



SAM 90/03 SAR

INTERNATIONAL CIVIL AVIATION ORGANIZATION

South American Regional Office

Informal Meeting on Search and Rescue Services for the SAM Region

(SAM 90/03 SAR)

REPORT

(Lima, Peru, 8 to 12 September 2003)

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INDEX

i -	Index	i-1
ii -	History of the Meeting	ii-1
	Place and duration of the Meeting	ii-1
	Opening ceremony and other matters	ii-1
	Organization, Officers and Secretariat	ii-1
	Working languages	ii-1
	Agenda	ii-2
	Attendance	ii-3
	List of Conclusions SAM 90/03 SAR Meeting	ii-3
iii -	List of participants	iii-1
	Report on Agenda Item 1:	1-1
	Agenda Item 1: Evaluation of the SAR Service in the SAM Region	
	a) Review of the status of compliance of CAR/SAM/3 RAN Meetings Recommendations and Conclusions (Buenos Aires, Argentina, 1999).	
	b) Review of the current situation – Organization of the Aeronautical SAR Service and SAM States search and rescue means affected	
	Appendix A	
	Proposal for amendment to the FASID Table SAR 1	1-A1
	Appendix B	
	Follow-up of the CAR/SAM/3 RAN Meeting – SAR Area	1-B1
	Report on Agenda Item 2:	2-1
	Agenda Item 2: Review of SAR National Plans for its harmonization at a regional level	
	Appendix A	
	Guidance Material for the preparation of a National Search and Rescue Plan	2-A1
	Appendix B	
	Terms of Reference and Work Programme of the SAR Task Force for the preparation of a Regional SAR Plan	2-B1
	Appendix C	
	Basic guidelines of the SAM SAR Regional Plan	2-C1
	Appendix D	
	Terms of Reference and Work Programme of the SAR Task Force for the preparation of a SAR Regional Plan	2-D1

Report on Agenda Item 3:	3-1
Agenda Item 3: Cooperation to improve the aeronautical SAR service	
a) Coordination with the Aeronautical SAR among SAM States.	
b) Coordination among aeronautical SAR authorities with maritime SAR authorities to obtain information from the AMVER system, as well as the performance of SAR operations using means of both services.	
c) Coordination among SAM aeronautical SAR with SICOFAA authorities.	
Appendix A	
Search and Rescue Multilateral Agreement.....	3-A1
Appendix B	
SAR Letters of Agreement subscribed among SAM States.....	3-B1
Report on Agenda Item 4:	4-1
Agenda Item 4: SAR Training in the SAM Region	
a) Candidates requirements affecting SAR service and preparation and utilization of SAR didactic material for training purposes	
b) SAR exercises	
Report on Agenda Item 5:	5-1
Agenda Item 5: COSPAS-SARSAT in the SAM Region	
a) Review of the status of application of standards for the use of ELT in 406 MHz and review of the status of implementation and operation of the Data bank and data supplier, of SAM States	
b) Review of the implementation and operation of ground segments in South America. Evaluation for the assignment of a Nodal MCC for the COSPAS-SARSAT South American Region.	
Appendix A	
Example of registry sheet for 406 MHz beacons	5-A1
Appendix B	
Example of form for submission of report of the results of an RCC to the related MCC with an alert message	5-B1
Report on Agenda Item 6:	6-1
Agenda Item 6: Other matters	

HISTORY OF THE MEETING

ii-1 PLACE AND DURATION OF THE MEETING

The Informal Meeting on Search and Rescue Services for the SAM Region (SAM 90/03 SAR) was held in Lima, Peru, from 8 to 12 September 2003.

ii-2 OPENING CEREMONY AND OTHER MATTERS

Mr. José Miguel Ceppi, ICAO Regional Director, South American Regional Office, welcomed the participants and highlighted the objectives of the meeting, giving a brief explanation on the issues, which would be dealt with. On the other hand, the President of the Corporacion Peruana de Aeropuertos y Aviacion Comercial, CORPAC, S.A., Mr. Freddy Oscar Otárola, expressed his satisfaction to count with South American States to deal with important SAR issues. Likewise, Mr. Gabriel Delgado, Director of Air Safety, on behalf of the General Director of Civil Aviation from Peru addressed the meeting emphasizing the importance of the issues to be dealt with.

ii-3 SCHEDULE, ORGANIZATION, WORKING METHODS, OFFICERS AND SECRETARIAT

The Meeting held its sessions from 0900 to 1400 hours, with appropriate breaks. Work was done with the Meeting as a Single Committee.

Mr. Enrique José Muñoz, member from the Argentinean Delegation, was unanimously elected as Chairman of the Meeting, and Mr. Rubén Filippi, from the Delegation of Venezuela was elected as Vice-Chairman. Mr. Alberto Orero, ATM/SAR Regional Officer, Lima, acted as Secretary, being assisted by Mr. Jorge Fernández, ATM/SAR Regional Officer, Lima.

ii-4 WORKING LANGUAGES

The working language of the Meeting was Spanish. and its relevant documentation was prepared in Spanish and English.

ii-5 AGENDA

The following agenda was adopted:

Agenda Item 1: Evaluation of the SAR Service in the SAM Region

- a) Review of the status of compliance of CAR/SAM/3 RAN Meetings Recommendations and Conclusions (Buenos Aires, Argentina, 1999).
- c) Review of the current situation – Organization of the Aeronautical SAR Service and SAM States search and rescue means affected

Agenda Item 2: Review of SAR National Plans for its harmonization at a regional level**Agenda Item 3: Cooperation to improve the aeronautical SAR service**

- d) Coordination with the Aeronautical SAR among SAM States.
- e) Coordination among aeronautical SAR authorities with maritime SAR authorities to obtain information from the AMVER system, as well as the performance of SAR operations using means of both services.
- f) Coordination among SAM aeronautical SAR with SICOFAA authorities.

Agenda Item 4: SAR Training in the SAM Region

- c) Candidates requirements affecting SAR service and preparation and utilization of SAR didactic material for training purposes
- d) SAR exercises

Agenda Item 5: COSPAS-SARSAT in the SAM Region

- c) Review of the status of application of standards for the use of ELT in 406 MHz and review of the status of implementation and operation of the Data bank and data supplier, of SAM States
- d) Review of the implementation and operation of ground segments in South America. Evaluation for the assignment of a Nodal MCC for the COSPAS-SARSAT South American Region.

Agenda Item 6: Other matters

ii-6 ATTENDANCE

Five States of the SAM Region, totaling 14 participants, attended the meeting. The list of participants is shown in pages iii-1 to iii-3.

ii-7 LIST OF CONCLUSIONS OF THE SAM 90/03 SAR MEETING

N°	Title	Page
Conclusion SAR 1/1	Compliance by SAM States of the Recommendations carried out by the CAR/SAM/3 RAN Meeting, related with SAR	1-1
Conclusion SAR 1/2	Updated SAR Table corresponding to SAM States	1-2
Conclusion SAR 1/3	Search and Rescue National Plan	2-1
Conclusion SAR 1/4	Establishment of the SAR Task Force for the preparation of the Search and Rescue Regional Plan for the ICAO SAM Region	2-3
Conclusion SAR 1/5	Coordination with aeronautical authorities of the SAM Region for the adoption of a SAR Regional Plan	2-3
Conclusion SAR 1/6	Guidelines for planning, coordination and execution of a SAR exercise	2-4
Conclusion SAR 1/7	Quality Assurance Programme for SAR Units	2-4
Conclusion SAR 1/8	SAR Aeronautical Coordination among States	3-1
Conclusion SAR 1/9	Coordination among aeronautical SAR and maritime SAR related with the information of the AMVER system	3-4
Conclusion SAR 1/10	Access of the SAM States' civil aviation administrations to the SAR support provided by the SICOFAA	3-6

N°	Title	Page
Conclusion SAR 1/11	Development of SAR training courses	4-2
Conclusion SAR 1/12	Auxiliary SAR Course and SAR Administration course	4-3
Conclusion SAR 1/13	Use of the SAR CMDN and TRAINAIR programme	4-3
Conclusion SAR 1/14	Execution of SAR exercises	4-4
Conclusion SAR 1/15	National ELT / EPIRB and data provider	5-3
Conclusion SAR 1/16	Data related with satellite alert	5-3
Conclusion SAR 1/17	Forthcoming SAR Informal Meeting	6-1

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Agenda Item 1: Evaluation of the SAR Service in the SAM Region

1.1 For a more thorough review, this Agenda Item was dealt with in two areas:

- a) Review of the status of compliance of CAR/SAM/3 RAN Meetings Recommendations and Conclusions (Buenos Aires, Argentina, 1999).
- b) Review of the current situation – Organization of the Aeronautical SAR Service and SAM States search and rescue means affected

1.2 The meeting proceeded to analyze and review the degree of application by the SAM States of those recommendations formulated by the CAR/SAM/3 RAN Meeting, related to the SAR area.

1.3 It was recognized that the provision and satisfactory operation of the facilities and services depend on the degree of implementation reached by each State. In this connection, it was considered essential that the organizations of the State responsible for SAR services have plans,

1.4 Also, it was recognized that, in spite of the efforts made so far by the States of the SAM Region, there is a concern regarding the fact that some administrations experience difficulties to comply with the Air Navigation Plan, Volume I, Basic, Part VII – Search and Rescue Services (SAR), and particularly for the implementation and operation of RCC corresponding to their jurisdiction, according to Table SAR 1 of the FASID ANP – Volume II, while other administrations are in a stage of reorganization both by the administrative and organizational parts of SAR means resources.

1.5 After proceeding with the review, analysis and exchange of important concepts related with each one of the recommendations (See Appendix B to this part of the Report), it was observed that in the development of each one of the items foreseen in the agenda of the meeting, the opportunity would be taken to analyze and discuss in detail different actions tending to permit the progressive compliance of all of them.

1.6 From the review carried out by the meeting, it may come up that a few SAM States have complied with recommendations formulated by the CAR/SAM/3 RAN Meeting; notwithstanding this, the consideration to the fact that recommendations reviewed are still valid was shared by the participants, and it is necessary that the States which have not yet done so, make the greatest possible efforts to reach its total compliance. Therefore, the following Conclusion was agreed to:

Conclusion SAR 1/1 Compliance by SAM States of the Recommendations carried out by the CAR/SAM/3 RAN Meeting, related with SAR

That the States in the SAM Region that have not yet done so

- a) Adopt as far as possible, all the Recommendations of the CAR/SAM/3 RAN Meeting
- b) Keep the South American Regional Office informed on the progress reached on this respect.

1.7 Further, the meeting reviewed and updated, in those cases related with SAM States, the text of the Proposal for Amendment to the FASID CAR/SAM ANP Volume II, corresponding to Table SAR 1. On this respect, the meeting agreed on the following Conclusion:

Conclusion SAR 1/2 Updated SAR Table corresponding to SAM States

That the ICAO SAM Regional Office take into account the data reviewed and updated of the Table shown as Appendix A in proposal for amendment to FASID Table SAR 1, that will be processed in compliance with Conclusion 11/36 of GREPECAS/11.

APPENDIX A

Subject: Proposal for Amendment to the Air Navigation Plan

a) Plan: CAR/SAM, Doc. 8733/15 Volume II (FASID)

b) Proposal for amendment:

Replace the list of SAR facilities and its available means shown in Table SAR-1 Search and Rescue Facilities (CAR/SAM ANP, Part VII, Vol II – FASID) current **by the following**:

RCC and Rescue units	Required rescue facilities
RCC et equips de sauvetage	Moyens de sauvetage requis
RCC y brigadas de salvamento	Medios exigidos para el salvamento
1	2

RCC and Rescue units	Required rescue facilities
RCC et equips de sauvetage	Moyens de sauvetage requis
RCC y brigadas de salvamento	Medios exigidos para el salvamento
1	2

				Córdoba	MRG		PRU
ANGUILLA (United Kingdom)					SRG		
SAN JUAN RSC				Salta	SRG		MRU
Anguilla		RB					
ANTIGUA AND BARBUDA				Ezeiza RCC (SPOC)			MCC
PIARCO RCC				Buenos Aires	ELR	RV	PRU
(Trinidad and Tobago)					VLR	RB	
Antigua		RB			HEL-H		
ARGENTINA				San Carlos de Bariloche	SRG	RB	MRU
COMODORO RIVADAVIA RCC					HEL-H		
Base Marambio	ELR			MENDOZA RCC			
	MRG		PRU	Mendoza	MRG		MRU
	HEL-H				HEL-H		
Comodoro Rivadavia	VLR	RV	PRU	RESISTENCIA RCC			
	HEL-H	RB	MRU	Resistencia	MRG	RB	PRU
	VLR	RV			SRG		
Río Gallegos	SRG	RB			HEL-H		
CORDOBA RCC							

RCC and Rescue units	Required rescue facilities
RCC et equips de sauvetage	Moyens de sauvetage requis
RCC y brigadas de salvamento	Medios exigidos para el salvamento
1	2

RCC and Rescue units	Required rescue facilities
RCC et equips de sauvetage	Moyens de sauvetage requis
RCC y brigadas de salvamento	Medios exigidos para el salvamento
1	2

ARUBA				Manaus	HEL-L	
CURACAO RCC				ATLÁNTICO RCC		
Aruba		RB		Recife	ELR	RV
					VLR	RB
BAHAMAS					MRG	
MIAMI RCC (1)					HEL-H	
Nassau					HEL-L	
BARBADOS				BRASILIA RCC (SPOC)		MCC
PIARCO RCC (Trinidad and Tobago)				Rio de Janeiro	ELR	RV
Barbados					VLR	RB
Bridgetown	SRG	RB			MRG	
					HEL-H	
					HEL-L	
BELIZE				CURITIBA RCC		
CENTRAL AMERICAN RCC (SPOC) (Tegucigalpa, Honduras – COCESNA)				Campo Grande	MRG	
Belice	SRG	RB			HEL-M	
					HEL-L	
BOLIVIA				Florianópolis	MRG	RV
LA PAZ RCC (SPOC)	SRG			Río Grande		RB
La Paz	MRG			Santa María	HEL-L	
Santa Cruz	HEL-M			Santos	HEL-L	
BRAZIL				RECIFE RCC		
AMAZONICO RCC				Natal		RV
Belem	MRG	RV				RB
	HEL-L	RB		Recife	HEL-L	
				Salvador	MRG	

RCC and Rescue units	Required rescue facilities
RCC et equips de sauvetage	Moyens de sauvetage requis
RCC y brigadas de salvamento	Medios exigidos para el salvamento
1	2

RCC and Rescue units	Required rescue facilities
RCC et equips de sauvetage	Moyens de sauvetage requis
RCC y brigadas de salvamento	Medios exigidos para el salvamento
1	2

Santa Clara HEL-M RB
MRG RB

HEL-M

DOMINICA

PIARCO RCC
(Trinidad and Tobago)

Fort-de-France RSC

POINTE-A-PITRE RSC

Dominica RB

DOMINICAN REPUBLIC

SANTO DOMINGO RCC

Santo Domingo SRG RV

ECUADOR

GUAYAQUIL RCC (SPOC)

Guayaquil LRG RV

HEL-M RB

HEL-H

Quito LRG

HEL-M

MRU

EL SALVADOR

CENTRAL AMERICAN RCC (SPOC)
(Tegucigalpa, Honduras – COCESNA)

San Salvador RSC SRG RB

FRENCH ANTILLES

PIARCO RCC
(Trinidad and Tobago)

Fort-de-France RSC MRG RV

Pointe-a-Pitre RSC MRG RB

HEL-L

FRENCH GUIANA

CAYENNE RCC

Cayenne ELR

VLR

MRG RB

HEL-L

Saint-Laurent du Maroni RB

GRENADA

PIARCO RCC
(Trinidad and Tobago)

Pointe Salines RB

GUATEMALA

CENTRAL AMERICAN RCC (SPOC)
(Tegucigalpa, Honduras – COCESNA)

Guatemala RSC MRG

HEL-M

Caribbean Sea RV

Pacific Ocean RV

RCC and Rescue units	Required rescue facilities
RCC et equips de sauvetage	Moyens de sauvetage requis
RCC y brigadas de salvamento	Medios exigidos para el salvamento
1	2

RCC and Rescue units	Required rescue facilities
RCC et equips de sauvetage	Moyens de sauvetage requis
RCC y brigadas de salvamento	Medios exigidos para el salvamento
1	2

GUYANA

GEORGETOWN RCC

Georgetown SRG RB
HEL-L

HAITÍ

PORT-AU-PRINCE RCC

Port-au-Prince SRG RB
HEL-L

HONDURASCENTRAL AMERICAN RCC (SPOC)
(Tegucigalpa, Honduras – COCESNA)

Tegucigalpa RSC MRG
HEL-M
LRG
Caribbean Sea RV
Pacific Ocean RV

JAMAICA

KINGSTON RCC (3)

Kingston SRG RV
HEL-L
Montego Bay RB

MÉXICO

MÉXICO RCC (4) (SPOC)

México MRG
Guadalajara MRG

Mazatlán RV
Ensenada MRG RV
La Paz MRG
Cozumel MRG RV
Veracruz MRG RV
Acapulco ELR
VLR
Puerto Vallarta MRG

MONTSERRAT (United Kingdom)

