



ICAO

International Civil Aviation Organization
North American, Central American and Caribbean Office

SUMMARY OF DISCUSSIONS

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**Sixth North American, Central American and Caribbean Working Group Search and Rescue
Implementation Task Force Meeting (NACC/WG SAR/TF/6)
Mexico City, Mexico, 28 to 30 October 2025**

SUMMARY OF DISCUSSIONS

ii.1 Place and Date of the Meeting

The Sixth North American, Central American and Caribbean Working Group Search and Rescue Implementation Task Force Meeting (NACC/WG SAR/TF/6) was held at the ICAO NACC Regional Office, Mexico, City Mexico, from 28 to 30 October 2025.

ii.2 Opening Ceremony

Mr. Julio Siu, Deputy Regional Director of the North American, Central American and Caribbean (NACC) Office of the International Civil Aviation Organization (ICAO) provided opening remarks, highlighting the active participation of States concerning provision of SAR services and regional collaboration, welcomed the participants and officially opened the meeting.

ii.3 Officers of the Meeting

The NACC/WG SAR/TF/5 meeting was held with the participation of the SAR/TF Rapporteur, Mr. Calvin Zuniga (COCESNA), who chaired the meeting. Mr. Eddian Méndez, Regional Officer, Air Traffic Management and Search and Rescue, served as Secretary of the Meeting, supported by Mr. José Alfredo Jiménez, Accident and Incident Investigation Implementation Supporting Officer, both from the ICAO NACC Regional Office.

ii.4 Working Languages

The working languages of the Meeting were English and Spanish. The working papers, information papers and Summary of Discussions of the meeting were available to participants in both languages.

ii.5 Schedule and Working Arrangements

It was agreed that the working hours for the sessions of the meeting would be from 08:00 to 14:00 hours daily with adequate breaks. Ad hoc Groups were created during the Meeting to do further work on specific items of the Agenda.

ii.6 Agenda

Agenda Item 1: Adoption of the Provisional Agenda and Schedule

Agenda Item 2: Search and Rescue (SAR) Global and Regional Affairs

- 2.1 Follow up on valid SAR Conclusions/Decisions and Deficiencies
- 2.2 Follow-up to GREPECAS Project to support SAR implementation in the CAR/SAM Regions
- 2.3 Global Aeronautical Distress and Safety System (GADSS)

Agenda Item 3: SAR Coordination Affairs

- 3.1 Follow up to the SAR Agreements of the CAR Region
- 3.2 SAR Exercises (SAREX) in the CAR Region
- 3.3 Maritime and Aeronautical SAR coordination

Agenda Item 4: Work Programme and Activities of the NACC/WG Search and Rescue (SAR) Implementation Task Force

- 4.1 Follow up and update
- 4.2 Approval

Agenda Item 5: Other Business

ii.7 Attendance

The Meeting was attended by 23 States/Territories from the NAM/CAR/SAM Regions, one International Organization and 2 representatives of the industry, totalling 56 delegates as indicated in the list of participants contained in **Appendix A**.

ii.8 Draft Conclusions and Decisions

ii.8.1 The Meeting recorded its activities as Draft Conclusions and Decisions as follows:

DRAFT

CONCLUSIONS: Activities requiring endorsement by the NACC/WG.

DECISIONS: Internal activities of the NACC/WG SAR/TF.

ii.8.2 List of Draft Conclusions

Number	Title	Page
1	DELIMITATION OF SAR RESPONSIBILITIES IN THE CAR REGION	6
2	REGIONAL SUPPORT FOR THE DEVELOPMENT AND IMPLEMENTATION OF NATIONAL SAR PLANS	7
4	HIGH LEVEL SUPPORT FOR SAR AGREEMENTS	9

