

Agenda Item 4: Review of SAR matters**General SAR matters**

4.1 Taking into account the need to address SAR matters separately due to the high level of complexity it has acquired in recent years, the meeting agreed that, for future meetings of this implementation and coordination group, SAR issues would be addressed separately from ATM issues.

National search and rescue plan

4.2 The meeting highlighted the important responsibility that the civil aviation authority has in the planning of the services required by domestic and international civil aviation in each State, and of the human and other resources required for their provision.

4.3 Consequently, the drafting and approval of the national SAR plan, based on the requirements of the CAR/SAM ANP and of the domestic aviation, and containing all the implementation details, constitutes an invaluable consultation tool for CAR/SAM States for planning, budgeting and operational purposes.

4.4 The meeting noted that, as occurs in other fields of air navigation, in the area of search and rescue, the States are responsible for the establishment of a national SAR plan, which contemplates the strict compliance of requirements concerning regulations, organisation, oversight, development of procedures, personnel training, quality assessment, and development of manuals and publications.

4.5 The meeting also took note of the national SAR plans prepared by Brazil, France and Venezuela, and urged the States of the Sub-region to develop, to the extent possible, their own national SAR plans. Accordingly, it formulated the following conclusion:

Conclusion 2/18 National search and rescue plan

That the States of the ECAR/SAMNE Sub-region that have not done so yet:

- a) prepare a national search and rescue plan that is consistent with the CAR/SAM ANP; and
- b) use the Guidance Material for the Preparation of a National Search and Rescue Plan approved by GREPECAS/11 as a basis for the development of said document.

Coordination of aeronautical SAR among States

4.6 The meeting recalled that the CAR/SAM States/Territories and international organisations participating in the CAR/SAM/3 RAN meeting examined this matter, and based on their discussions, and in order to provide a set of basic regulations for SAR services in the Caribbean and South American Regions, formulated Recommendation 6/12 - Basic provisions for search and rescue services, sub-paragraph c), in which CAR/SAM States were requested to take the necessary and feasible steps to enter into internal and international SAR agreements for improving SAR services, and coordinate the efforts made by the agencies that provided or supported SAR services.

4.7 It was also noted that the basic operational requirements and planning criteria (BORPC) contained in the Basic CAR/SAM ANP, Volume I, stipulated that, when long- (LRG) and higher-range aircraft are required to cover extensive oceanic search and rescue regions, and the State responsible for SAR services does not have such aircraft, concrete cooperation provisions should be adopted to obtain them from other locations in order to cover the required portion of the respective regions.

4.8 It was noted that the IAMSAR Manual, Volume I, Appendix I (Doc 9731), as well as the Guidance Material for the Preparation of a National Search and Rescue Plan approved by GREPECAS, in Chapter 7, Appendices C, D and E (as applicable), propose some texts as guidance for the States interested in the establishment of this type of arrangements.

4.9 This is aimed at enabling the immediate entry of rescue brigades from other States into national territory to conduct the search at the site where an aviation accident has occurred and to rescue any survivors.

4.10 Accordingly, the States should enter into agreements with neighbouring States in order to define the conditions under which the SAR brigades of a State would enter the territory of other States. These agreements should also try to minimise the formalities for the entry of such brigades.

4.11 In this respect, information was provided about the meetings held between Venezuela and the delegations of the Netherlands Antilles, Brazil, and Trinidad and Tobago. Given the importance of this matter, the aforementioned States expressed their intention to do their utmost in order to establish bilateral contacts and start coordinating in order to arrive at bilateral agreements in the SAR area.

4.12 Following an exchange of ideas on these aspects, the meeting formulated the following conclusion:

Conclusion 2/19 SAR agreement between the States of the ECAR/SAMNE Sub-region

That those States of the ECAR/SAMNE Sub-region that have not done so yet, take the necessary measures to establish cooperation agreements with the SAR services of adjacent States.

Establishment of direct communications between Rescue Coordination Centres

4.13 In recent years, the response of some RCCs of the region has not been the most appropriate in terms of a prompt and effective management of the information, which is of vital importance for full compliance of international SAR agreements by contracting States. Consequently, regional/bilateral agreements should be entered into to improve SAR activities.

4.14 Operational protocols call for the resolution of SAR situations directly by the RCCs and RSCs of the region so as to enable a prompt and timely action. There is an urgent need to establish communication mechanisms that use new technologies, as is the case of the REDDIG system, which permits immediate and prompt voice and data communications.

4.15 In view of the above, the meeting deemed it advisable to examine the possibility of establishing these communication mechanisms, and agreed to conduct voice and data tests between Brazil and Venezuela through the administrative network of the REDDIG during the first quarter of 2004, and to make the use of these mechanisms official as of 1 April of that same year. Accordingly, the meeting formulated the following conclusion:

Conclusion 2/20 Communications between RCCs *via* the SAM digital network (REDDIG)

That:

- a) The ICAO Secretariat, together with the States, study the feasibility of using the administrative network of the REDDIG for communications between the RCCs that have the possibility of having access to this digital network; and
- b) Brazil and Venezuela conduct voice and data tests during the first quarter of 2004 and make the use of these communication mechanisms official as of 1 April 2004.

Training of SAR personnel

4.16 The meeting examined the need to standardise SAR criteria related to the training, qualification and certification of personnel in the CAR/SAM Regions, through a regional school approved by the States and sponsored by ICAO.

4.17 The meeting noted that, given the importance of improving and supplementing search and rescue (SAR) plans in the CAR/SAM Regions, the Venezuelan State would encourage the establishment of an integrated search and rescue (SAR) training centre, so as to obtain the best results in SAR operations carried out in each of the SRRs of the region, and in joint SAR operations that seek to safeguard human lives.

4.18 Likewise, the Secretariat informed that the Sixth Meeting of Civil Aviation Training Centres (CATCs) examined the need to give courses in the various SAR fields, and formulated a conclusion requesting the CATCs of the SAM Region to take the necessary steps to give such courses at the regional level. The meeting also noted that the main purpose of these meetings was to analyse not only the problems faced by the centres, but also the possibility of exchanging experiences and even instructors in different training areas.

Illicit flights

4.19 The meeting took note of the concern expressed by the SAR of Venezuela regarding illicit flights and the need for aeronautical authorities to share information about this type of flights. In this respect, the meeting felt that these issues should be addressed in other fora, since they required decisions at the highest governmental level.

SAR point of contact at the Maiquetía RCC

4.20 In this regard, Brazil requested Venezuela to define the agency responsible for receiving COSPAS/SARSAT information, in view of the requests made by the Venezuelan Coast Guard (Navy) and Air Force.

4.21 The meeting recalled that, pursuant to FASID Table SAR 1 of the CAR/SAM ANP, Volume II, the Maiquetía RCC had been designated as the point of contact for search and rescue. Consequently, the Venezuelan administration would advise the aeronautical authority of Brazil, in writing, about its intention to designate the aeronautical RCC (ARCC) as the SAR point of contact (SPOC) for the Maiquetía FIR. In view of the foregoing, the meeting formulated the following conclusion:

Conclusion 2/21 Point of contact (SPOC) for the Maiquetía FIR

That Venezuela request the aeronautical authority of Brazil, in writing, the designation of its aeronautical RCC (ARCC) as the SAR point of contact (SPOC) for the Maiquetía FIR.