ANTIGUA RSC

Montserrat RB

NETHERLANDS ANTILLES

CURACAO RCC

Curacao LRG RV

NICARAGUACENTRAL AMERICAN RCC (SPOC)
(Tegucigalpa, Honduras – COCESNA)

Managua RSC MRG
SRG
Caribbean Sea RV
Pacific Ocean RV

PANAMA

PANAMA RCC (SPOC)
(1) (2) (6)

RCC and Rescue units	Required rescue facilities
RCC et equips de sauvetage	Moyens de sauvetage requis
RCC y brigadas de salvamento	Medios exigidos para el salvamento
1	2

RCC and Rescue units	Required rescue facilities
RCC et equips de sauvetage	Moyens de sauvetage requis
RCC y brigadas de salvamento	Medios exigidos para el salvamento
1	2

Panama *MRG RV MRU*

HEL-L RB

LRG

SRG

David RSC (Enrique Malek) SRG RB MRU

HEL-L

Changuinola RSC (Manuel Niño) SRG RB MRU

PARAGUAY

ASUNCION RCC (SPOC)

Asunción *SRG*

HEL-L

Concepción *SRG*

PERU

LIMA RCC (5) (SPOC) *MCC*

Piura *SRG RV*

HEL-L

Callao *LRG RV*

HEL-L

Arequipa *SRG RV*

HEL-L

Pucallpa *SRG*

HEL-L

Iquitos *LRG*

HEL-L

PUERTO RICO (United States)

SAN JUAN RSC

San Juan *ELR AMVER*

HEL-L

SAINT KITTS AND NEVIS

ANTIGUA RSC

Saint Kitts *RB*

SAINT LUCIA

FORT-DE-FRANCE RSC *RB*

Saint Lucia *RB*

SAINT MAARTEN (Netherlands Antilles)

SAN JUAN RSC

Saint Maarten *RB*

SAINT VINCENT AND THE GRENADINES

PIARCO RCC
(Trinidad and Tobago)

Saint Vincent *RB*

SURINAME

CAYENNE RCC (SPOC)

Zandery RSC *MRG RB*

HEL-L

e) Date of implementation: Immediately after approval by ICAO.

f) Proposal circulated to the following States/territories and organizations:

Antigua and Barbuda*	Honduras
Anguilla (UK)	Italy
Argentina*	Jamaica*
Aruba (NK)	México*
Bahamas	Montserrat
Barbados*	Netherlands Antilles* (NK)
Bermuda (UK)	Nicaragua
Belize	Panamá*
Bolivia	Paraguay
Brazil*	Perú*
British Virgin Islands (UK)	Puerto Rico (USA)
Canada	Saint Kitts and Nevis
Cayman Islands (UK)	Saint Lucia
Chile*	Saint Vincent and the Grenadines
Colombia*	Spain
Costa Rica*	Suriname
Cuba*	Trinidad and Tobago*
Dominica	Turks and Caicos Islands (UK)
Dominican Republic*	United Kingdom*
Ecuador*	United States*
El Salvador	Uruguay*
France*	Venezuela*
French Antilles (France)	Virgin Islands (USA)
French Guyana (France)*	
Germany	International Organizations
Grenada	COCESNA*
Guatemala	IATA*
Guyana	IFALPA
Haití	

* For information

g) Secretariat's comments:

The Eleventh Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/11) held in Manaus, Brazil, from 3 to 7 December 2002, reviewed Table SAR 1 – Search and Rescue Facilities, ANP Volume II – FASID, with the amendments proposed by States/Territories and CAR/SAM International Organizations, during the consultation process carried out by the Secretariat, and those received during the Meeting, formulating Conclusion 11/36 – Amendment to Table SAR 1 – Search and Rescue Facilities, CAR/SAM ANP, Volume II – FASID so that NACC and SAM Offices, initiate the process of amendment before ICAO Council.

APPENDIX B

**FOLLOW-UP OF CAR/SAM/3 RAN RECOMMENDATIONS
SAR AREA**

STATE	RECOMMENDATION												REMARKS
	6/2	6/3	6/4	6/5	6/6	6/7	6/8	6/9	6/10	6/11	6/12	7/12	
ARGENTINA	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	O/G	Date: February 2004
BOLIVIA													
BRAZIL	YES	O/G	YES	YES	O/G	YES	O/G	O/G	O/G	NO	O/G	O/G	6/3 2004 6/6 2004 6/8 2005 6/9 2004 6/10 2004 6/11 Not studied yet but maybe in a future 6/12 2005 7/12 2005
CHILE													
COLOMBIA													
ECUADOR													
FRENCH GUIANA													
GUYANA													
PANAMA	YES	O/G	O/G	NO	NO	O/G	YES	NO	O/G	NO	O/G	NO	6/3 1 January 2004 6/4 U.S. MCC (Pensacola) 6/7 Will use meted recommended by JID 6/10 Through the Instituto de Ciencias y Tecnologías Aeronáuticas (ICTA) 6/12 May 2004
PARAGUAY													

STATE	RECOMMENDATION												REMARKS
	6/2	6/3	6/4	6/5	6/6	6/7	6/8	6/9	6/10	6/11	6/12	7/12	
PERU	YES	O/G	O/G a)	YES	YES	YES	YES	O/G	NO	O/G	YES	O/G b)	
SURINAME													
URUGUAY													
VENEZUELA	YES	YES	O/G	O/G	O/G	O/G	O/G	O/G	O/G	NO	O/G	O/G	6/5 2004 b) and 2003 a) 6/4 2003, 2004. Point d) is ready. The rest by the end of 2003 6/6 Mechanism being coordinated 2005 6/7 2003 6/10 2003, 2004 6/12 2003, 2004 7/12 2003, 2004

Instructions to fill in the form

- Accomplished : place **YES** in the corresponding box.
- In execution: place **O/G** (on going) and indicate under “remarks” the estimated deadline.
- Not complied: place **NO** in the corresponding box and if such were the case, make comments in the remarks column.

Agenda Item 2: Review of SAR National Plans for its harmonization at a regional level

2.1 When dealing with this agenda item, the meeting deemed it appropriate to highlight the importance not to be delegated by the civil aviation authority to exercise Search and Rescue Services planning required in each State by national and international civil aviation, as well as of all means and necessary human resources for its provision.

2.2 For this reason, the preparation and approval of the National SAR Plan, based on CAR/SAM ANP requirements, plus those of domestic aviation, with the implementation details, is a permanent and valuable consultation tool for CAR/SAM States, for planning, budgetary prevision and operation.

2.3 As it happens in other areas related with air navigation, in the search and rescue area States are responsible for the establishment of a SAR national plan that takes into consideration the strict compliance of requirements related with regulations, organization, monitoring, development of procedures, personnel training, quality evaluation, manual and publication elaboration.

2.4 This national plan should be compatible and framed within the SAR requirements that, per regional agreement, have been included in the CAR/SAM Air Navigation Plan (ANP); with designation of officers responsible for the service and that have also enough authority to act as counterparts, through their active participation in SAR events to be carried out at regional level, training programmes, etc.

2.5 In this connection, the meeting recalled that GREPECAS/11 Meeting approved the guidance material for the preparation of a national SAR plan and that, if deemed pertinent, it could be used by States and service providers for the elaboration or updating of their own SAR national plan.

2.6 The main objective of the plan would be to identify all organisms participating in same, as well as the SAR means and tasks relevant to each, with the aim of implementing and operating the SAR services in a safe manner in the search and rescue regions (SRR) involved

2.7 To this end, the meeting noted that some of the SAM States that are currently carrying out a review and updating of the SAR National Plan, using the guides of the guidance material approved by GREPECAS, while others do not have it. For this reason, the meeting agreed on the following Conclusion:

Conclusion SAR 1/3 - Search and Rescue National Plan

That States / Territories / International Organizations Service Providers of the SAM Region who have not yet done so:

- a) Elaborate a search and rescue national plan compatible with the CAR/SAM ANP;

- b) Take as a basis for the development of said document the guidance material shown in **Appendix A** to this part of the Report; and
- c) Those that already have a SAR national plan, consider the revision and/or updating of the mentioned plan, harmonizing it with the guidance material indicated in b) above.

Search and Rescue Regional Plan

2.8 The meeting thoroughly reviewed the proposal presented by Argentina as regards the preparation of a SAR Regional Plan. The main objective of the regional plan would be to join all efforts and integrate the countries of the SAM Region, with the aim to facilitate the provision of the SAR service in the Region.

2.9 Keeping this in mind, SAR agreements reached among the different countries of the Region, as well as their respective National Plans should be part of the SAM Search and Rescue Regional Plan, with the aim to facilitate procedures, policies, communications means and personnel training, with one only purpose: **“To improve the distribution of SAR emergency alerts of the SAM Region and its coverage, as well as to reduce costs and provide an effective Search and Rescue Service”**.

2.10 The meeting agreed on the writing of a draft SAM search and rescue regional plan, and once it is agreed to, it should be circulated to SAM States that did not attend the meeting, for analysis, comments and further confirmation of adherence to the same.

2.11 After a lengthy exchange of ideas and opinions, where both legal, juridical and operational aspects agreed in the establishment of basic guidelines for the elaboration of a SAR Regional Plan and the composition of a task force having as duty a more thorough evaluation of each one of the parts that would compose the final document.

2.12 It was also agreed that in writing of the plan and the related tasks, the terms of reference and work programme should be taken into account, as shown in **Appendix B** to this part of the report. The basic guidelines forming part of the Plan are described in **Appendix C** to this part of the report.

2.13 This task force will carry out a task through available electronic means under the coordination of its Rapporteur and the ICAO South American Regional Office. Likewise, the ICAO SAM Office will analyze the possibility of establishing a SAR Forum where information can be distributed on the activities of the SAM SAR Regional Plan and other related aspects. Also, the meeting agreed to distribute the writing of the different parts and chapters of the SAR Regional Plan among different Group members.

2.14 Finally, in view of the above, the following Conclusions were formulated:

Conclusion SAR 1/4 Establishment of the SAR Task Force for the preparation of the Search and Rescue Regional Plan for the ICAO SAM Region

That:

- a) A task Force be established, composed by Argentina, Brazil, Panama, Peru and Venezuela for the preparation of a Search and Rescue Regional Plan of the SAM Region within the framework established by the terms of reference and work programme as shown in **Appendix B** to this part of the Report;
- b) In the preparation of the plan, the basic guidelines be taken, as described in **Appendix C** to this part of the Report; and
- c) The writing of the different parts and chapters of the SAR Regional Plan be distributed as follows:

Argentina: Index, List of SAR Acronyms, Glossary, Introduction, Chapters I and II
Peru: Chapters II and IV
Brazil: Chapter V
Venezuela: Chapter VI
Panama: Chapter VII

Conclusion SAR 1/5 Coordination with aeronautical authorities of the SAM Region for the adoption of a SAR Regional Plan

That the ICAO SAM Regional Office take the necessary coordination steps with aeronautical authorities of the SAM Region for the adoption of the SAR Regional Plan arising from the work of the SAR Task Force.

Basic guidelines for the realization of SAR Exercises

2.15 On this respect, the meeting considered that the SAM SAR Regional Plan shall establish the guidelines so that SAM States plan, coordinate and carry out SAR exercises combined with the participation of two or more States. Also it considered that SAR exercises represent one of the main training tools of the region's RCCs.

2.16 In view of the foregoing, and keeping in mind that while the SAM SAR Regional Plan is adopted by SAM States, the meeting considered that it would be very useful to carry out exercises among SAR regional units, without activating the search and rescue brigades, enabling the communications means committed by States for the messages exchange between SAR regional units and SAR personnel assigned to the same.

2.17 To this end, the meeting agreed that Brazil and Peru write in advance the basic guidelines required, in order to carry out SAR exercises aforementioned, formulating the following Conclusion:

Conclusion SAR 1/6 Guidelines for planning, coordination and execution of a SAR exercise

That Brazil and Peru write basic guidelines required to carry out exercises between SAR regional units, without activating search and rescue brigades, so as to permit proving and exercising the communications means committed by States for the exchange of simulated alert messages and SAR operations coordination.

SAR Quality Assurance Programme

2.18 The meeting noted that the GREPECAS ATM/CNS Subgroup ATM Committee has contemplated the developing in its work programme of a Quality Assurance Programme for SAR Services (Task 502) for its future implementation in the CAR/SAM Regions.

2.19 After discussing several points of view on this respect, the meeting agreed that Argentina, Brazil, Peru and Venezuela prepare a draft quality assurance programme for SAR units, so as to present it to the ATM Committee for its evaluation, and if deemed pertinent, this draft be used in the SAR work of such Committee, formulating the following Conclusion:

Conclusion SAR 1/7 Quality Assurance Programme for SAR Units

That Argentina, Brazil, Peru and Venezuela, taking into account the terms of reference and work programme shown in Appendix D to this part of the Report:

- a) Prepare a draft quality assurance programme for SAR units so as to present it to the ATM Committee, for its evaluation, and if deemed pertinent, its utilization in the SAR work of such Committee; and
- b) Present a first draft of such project to the Second SAR Informal Meeting, scheduled for August 2004.

APPENDIX A



**GUIDANCE MATERIAL FOR THE
PREPARATION OF A NATIONAL
SEARCH AND RESCUE PLAN**

(Lima, June 2002)

CONTENTS

Contents

List of acronyms used in SAR

Glossary

Introduction

 Relationship between the SAR service and the Air Navigation Plan

 Government responsibilities

 Integration of SAR into State structure and administration

 Legal framework and legal aspects

Chapter 1: Organisation of the National SAR Service

Chapter 2: Area of responsibility

Chapter 3: Implementation agencies

Chapter 4: SAR functions and responsibilities

Chapter 5: SAR personnel training programme

Chapter 6: Agreements with support organisations

Chapter 7: International agreements

APPENDIX LIST:

Appendix A Sample mandate of a SAR Coordination Committee

Appendix B Sample Assistance Agreement between the agency responsible for National SAR and official and non-governmental agencies supplying facilities and services to handle cases.

Appendix C Sample operational agreement for inter-state use of SAR facilities and services, through which two or more States agree to combine their search and rescue resources.

Appendix D Sample operational agreement for inter-state use of specific SAR facilities and services, through which one State provides assistance to another State.

Appendix E Sample agreement between two States to facilitate the entry of SAR resources.

Appendix F

Appendix G

Appendix H

LIST OF ACRONYMS USED IN THE SAR SERVICE

English		Spanish	
A/C	aircraft	A/C	aeronave
ACC	area control centre	ACC	centro de control de área
ACO	aircraft co-ordinator	ACO	coordinador de aeronaves
AES	aeronautical earth station	AES	estación terrena aeronáutica
AFN	aeronautical fixed network	AFN	red fija aeronáutica
AFTN	aeronautical fixed telecommunications network	AFTN	red de telecomunicaciones fijas aeronáuticas
AIP	Aeronautical Information Publication	AIP	Publicación de Información Aeronáutica
AIS	aeronautical information services	AIS	servicios de información aeronáutica
AM	amplitude modulation	AM	amplitud modulada
AMS	aeronautical mobile service	AMS	servicio móvil aeronáutico
AMS(R)S	aeronautical mobile satellite (route) service	AMS(R)S	servicio móvil aeronáutico por satélite (Ruta)
AMSS	aeronautical mobile satellite service	AMSS	servicio móvil aeronáutico por satélite
AMVER	Automated Mutual-assistance Vessel Rescue	AMVER	Sistema automatizado de asistencia mutua para el salvamento de buques
ANC	Air Navigation Commission	ANC	Comisión de aeronavegación
ARCC	aeronautical rescue co-ordination centre	ARCC	Centro Coordinador de Salvamento Aeronáutico
ARSC	aeronautical rescue sub-centre	ARSC	Subcentro de salvamento Aeronáutico
ATC	air traffic control	ATC	control de tránsito aéreo
ATN	aeronautical telecommunications network	ATN	red de telecomunicaciones aeronáuticas
ATS	air traffic services	ATS	servicios de tránsito aéreo
CES	coast earth station	CES	estación terrena costera
Cospas	Space System for Search of Vessels in Distress	Cospas	Sistema de búsqueda por satélite de buques en peligro
CRS	coast radio station	CRS	radio estación costera
C/S	call sign	C/S	distintivo de llamada
CW	continuous wave	CW	onda continua
DF	direction finding	DF	radiogoniometría
DME	distance measuring equipment	DME	Equipo medidor de distancia
DRU	desert rescue unit	DRU	unidad de salvamento de desierto
DSC	digital selective calling	DSC	llamada selectiva digital
ELT	emergency locator transmitter	ELT	transmisor de localización de siniestros
EPIRB	emergency position-indicating radio beacon	EPIRB	radiobaliza de localización de Siniestros
FIC	flight information centre	FIC	centro de información de vuelo
FIR	flight information region	FIR	región de información de vuelo
FM	frequency modulation	FM	frecuencia modulada
GES	ground earth station	GES	estación terrena en tierra
GHz	gigahertz	GHz	gigahertz
GLONASS	Global Orbiting Navigation Satellite System	GLONASS	sistema orbital mundial de navegación por satélites
GMDSS	Global Maritime Distress and Safety System	GMDSS	Sistema mundial de Socorro y seguridad marítimos
GNSS	Global Navigation Satellite System	GNSS	Sistema mundial de navegación por satélites
GPS	global positioning system	GPS	Sistema mundial de determinación de
HF	high frequency		

