1 In accordance with ICAO provisions, improvements on Search and Rescue service issues were discussed at the Fourth NACC/DCA Meeting (NACC/DCA/4). Taking into account that a modern SAR system should be built under a regional co-operation between States/Territories/International Organizations, the Meeting considered that States should adopt specific developments to analyse and fulfill service requirements in the NAM/CAR Regions.

**2. Analysis**

2.1 The provision of services and satisfactory operation of SAR facilities depend on the implementation degree attained by each State. In this regard, it is considered essential that the State/Organizations responsible for SAR services have in place plans, programmes, qualified personnel and equipment to ensure active and efficient coverage of SAR services.

2.2 Despite the efforts made by their respective administrations, some States experience difficulties to comply with the CAR/SAM Air Navigation Plan (ANP), Volume I, Basic, Part VII- Search and Rescue Services (SAR) and in particular with the implementation and operation of Rescue Coordination Centres (RCCs) corresponding to their jurisdiction, in accordance with the Table SAR 1 of the ANP Volume II – FASID. Moreover, other administrations are in the stage of reorganizing both the administrative area and SAR resources and facilities.

2.3 Considering the need to harmonise the SAR system, the NACC/DCA/4 Meeting included a performance-based work programme to improve SAR services in the CAR Regions. This includes the need to assess the SAR capacity of the State concerning the implementation of the Emergency Locator Transmitter (ELT) on 406 MHz, the implementation of domestic procedures for aircraft searches, risk management practice and Safety Management Systems (SMS) for SAR services, requirements, personnel and inspectors profiles, SAR training programmes and the establishment of SAR Agreements.

2.4 SAR capacity is the key to the efficient provision of SAR services, as well as for providing a basis for responsiveness to other types of emergencies at or near the airport. To date, Trinidad and Tobago has presented information corresponding to its SAR capacity, which limits the necessary information for a full SAR assessment of the CAR Region.

2.5 Based on the SAR performance objective included in the NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (NAM/CAR RPBANIP) and endorsed by the NACC/DCA/4 Meeting States/Territories/International Organizations should develop their respective work programmes to improve the Regional SAR system.

### 3. **Suggested Action**

3.1 The Meeting is invited to:

- a) note the information presented in this working paper;
- b) urge E/CAR States/Territories/International Organisations to present their improvements based on the SAR performance objective form contained in the Appendix to this Working Paper; and
- c) provide other recommendations to improve SAR services in the E/CAR Region.

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## APPENDIX

| IMPROVE SAR SYSTEM |                                                                                                                                                                                                                                        |             |                                     |           |
|--------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-------------------------------------|-----------|
| Benefits           |                                                                                                                                                                                                                                        |             |                                     |           |
| Efficiency         | <ul style="list-style-type: none"><li>enhanced traffic surveillance;</li><li>enhanced collaboration between stakeholders;</li><li>improved operational efficiency;</li></ul>                                                           |             |                                     |           |
| Safety             | <ul style="list-style-type: none"><li>improved implementation on a cost-effective basis;</li><li>improved safety management.</li></ul>                                                                                                 |             |                                     |           |
| Strategy           |                                                                                                                                                                                                                                        |             |                                     |           |
| ATM Component      | TASK DESCRIPTION                                                                                                                                                                                                                       | START-END   | RESPON-SIBLE                        | STATUS    |
| SDM                | a) Develop regional strategy to improve SAR System                                                                                                                                                                                     | End 2009    | ICAO                                | Completed |
|                    | b) Identify parties concerned                                                                                                                                                                                                          | End 2009    | ICAO                                | Completed |
|                    | c) Conduct comprehensive analysis of SAR requirements based on risk assessment and quality assurance principles                                                                                                                        | 2009 – 2011 | States, Territories, Int. Org, ICAO | Valid     |
|                    | d) Foster the harmonization of policies, regulations, practices and procedures of the aeronautical/maritime SAR services, in accordance with ICAO Standards and Recommended Methods.                                                   | 2009 – 2013 | States, Territories, Int. Org, ICAO | Valid     |
|                    | e) Develop, update and ratify SAR agreements with RCCs of adjacent States.                                                                                                                                                             | 2009 – 2013 | States, Territories, Int. Org       | Valid     |
|                    | f) Develop, update and ratify SAR agreements with SAR service International agencies.                                                                                                                                                  | 2009 - 2013 | States, Territories, Int. Org       | Valid     |
|                    | g) Foster the establishment of joint aeronautical/maritime SAR Committees, including the integration of voluntary SAR organizations, as well as the development of agreements between all the stakeholders of the national SAR service | 2009 – 2013 | States, Territories, Int. Org, ICAO | Valid     |
|                    | h) Develop human resources and training planning strategy in line with ICAO SAR guidelines and the regional agreements reached.                                                                                                        | 2009 – 2013 | States, Territories, Int. Org, ICAO | Valid     |
|                    | i) Monitor implementation progress                                                                                                                                                                                                     | 2009 - 2013 | ICAO                                | Valid     |
| GPIs               | GPI/6: air traffic flow management; and GPI/9: Situational awareness                                                                                                                                                                   |             |                                     |           |

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