ii.8.3 List of Decisions

Number	Title	Page
3	UPDATE THE CAR REGION SEARCH AND RESCUE PLAN	8
5	UPDATE THE NACC/WG/SAR/TF WORK PROGRAMME	12

ii.9 List of Working and Information Papers and Presentations

WORKING PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
WP/01	1	Provisional Agenda and Schedule	20/10/25	Secretariat
WP/02	2.1	Review of Valid SAR Conclusions and Decisions	20/20/25	Secretariat
WP/03	3.1	Status of SAR Agreements in the NAM/CAR Regions Challenges for their Signature and Periodic Updating	24/10/25	Secretariat
WP/04	2.1	Analysis of the Main Challenges for SAR Implementation in the NAM/CAR Regions	22/10/25	Secretariat
WP/05	2.3	Updated GADSS Text, Associated Cospas-Sarsat Text and Abbreviations	30/09/25	United States

INFORMATION PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
IP/01	---	List of Working, Information Papers and Presentations	28/10/25	Secretariat
NI/02	3.2	Ejercicio de Búsqueda y Salvamento (SAREX 2025) "Operación Halcón" en la FIR Santo Domingo	10/20/25	Dominican Republic

PRESENTATIONS			
Number	Agenda Item	Title	Presented by
1	2.3	Autonomous Distress Tracking (ADT)	United States
2	3.3	Ejercicio de Búsqueda y Salvamento (SAREX 2025) "Operación Halcón" en la FIR Santo Domingo (<i>available in Spanish only</i>)	Dominican Republic
3	3.2	SAREX Pelican 2025	France

Agenda Item 1 Adoption of the Provisional Agenda and Schedule

1.1 Under this Agenda Item the Secretariat presented WP/01 and invited the Meeting to approve the Provisional Agenda and Schedule. The Meeting approved the Agenda as presented.

1.2 In order to accommodate online participants, the schedule was adjusted to start at 08:00 and conclude at 14:00.

Agenda Item 2: Search and Rescue (SAR) Global and Regional Affairs

2.1 Follow up on valid SAR Conclusions/Decisions and Deficiencies

2.1.1 Under this Agenda Item the Secretariat presented WP/02 with the updated list of Conclusions and Decisions of the SAR/TF. The valid Conclusions and Decisions were updated, designating them as valid, completed, or superseded, resulting as follows:

- a) Conclusion NACC/WG/SAR/TF/3/01 was superseded by the Conclusion NACC/WG/SAR/TF/06/01
- b) Conclusion NACC/WG/SAR/TF/4/01 was completed
- c) Decision NACC/WG/SAR/TF/4/03 remains valid, pending on the completion of the approved project to conduct the evaluation of the SAR basic building blocks
- d) Conclusion SAR/TF/4/05 was completed
- e) Conclusion SAR/TF/5/01 remains valid, considering more support to Search and Rescue Exercises (SAREX) is needed, particularly to rehearse Autonomous Distress Tracking (ADT) scenarios
- f) Conclusion SAR/TF/5/02 was superseded by NACC/WG/SAR/TF/06/04
- g) Decision SAR/TF/5/03 was completed.

2.2 Follow-up to GREPECAS Project to support SAR implementation in the CAR/SAM Regions

2.2.1 The Secretariat presented WP/04 with an analysis of the main challenges faced by SAR Services in the NAM/CAR Regions, using the results of ICAO's Universal Safety Oversight Audit Programme (USOAP) as a reference, requesting regional support and collaboration to address the main findings identified.

2.2.2 The results of the USOAP audits conducted in the NAM/CAR Regions States over the last five years reveal challenges that deserve special attention due to their evident impact on the performance of SAR. While a significant disparity is identified between the capabilities of the NAM and CAR Regions, some elements can be addressed jointly.

2.2.3 The lack of establishment and provision of SAR services within the territory and areas where the State has accepted responsibility remains a relevant issue for the CAR Region. This structural non-compliance affects all other components of the State SAR system, because the SAR coordination and response actions that the State could implement are not supported by a clearly established operational framework.

2.2.4 Following or as a consequence of the previous point, the failure to establish a Rescue Coordination Centre (RCC) or, where applicable, a Rescue Subcentre (RSC) in each search and rescue region (SRR) where the State has responsibility is a factor of high impact for the CAR Region. Additionally, the completion of SAR agreements is the requirement with the highest percentage of non-compliance in the NAM/CAR Regions.