English		Spanish	
ICAO	International Civil Aviation Organization	HF	la posición alta frecuencia
IFR	instrument flight rules	ICAO	Organización de la Aviación Civil Internacional
ILS	instrument landing system	IFR	reglas de vuelo por instrumentos
IMC	instrument meteorological conditions	ILS	sistema de aterrizajes por instrumentos
IMO	International Maritime Organization	IMC	condiciones met. por instrumentos
Inmarsat	International Mobile Satellite Organization	IMO	Organización Marítima Internacional
INS	inertial navigation system	Inmarsat	Org. internacional de telecomunicaciones móviles por satélite
ITU	International Telecommunication Union	INS	sistema de navegación inercial
JRCC	joint (aeronautical and maritime) RCC	ITU	Unión Internacional de telecomunicaciones
kHz	kilohertz	JRCC	RCC conjunto (aeronáutico y marítimo)
LES	land earth station	kHz	kilohertz
LUT	local user terminal	LES	estación terrena terrestre
MCC	mission control centre	LUT	terminal de usuario local
MF	medium frequency	MCC	centro de control de misiones
MHz	megahertz	MF	ondas hectométricas
MMSI	maritime mobile service identity	MHz	megahertz
MRCC	maritime rescue co-ordination centre	MMSI	identidades del servicio móvil marítimo
MRSC	maritime rescue sub-centre	MRC.	centro coordinador de salvamento marítimo
MRU	mountain rescue unit	MRSC	subcentro de salvamento marítimo
MSI	maritime safety information	MRU	unidad de rescate de montaña
NBDP	narrow-band direct printing	MSI	información sobre seguridad marítima
NM	nautical mile	NBDP	impresión directa de banda estrecha
NOTAM	notice to airmen	NM	milla náutica
OSC	on-scene co-ordinator	NOTAM	aviso a los aviadores
OSV	offshore supply vessel	OSC	coordinador en el lugar del siniestro
PLB	personal locator beacon	OSV	buque de suministro mar adentro
PRU	parachute rescue unit	PLB	radiobaliza de localización de personas
R&D	research and development	PRU	unidad de salvamento por paracaídas
RANP	regional air navigation plan	R&D	investigación y desarrollo
RCC	rescue co-ordination centre	RANP	plan regional de navegación aérea
RF	radio frequency	RCC	centro coordinador de salvamento
RSC	rescue sub-centre	RF	radio frecuencia
RTG	radio telegraphy	RSC	subcentro de salvamento
SAR	search and rescue	RTG	radiotelegrafía
SARSAT	Search and Rescue Satellite-Aided Tracking	SAR	búsqueda y salvamento
SART	search and rescue transponder	SARSAT	Sistema de seguimiento por satélite para búsqueda y salvamento
SC	SAR co-ordinator	SART	respondedor de búsqueda y salvamento
SCC	SAR co-ordinating committee	SC	Coordinador SAR
SDP	SAR data provider	SCC	Comité Coordinador SAR
SES	ship earth station	SDP	proveedor de datos SAR
SITREP	ituation report		
SMC	SAR mission co-ordinator		
SOLAS	International Convention for the Safety of Life at Sea		
SPOC	SAR point of contact		
SRR	search and rescue region		
SRS	search and rescue sub-region		
SRU	search and rescue unit		

English	Spanish
TLX teletype UHF ultra-high frequency UIR upper flight information region USAR urban search and rescue UTC co-ordinated universal time VFR visual flight rules VHF very-high frequency VMC visual meteorological conditions VOR VHF omnidirectional radio range WMO World Meteorological Organization	SES estación terrena de buque SITREP informe sobre la situación SMC Coordinador de Misión SAR SOLAS Convenio Internacional para la seguridad de la vida humana en el mar SPOC punto de contacto SAR SRR Región de búsqueda y salvamento SRS Subregión de búsqueda y salvamento SRU unidad de búsqueda y salvamento TLX teletipo UHF ultra-alta frecuencia UIR región superior de información de vuelo USAR búsqueda y salvamento urbanos UTC tiempo universal coordinado VFR reglas de vuelo visual VHF muy alta frecuencia VMC condiciones meteorológicas visual VOR radiofaro omnidireccional de ondas métricas WMO Organización Meteorológica Mundial
Glossary (by alphabetical order)	Glosario (por orden alfabético)
<p>Aircraft co-ordinator (ACO) A person who co-ordinates the involvement of multiple aircraft in SAR operations.</p> <p>Alert phase A situation wherein apprehension exists as to the safety of an aircraft or marine vessel and of the persons on board.</p> <p>Alerting post Any facility intended to serve as an intermediary between a person reporting an emergency and a rescue co-ordination centre or rescue sub-centre.</p> <p>Area control centre (ACC) A unit established to provide air traffic control service to controlled flights in control areas under its jurisdiction.</p> <p>Captain Master of a ship or pilot-in-command of an aircraft, commanding officer of a warship or an operator of any other vessel.</p> <p>Coast earth station (CES) Maritime name for an Inmarsat shore-based station linking ship earth stations with terrestrial communications networks.</p> <p>Cospas-Sarsat system A satellite system designed to detect distress beacons transmitting on the frequencies 121.5 MHz and 406 MHz.</p> <p>Craft Any air or sea-surface vehicle, or submersible of any kind or size.</p> <p>Digital Selective Calling (DSC) A technique using digital codes which enables a radio station to establish contact with, and transfer information to, another station or group of stations.</p> <p>Direction finding (DF) Homing on signals to pinpoint a position.</p> <p>Distress alerting The reporting of a distress incident to a unit, which</p>	<p>Alerta SAR innecesario (UN SAR) Mensaje que envía posteriormente un RCC a las autoridades apropiadas cuando se ha activado innecesariamente el sistema SAR debido a una falsa alarma.</p> <p>Amaraje forzoso Descenso forzoso de una aeronave en el agua.</p> <p>Buque Embarcación marítima.</p> <p>Búsqueda Operación coordinada normalmente por un RCC o RSC, en la que se utilizan el personal y los medios disponibles para localizar a personas en peligro.</p> <p>Capitán Capitán de un buque, piloto al mando de una aeronave, comandante de un buque de guerra o persona que gobierna cualquier otro buque</p> <p>Centro de Control de Área (ACC) Dependencia establecida para facilitar servicio de control de tránsito aéreo a los vuelos controlados en las áreas de control bajo su jurisdicción.</p> <p>Centro de Información de Vuelo (FIC) Dependencia establecida para facilitar servicio de información de vuelo y servicio de alerta.</p> <p>Centro Coordinador de Salvamento (RCC) Dependencia encargada de promover la Buena</p>

English	Spanish
<p>can provide or co-ordinate assistance.</p> <p>Distress phase A situation wherein there is reasonable certainty that a vessel or other craft, including an aircraft or a person, is threatened by grave and imminent danger and requires immediate assistance.</p> <p>Ditching The forced landing of an aircraft on water.</p> <p>Emergency locator transmitter (ELT) Aeronautical radio distress beacon for alerting and transmitting homing signals.</p> <p>Emergency phase A generic term meaning, as the case may be, uncertainty phase, alert phase or distress phase.</p> <p>Emergency position-indicating radio beacon (EPIRB) A device usually carried aboard maritime craft that transmits a signal that alerts search and rescue authorities and enables rescue units to locate the scene of the distress.</p> <p>Flight information centre (FIC) A unit established to provide flight information and alerting services.</p> <p>General communications Operational and public correspondence, traffic other than distress, urgency and safety messages, transmitted or received by radio.</p> <p>Global Maritime Distress and Safety System (GMDSS) A global communications service based upon automated systems, both satellite-based and terrestrial, to provide distress alerting and promulgation of maritime safety information for mariners.</p> <p>Global positioning system (GPS) A specific satellite-based system used in conjunction with mobile equipment to determine the precise position of the mobile equipment.</p> <p>International Mobile Satellite Organization (Inmarsat) A system of geostationary satellites for world-wide mobile communications services and which support the Global Maritime Distress and Safety System and other emergency communications systems.</p> <p>Joint rescue co-ordination centre (JRCC) A rescue co-ordination centre responsible for both aeronautical and maritime search and rescue incidents.</p> <p>Local user terminal (LUT) An earth receiving station that receives beacon signals relayed by Cospas-Sarsat satellites, processes them to determine the location of the beacons and forwards the signals.</p>	<p>organización de los servicios SAR dentro de una región de búsqueda y salvamento.</p> <p>Centro coordinador de salvamento conjunto (JRCC) Centro Coordinador de Salvamento responsable de los sucesos de búsqueda y salvamento, tanto aeronáuticos como marítimos.</p> <p>Centro de Control de Misiones (MCC) Parte del sistema de Cospas-Sarsat que acepta los mensajes de alerta procedentes de terminales locales de usuario u otros centros de control de misiones, y los distribuye entre los centro coordinadores de salvamento apropiados u otros puntos de contacto de búsqueda y salvamento.</p> <p>Comunicaciones generales Comunicaciones operacionales y de correspondencia pública y tráfico de mensajes que no sean de Socorro, urgencia, o seguridad, que se transmiten y reciben por ondas radioeléctricas.</p> <p>Comunicaciones para coordinar la búsqueda y salvamento Comunicaciones necesarias para coordinar los medios que participan en una operación de búsqueda y salvamento</p> <p>Coordinador de aeronaves (ACO) Persona que coordina la participación de varias aeronaves en las operaciones SAR.</p> <p>Coordinador de la misión de búsqueda y salvamento (SMC) Funcionario asignado temporalmente para coordinar la respuesta a una situación de peligro real o aparente.</p> <p>Coordinador de búsqueda y salvamento (SC) Persona(s) u organismo(s) perteneciente(s) a una Administración que tiene(n) a su cargo la responsabilidad general de establecer y prestar servicios SAR y de asegurar que la planificación de dichos servicios se coordine debidamente.</p> <p>Coordinador en el lugar del siniestro (OSC) Persona designada para coordinar las operaciones de búsqueda y salvamento en un área determinada</p> <p>Envío de un alerta de socorro Notificación de una situación de peligro a una dependencia que pueda prestar auxilio o coordinarlo.</p> <p>Estación terrena costera (CES) Denominación marítima de una estación en tierra de Inmarsat que enlaza estaciones terrenas de buque con las redes de comunicaciones terrestres.</p> <p>Fase de peligro Situación en la cual existen motivos justificados para creer que un buque u otra nave, incluida una aeronave o persona, están amenazados por un</p>

English	Spanish
<p>Mission control centre (MCC) Part of the Cospas-Sarsat system that accepts alert messages from the local user terminal(s) and other mission control centres to distribute to the appropriate rescue co-ordination centres or other search and rescue points of contact.</p> <p>NAVAREA One of 16 areas into which the world's oceans are divided by the International Maritime Organization for dissemination of navigation and meteorological warnings.</p> <p>NAVTEX Telegraphy system for transmission of maritime safety information, navigation and meteorological warnings and urgent information to ships.</p> <p>On-scene co-ordinator (OSC) A person designated to co-ordinate search and rescue operations within a specified area.</p> <p>Personal locator beacon (PLB) Personal radio distress beacon for alerting and transmitting homing signals.</p> <p>Pilot-in-command The pilot responsible for the operation and safety of the aircraft during flight time.</p> <p>Rescue An operation to retrieve persons in distress, provide for their initial medical or other needs and deliver them to a place of safety.</p> <p>Rescue co-ordination centre (RCC) A unit responsible for promoting efficient organization of search and rescue services and for co-ordinating the conduct of search and rescue operations within a search and rescue region.</p> <p>Rescue sub-centre (RSC) A unit subordinate to a rescue co-ordination centre established to complement the latter according to particular provisions of the responsible authorities.</p> <p>SafetyNET Communications service provided via Inmarsat for promulgation of marine safety information, including shore-to-ship relays of distress alerts and communications for search and rescue co-ordination.</p> <p>Search An operation, normally co-ordinated by a RCC or RSC, using available personnel and facilities to locate persons in distress.</p> <p>Search and rescue co-ordinating communications Communications necessary for the co-ordination of facilities participating in a search and rescue operation.</p> <p>Search and rescue co-ordinator (SC)</p>	<p>peligro grave e inminente y necesitan auxilio inmediato.</p> <p>Fase de alerta Situación en la cual se teme por la seguridad de una aeronave o de un buque y de las personas a bordo</p> <p>Fase de emergencia Expresión genérica que significa, según el caso, fase de incertidumbre, fase de alerta o fase de peligro.</p> <p>Fase de incertidumbre Situación en la cual existen dudas acerca de la seguridad de una aeronave o de un buque y de las personas a bordo.</p> <p>Llamada selectiva digital (DSC) Técnica que utiliza códigos digitales y que permite a una estación radioeléctrica establecer contacto con otra estación o un grupo de estaciones y transmitirles información.</p> <p>Medio de búsqueda y salvamento Todo recurso móvil, incluidas las unidades designadas para la búsqueda y el salvamento, que se utiliza en las operaciones de búsqueda y salvamento</p> <p>NAVAREA Cada una de las 16 áreas en que la OMI ha dividido los océanos del mundo para difundir radio avisos náuticos y meteorológicos</p> <p>Nave Todo vehículo aéreo, marítimo o sumergible de cualquier tipo y tamaño.</p> <p>NAVTEX Sistema de telegrafía utilizado para transmitir a los buques información sobre seguridad marítima, radio avisos náuticos y meteorológicos e información urgente.</p> <p>Objeto de la búsqueda Buque, aeronave u otra nave que ha desaparecido o se encuentra en peligro, o superviviente u objetos de la búsqueda conexos o evidencia en que se basa la realización de la búsqueda.</p> <p>Organización Internacional de telecomunicaciones móviles por satélite (Inmarsat) Sistema de satélites geostacionarios para los servicios mundiales de comunicaciones móviles que presta apoyo al sistema mundial de socorro y seguridad marítimos y a otros sistemas de comunicaciones de emergencia.</p> <p>Piloto al mando Piloto responsable de la operación y seguridad de la aeronave durante el tiempo de vuelo.</p> <p>Plan de búsqueda y salvamento Expresión general utilizada para describir los documentos existentes a todos los niveles de las estructuras nacionales e internacionales de búsqueda</p>

English	Spanish
<p>One or more persons or agencies within an Administration with overall responsibility for establishing and providing SAR services and ensuring that planning for those services is properly co-ordinated.</p> <p>Search and rescue data provider (SDP) A source for a rescue co-ordination centre to contact to obtain data to support search and rescue operations, including emergency information from communications equipment registration databases, ship reporting systems and environmental data systems (e.g., weather, or sea current).</p> <p>Search and rescue facility Any mobile resource, including designated search and rescue units, used to conduct search and rescue operations.</p> <p>Search and rescue mission co-ordinator (SMC) The official temporarily assigned to co-ordinate response to an actual or apparent distress situation.</p> <p>Search and rescue plan A general term used to describe documents which exist at all levels of the national and international search and rescue structure to describe goals, arrangements and procedures which support the provision of search and rescue services.</p> <p>Search and rescue point of contact (SPOC) Rescue co-ordination centres and other established and recognized national points of contact which can accept responsibility to receive Cospas-Sarsat alert data to enable the rescue of persons in distress.</p> <p>Search and rescue region (SRR) An area of defined dimensions, associated with a rescue co-ordination centre, within which search and rescue services are provided.</p> <p>Search and rescue service The performance of distress monitoring, communication, co-ordination and search and rescue functions, including provision of medical advice, initial medical assistance, or medical evacuation, through the use of public and private resources including co-operating aircraft, vessels and other craft and installations.</p> <p>Search and rescue sub-region (SRS) A specified area within a search and rescue region associated with a rescue sub-centre.</p> <p>Search and rescue unit (SRU) A unit composed of trained personnel and provided with equipment suitable for the expeditious conduct of search and rescue operations.</p> <p>Search object A ship, aircraft, or other craft missing or in distress or survivors or related search objects or evidence for which a search is being conducted.</p>	<p>y salvamento, en los que se detallan los objetivos, las medidas y los procedimientos que apoyan la prestación de servicios de búsqueda y salvamento.</p> <p>Proveedor de datos de búsqueda y salvamento (SDP) Fuente con la que un RCC establece contacto para obtener datos en apoyo de las operaciones de búsqueda y salvamento, incluida información de emergencia procedente de bases de datos de registro del equipo de comunicaciones, sistemas de notificación de buques y sistemas de datos ambientales (p. Ej. Meteorológicos, corrientes marinas o Base de datos ELT en 406 MHz).</p> <p>Puesto de alerta Todo medio destinado a servir como puesto intermedio entre una persona que notifica un incidente y un centro coordinador de salvamento o subcentro.</p> <p>Punto de contacto SAR (SPOC) Centros Coordinadores de salvamento u otros puntos de contacto nacionales establecidos y reconocidos que pueden asumir la responsabilidad de recibir los datos del alerta de Cospas-Sarsat con el fin de salvar a personas en peligro.</p> <p>Radiobaliza de localización de personas (PLB) Radiobaliza personal de socorro que emite alertas y transmite señales para la radio recalada.</p> <p>Radiobaliza de localización de siniestros (EPIRB) Dispositivo que normalmente se lleva a bordo de un buque y que transmite una señal para alertar a las autoridades de búsqueda y salvamento y permitir a las unidades de salvamento localizar el lugar del siniestro.</p> <p>Radiogoniometría (DF) Radio recalada sobre señales para determinar una posición..</p> <p>Región de búsqueda y salvamento (SRR) Área de dimensiones definidas asociada a un RCC en la que prestan servicios de búsqueda y salvamento.</p> <p>SafetyNET Servicio de comunicaciones prestado a través de INMARSAT para difundir información sobre seguridad marítima, incluidas la retransmisión costera-buque de los alertas de socorro y las comunicaciones para la coordinación de las operaciones de búsqueda y salvamento.</p> <p>Salvamento Operación realizada para recuperar a personas en peligro, prestarles auxilio médico iniciales o de otro tipo y transportarlas a un lugar seguro.</p>

English	Spanish
<p>Uncertainty phase A situation wherein doubt exists as to the safety of an aircraft or a marine vessel, and of the persons on board.</p> <p>Unnecessary SAR alert (UNSAR) A message sent by an RCC to the appropriate authorities as a follow-up when the SAR system is unnecessarily activated by a false alert.</p> <p>Vessel A maritime craft.</p>	<p>Servicio de búsqueda y salvamento Desempeño de las funciones de supervisión, comunicación, coordinación y búsqueda y salvamento en una situación de peligro, incluida la provisión de asesoramiento médico, asistencia médica inicial o evacuación médica, mediante la utilización de recursos públicos y privados, incluidas aeronaves, buques y otras embarcaciones e instalaciones que colaboren en las operaciones.</p> <p>Sistema Cospas-Sarsat Sistema satelitario proyectado para detectar balizas de socorro que transmiten en las frecuencias de 121,5 MHz o 40 MHz.</p> <p>Sistema mundial de determinación de posición (GPS) Sistema satelitario específico utilizado con equipo móvil para determinar la posición exacta de dicho equipo.</p> <p>Sistema mundial de determinación de socorro y seguridad marítimos (GMDSS) Servicio mundial de comunicaciones basado en sistemas automáticos, tanto por satélite como terrestres, utilizado para emitir alertas de socorro y difundir información sobre seguridad marítima a los navegantes.</p> <p>Subcentro de salvamento (RSC) Dependencia subordinada a un centro coordinador de salvamento, establecida para complementar la función de este último según disposiciones especiales de las autoridades responsables.</p> <p>Sub-región de búsqueda y salvamento (SRS) Área específica de una región de búsqueda y salvamento asociada a un Subcentro de salvamento.</p> <p>Terminal local de usuario (LUT) Estación terrena receptora que recibe las señales de las balizas retransmitidas por los satélites de Cospas-Sarsat, las somete a un tratamiento para determinar la posición de las balizas y las vuelve a transmitir.</p> <p>Transmisor de localización de siniestros (ELT) Radiobaliza aeronáutica de socorro que emite un alerta y transmite una señal para la radio recalada.</p> <p>Unidad de búsqueda y salvamento (SRU) Unidad compuesta por personal capacitado y dotada de equipo adecuado para ejecutar con rapidez operaciones de búsqueda y salvamento.</p>

NATIONAL SAR PLAN

The text herein is only for illustration purposes. The States/service providers may instead reflect in this paragraph their own national organisations and arrangements for approval of the plan.

Introduction

ICAO Annexes 11 and 12 explain the purpose of air traffic (ATS) and search and rescue services (SAR), as well as their functions, but neither their purpose nor their functions may be properly implemented unless there is an organisation allowing for the management of these services and the methods needed to achieve the objective desired for each of the aforementioned specialties have been determined.

Since the safety of civil aviation constitutes the desired objective of every Administration, management of ATS and/or SAR services (as applicable) has to be conceived bearing in mind that the safe and efficient use of airspace is its primary objective, to which end it must have available a management and monitoring mechanism in charge of the general policy, the planning, the staff and the budget required to meet the operational needs of the service under its control. This managerial level must rank high enough in the state hierarchy so as to be assigned an equitable percentage of all the available economic resources and, referring specifically to SAR, that the importance of the role played by this service as regards the determination of priorities and the general policies of the national civil aeronautics administration, be recognised.

It will be up to the agency responsible for directing the SAR to manage the resources assigned to the service so that, when used, they can be efficiently and rapidly organised and coordinated during search, or rescue or both kinds of operations. This, obviously, requires that the managerial and monitoring levels be manned by highly-experienced officials capable of carrying out an advance and careful planning for the establishment of a SAR organisation endowed with a national SAR plan, an operations plan for each Search and Rescue Coordination Centre (RCC) and the necessary means to implement such plans.

SAR operations may adopt different forms depending on the magnitude or complexity of the situation at hand and the capacity and specialisation of the teams required. ICAO Annex 12 sets the guidelines for the contracting States to take the necessary steps to establish, and to provide, a 24-hour SAR service within their territories. Furthermore, it states that high seas or undetermined sovereignty areas shall be fixed on the basis of regional agreements, it being understood that the services shall be established and shall be provided in keeping with the provisions of the cited Annex, an assistance that shall be rendered irrespective of the aircraft's or survivor's nationalities.

In view of the above, the Third Caribbean/South American Regional Air Navigation (CAR/SAM/3 RAN) Meeting produced Recommendation 6/2 – Search and rescue facilities, indicating that the list of search and rescue facilities contained in Table SAR-1 of Part VII – Search and rescue, of the ANP Facilities and Services Document (FASID) become the plan for SAR facilities corresponding to the CAR/SAM Regions and that the States of both regions must set up or maintain the RCCs listed in such table, guaranteeing the availability of services and facilities 24 hours a day.

Relationship between the SAR service and the Air Navigation Plan

In keeping with Article 28 of the Convention, each contracting State is responsible for providing in its territory the installations and services included in the ICAO air navigation plans (ANP).

These plans include recommendations which the governments may follow in their national programmes for air navigation facilities and services, with the guarantee that if both are provided in keeping with the ANP corresponding to their ICAO region they, together with the other States of that same region, will form a general network which shall be adequate for a long time to come. The ANP also includes any special procedures deemed to be necessary to complement the worldwide procedures included in the Annexes to the Chicago Convention and in the procedures for air navigation services (PANS).

In this same sense, it should be noted that the CAR/SAM/3 RAN meeting, due to the fact that the States should avoid differences between national aeronautical and maritime SAR plans and that the SARs set up within the framework of the International Maritime Organization (IMO) are not always consistent with those of ICAO, agreed that a close contact should be kept between those responsible for managing the aeronautical SAR with their peers of the maritime SAR, for purposes of maximising compatibility between aeronautical and maritime SAR plans to such a point that the possibility of setting up joint aeronautical and maritime rescue coordination centres, or similar arrangements, could be considered. Based on this, it drafted Recommendation 6/3 – Coordination with maritime SAR authorities and IMO.

Furthermore, CAR/SAM/3 RAN meeting acknowledged the invaluable contribution which the use of satellite technology through the COSPAS/SARSAT alert and location system represents for SAR services, but that nothing is gained by the States' having such support if they do not incorporate into national legislations clear-cut specific guidelines aimed at the installation and mandatory use in the CAR/SAM Regions of automatic emergency locator transmitters (ELT) operating in the 406 MHz radio-electric frequency and in 121,5 MHz for homing, in keeping with Annex 6, Parts I, II and III (Recommendation 6/6 – ELT in 406 MHz obligatorily on board).

Concurrently with mandatory use, this equipment must be operated jointly with associated data bases to decode emergency messages and to obtain the corresponding information in support of SAR. Consequently, each State in the CAR/SAM Regions must establish a SAR data provider (SDP) so that the RCCs may promptly obtain data when needed (CAR-SAM/3 RAN, Recommendation 6/5 – Search and rescue data provider).

Finally, Recommendation 6/4 – Satellite search and rescue, requires that CAR/SAM States set up a national-level ELT registry and that they supply ICAO with a SAR point of contact (SPOC) which must be included in Table SAR 1 of Volume II (FASID) of the ANP.

Government Responsibilities

A government's responsibilities with respect to civil aviation are considerable and complex, and are not reduced as a consequence of the deficiencies of the mechanism available for it to exercise them.

The civil aviation authority, even when it delegates some elements of the implementation of functions and services, should always be capable of exercising the responsibility for their planning, as well as for assuring that the guidelines, standards and methods recommended by the International Civil Aviation Convention, are followed.

As regards the search and rescue service, it would be pertinent to highlight the importance, which cannot be delegated by the civil aviation authority, of carrying out the planning of the services required by the national and international civil aviation of each State, as well as of the means and human resources required to provide them.

It is for this reason that the drafting and approval of the National SAR Plan based on the CAR/SAM ANP requirements plus those added by domestic aviation, with all implementation details, constitutes for the CAR/SAM States an extremely valuable permanent consultation tool for planning, budgetary allocation and operation purposes.

The basic responsibility in the SAR area is detailed in Article 25 of the Chicago Convention, which does not only indicate the responsibility of providing assistance to aircraft in distress within each State's national territory but also that of allowing, subject to control by its own authorities, entry of some other State's equipment and personnel if this were necessary to find an aircraft in distress or to rescue its occupants.

The general specifications of the SAR service are detailed in Annex 12, while the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual and the Air Navigation Plan provide the additional details and the necessary means and coordination requirements with other designated or cooperating agencies, to achieve a SAR System made up by functional components and stages.

Integration of SAR into State structure and administration

The way in which a SAR service can be managed depends on the basic civil aviation structure adopted by each State.

Even though the responsibility for providing alert services (being one of the ATS services) devolves on the ATS units, coordination of search and rescue operations is assigned to the SAR service, which reports to the civil aviation administration and, from the exclusively operational point of view, may be delegated to other government agencies having the necessary means and which, in general, are in the charge of the nation's armed forces.

If this were the case, it will be necessary to preserve the responsibility, which cannot be delegated by the civil aviation authorities, for carrying out the planning of the SAR service, it having been deemed convenient that the General Civil Aviation Bureau (or the agency appointed by the State to be responsible for the administration of civil aviation) set up an administrative and regulatory unit which may consist of a SAR Department or of a SAR Coordination Committee working directly with the governmental operational implementation unit which has been delegated the SAR service.

This unit (SAR Coordination Department or Committee) shall be in charge of coordinating the characteristics of the SAR service to be provided in keeping with ICAO standards and procedures, and of preparing the texts and their corresponding updates, as well as the amendments to Aeronautical Information Publication (AIP) Part GEN – Search and rescue service, and to the part dealing with the SAR service in the National Air Navigation Plan (NANP), in view of the fact that both responsibilities cannot be delegated by the civil aviation authority.

Legal framework and legal aspects

Every State should have laws and provisions which establish the legal basis for setting up a SAR organisation, its resources, policies and procedures.

Before enacting the national SAR Plan and the operational documentation to be applied by SAR units, the director of the SAR service should obtain legal advice regarding the way in which national and international laws (directly or indirectly) affect SAR policies and procedures.

International law provides both for saving lives as well as for sovereignty issues. Neighbouring States should seek practical ways to balance these objectives in situations where the entry of foreign SAR elements into waters, airspace or territories might be necessary and appropriate.

The staff responsible for providing the SAR service must be aware of the legal aspects related to SAR operations for purposes of avoiding unfavourable situations and/or claims for damages to the national government.

Similarly as with any other activity, there are numerous legal aspects affecting search and rescue activities, which makes it necessary to supply SAR operations staff with certain general information on those legal questions which, experience has shown, are of importance before, during and after a SAR incident.

In general, the legal aspects to be considered are grouped into:

- crossing international borders and entering some other State's territory;
- entering private property;
- removing human remains, and
- custody and marking of an air accident wreckage.

In those SAR cases which demand the use of rescue units in or over some other State's territory, there are international law and protocol issues which affect two principles which might be in conflict, namely:

- the States' sovereign right to control and regulate entry and air operations within their jurisdictional areas, and
- the need to mitigate danger in the most efficient and timely fashion.

One of the purposes of International Agreements is that of solving any conflicts between these principles, to which must be added the unilateral adoption by each State of national policies with these same objectives.

It is, therefore, necessary to establish previously-agreed principles for direct relationships among the SAR agencies of the affected States.

Annex 12 – Search and Rescue – to the ICAO Convention provides the international framework. However, given the fact that legal issues pertinent to another state are involved, it is obvious that the SAR personnel, and especially those participating in the planning and implementation of search and rescue operations, need to be aware of the different requirements, depending on which State, which could affect the SAR operation.

The SAR personnel must be familiar with these and other references so that they can take prompt and appropriate action when it is felt that elements will be needed to participate in SAR operations in other countries, or *vice versa*.

Another legal aspect to be kept in mind by the national SAR service administration is that of unauthorised entry into private property, which constitutes an infringement of property rights. Hence, and as a general practice, during the course of the SAR mission, the RCC/RSC personnel in charge, as well as the rescue units, must try to obtain the private property's owner or occupant's permission before entering into it.

Normally, and to this regard, laws consider that the only thing which excuses the above is that any infringement of it is justified in view of the need to enter so as to rescue human lives, or to have elements or personnel cross the property to help an aircraft in distress.

The careful preservation of human remains has important implications for the investigation of air accidents, for legal requirements and for humanitarian purposes; the medical examination of the bodies can lead to important conclusions by accident investigators or for legal investigation purposes.

There is usually national legislation which demands that the cause of death be determined; this certification is of major importance for the solution of property and insurance issues.

In all cases, and before the bodies are removed, it is important to have police authorities or the jurisdiction's security force step in, since they shall be the ones charged with seeing to it that all legal formalities having to do with this event are complied with.

In all cases, the SAR service personnel charged with delivering the remains should get a written receipt from the person or institution accepting custody of them.

Personnel participating in a SAR mission requiring the transport of human remains across international borders must observe the local and national laws of the State involved.

Furthermore, the SAR authority must make sure that the SAR personnel have available the standards or regulations which will guide them in adopting the necessary measures so that the wreckage of the aircraft, a basic element to determine the cause of the accident, not be removed before the investigators, the only persons authorised to release the wreckage, step in.

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CHAPTER 1

Note 1: *The guidelines and comments to prepare the final text are in italics*

Note 2: *Following the format presented, each State can adapt the proposed text to its own basic administrative structure.*

Note 3: *For purposes of having all the required information in the most summarised and complete manner possible, it would be convenient for the text of the Plan to be complemented by graphs, maps, etc.*

1 Organisation of the National SAR System

1.1 The agency charged with facilitating the search and rescue service in the national territory and in its jurisdictional waters, as well as in any other, permanently or temporarily, internationally-agreed area, is ...*(name of the responsible agency)*, which, through its Implementation Agency known as the search and rescue Coordination Centre (RCC) and search and rescue Coordination Sub-centre (RSC), plans, coordinates and directs the actions to be carried out by the different participating agencies *(or supporting media)* which implement or cooperate in the tasks.

1.2 The SAR's area of responsibility has been identified as the ...*(name of the SAR Region or Regions)* search and rescue Region (SRR).

1.3 The national laws, decrees and provisions and international agreements which make up the legal basis for ... *(name of the agency)* being in charge of the search and rescue service administration at the national level and for it to have available its resources, policies and procedures, are the following:

(cite, identifying national laws, decrees and regulations and international agreements)

1.4 The basic functions of the National SAR System are intended for *(name of the agency nationally in charge of the SAR service administration)* to perform them as efficiently as possible using the means and personnel committed in the National SAR Plan.

1.5 The basic functions of the National SAR System are the following:

(cite all those assigned to it in keeping with national legislation)

1.6 The agencies participating in the national Plan and which, through the corresponding Letters of SAR Operational Agreement, have committed their support, are the following:

(cite all the agencies which have committed their participation in the National SAR Plan by means of a Letter of Agreement signed with the agency named to be responsible for the national SAR. For example, police, public health agencies, fire departments, NGOs, etc.)

Guidance texts: *IAMSAR Manual, Volume I, Chapter I, para. 1.1 through 1.8.1 inclusive; IAMSAR Manual, Volume I, Chapter 5, para. 5.1 through 5.2.10 inclusive; para. 5.4.5 through 5.6.14 inclusive; IAMSAR Manual, Volume I, Chapter 6 – Service Improvement, para. 6.1 through 6.6 inclusive; IAMSAR Manual, Volume I, Appendix A – Sample legislation to set up a SAR organisation and Appendix H – National self-evaluation of search and rescue services (SAR). Report on the CAR/SAM/3 RAN Meeting, Recommendation 6/12 – Basic provisions for search and rescue services.*

CHAPTER 2

2 Area of Responsibility

2.1 Area of responsibility of the SAR, within which search and rescue services are provided:

XXX SRR:

[describe here in detail the boundaries established for the search and rescue region (SRR) (or for each region), including a chart showing the SRR in an Appendix to the Chapter].

(In case one or more SAR Sub-regions have been established, the corresponding boundaries must be indicated and illustrated in a chart in an Appendix to the Chapter)

Responsible agency : XXX RCC

(In case more than one RCC has been established, mention each of them identifying the search and rescue region under their jurisdiction).

(In case a Sub-region has been established , the RSC in charge must also be indicated).