2.2.5 Based on the Conclusions of the WP and the comments during the discussion, the following Draft Conclusion was agreed:

DRAFT CONCLUSION	
NACC/WG/SAR/TF/6/01	DELIMITATION OF SAR RESPONSIBILITIES IN THE CAR REGION
<p>What:</p> <p>That to update the CAR/SAM Regional Air Navigation Plan (RANP) to include the lateral limits of Search and Rescue Regions and to comply with Conclusion NACC/DCA/13/06 SUPPORT TO THE FORMALIZATION OF SAR RESPONSIBILITIES, CAR Region States submit to the ICAO NACC Regional Office details of their SAR Responsibilities, including the coordinates of the Search and Rescue Region(s) or Search and Rescue Subregion(s) under their responsibilities and the status of operation of their corresponding Rescue Coordination Centre(s) or Rescue Subcentre(s) by 31 December 2025.</p>	<p>Expected impact:</p> <p><input checked="" type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical</p>
<p>Why:</p> <p>To ensure the assignment of SAR responsibilities in the NAM/CAR Regions</p>	
<p>When: By 31 December 2025</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	

2.2.6 Under this Agenda Item a working session was conducted to review the requirements for the RCCs and RSCs to identify the challenges impeding their implementation, proper functioning, analysing possible regional support initiatives. The following challenges were identified as the main impediments for the establishment and proper functioning of RCCs and RSCs:

1. lack of comprehensive legislative framework, specifying the role all entities must play to ensure proper functioning of the national SAR system.
2. limited support from high level decision makers to SAR activities.
3. limited national coordination to address SAR responsibilities on behalf of the State.
4. lack of sufficient and adequately trained staff. This precludes depleting these units to provide manpower required for the 24-hour RSC.
5. limited SAR training available.
6. lack of clear objectives and operational procedures for the proper functioning of the SAR system.

2.2.7 Most of the identified challenges can be addressed by the national SAR plan. To get regional support for the development of the SAR Plans, the following Draft Conclusion was agreed:

DRAFT CONCLUSION	
NACC/WG/SAR/TF/6/02	REGIONAL SUPPORT FOR THE DEVELOPMENT AND IMPLEMENTATION OF NATIONAL SAR PLANS
<p>What:</p> <p>That, recognizing the importance of SAR plans in strengthening the National and Regional Search and Rescue Systems and the recognized deficiencies related to the lack of implementation of these plans.</p> <p>a) States and Territories submit to ICAO a copy of their national SAR Plan; and</p> <p>b) the Secretariat:</p> <ol style="list-style-type: none"> i. conduct a survey to evaluate the regional status of compliance with the development of National SAR Plans; and ii. carry-out specific actions to support States in the development and implementation of their national SAR plans by the NACC/WG/SAR/TF/7. 	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p>Why:</p> <p>To enhance SAR response by strengthening the national SAR systems.</p>	
<p>When: Report to NACC/WG/SAR/TF/7</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	

2.3 Global Aeronautical Distress and Safety System (GADSS)

2.3.1 United States presented WP/05, supported by P/01, with recommended text for an updated overview of the Global Aeronautical Distress and Safety System (GADSS) and the one associated with the Cospas-Sarsat System. The Meeting took note of the proposal made by United States and agreed to update the CAR Region SAR Plan with the following Decision:

DECISION	
NACC/WG/SAR/TF/6/03	UPDATE THE CAR REGION SEARCH AND RESCUE PLAN
What: <ul style="list-style-type: none"> - That, to align the CAR Region SAR Plan with the latest version of Annex 12 and related guidance material, the Secretariat update the CAR Region SAR Plan to introduce the terminology related to the Global Aeronautical Distress and Safety System (GADSS) and the Cospas-Sarsat System by the NACC/WG/SAR/TF/7. 	Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
Why: To ensure adequate reference to the SARPs and latest SAR operational procedures	
When: Before the NACC/WG/SAR/TF/7	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:	

Agenda Item 3: SAR Coordination Affairs

3.1 Follow up to the SAR Agreements of the CAR Region

3.1.1 The Secretariat presented WP/03 to provide information on the requirements of Annex 12 – *Search and Rescue* for the coordination of SAR operations, as well as an analysis of the status and challenges in signing and updating these agreements at the regional level. The WP requested support to promote their signature, highlighting their importance in fulfilling the State's responsibilities regarding SAR coordination.