Available air facilities:

Available ground facilities:

Available maritime facilities:

(Describe in detail the available air, ground and maritime facilities, their respective home bases and the estimated time by which the corresponding RCC will have them available.)

Guidance texts: Annex 12, Chap. 2 - Organisation, para. 2.1, 2.2, 2.3, 2.4 and IAMSAR Manual, Volume I, Chap. 2, para. 2.3.15 – Search and rescue regions; IAMSAR Manual, Volume I, Appendix C – Sources of SAR assistance; CAR/SAM Basic ANP, Part I, para. 5 Search and Rescue.

CHAPTER 3

3 Implementation agencies

3.1 SAR coordination committee:

Listing of agencies which make it up.

Should such Committee not exist, the agency responsible for acting as national SAR authority and the organisations which by means of a Letter of Agreement have committed to participate in the National SAR Plan as implementation agencies, must be indicated.

Example:

The SAR Coordination Committee is made up of members appointed by the following agencies:

- a. A representative and an alternate from the Civil Aeronautics Bureau,*
- b. A representative and an alternate from the Air Force,*
- c. A representative and an alternate from the Navy,*
- d. A representative and an alternate from the Army,*
- e. A representative and an alternate from the National Police Service,*
- f. A representative and an alternate from the National Civil Defense System,*
- g. A representative and an alternate from the National Fire Department,*
- h. A representative and an alternate from the National Red Cross,*
- i. A representative and an alternate from the Airlines Association,*
- j. A representative and an alternate from the National Aeroclub Federation,*
- k. A representative and an alternate from the National Hospital System,*
- l. A representative and an alternate from the Coastal Radio Stations Enterprise,*
- m. A representative and an alternate from the National Parachuting Federation,*
- n. A representative and an alternate from the National Mountain Climbers Federation,*
- o. A representative and an alternate from the National Automobile Club.*

3.2 National SAR Plan implementation agencies:

Should list all the agencies which will be responsible for integrating efforts and for coordinating SAR operations within the national sphere and, if any, those support organisations which, through a Letter of Agreement, have committed themselves to being at the disposal of one of the implementation agencies during a SAR operation.

Example:

Civil Aeronautics Bureau

- *XXXX Search and rescue Coordination Centre (XXXX RCC)*

Supporting organisations:

1. CCCC
2. VVVV
3. NNNN

3.3 Facilities, personnel and equipment committed

A general description of all the means, personnel and equipment which, by means of a Letter of Agreement, each organisation participating in the National Plan has committed to place at the disposal of the SAR (implementation as well as supporting organisations).

Note: The information of this Chapter may be detailed in an Appendix to it.

Guidance texts: Appendix A - Sample of a SAR Coordination Committee mandate, Appendix B to the present document - Sample assistance agreement among national organisations supplying facilities and services to handle SAR cases; Annex 12, Chap.2 – Organisation, para. 2.5, 2.6; IAMSAR Manual, Volume I, Chap. 2, para. 2.7.1 through 2.7.5, Chap. 4, para. 4.4.7 through 4.5.22 inclusive; Chap. 5, para. 5.4.1 through para 5.4.4 y Appendix C – Sources of SAR assistance; CAR/SAM Basic ANP, Part I, para. 5 Search and Rescue and Part VII Search and rescue services; CAR/SAM FASID, Part VII SAR and Table SAR 1; Report of the CAR/SAM/3 RAN meeting, Recommendation 6/8 – Coordination with military and other authorities; Recommendation 6/12 – Basic provisions for search and rescue services.

CHAPTER 4

4 SAR Functions and responsibilities

4.1 SAR functions and responsibilities taken on by each of the organisations participating in the National SAR Plan:

A full and detailed description of each of them shall be made, identifying the responsible organisation. Those corresponding to the SAR Coordination Committee should be made first. In case it has not been set up, those corresponding to the organisation responsible for the SAR within the national sphere shall be described next. These functions and responsibilities emerge from what has been agreed upon in the Letter of Agreement signed between the SAR's Directorate (SAR Coordination Committee or Agency appointed by the State) and the reference organisation/institution.

Note: The information of this Chapter may be detailed in an Appendix to it.

Example:

The Search and Rescue Coordination Committee shall have the following objectives:

- *To provide a national forum to coordinate administrative issues and SAR operations.*
- *To serve as a contact with other national (regional) and international organisations engaged in providing emergency services.*
- *To promote the efficient use of existing SAR resources.*
- *To serve as a forum for cooperation to exchange information and to define positions and policies of common interest to the different parties to the Plan.*
- *To promote close collaboration and cooperation between civil and military authorities and other organisations so as to provide SAR services in an efficient way.*
- *To improve cooperation among aeronautical, maritime and ground SAR communities so as to provide SAR services in an efficient way.*
- *To determine other ways of improving the efficacy and general efficiency of (State) SAR services and, to the extent possible, to standardise SAR procedures and equipment.*
- *To set up SAR operational agreements with national agencies whose facilities and/or personnel are considered as necessary contributors to the National SAR Plan.*

- *To enact, coordinate with the corresponding agencies and supervise the measures needed to attract, and to provide training, qualifications and experience to the personnel of SAR units as well as to those belonging to agencies contributing to the National SAR Plan.*
- *Through the Civil Aeronautics Bureau, to enter into Mutual Assistance Arrangements and Agreements for SAR missions with neighbouring States.*

Guidance texts: Appendix A- Sample mandate of a SAR Coordination Committee, Appendix B to the present document - Sample Assistance Agreement among national agencies providing facilities and services to handle SAR cases; Annex 12, Chapter 2 -Organisation, Chapter 4, para.4.4; IAMSAR Manual, Volume I, Chapter 1, para. 1.4 – Basic functions of the system and 1.5 – System management and support; CAR/SAM Basic ANP, Part VII, para. 3.3.

CHAPTER 5

5 SAR personnel training programme

SAR personnel training programme, rating standards and skill certification procedures.

5.1 SAR training programme:

General description of the programme to attract and train SAR personnel skilled in each area, instructions for scheduling exercises (in the laboratory as well as using the facilities and personnel), including a description of the different SAR procedures, techniques and equipment to be used during such exercises. This information shall serve as a reference by those responsible for preparing and providing training to the SAR personnel assigned to the SAR units as well as to the personnel from the organisations involved in the National SAR Plan.

5.2 SAR Ratings – Certifications:

Definition of the standards to rate the performance and certify the skills of the SAR staff from each SAR area or function as an official recognition that a person has satisfactorily demonstrated his/her skills as well as the mental and physical competence for SAR work.

A listing of the agencies authorised to issue them should also be included.

Guidance Texts: Annex 12, Chapter 4, para. 4.3.1, 4.3.2 and 4.4 inclusive; IAMSAR Manual, Volume I, Chapter 3 Training, rating, granting of title or certification, and exercises; Report of the CAR/SAM/3 RAN meeting, Recommendation 6/9 – Planning of human resources and training of the personnel of rescue coordination centre and of rescue sub-centres; Recommendation 6/10 – Preparation of search and rescue (SAR) training material; CAR/SAM/2 RAN, Recommendation 7/12.

CHAPTER 6

6 Agreements with support organizations

6.1 This Chapter incorporates complete copies of each of the operational agreements entered into by ...*(name of the agency responsible for the national SAR)* and the authorities of agencies or organisations participating with resources, services and/or personnel and which will not be under the direct control of the SAR administration, but whose participation during search, rescue, or a combination of both, operations, is considered indispensable.

Incorporate a copy of each of the agreements entered into with the authorities participating with resources and services which will not be under the direct control of the SAR administration, but whose participation in the National SAR Plan is considered necessary.

To give examples: the services provided by an overland fuel transportation enterprise in a given area to ensure the normal re-supply of SAR units, or those provided by a non-governmental agency by supplying the equipment and personnel needed to evacuate survivors.

Guidance texts: *Annex 12, Chapter 2, para. 2.5.1 through 2.5.2 inclusive; CAR/SAM Basic ANP, Part VII, para. 3.3, 3.4 and 3.5 inclusive; IAMSAR Manual, Volume I, Appendix I – Search and rescue agreements.-*

CHAPTER 7

7 International agreements

7.1 This Chapter incorporates the complete copies of each of the operational agreements entered into by ...*(name of the organisation responsible for the national SAR)* with the authorities of the adjacent Coordination Centres (RCC) of neighbouring States.

Incorporate a copy of each of the agreements entered into with the RCC authorities of neighbouring States.

Guidance texts: Appendices C, D, E (as applicable) to the present document, Annex 12, Chapter 3, para. 3.1.1 through 3.1.9 inclusive. IAMSAR Manual, Volume I, Appendix I – Search and Rescue Agreements; Report of the CAR/SAM/3 RAN meeting, Recommendation 6/11 – Cooperation among States and creation of joint search and rescue facilities. Report of the CAR/SAM/3 RAN meeting, Recommendation 6/12 – Basic arrangements for search and rescue services.

Note: *The copies specified in Chapters 6 and 7 may be attached as Appendices to the National SAR Plan.-*

Appendix A

Sample Terms of Reference for a SAR Coordinating Committee

The following text could be used as a guide in the development of a State SAR Co-ordinating Committee. (Doc. IAMSAR Vol. I, Appendix J)

STATE SAR CO-ORDINATING COMMITTEE for [State]

1 BACKGROUND: The National SAR Plan for [State] provides for establishment of SAR co-ordinating committee on a national level.

2 OBJECTIVES: The establishment of the [State] SAR coordinating Committee is intended to accomplish the following:

- a) Provide a standing national forum for co-ordination of administrative and operational SAR matters;
- b) Provide an interface with other national, [regional,] and international organizations involved with emergency services;
- c) Oversee the SAR Plan for [State], and develop and maintain a [national] SAR Manual;
- d) Promote effective use of all available facilities for SAR;
- e) Serve as a co-operative forum to exchange information and develop positions and policies of interest to more than one Party to the National Plan;
- f) Promote close co-operation and co-ordination between civilian and military authorities and organizations for the provision of effective SAR services;
- g) Improve co-operation among aeronautical, maritime and land SAR communities for the provision of effective SAR services; and

- h) Determine other ways to enhance the overall effectiveness and efficiency of SAR services within [*State*] and to standardize SAR procedures and equipment where practicable.

- 3 **MEMBERSHIP:** Members will be made up of a person designated by each Party to the National SAR Plan for [*State*].

In addition:

- a) The Parties will each designate an alternate member; and
- b) Members will be responsible for any appropriate co-ordination with interested agencies within their respective countries and organizations.

4 **PROCEDURES:**

- a) General meetings of the Committee, which will held at least once per year, will be open to designated observers, advisors and visitors.
- b) Executive meetings may also be held as necessary, and working groups may be established to handle detailed work and bring proposals to the Committee.
- c) The Chairperson or any member may call a special Committee meeting when necessary.
- d) The Committee Chairperson will be [*State agency*] or [*rotate annually among the members*]. Secretariat services will normally be provided by [*State agency*].

AGREEMENT FOR SUPPORT: By signing the SAR Plan for [*State*], each Party agrees to fully support the [*national/regional*] Committee within its means.

APPENDIX B

SAMPLE ASSISTANCE AGREEMENT BETWEEN THE AGENCY RESPONSIBLE FOR NATIONAL SAR AND OFFICIAL OR NON-GOVERNMENTAL AGENCIES SUPPLYING FACILITIES AND SERVICES TO HANDLE SAR CASES

Note: Depending on the administrative procedures of each State, an agreement of this type, or such as the one proposed by the IAMSAR Manual, Volume I, Appendix I, could be entered into at the level of the agency responsible for expediting search and rescue services nationally.

OPERATIONAL AGREEMENT

Between the (*SAR coordination committee or agency responsible for the national SAR*) and (*official agency/non-governmental organisation*)

1. INTRODUCTION

1.1 Pursuant to the Standards and Recommended Practices of the International Civil Aviation Organization (ICAO), adopted by [*State*], concerning the provision of assistance among national agencies supplying services and installations to handle search and rescue cases, the (*official agency or non-governmental organisation*) agrees to provide assistance whenever the (*SAR Coordination Committee or agency responsible for the national SAR*) requests such assistance due to some emergency.

2. SCOPE OF THE ASSISTANCE

2.1 Both agencies agree to combine the means which, after prior evaluation, might be of use to support SAR missions within the airspace corresponding to the (*name*) Search and Rescue Region (SRR) whose jurisdiction, including the respective ground and maritime areas, falls under the purview of the (*name*) Rescue Coordination Centre.

3. TERMS OF THE AGREEMENT

3.1 The (*official or non-governmental providing agency*) shall, at all times, supply the (*name*) RCC with updated information regarding the availability of those services and facilities which could support a SAR mission at a given moment.

3.2 Upon the occurrence of a SAR incident which for humanitarian reasons requires, or could require, the immediate support of (*official or non-governmental providing agency or the facility assigned by the providing agency to supply the assistance*), the (*name*) RCC shall immediately supply information to the (*official or non-governmental providing agency*).

4. SPECIAL PROVISIONS

4.1 The (*name*) RCC and the (*facility assigned by the providing agency*) shall set up mechanisms to coordinate possible mutual assistance actions which might be advisable for a prompt response in the SAR cases in which it is deemed convenient to implement the present mutual assistance Operational Agreement.

4.2 The coordination mechanisms and the list of facilities and/or services supplied by (*facility assigned by the providing agency*) shall appear as numbered Attachments to the present SAR Operational Agreement, in keeping with the minimum requirements stipulated in the CAR/SAM Air Navigation Plan (ANP), Volume II – FASID, Part VII - Table SAR-1 and shall form part of the Operations Plan (Operational Guide) of the (*name*) RCC.

4.3 The (*facility assigned by the providing agency*) accepts to participate in exercises at regular intervals organised by (*SAR Coordination Committee or agency responsible for the national SAR*) and coordinated by the (*name*) RCC.

5. RELATIONSHIP BETWEEN THE (*name*) RCC AND (*facility assigned by the providing agency*)

5.1 The authorities of the (*name*) RCC and (*facility assigned by the providing agency*), or the officials appointed by them are authorised, within the framework of the present SAR Operational Agreement, to communicate directly so as to coordinate and deal with all matters in common concerning SAR cooperation between their respective agencies.

5.2 These authorities and those of SAR-related services and facilities shall meet at least once a year (or, in special cases, after a 72-hour notice) to discuss the results of the operations and exercises of the previous year and, if necessary, to propose those changes deemed convenient to optimise the present agreement.

5.3 The (*SAR Coordination Committee or the agency responsible for the national SAR*) shall be responsible for advising the other official and/or private sources forming part of (*State's*) National SAR Plan of the existence of the present SAR Operational Agreement and shall seek the possibility of setting up similar methods with other national or local providers.

Signed inon theday of the Month of of 20..

For (*SAR Coordination Committee or the agency responsible for the national SAR*):

For (*official or non-governmental providing agency*):

ATTACHMENT 1

To the SAR Letter of Operational Agreement signed between *(SAR Coordination Committee or the agency responsible for the national SAR) and (official or non-governmental providing agency)*

Note: Full text suggested for the drafting of Attachment 1 to the Agreement of Assistance between National Official or Non-Governmental Agencies providing facilities and services to handle SAR cases. The final listing must only reflect exactly the resources and/or facilities committed.

Listing of facilities and/or services that *(the providing facility)* will supply to the *(name)* RCC to handle SAR cases in the *(name)* SRR:

1. **Transportation media**

1.1 Airborne (fixed wings): Provide data on range of action (R/A) and search reserve hours (HB)

- ELR (extremely large range of action): (R/A) 1500NM + 2.30 (HB) *(indicate number of aircraft, hours available, acronyms, type, base of operations and estimated time before they can be available to the RCC)*
- VLR (very large range of action): (R/A) 1000NM + 2.30 (HB) *(indicate number of aircraft, hours available, acronyms, type, base of operations and estimated time before they can be available to the RCC)*
-
- LRG (large range of action): (R/A) 750NM + 2.30 (HB) *(indicate number of aircraft, hours available, acronyms, type, base of operations and estimated time before they can be available to the RCC)*
-
- MRG (medium range of action) (R/A) 400NM + 2.30 (HB) *(indicate number of aircraft, hours available, acronyms, type, base of operations and estimated time before they can be available to the RCC)*
-
- SRG (small range of action) (R/A) 150NM + ½ (HB) *(indicate number of aircraft, hours available, acronyms, type, base of operations and estimated time before they can be available to the RCC)*
-

1.2 Aircraft (amphibian): *List those air vehicles, capable of landing on water, air cushion vehicles to operate in plains, swampy areas, hovercraft, etc. (indicate number of aircraft, hours available, acronyms, type, base of operations and estimated time before they can be available to the RCC)*

- 1.3 Aircraft (rotary wing): Provide data on range of action (R/A) and capacity to evacuate (CE) people (P).
- 1.4 - HEL-L (maximum R/A): 100NM – CE 1 to 5 P: *(indicate number of helicopters, hours available, acronyms, type, base of operations and estimated time before they can be available to the RCC)*
- HEL-M (average R/A): 100-200 – CE 6 to 15 P: *(indicate number of helicopters, hours available, acronyms, type, base of operations and estimated time before they can be available to the RCC)*
- HEL-H (high R/A): + than 200NM – CE + than 15 P: *(indicate number of helicopters, hours available, acronyms, type, base of operations and estimated time before they can be available to the RCC)*
- 1.4 Waterborne: Provide data on range of action (R/A) and capacity to evacuate (CE) people (P).
- RB (small R/A): coastal and/or river craft *(indicate number of craft, hours available, acronyms, type, base of operations and estimated time before they can be available to the RCC)*
- RV (high R/A): seagoing ship *(indicate number of craft, hours available, acronyms, type, base of operations and estimated time before they can be available to the RCC)*
- 1.5 Overland:
- Small hardy vehicles: *(indicate number available, license plates, data on drives, additional gear such as communications and first aid equipment, home base, and estimated time before they can be available to the RCC)*
 - Medium-capacity pick-up trucks: *(indicate number available, license plates, data on drives, additional gear such as communications and first aid equipment, home base, and estimated time before they can be available to the RCC)*
 - Large-capacity trucks: *(indicate number available, license plates, data on drives, additional gear such as communications, first aid and refrigeration equipment, home base, and estimated time before they can be available to the RCC)*

- Ambulances: *(indicate number available, license plates, data on first aid equipment, medical instruments, communication equipment, home base, and estimated time before they can be available to the RCC)*

1.6 Communication equipment: List the facilities which offer the possibility of being used for COM facility and service purposes:

- ATS networks, air defense and other military networks, private organisation networks;
- Ham radio clubs;
- Telephone, telex, fax, radio direction finding services;
- Coastal stations;
- Civil defense stations;
- Meteorological networks.

(indicate type of networks, operating hours, frequencies available to SAR, quantity of equipment, types of fixed, portable equipment, personnel to install, operate and provide maintenance to the equipment on site, base of operations, estimated time before they can be available to the RCC).

1.7 Medical assistance:

- Emergency medical assistance *(provide data on the location of available personnel and equipment)*
- Facilities for on site medical assistance
- Medical evacuation *(overland; airborne)*
- Hospitalisation *(provide data on the evaluation made as to the available resources, assistance capability by medical specialisation, availability of a blood bank, morgue capacity, estimated warning time required to get ready to receive patients)*

1.8 Specialised personnel: *(provide data on the availability of specialised personnel which could be placed at the disposal by the providing agency, number of people, hours/days available, areas to which they would be assigned, advance notice required from the RCC to get ready and available)*

- Rescue unit, with the necessary equipment for airborne, overland or waterborne operations; and
- Para-SAR, Heli-SAR, submariners, divers, mountain climber (Andean, jungle) teams.

- 1.9 Stocks of crated emergency and survival equipment in suitable airports, ready to be dropped to survivors:
- *List storage areas and availability. Appoint some person in charge of prompt delivery of orders (24 hours a day).*
- 1.10 Fuel supply services for transportation resources participating in a SAR mission:
- List places and persons to be contacted, maximum quantity of liters or gallons which can be cleared per day of operations. Appoint people responsible for keeping control of supplies. Determine whether some type of form or voucher is to be used.
- 1.11 Preventive maintenance: Indicate the possibilities for:
- Airborne, overland and waterborne transportation resources;
 - Communication equipment; and
 - Other emergency equipment.
- 1.12 Other types of SAR assistance: Indicate the availability of:
- Groups of rescue volunteers specialising in mountain, jungle, desert, coastal, water zone, etc. operations;
 - Fire-fighting, aeronautical, maritime, forestry, urban, and rural services.
- 1.13 Cooperation: List the possibilities for support in the following specialised areas:
- Aircraft accident investigation
 - AVSEC
 - Radioactive prevention
 - Environmental pollution, and
 - Technical documentation.

APPENDIX C

SAMPLE OPERATIONAL AGREEMENT FOR INTER-STATE USE OF SAR FACILITIES AND SERVICES, THROUGH WHICH TWO OR MORE STATES AGREE TO COMBINE THEIR SEARCH AND RESCUE RESOURCES

***Note 1:** Depending on the administrative procedures of each State, an agreement of this type, or such as the one proposed by the IAMSAR Manual, Volume I, Appendix I, could be entered into at the level of the agency in charge of civil aviation, or at a higher level.*

OPERATIONAL AGREEMENT

concerning cooperation between the SAR services of State A and State B

***Note 2:** Should more than one RCC from each State be involved, this should be specified in the necessary form.*

1. INTRODUCTION

1.1 In keeping with the standards and recommended practices of the International Civil Aviation Organization (ICAO) concerning the provision of assistance between the SAR services of neighbouring States, the SAR services of State A and State B agree to render each other mutual assistance whenever the Rescue Coordination Center (RCC) of one State requests such assistance from the RCC of the other State.

2. SCOPE OF THE ASSISTANCE

2.1 The SAR services of State A and State B agree to render each other mutual support, combining their search and rescue resources for SAR operations along their common national boundaries and in the maritime areas of their respective SAR Regions (SRRs).

3. TERMS OF THE AGREEMENT

3.1 Each SAR Service will make sure that the other SAR Service will at all times have on hand the most recent information on the availability, conditions of use, estimated readiness time, etc., of those search and rescue facilities which form part of the resources for joint use.

3.2 Upon the occurrence of an incident within its SRR which requires, or could eventually require, the use of the facilities and services of the other SAR Service, the RCC corresponding to either of the SAR Services will immediately alert the relevant RCC of the other SAR Service.

4. SPECIAL PROVISIONS

4.1 Crossing national borders

4.1.1 To facilitate the use of the resources that are going to be jointly employed, the SAR Service of each State will do everything possible to enter into agreements with the relevant authorities so that they will allow the other State's search and rescue aircraft to fly over, or land on designated airports within their territory, without requiring any special permission to do so. Similar arrangements shall be made with respect to the use of land facilities in bordering areas, and copies of them will be exchanged between the two services for information and corresponding purposes.

4.1.2 The SAR Service of each State shall immediately notify the authorities that control entry into their territory of every occasion in which there has been a request for the search and rescue resources of the other State to operate in, or fly over, their territory (*the conditions to cross borders could be established in an Annex to this agreement*).

4.2 Implementation of SAR exercises

4.2.1 The SAR Services of State A and State B shall carry out exercises at regular intervals for purposes of training and to verify the agreed-upon procedures.

4.3 Relationship between search and rescue authorities

4.3.1 The authorities responsible for SAR Services in each State, or the persons appointed by them, are authorised, within the framework of the present agreement, to communicate directly among them so as to deal with all common search and rescue matters.

4.3.2 These authorities, and those of the major facilities and services, shall hold meetings at least once a year so as to discuss the results of the SAR operations and exercises of the previous year and, if necessary, to decide on any changes to be introduced in the plan of operations.

4.4 Cooperation with other SAR services

4.4.1 The SAR Services of State A and of State B shall advise the SAR Services of neighbouring States regarding the existence of the present agreement, and shall explore the possibility of establishing similar methods of cooperation between them.

4.5 ATS/SAR Coordination

4.5.1 The SAR service of each State shall do everything possible to set up ATS/SAR coordination agreements with the relevant authorities so that, should it become necessary, they will have available a fast and reliable alternate means to transmit SAR information in an emergency situation.

APPENDIX D

SAMPLE OPERATIONAL AGREEMENT FOR INTER-STATE USE OF SPECIFIC SAR FACILITIES AND SERVICES, THROUGH WHICH ONE STATE PROVIDES ASSISTANCE TO ANOTHER STATE

Note 1: *Depending on the administrative procedures of each State, an agreement of this type, or such as the one proposed by the IAMSAR Manual, Volume I, Appendix I, could be entered into at the level of the agency in charge of civil aviation, or at a higher level.*

OPERATIONAL AGREEMENT

concerning

Assistance in air search operations between the search and rescue services of (State A) and (State B) within their respective SAR Regions (SRR).

Note 2: *The provisions of this type of agreement can be adapted so that they can include, or deal with separately, the assistance to be provided by maritime or overland rescue units. Should more than one RCC from each State be involved, this should be specified in the necessary form.*

1. INTRODUCTION

1.1 Pursuant to the standards and recommended practices of the International Civil Aviation Organization (ICAO) concerning the provision of assistance between SAR services of neighbouring States, the SAR Service of State A binds itself to provide assistance to the SAR Service of State B, in the form specified in 2. Scope of the Assistance, immediately upon Rescue Coordination Centre (RCC) A's receiving a request for such assistance from Rescue Coordination Centre (RCC) B.

2. SCOPE OF THE ASSISTANCE

2.1 When so requested by RCC B, RCC A will place at the disposal of RCC B, circumstances permitting, one or more aircraft, as may be needed, for search and rescue operations in SRR B, involving aircraft of any nationality.

3. TERMS OF THE AGREEMENT

3.1 Upon submitting a request for help, RCC B will supply RCC A with all the information pertaining to the scope of the necessary assistance.

3.2 Upon receiving the request from RCC B, RCC A will immediately assign one or more search and rescue aircraft, as necessary, to RCC B.

3.3 During the flight, the aircraft thus assigned shall get in touch with RCC B as soon as possible reporting its status as a search and rescue aircraft, and shall request instructions.

3.4 At the end of the search and rescue mission assigned by RCC B, the aircraft shall land at the base of operations that has been determined within the SRR B, so as to supply post-flight information or, if necessary, to get ready to undertake other missions.

4. SPECIAL PROVISIONS

4.1 Overflight and landing

4.1.1 The SAR Service of State B shall make the necessary arrangements to facilitate the entry of search and rescue aircraft from State A, and to notify the authorities involved that said entry is going to take place.

4.2 Technical stops, lodging and transportation of crew members

4.2.1 The SAR Agency of State B shall cover the costs of the following services:

- a) use of the assigned aerodromes and of their facilities;
- b) fuel supply, aircraft servicing and handling operations;
- c) lodging and transportation of crew members.

4.3 Dropped supplies and survival equipment

4.3.1 The head of RCC B and the aircraft pilot shall organise the recovery of the dropped supplies and survival equipment in conditions to be used again.

4.4 Report on the operations

4.4.1 RCC B shall send RCC A two copies of the report of each search and rescue operation in which aircraft of State A have participated.

4.4.2 RCC A shall send RCC B two copies of the report prepared by the crew that participated in the operation, together with the technical comments which might be necessary.

APPENDIX E

SAMPLE AGREEMENT BETWEEN TWO STATES TO FACILITATE ENTRY OF SAR RESOURCES

Note 1: *Depending on the administrative procedures of each State, an agreement of this type, or such as the one proposed by the IAMSAR Manual, Volume I, Appendix I, could be entered into at the level of the agency in charge of civil aviation, or at a higher level.*

This agreement between State A and State B, concerning air search and rescue operations, is being implemented through an exchange of Notes.

Note 2: *This type of agreement can be adapted so that it can include, or deal with separately, the search and rescue operations carried out by maritime or overland rescue units.*

Your Excellency:

1. I'm honored to refer to the discussions held regarding the need to ensure adequate cooperation between our two Governments in search and rescue operations along our common border.

2. As a result of the conclusions arrived at during these discussions, my Government would like to propose:

- 1) That, in the future, public aircraft from State A or from State B used in search and rescue air operations, be allowed to enter, or to leave, the territory of either country without having to go through the immigration and customs formalities usually required by our respective Governments, on condition that the Rescue Coordination Centre in charge of the search and rescue operation assume, either directly or through some other person it may delegate to, the responsibility of giving notice, either by telephone or by telegram:
 - a) To the immigration service at the point of entry closest to the area over which the search and rescue operations are about to be started, advising it of the actions to be carried out and giving details pertaining the objective of the flight, the identification markings of each aircraft, and the number of people making up the crew of each of them;
 - b) To the customs post closest to the area over which the search and rescue operations are about to be started, advising it of the actions to be carried out and giving details pertaining to the territory over which the search will take place, the possible duration of the stay of the aircraft, the identification markings of each of them, and the number of people who make up the crew of each aircraft.

- 2) That, should a public aircraft of one of the two countries land in the territory of the other in the course of search and rescue operations, the fact will be communicated, verbally or by phone, to the closest customs administrator, so that he/she may render all the assistance possible with respect to any special importation which may be needed for the search and rescue operation. This report may be made by the Rescue Coordination Centre organising the operation or by the pilots involved, whatever best contributes to the success of the operation in question.
 - 3) That any product transported from one country to the other by the aircraft in question in the course of a search and rescue operation will stay in this latter country until the operation is concluded; such products or merchandise receiving the same customs treatment normally given to imported products in that country.
3. The expression “public aircraft” as used in the present Note, identifies the aircraft from the Governments of State A and of State B, as well as any other aircraft registered in States A and B which might be placed under the operational control of a Rescue Coordination Centre in either country, for purposes of a search and rescue operation.
4. If Your Excellency’s Government is prepared to accept the above proposals, my Government would like the present Note, together with Your Excellency’s affirmative answer, constitute an agreement between both our Governments which would come into force as of the date of Your Excellency’s answer and would remain in force until expiry of a period of days as of the date in which either of the parties to the agreement notifies the other of its intention to terminate it.

I remain, Sir, your obedient servant.

(signed).....

**MODEL RESPONSE NOTE CONFIRMING THE PROVISIONS
PROPOSED IN THE NOTE FROM STATE "A"**

Your Excellency:

1. I have the honour of acknowledging receipt of your Note Number..... of..... of..... of 20..., regarding the discussions held with respect to the need for ensuring a satisfactory cooperation between our two Governments as regards search and rescue operations along our common border, which contained the following proposals:

2. *(the text of paragraph 2 of the Note from State A is copied here)*

3. *(the text of paragraph 3 of the Note from State A is copied here)*

4. In response, I have the honour of communicating to Your Excellency that my Government accepts the above proposals and agrees to consider that Your Excellency's Note and the present response constitute an agreement between our two Governments, which will be valid up to the date in which either of the Parties to the agreement notifies the other of its desire to terminate it.

I remain, Sir, your obedient servant.

(signed).....

APPENDIX B

TERMS OF REFERENCE AND WORK PROGRAMME OF THE SAR TASK FORCE FOR THE ELABORATION OF A SAR REGIONAL PLAN

1. Terms of reference

Taking into account ICAO documentation related with search and rescue matters, as well as existing international documentation to elaborate a Search and Rescue Regional Plan for the SAM Region.

2. Work programme and schedule

ACTIVITY	START	END	REMARKS
Compilation of information	08/09/03	12/9/03	In course
Identification of contents of chapters to elaborate	15/09/03	19/9/03	Preliminary analysis carried out during SAR 1 meeting
Development of first draft document of chapters composing the document and submission to the Rapporteur of the Task Force	19/09/03	10/10/03	The writing of the chapters composing the document have been distributed among the States of the Task Force
Distribution of documents among Task Force members for comments	13/10/03	24/10/03	Two weeks for comment reception
Inclusion of comments to document, if the case	27/10/03	31/10/03	
Second distribution of document among Task Force members for final comments	03/11/03	14/11/03	Two weeks for comment reception
Final version document presented to ICAO SAM Office	N/A	05/12/03	
Final version document translation to English	08/12/03	19/12/03	ICAO SAM Office
Distribution of SAM Regional SAR Plan to all SAM States for final comments	05/01/04	31/01/04	ICAO SAM Office
Distribution of SAM Regional SAR Plan for its adoption by SAM States	09/02/04	09/04/04	ICAO SAM Office

3. Composition:

The Task Force will be composed by members from Argentina, Brazil, Panama, Peru and Venezuela.

LIST OF MEMBERS OF THE SAR TASK FORCE

STATE	PRINCIPAL AND ALTERNATE CONTACTS	ELECTRONIC MAIL	TELEPHONE	FAX
Argentina	Enrique Muñoz * Rapporteur	buertdif@faa.mil.ar	+5411 4317 6502	+5411 4317 6502
	Ricardo Angel Valladares	ditraer@faa.mil.ar	+5411 4317 6502	+5411 4317 6502
Brazil	Paulo Roberto Sigaud Feraz	dsar@decea.gov.br	+5521 3814 6576	+5521 3814 6114
	Jair Sampaio	assdsar@decea.gov.br	+5521 3814 6107	+5521 3814 6114
Panama	Sergio Rodríguez	salvamento2002@yahoo.com	+507 315 9223	+507 315 9085
	Juan Ramón González	Jurago2000@hotmail.com	+507 315 9804	+507 315 9848
Peru	Ricardo Colina	rdcolina@yahoo.com sar@fap.mil.pe	+511 315 4300 Anexo 4320 +511 9965 0263	+511 330 0000 +511 315 4378
	Guido Fernández	znoopy@terra.com.pe	+511 348 5929 +511 99430 767	+511 348 5929
Venezuela	Javier Pérez Pacheco	ppacheco@hotmail.com	+58212 355 2638 +58212 355 2543	+58212 355 2543 +58212 355 1920
	Rubén Filippi Escobar	rubenfilippi@hotmail.com	+58212 355 2638 +58212 355 2543	+58212 355 2543 +58212 355 1920

APPENDIX C**BASIC GUIDELINES OF THE SAM SAR REGIONAL PLAN****INDEX****LIST OF SAR ACRONYMS****GLOSSARY****BACKGROUND:**

Relationship of the Regional Plan with the CAR/SAM Air Navigation Plan
Responsibility of SAM States
Harmonization of SAR services at a Regional Level
Legal aspects

CHAPTER I: Organization of the Regional SAR System

List of SAR representatives and alternates of each SAM State
History of each SAR National Plan (complete text at Appendix ...)