3.1.2 All SAR/TF meetings addressed the issue of the lack of SAR agreements. NACC/WG/SAR/TF/5 meeting identified the lack of coordination among SAR organizations of neighbouring States as the non-conformity most frequently evidenced by the ICAO USOAP in the NAM/CAR Regions. Also, at the NACC/WG/SAR/TF/5 meeting, France presented a proposal for a SAR technical agreement to formalize the delegation of SAR responsibilities between the Piarco Aeronautical rescue co-ordination centre (ARCC) and the Martinique and Guadeloupe Aeronautical Rescue Sub-Centres (ARSCs). As a result, Conclusion NACC/WG/SAR/TF/5/02, *FORMALIZATION OF SAR AGREEMENTS UNDER THE PIARCO SEARCH AND RESCUE REGION*, was approved, which calls on the Search and Rescue (SAR) authorities of Trinidad and Tobago to formalize SAR agreements with the States and Territories under the Piarco Search and Rescue Region (SRR).

3.1.3 During the Thirteenth Meeting of Directors of Civil Aviation of North America, Central America and the Caribbean (NACC/DCA/13), held in Santo Domingo, Dominican Republic, from 4 to 7 August 2025, France presented a Working Paper on the Search and Rescue Exercises (SAREX) 2025, requesting that the template proposed by France be used to formalize all SAR delegations at the Piarco Flight Information Region (FIR). Consequently, Conclusion NACC/DCA/13/06 *SUPPORT FORMALIZATION OF SAR RESPONSIBILITIES* was approved, which requests the formalization of SAR responsibilities and the enhancement of the proper implementation of the GADSS in the CAR Region. This NACC/DCA Conclusion requests the NACC/WG SAR/TF to take the necessary actions to clarify the status of the CAR Region's aeronautical and maritime RCCs and RSCs, and to continue working to delimit the SRRs declared to ICAO in the CAR/SAM RANP and to the International Maritime Organization (IMO).

3.1.4 The Meeting considered a comprehensive analysis of pending SAR agreements was required, to have a broader understanding of the situation. Additionally, it was considered necessary to raise awareness at the Director General's level of the requirements of Annex 12 and the limitations caused by the lack of agreements to SAR operations.

3.1.5 To follow up on the pending SAR/TF conclusions and the updated requirements of the NACC/DCA Meeting, the Meeting agreed the following Draft Conclusion:

DRAFT CONCLUSION	
NACC/WG/SAR/TF/6/04	HIGH LEVEL SUPPORT FOR SAR AGREEMENTS
<p>What:</p> <p>That to follow-up on the pending Conclusions regarding the formalization of SAR agreements and comply with Conclusion NACC/DCA/13/06 SUPPORT TO THE FORMALIZATION OF SAR RESPONSIBILITIES</p> <p>a) the Secretariat conduct a comprehensive analysis of the status of SAR agreements in the CAR Region and present the findings to the NACC/DCA meeting, raising awareness of the high-level support needed;</p> <p>b) States and Territories of the Piarco Search and Rescue Region (SRR) formalize pending SAR agreements and delegations using as a reference the template proposed by France; y</p> <p>c) the Secretariat ensure adequate dissemination of the SAR operational agreement template proposed by France and promote the signing of SAR operational agreements in the Piarco SRR and report it to the NACC/WG/SAR/TF/7 meeting.</p>	<p>Expected impact:</p> <p><input checked="" type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p>Why:</p> <p>To promote collaboration and enhance coordination to support SAR operations.</p>	
<p>When: Report to the NACC/WG/SAR/TF/7</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	

3.2 SAR Exercises (SAREX) in the CAR Region

3.2.1 Dominican Republic presented IP/02 to provide information regarding the completion of the Search and Rescue Exercise in the Santo Domingo FIR during 2025.