CHAPTER II: Area of responsibility

ANP SAR Map

CHAPTER III: States adherent to the Regional Plan (intra and extra regional)**CHAPTER IV: Functions and responsibilities**

Regional responsibilities
Regional Coordination Mechanism

CHAPTER V: Human Resources

- Training
- Qualification
- Degree and Diploma
- Certification
- Exercises
- Appendix: Operations plan
-

CHAPTER VI: Agreements with organizations of international support**CHAPTER VII: Other international documents that support the SAM SAR Regional Plan**

APPENDIX D

TERMS OF REFERENCE AND WORK PROGRAMME OF THE SAR TASK FORCE FOR THE PREPARATION OF A QUALITY ASSURANCE PROGRAMME FOR SAR UNITS (QA SAR)

1. Terms of Reference

Taking into account ICAO documentation related with search and rescue matters, as well as existent international standards on ISO 9001:2000, on quality assurance, prepare a draft quality assurance draft programme for the SAM Region search and rescue units (QA SAR).

2. Work Programme and Schedule

Activity	Start	End	Remarks
Compilation of information	15/9/03	21/11/03	
Identification of content and distribution of tasks among members of the QA SAR Task Force	24/11/03	5/12/03	
Development of related documents	8/12/03	9/4/04	
Compilation of documentation and integration by the Rapporteur	12/4/04	23/4/04	
Distribution of document among members of the Task Force, for comments	26/4/04	7/5/04	Two weeks to receive comments
Incorporation of comments to the document, if such were the case	10/5/04	21/5/04	
Second distribution of the document among members of the Task Force and SAM States that are not part of the Task Force, for comments	24/5/04	4/6/04	Two weeks to receive comments
Presentation to ICAO SAM Office of the first draft QA SAR	N/A	7/6/04	
Translation of final document into English	10/6/04	30/6/04	ICAO SAM Office
Presentation of the Draft QA SAR to the Second SAR Informal meeting	N/A	2/8/04	

3. Composition of the Task Force

The Task Force is composed by members of Argentina, Brazil, Perú and Venezuela.

LIST OF THE SAR TASK FORCE MEMBERS

State	Point of contact and alternate	E-mail address	Telephone No.	Fax
Argentina	Enrique Muñoz	buertdif@faa.mil.ar	+5411 4317 6502	+5411 4317 6502
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Agenda Item 3: Cooperation to improve the aeronautical SAR service

3.1 For a thorough review, this agenda item was analyzed in three areas:

- a) Coordination with the Aeronautical SAR among SAM States.
- b) Coordination among aeronautical SAR authorities with maritime SAR authorities to obtain information from the AMVER system, as well as the performance of SAR operations using means of both services.
- c) Coordination among SAM aeronautical SAR with SICOFAA authorities.

a) Coordination with the Aeronautical SAR among SAM States.

3.2 For the dealing of this agenda item, the meeting kept in mind that Annex 12, Chapter 3 – Cooperation, establishes that contracting States shall coordinate their search and rescue organizations with those of the adjacent States, subject to the conditions prescribed by their own authorities.

3.3 Thus, it is intended to enable immediate entrance in its territory of rescue brigades of other States for a search in a place where an aviation accident may have occurred and for the rescue of the survivors of such accident.

3.4 To this end, States should reach agreements with adjacent States to establish the conditions of entrance of SAR brigades of other States of a State in other State's territory. These agreements should also foresee that the entry of such brigades will be facilitated with the minimum of formalities.

3.5 In order that this be feasible, every State should authorize their RCCs to request other RCCs the necessary help, including aircraft, ships, personnel or equipment. Simultaneously, these RCCs should be authorized to provide permission for entrance of such aircraft, ships, personnel or equipment in their territory, and should agree on the necessary measures with the respective customs office authorities, immigration or other type of authorities, with the aim to facilitate such entrance.

3.6 Also, every State should authorize their RCCs to provide help when required, to other RCCs, including assistance comprising either aircraft, ships, personnel or equipment.

3.7 The meeting recalled that during the CAR/SAM/3 RAN Meeting this matter was reviewed by the CAR/SAM States Territories and International Organizations participating, and based on the discussions and in order to provide a group of basic regulations for SAR services of the Caribbean and South American Regions, the meeting agreed on Recommendation 6/12 – Basic regulations for search and rescue services, literal c) in which CAR/SAM States are requested to adopt the necessary and possible measures to establish internal and international SAR agreements to permit the improvement of SAR services, and coordinate efforts between entities that provide or support SAR services.

3.8 Also, in the basic operational requirements and planning criteria (BORPC) of the Basic ANP, Volume I, CAR/SAM Regions, it is indicated that when long range aircraft (LRG) and upper categories of radio of action to provide air coverage of large oceanic search and rescue regions, but the State responsible of SAR services does not count with such aircraft, specific regulations should be established to provide these from other locations, to try to satisfy the requirements of a sufficient air coverage of the appropriate regions.

3.9 In addition to the foregoing, the Basic CAR/SAM ANP, Volume I, Part VII – Search and Rescue Services, is a guidance text considered as minimum requirement for an effective planning of facilities and SAR services in the CAR and SAM Regions. The guideline elements mentioned in such text submit to the corresponding recommendations of the CAR/SAM/3 RAN Meetings.

3.10 To this end, the IAMSAR Manual, Volume I, Appendix I (Doc 9731) as well as the Guidance Material for the preparation of a Search and Rescue National Plan approved by GREPECAS, in its Chapter 7, Appendix C, D and E (depending on the case) propose a series of texts that serve as guide to the States interested in establishing these types of agreements.

3.11 Also, the SAM Informal ATM/SAR 02/00 Meeting (Lima, September 2000), when analyzing recommendations related to the search and rescue area of the CAR/SAM/3 RAN Meeting, with regard to the SAR services, considered it convenient to encourage States in the SAM Region to adopt them in the shortest possible deadline, formulating Conclusion 5/1 – Search and Rescue requirement.

3.12 Taking into consideration the foregoing, the meeting agreed on the following Conclusion:

Conclusion SAR 1/8 SAR Aeronautical Coordination among States

That:

- a) The States that have not yet done so, adopt, as far as possible, Recommendation 6/12, literal c) of CAR/SAM/3 RAN Meeting to establish international SAR agreements with other States; and
- b) Keep the ICAO South American Regional Office informed on the progress achieved on this respect

b) Coordination among aeronautical SAR authorities with maritime SAR authorities to obtain information from the AMVER system, as well as the performance of SAR operations using means of both services.

3.13 When dealing with this agenda item, the meeting agreed on the fact that the harmonization of the aeronautical and maritime SAR would be particularly important when surface vessels or aircraft incidents occur. When an aircraft lands on the sea, it becomes an aeronautical SAR case in a maritime SAR case, meaning that the maritime RCC and all SAR resources foreseen by their authorities go on stage.

3.14 The first need of survivors who are drifting in the sea, and it is the early alert of SAR authorities who have jurisdiction on the emergency and its location; this will mean that the assistance of unit of air and maritime search and rescue units to accurately and fast locate the emergency site. These needs are almost the same if survivors have abandoned the aircraft or boat.

3.15 After the discussion, the meeting agreed that the harmonization of the SAR operations, procedures, equipment and communication is beneficial, due to the fact that it:

- a) Simplifies the planning and rescue efforts;
- b) Permits time-saving;
- c) Speeds up the possibilities to provide a more effective help;
- d) Reduces the cost of the search; and
- e) Eliminates the duplication of efforts and equipment.

3.16 Also, the survivors of maritime or aviation accidents on the sea must have a survivors providing them time enough so that the assistance may arrive. However, it is not always this way; therefore, it is necessary that the location and rescue time be as short as possible. To this end, SAR aeronautical and maritime authorities must have a planning of resources duly harmonized.

3.17 Due to this reason, the harmonization of both SAR services ensures effectiveness of the SAR system at a worldwide level and consequently within the regional environment. This happens when civil aviation and maritime authorities have cooperation agreements appropriately prepared. The coordination at a national level is a challenge; but it is essential to develop and implement policies, procedures and joint regulations.

3.18 To this end, the meeting recalled that ICAO Annex 12 indicates that contracting States will have everything so that aircraft, sheep and services and local facilities not forming part of the search and rescue organization, widely cooperate with them and provide all the possible help to survivors of aviation accidents.

3.19 In this connection, it recommends that all ICAO contracting State registering information on the position of ships in the sea, should to the possible extent, disseminate it on a regular basis to other contracting States interested that so request it.

3.20 Likewise, it kept in mind that the CAR/SAM/3 RAN Meeting, when analysing this matter, recognized that the CAR/SAM States having aeronautical RCCs which jurisdictions are over the sea, should be familiarized with capacities, situation and communications means with ships at every moment.

3.21 Due to the foregoing, the CAR/SAM/3 RAN Meeting felt that the ships information systems, as well as the AMVER operational safety global system, hosted by the United States Coast Guard should be used when appropriate to help identifying and locating ships on the sea available to help persons in danger, as well as that civil aviation authorities agree on arrangements with competent national maritime authorities in order to encourage ships to voluntarily participate in the AMVER system.

3.22 Based on the above, the CAR/SAM/3 RAN Meeting agreed on Recommendation 6/12 – Basic regulations for search and rescue services, literals e) and f). Likewise it arranged that such recommendation be part of the text corresponding to the Basic CAR/SAM ANP, Volume I, Basic Operational Requirements and Planning Criteria (BORPC).

3.23 Finally, and taking into consideration the foregoing, the meeting agreed on the following Conclusion:

Conclusion SAR 1/9 Coordination among aeronautical SAR and maritime SAR related with the information of the AMVER system

That States that have not done so, adopt, as far as possible, Recommendation 6/12, literals e) and f) of the CAR/SAM/3 RAN Meeting to ensure coordination between the aeronautical and maritime SAR related with the use of information obtained from the AMVER system.

c) Coordination among SAM aeronautical SAR with SICOFAA authorities.

3.24 When dealing with this item, the meeting kept in mind that Annex 12 – Search and Rescue, Chapter 2 – Organization, indicates that contracting States will have what is necessary to establish and provide search and rescue services within their territories. Such services will be provided on a 24-hours basis.

3.25 The meeting considered that in order that a SAR system be organized and efficient, it needs to have the adequate means of management and support. In order to ensure success, the parties involved in the SAR System of a State should commit to provide, with the available resources the best possible SAR services. Under this matter, several delegates emphasized that this commitment must be reflected in the national legislation, and it should also be clearly indicated to the organizations assigned as responsible to provide such services.

3.26 The organizations or persons assigned will be in charge to coordinate all aspects related with the SAR and the responsibility for the issuance of regulations, procedure and administrative supervision of the aeronautical SAR should be granted to them. In addition to the aforementioned coordinators, other persons in charge of directing and supporting several aspects of an organization or SAR system could be available, as deemed appropriate.

3.27 When evaluating which is the current situation in the SAM Region, the meeting pointed out that most of the States assign SAR responsibilities mentioned in the foregoing paragraph, between personnel of directorates, departments or ministries responsible of the aeronautical safety or the organization in charge of the application of the Convention on International Civil Aviation. In some cases, the State assigns the Minister of Transport, who, among others, has the general responsibility of civil aviation safety.

3.28 Due to this reason, the civil aviation administrations are seldom in control of all available resources for SAR operations. Consequently, they have to establish agreements with national armed forces or other organizations or bodies in order to have those resources available.

3.29 Taking into consideration the above, the meeting kept in mind that regarding CAR/SAM/3 RAN Meeting, it had noted that many States trusted in their military authorities to coordinate SAR operations or to provide SAR facilities. Also, there were other organizations involved in SAR, performing control, communications, coordination and response functions.

3.30 In these cases, it is of utmost importance to have a high level of coordination and other arrangements to successfully use SAR services. Among these arrangements, it should be mentioned the regulations on joint exercises, agreements on response time of SAR facilities, and methods and procedures to keep fast and reliable communications.

3.31 Due to this, the meeting agreed that SAR committees offered the most appropriate means to carry out coordination of SAR activities, both for internal and international. Some delegates expressed that it was very important to keep in mind that the CAR/SAM/3 RAN Meeting prepared Recommendation 6/8 – Coordination with military authorities and other.

3.32 Such recommendation indicates that States that trust in military authorities and other sources for the provision of SAR facilities, ensure that there are enough coordination arrangements of SAR activities among the rest participating entities, and consider the establishment of SAR committees as recommended in the IAMSAR Manual (Doc 9731).

3.33 Likewise, under this point of the discussion, the Secretariat pointed out to the meeting that the VI Conference of Chief Commanders and United States Staff Office, met in Lima, Peru, during the month of May 1966, when discussing the issue regarding the “Role of American Air Forces in search and rescue operations”, and taking into consideration that all American States are contracting States of the Convention on International Civil Aviation, which articles 25, 37, 38 and 44 deal with aircraft in danger, it concluded that it was highly desirable that ICAO convene a meeting to proceed with the fast adoption of a Multilateral Agreement of Search and Rescue among all American States.

3.34 Such meeting was held in Lima with the participation and coordination of the ICAO South American Regional Office, and after a series of discussions to deal with the final text of the Agreement on 4 October 1973, the representatives assigned by participating States subscribed the “Search and Rescue Multilateral Agreement”, assigning Peru the responsibility that this Agreement were registered through the ICAO South American Regional Office, in ICAO HQs.

3.35 For ICAO, this Multilateral Agreement became effective on 9 August 1973, and was registered under Serial ICAO 2499 (See **Attachment A** to this part of the Report).

3.36 Through the information provided by delegates of Argentina, Brazil and Panama, who have experience in SICOFAA activities, the meeting acknowledged that the main issues under interest of SICOFAA are as follows:

- a) Air Operations.
- b) Human resources, education and training
- c) Search and Rescue and assistance in case of disasters.
- d) Control of illicit flights
- e) Office automation and telecommunications
- f) Logistics.

- g) Aerspatial medicine.
- h) Meteorology.
- i) Air accidents prevention.
- j) Scientific and technological development.
- k) Aeronautical Law

3.37 Likewise, and after a thorough analysis of the Cooperation System among American Air Forces (SICOFAA), the meeting agreed that such system enables mutual support of participants through the exchange of experiences, means, training and personnel instruction and everything that facilitates the preparation of procedures to act in a combined manner, in compliance with the regulations of the respective Governments. In view of this, the civil aviation administrations of the SAM Region should agree to the strengthening of their SAR resources through this system.

3.38 Finally, and in view of the foregoing, the following Conclusion was formulated:

Conclusion SAR 1/10 Access of the SAM States' civil aviation administrations to the SAR support provided by the SICOFAA

That:

- a) The civil aviation administrations that have not done so yet, adopt, as far as possible, CAR/SAM/3 Recommendation 6/8 to establish SAR agreements with the Air Force corresponding to its State, as a means to agree on SAR support provided by the SICOFAA; and
- b) Keep the South American Regional Office informed on the progress achieved on this respect.

APPENDIX A

MULTILATERAL AGREEMENT

ON

SEARCH AND RESCUE

MULTILATERAL AGREEMENT ON SEARCH AND RESCUE

PREAMBLE

CONSIDERING that certain incidents which have occurred in the past and which may occur in the future of aviation, have made evident the need to achieve a greater unification of the standards and procedures adopted by each of the States for the provision of Search and Rescue Services;

CONSIDERING that Search and Rescue Services of the majority of the American States are jointly sponsored by the civil and military organizations of each State, for the benefit of aviation in general without distinctions;

CONSIDERING that the VI Conference of Commanders in Chief and Chiefs of Staff of the Air Forces of the Americas, assembled in Lima during the month of May 1966, when discussing the topic of the "Role of the Air Forces of the Americas in Search and Rescue Operations", concluded that it was highly desirable for the International Civil Aviation Organization (ICAO), established by the Convention on International Civil Aviation, to call a meeting towards the prompt adoption of Multilateral Agreement on Search and Rescue among the American States;

CONSIDERING that all the American States are Contracting States to the Convention on International Civil Aviation in which Articles 25, 37, 38 and 44 deal with aircraft in danger;

CONSIDERING that there should be ample cooperation between the American States in providing Search and Rescue Services in America and this cooperation, whether voluntary or requested, should be planned, in accordance with the pertinent provisions of Annexes 9, 11 and 12 to the Convention on International Civil Aviation, of the Procedures for Air Navigation, of the Procedures for Air Navigation Services – Rules of the Air and Air Traffic Services (Doc.4444-RAC/501) and of the ICAO Regional Supplementary Procedures (Doc 7030);

THE AMERICAN STATES, ALL OF THEM MEMBERS OF THE INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO), WHICH SIGN AND ACCEPT THIS AGREEMENT RELATIVE TO THE SEARCH AND RESCUE SERVICES, HAVE CONVENEED AS FOLLOWS:

1 GENERAL

1.1 Each State Party to the present Agreement shall take the necessary measures to perform Search and Rescue Operations in its respective territorial areas and waters, including airspace, and shall take the necessary steps to facilitate its participation in joint Search and Rescue Operations as far as practicable.