3.2.2 Dominican Republic presented P/02 to provide information on the capabilities and interoperability of the Dominican Republic Air Force SAR squad.

3.2.3 France presented P/03 to provide information regarding their SAREX conducted in Martinique in May 2025, which included scenarios for Autonomous Distress Tracking (ADT) with simulations for the use of the Location of Aircraft in Distress Repository (LADR). The SAREX PELICAN exercise was a large-scale SAR simulation conducted in the French Caribbean (Martinique). The objective was to assess inter-agency coordination (air, sea, land) and validate regional SAR procedures in alignment with ICAO and IMO standards as outlined in the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual.

3.2.4 The following lessons were learned from this SAREX:

H24 Operational Model

3.2.4.1 Maintaining 24/7 on-site SAR operations poses challenges for States with limited resources, especially where aviation accidents are rare. The IAMSAR Manual encourages States to adopt efficient and sustainable organizational models suited to their circumstances. Remote or hybrid systems, supported by modern tools such as satellite-based Automatic Dependent Surveillance – Broadcast (ADS-B), LADR interface, and virtual crisis management platforms, can ensure continuous readiness. This aligns with IAMSAR, recommending the use of technology and flexible structures to maintain rapid response capability.

Training Standards for SMC and ACO

3.2.4.2 The exercise reaffirmed the importance of a standardized core curriculum for SAR Mission Coordinators (SMC) and Air Coordination Officers (ACO). IAMSAR Vol. I, Chap. 3 highlights the need for structured training and regular exercises. A common ICAO-endorsed syllabus (“common core content”) should be developed to ensure consistent operational competence across States.

Air–Sea–Land Coordination

3.2.4.3 Effective SAR relies on seamless coordination among air, maritime, and land agencies. According to IAMSAR Vol. I, Appendices I–K, international and national SAR agreements should define SRR/SRS boundaries, roles and responsibilities, and maintain updated contact directories. Regular joint SAREX exercises (Vol. II §1.8) are essential to maintain proficiency and coordination.

Operations Control (OPS-CTRL)/LADR Procedures

3.2.4.4 The exercise highlighted ambiguities in OPS-CTRL/LADR registration and alert workflows. Clarification is required on whether Aeronautical RSCs must be registered under the State or FIR owner. France decided to register their overseas sub centres (Guadeloupe, Martinique, New Caledonia and Reunion Island), even if they depend on the delegation of another country in charge of the FIRs. Airline OCCs must follow the IAMSAR alerting chain (Vol. II, Chap. 3) — upon receiving an ADT notification, the OCC validates the alert, contacts Air Traffic Control (ATC), and ATC then alerts the RCC if necessary, following IAMSAR App. E/F. SAR Points of Contact (SPOC)s receiving SIT185 Cospas-Sarsat messages should perform verification using LADR ADT data, as per Vol. II §2.14 and Appendix F.

Aviation Safety Considerations

3.2.4.5 Complex Mass Rescue Operations (MRO) that engage all stakeholders are vital. IAMSAR Vol. II Appendix C emphasizes their importance for testing coordination and safety roles. ACO and OSC roles should be practiced ensuring SAR unit (SRU) safety, per IAMSAR Vol. II Chap. 7 and Vol. III Sections 9 and 11.

Conclusion

3.2.4.6 SAREX PELICAN successfully demonstrated regional SAR coordination capacity while identifying improvement areas consistent with IAMSAR guidance:

- flexible H24 organizational models (Vol. I §5–6)
- standardized SMC and ACO training (Vol. I §3; Vol. II §1.8)
- reinforced tri-domain coordination (Vol. I App. I–K)
- clarified alert validation and registration (Vol. II §3; App. E–F)
- complex MRO exercises (Vol. II App. C; Vol. III §11)

3.2.4.7 These findings support ICAO/IMO objectives for continuous improvement of global SAR systems under the IAMSAR framework (Edition 2022).

3.2.5 Under this Agenda Item a working session was conducted to identify the required actions required to support the planning and conduction of SAREX. The following recommendations were presented as support initiatives:

1. provide support for the planning of SAREX, based on the proposal of simple generic scenarios, which could be adjusted to each national context
2. provide guidance to determine objectives, operational protocols, and expected results for the SAREX, supporting the lessons to be learned from the event
3. provide support for the establishment of clear responsibilities and roles to participate in the SAREX
4. provide guidelines for the technical and logistic requirements to conduct the SAREX
5. provide guidelines for the participation of voluntary observers and the sharing of lessons learned from the exercise.

3.3 Maritime and Aeronautical SAR coordination

3.3.1 There was no discussion on this item.

Agenda Item 4: Work Programme and Activities of the NACC/WG Search and Rescue (SAR) Implementation Task Force

4.1 Under this Agenda Item the Meeting reviewed the NACC/WG/SAR/TF Work Programme, discussing actions and activities to be updated. To update the NACC/WG/SAR/TF Work Programme the following Decision was agreed:

DECISION	
NACC/WG/SAR/TF/6/05	UPDATE THE NACC/WG SAR/TF WORK PROGRAMME
<p>What:</p> <p>That, for the NACC/WG continue providing adequate regional support to the challenges faced by the Search and Rescue Services in the NAM/CAR Regions, the Secretariat:</p> <p style="margin-left: 40px;">a) update the NACC/WG/SAR/TF Work Programme 2025-2027 as detailed in the Appendix B to the NACC/WG SAR/TF/6 meeting Summary of Discussions, and</p> <p style="margin-left: 40px;">b) report to the NACC/WG and update the NACC/WG/SAR/TF website immediately.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p>Why:</p> <p>To ensure the NACC/WG/SAR/TF responds to the main needs of the NAM/CAR Regions</p>	
<p>When: Immediately</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:</p>	<p>NACC/WG/SAR/TF</p>

Agenda Item 5: Other Business

5.1 No issues were discussed under this Agenda Item.

Appendix A

Sixth North American, Central American and Caribbean Working Group Search and Rescue Implementation Task Force Meeting / Sexta Reunión del Grupo de Tarea de Búsqueda y Salvamento (SAR) del Grupo de Trabajo de Norteamérica, Centroamérica y Caribe (NACC/WG/SAR/TF/6)

Mexico City, Mexico, 28 to 30 October 2025/Ciudad de México, México, 28 al 30 de octubre de 2025

LIST OF PARTICIPANTS / LISTA DE PARTICIPANTES

ANGUILLA	BRITISH VIRGIN ISLANDS/ISLAS VÍRGENES BRITÁNICAS	ECCAA
1. Junie Fleming	18. David Sergeant	26. Eloise Silston (V)
2. Shondell Hodge	19. Dean Robin	27. Luana Isaac (V)
ANTIGUA AND BARBUDA/ANTIGUA Y BARBUDA	CAYMAN ISLANDS/ISLAS CAIMANES	EL SALVADOR
3. Kelly-Ann Andrew (V)	20. Robert Scotland (V)	29. Salvador Hernández
4. Randolph Best (V)		FRANCE/FRANCIA
5. Alando Michael (V)	COLOMBIA	30. Frederic Danloux (V)
BAHAMAS	21. Juan Manuel García (V)	31. Nicolas Courjaud (V)
6. Deidree Butterfield-Williams(V)	CUBA	GUATEMALA
7. Ian McKenzie(V)	22. Juan José Cruz	32. Julio Gálvez (V)
8. Mark Major(V)	DOMINICA	MEXICO/MÉXICO
9. Prescott Mcphee (V)	Cecilia Vital (V)	33. Aaron Hurtado
10. RBDF OCC (V)	Kerry Charles (V)	34. Andrés Román
11. Roger Mckenzie(V)	DOMINICAN REPUBLIC/REPÚBLICA DOMINICANA	35. Carmen Sánchez
12. Sterling Gibson(V)	23. Ramón Pirón	36. Emmanuel Malerva
13. Twana Lockhart(V)	24. Robert García	37. Froylan Robles
BARBADOS	25. Pedro José Bautista	38. Jesus Sinohuí
14. Neil Sarjeant		39. Jorge Hernández
15. Roderick Oliver(V)		40. Lucas Guzmán
BELIZE/BELICE		41. Marcos Hernandez
16. Ellis Gideon(V)		42. Salvador Velázquez
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		44. Jorge Cerón

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51. Dave Edwards (V)
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53. Calvin Zuniga

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54. Robert Landriault

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APPENDIX B / APÉNDICE B

**NACC/WG SAR IMPLEMENTATION TASK FORCE WORK PROGRAMME 2025-2027 /
PROGRAMA DE TRABAJO 2025-2027 DEL GRUPO DE TAREA DE IMPLEMENTACIÓN SAR DEL NACC/WG
NOVEMBER/NOVIEMBRE 2025**

Task Name/ Tarea	Start/ Inicio	Finish / Final	Deliverables/ Resultados	Follow-up/ Seguimiento	Responsible/ Responsables
Support the SAR basic building blocks evaluation for the CAR Region / Apoyar la evaluación de los elementos constitutivos básicos de SAR para la Región CAR	April 2026/ abril de 2026	April 2027/ abril de 2027	Report and recommendations/ Informe y recomendaciones	NACC/WG SAR/TF Report to the NACC/WG/ NACC/WG SAR/TF informe al NACC/WG	Secretariat/ Secretaría
Guidance and Planning of SAR Exercises/ Orientación y planificación de ejercicios SAR	November/ noviembre 2025	SAR/TF /7	Guidance and planned exercises /Orientación y ejercicios planificados	NACC/WG SAR/TF	Ad hoc Group/ Grupo Ad hoc
Update the SAR information for the CAR/SAM RANP/ Actualizar La información SAR para el RANP CAR/SAM	December/ diciembre 2025	SAR/TF /7	Proposal for amendment of the CAR/SAM RANP/ Propuesta de enmienda al RANP CAR/SAM	NACC/WG SAR/TF	Secretariat, Ad hoc Group/ Secretaría, Grupo Ad hoc
Update the CAR Region SAR Plan/ Actualizar el plan SAR para la Región CAR	April 2026/ abril de 2026	SAR/TF /7	Updated CAR SAR Plan/ Plan SAR para la Región CAR actualizado	NACC/WG SAR/TF	Secretariat/ Secretaría
Support and follow-up the development of national SAR plans/ Apoyar y dar seguimiento al desarrollo de planes nacionales SAR	October 2026	SAR/TF /8	Review of the Status of CAR Region SAR Plans; Strategy to support the development and update national of SAR plans/ Revisión del estado de los planes SAR de la Región CAR; Estrategia para apoyar el desarrollo de planes SAR nacionales	NACC/WG SAR/TF	Secretariat, Ad-Hoc Group/ Secretaría, Grupo Ad hoc
Follow-up pending SAR agreements/ Dar seguimiento a los acuerdos SAR pendientes	January/ enero 2026	SAR/TF /7	Analysis of pending SAR agreements /Análisis de acuerdos SAR pendientes	NACC/WG SAR/TF	Secretariat/ Secretaría
Monitor Inscription To The OPS Control Directory/ Supervisar La Inscripción En El directorio de control OPS	November/ noviembre 2025	SAR/TF /8	Progress report of inscription /Avance del informe de inscripción	NACC/WG SAR/TF Report to the NACC/WG/ NACC/WG SAR/TF informe al NACC/WG	Rapporteur Ad-Hoc Group/ Relator del Grupo Ad hoc