1.2 Each State Party to the present Agreement, undertakes:

- a) To implement the recommendations concerning Search and Rescue Services of the ICAO Air Navigation Plan, in the areas and waters, including airspace, under its jurisdiction;

- b) To establish the detailed plans to conduct effective Search and Rescue Operations within the Search and Rescue Areas under its jurisdiction;
- c) To apply at least alerting and Search and Rescue procedures based on the procedures contained in Annexes 11 and 12 to the Convention on International Civil Aviation; in the Procedures for Air Navigation Services – Rules of the Air and Air Traffic Services (Doc 4444-RAC/501), and in the ICAO Regional Supplementary Procedures (Doc 7030);
- d) To bring up-to-date these procedures in accordance with the bringing up-to-day of any of the ICAO Annexes and Documents mentioned in the present Agreement;
- e) To continue with any bilateral agreements that may allow a better implementation of this Multilateral Agreement.

1.3 In the event of a conflict between the ICAO standards, recommended practices and procedures and the provisions of this Agreement, ICAO regulations shall prevail, unless all the States, Parties to the Agreement, notify ICAO identical differences to the provisions in question.

2 IMPLEMENTATION

2.1 Reporting of an Emergency and Preparatory Action

2.1.1 Within the terms of the present Agreement and in accordance with the pertinent provisions of Annex 11 to the Convention on International Civil Aviation, it shall be the responsibility of the State that is providing air traffic control services to notify immediately through the corresponding Area Control Centre (ACC) or Flight Information Centre (FIC), the appropriate Rescue Coordination Centre (RCC), about any aircraft which, operating within the Flight Information Region (FIR) under its jurisdiction, is considered to be in a state of emergency.

2.1.2 To this end and in accordance with the provisions of Annex 11, it shall be the responsibility of the State which is providing aerodrome control service or approach control service, to notify through the Aerodrome Control Tower (TWR) or Approach Control Office (APP) concerned, the Flight Information Centre (FIC) or the Area Control Centre (ACC) if a state of emergency should arise to any aircraft under the control of that Aerodrome Control Tower (TWR) or Approach Control Office (APP).

2.1.3 It shall then be the responsibility of the State where the Rescue Coordination Centre (RCC) of the Search and Rescue Area (SRR) within which the aircraft in distress is operating or might be operating is located to initiate, through this Rescue Coordination Centre (RCC) any action it may consider necessary to notify the Rescue Coordination Centres (RCC) of adjacent States, Parties to this Agreement, regarding the existence of such an emergency.

2.1.3.1 When Rescue Sub-centres (RSC) are established in other States within the Search and Rescue Area (SRR) for which the Rescue Coordination Centre (RCC) is responsible it shall also be the responsibility of the State where the Rescue Coordination Centre (RCC) of the Search and Rescue Area (SRR) within which the aircraft in distress is operating or might be operating is located to initiate, through this Rescue Coordination Centre (RCC) any action it may consider necessary to notify the Rescue Sub-centres (RSC) of its Search and Rescue Area (SRR) located in other States, parties to the present Agreement, regarding the existence of such an emergency.

2.1.4 If a Rescue Coordination Centre (RCC) receives information regarding an aircraft in distress within the Search and Rescue Area for which it is responsible, through a means other than the respective Area Control Centre (ACC) or Flight Information Centre (FIC), it shall be the responsibility of said Rescue Coordination Centre (RCC) to evaluate the information and determine to which plans the emergency situation corresponds.

2.1.5 Upon receiving the information provided by the Rescue Coordination Centre (RCC) responsible for the Search and Rescue Area (SRR), within which an aircraft is or may be found to be in distress and depending on the degree of the emergency, it shall be the responsibility of each Rescue Coordination Centre (RCC) in the neighboring States Parties to the present Agreement, which has been duly notified and of each Rescue Sub-Centre (RSC) which has been notified in accordance with 2.1.3.1 to take the action which it considers necessary to prepare its rescue units so as to render the assistance required by the Rescue Coordination Centre (RCC) responsible for the initiation of Search and Rescue Operations, and also to notify that Rescue Coordination Centre (RCC), as soon as possible, of the Search and Rescue facilities available.

2.1.6 Each State, in order to fulfill the purpose of this Agreement shall give all practicable assistance for Search and Rescue to the State which may require it and also make its rescue units available to the responsible Rescue Coordination Centre (RCC) for search and Rescue purposes.

2.1.6.1 When during the conduct of Search and Rescue operations, the Rescue Coordination Centre (RCC) decides to delegate authority to one of its subordinate Rescue Sub-centres (RSC) located within Search and Rescue Area (SRR) of the Rescue Coordination Centre (RCC) but in another State, each State, Party to this Agreement, shall give all practicable assistance for Search and Rescue to the State responsible for said Rescue Sub-centre (RCS) and shall also make its rescue units available to this Rescue Sub-centre (RSC) for Search and Rescue purposes.

2.1.7 When an emergency arises in a Search and Rescue Area (SRR) which covers the territory or waters of only one State the direction of the corresponding Search and Rescue Operations is the responsibility of that State Party to the Agreement alone.

2.1.8 When an emergency arises in a Search and Rescue Area (SRR) which covers the territory or waters of more than one State, the responsibility for the direction of the Corresponding Search and Rescue Operations in the whole of this Search and Rescue Area (SRR) is located or may be divided among said States in the manner and to the extent fixed by interested States in the detailed operational plan they may have concerted for the Search and Rescue Area (SRR). In this case, each of the States responsible for the direction of operations in said Search and Rescue Area (SRR) shall proceed in accordance with the detailed operational plan for the area when the Rescue Coordination Centre (RCC) of the area so requests.

2.1.9 The need for assistance for the fulfillment of Search and Rescue Operations shall be decided upon by the State where the responsible Rescue Coordination Centre (RCC) is located.

2.1.9.1 When the Rescue Coordination Centre (RCC) decides to delegate authority to conduct Search and Rescue Operations to a subordinate Rescue Sub-Centre (RSC) located in another State whose territory lies within its Search and Rescue Area (SRR), the need for assistance for the fulfillment of Search and Rescue Operations shall be decided upon by the State where the Rescue Sub-Centre (RSC) is located.

2.1.9.2 In the event that an emergency phase is declared in respect of an aircraft, whose position is unknown, the following shall apply:

- a) When a Rescue Coordination Centre (RCC) is notified that an emergency phase exists and is unaware of other Centres taking appropriate action, it shall assume responsibility for initiating suitable action and confer with neighboring Rescue Coordination Centres (RCC) with the objective of designating one Rescue Coordination Centre (RCC) to assume responsibility forthwith.
- b) Unless otherwise decided by common agreement of the Rescue Coordination Centres (RCC) concerned, the Rescue Coordination Centre (RCC) to be designated shall be the Centre responsible for:
 - The Search and Rescue Area (SRR) in which the aircraft was according to its last reported position;
 - The Search and Rescue Area (SRR) to which the aircraft was proceeding when its last reported position was at the boundary of two Search and Rescue Areas (SRR);
 - The Search and Rescue Area (SRR) to which the aircraft was destined when it was not equipped with suitable two-way radio communication or not under obligation to maintain radio communication
- c) After the declaration of the distress phase, the Rescue Coordination Centre (RCC) responsible for coordinating the Search and Rescue action shall inform all the Rescue Coordination Centres (RCC) associated with the planned route of the aircraft, together with those whose areas lie within the radius of action of the aircraft as determined from its last known position, of all the circumstances of the emergency and subsequent developments. Likewise, all Rescue Coordination Centres (RCC) associated with the planned route of the aircraft, together with those whose areas lie within the radius of action of the aircraft as determined from its last known position, shall inform the Rescue Coordination Centre (RCC) coordinating the Search and Rescue action of any information pertaining to the incident of which they may become aware.

3 ASSISTANCE

3.1 Request for help

3.1.1 Each one of the States is entitled to request the cooperation of another State in the use of that State's SAR facilities when, in its opinion, these are required.

3.1.2 The Rescue Coordination Centre (RCC) or, in this stead, the Rescue Sub-Centre (RSC) subordinate to this Rescue Coordination Centre (RCC) but located in another State and which, by delegated authority, is conducting the Search and Rescue Operation, that requests help shall send a message to the appropriate Rescue Coordination Centre (RCC) giving the pertinent data about the mission, the number and the type of aircraft and ships desired.

3.1.3 The reply to the request for help shall be given as quickly as possible.

3.1.4 In order to ensure appropriate and effective coordination, as well as the fullest cooperation during the carrying out of any Search and Rescue Operation, the State whose Rescue Coordination Centre (RCC) has the responsibility of controlling the SAR operations and/or the State whose Rescue Sub-Centre (RSC) has been delegated authority to conduct the Search and Rescue Operation within a certain area, shall accept the designation of a Liaison Officer from every State participating in the operation.

3.1.5 The Liaison Officer of a State participating in the operation shall have the final decision on the missions assigned to his rescue units or other SAR means by the responsible Rescue Coordination Centre (RCC) or by the Subordinate Rescue Sub-Centre (RSC) to which authority has been delegated to conduct Search and Rescue Operations, whenever in his opinion they constitute a danger to life and/or supplies and equipment of the rescue units or other SAR means involved.

3.1.6 Where a Liaison Officer declines to carry out a mission assigned by the Rescue Coordination Centre (RCC) or Rescue Sub-Centre (RSC) concerned, in accordance with the provisions of 3.1.5, he shall state at the earliest possible time in writing the reasons for not proceeding on the mission.

3.1.7 Where a Search and Rescue Operation is not a joint undertaking, the State in which the aircraft, damaged or lost is registered may, if it considers it necessary, appoint an observer to the responsible Rescue Coordination Centre (RCC) or to the Rescue Sub-Centre (RSC) subordinate to this Rescue Coordination Centre (RCC) but located in another State, which has been delegated authority to conduct Search and Rescue Operations.

3.2 Offer of assistance

3.2.1 Each of the States may offer the use of its SAR facilities to another State when in its opinion the facilities may be of help in a Search and Rescue Operation.

3.2.2 When one State wishes to assist another State in Search and Rescue Operations, it shall send a message to the responsible Rescue Coordination Centre (RCC) containing pertinent data about the mission, number and type of aircraft and ships offered, number of personnel necessary and also the fuel and lubricants that may be required.

3.2.3 The State receiving the offer of assistance (as mentioned in 3.2.2) shall immediately acknowledge receipt of the offer and, as soon as possible, shall advise the offering State of the decision adopted with respect to the matter indicating, if necessary, the type of assistance required. Where the Rescue Coordination Centre (RCC) of the State receiving the offer has delegated authority to conduct the Search and Rescue Operation to a subordinate Rescue Sub-Centre (RSC) located in another State, the Rescue Sub-Centre (RSC) shall be consulted with respect to the offer before the offering State is advised of the joint decision adopted.

4 FACILITIES

4.1 Over-flights of SAR aircraft

4.1.1 When assistance is required in pursuance of paragraph 3.1.1 above, the State requesting assistance shall be deemed to have granted thereby the appropriate authorization to the rescue unit to enter and land in its territory.

4.1.2 When assistance is offered in pursuance of paragraph 3.2.1 above, authorizations to the rescue unit to enter and land in the territory of the State accepting the offer shall be deemed to have been granted by such State immediately the offer is accepted.

4.1.3 When the rescue units of a State on a SAR mission in another State need to enter and/or land in the territory of a third State, Party to this Agreement, and geographically located along the natural flight path, the flight plans shall indicate that the flight is a SAR mission and the necessary authorizations shall be granted without delay by such third State.

4.1.4 To indicate a "SAR Mission" it shall be sufficient to include the pertinent information in the ICAO flight plan form in accordance with the current instruction for completion of said form.

4.2 Authorization

4.2.1 Each State agrees to facilitate the temporary entry into its territory of ships, aircraft, equipment and spare parts belonging to any another State, which is collaborating in the SAR operations. These items shall be temporarily admitted free from landing fees, customs duties and other taxes or assessments imposed by the Government of the host State. It is understood that this provision does not preclude the application of public health, animal and plant quarantine and customs enforcement measures if required.

4.2.2 Each State also agrees to facilitate the temporary entry into its territory of the personnel from each of the States collaborating in SAR operations, who may be required in the search for aircraft in danger or to rescue survivors of aircraft accidents. These personnel shall be admitted with the minimum of health, immigration and police formalities. In this respect, each State agrees that the only documents the SAR personnel shall be required to present for temporary admission are the relevant authorization and order for the SAR mission, as well as identification and health cards issued by the State concerned. SAR personnel will be exempt from customs duties and other taxes or assessments.

4.3 Information

4.3.1 Each State shall publish all the necessary information concerning its authorities who control entrance into its territory and the measures of control exercised by them.

5 LOGISTICS

5.1 The State that requests help shall provide, to the extent of its capabilities and with no charge, the material and technical assistance that the Rescue units of the States providing assistance may require for the Search and Rescue Operation. This material and technical assistance includes fuel, lubricants, maintenance, lodging, food, transportation and medical assistance. Spare parts shall be provided, whenever possible, on the basis of replacement or reimbursement.

5.2 When a State accepts an offer of help from another State to support a SAR mission in its territory, it shall provide, to the greatest extent possible, the material and technical assistance that the Rescue Units of the other State may require for Search and Rescue. This material and technical assistance, which shall be supplied on the basis of replacement or reimbursement, includes fuel, lubricants, spare parts, maintenance, lodging and food. Transportation within its territory and medical assistance shall be provided without charge.

6 COMMUNICATIONS

6.1 It is agreed that during SAR operations there shall be placed at the disposal of the controlling Rescue Coordination Centre (RCC) the special SAR communications and, to the greatest extent practicable, all other available means of communication including air traffic services communications and the Aeronautical Fixed Service/Aeronautical Fixed Telecommunications Network as well as any pertinent military means of communication.

6.2 The Liaison Officer assigned to the Rescue Coordination Centre (RCC) shall be given the facilities to send to the authorities of his State any necessary messages and information pertaining to the SAR mission through the established aeronautical fixed service, charge-free.

7 ACCEPTANCE AND ENTRY INTO FORCE

7.1 The States Members of the International Civil Aviation Organization may become Parties of this Agreement either by:

- a) Signature without reservation as to acceptance, or
- b) Signature with reservation as to acceptance followed by acceptance, or
- c) Acceptance.

7.2 This Agreement shall remain open for signature at Lima, Peru.

7.3 Acceptance shall be effected by the deposit of an instrument of acceptance with the Government of Peru.

7.4 Adherence to or ratification or approval of this Agreement shall be deemed to be acceptance thereof.

7.5 This Agreement shall come into force on the ninetieth day after two States shall, in accordance with the provisions of paragraphs 7.1, 7.2, 7.3 and 7.4 above, have signed it without reservation as to acceptance or accepted it.

7.6 As regards any other State which shall subsequently become a party to this Agreement, in accordance with paragraphs 7.1, 7.2, 7.3 and 7.4 above, the Agreement shall come into force on the ninetieth day after its signature without reservation as to acceptance, or its acceptance.

7.7 Any participating State may propose an amendment to this Agreement, provided that the proposed amendment does not conflict in any way with the standards, recommended practices and procedures of the International Civil Aviation Organization. The proposal for amendment shall be submitted to the Government of Peru which shall, in consultation with the Secretary General of the International Civil Aviation Organization, determine that the proposed amendment does not conflict with the standards, recommended practices and procedures of the Organization and shall enter into force for all participating States when two-thirds of such States have given written notification to the Government of Peru of acceptance, provided that any State which notifies the Government of Peru of its objections shall not be bound thereby. The Government of Peru shall notify all participating States of the date the amendment entered into force as well as a list of the States that objected to the amendment and are not bound thereby.

7.8 As soon as this Agreement comes into force, the Government of Peru shall register it with the United Nations and with the International Civil Aviation Organization.

7.9 Any participating State may give notice of denunciation of the present Agreement by means of a written notice to the Government of Peru, who shall immediately give notice to all participating States. The denunciation shall take effect ninety days after the receipt of such notice by the Government of Peru and shall apply only to the State, which made the denunciation.

7.10 The Government of Peru shall give notice to all participating States:

- a) of any signature of this Agreement and the date thereof, with an indication whether the signature is with or without reservation as to acceptance;
- b) of the deposit of any instrument of acceptance and the date thereof;
- c) of the date on which this Agreement comes into force in accordance with the provisions of paragraphs 7.5 and 7.6 above; and
- d) of any notice of denunciation and the date of its receipt.

7.11 This Agreement, drawn up in the English and Spanish languages, each text being equally authentic, shall be deposited in the archives of the Government of Peru, which shall transmit duly certified copies thereof to the Governments of the States of the Americas.

IN WITNESS WHEREOF, the undersigned Plenipotentiaries, duly authorized, have signed this Agreement in the indicated dates.

Lima, 10 May 1973

(SIGNED BY)

Aeronautics Minister and
Air Force General Commander

Lima, 11 May 1973

(SIGNED BY)

Juan Carlos de Marchi
Extraordinary and Plenipotentiary Ambassador
Republic of Argentina

Lima, 14 May 1973

(SIGNED BY)

Ciro A. Dargam Cruz
Extraordinary and Plenipotentiary Ambassador
of Dominican Republic

Lima, 15 May 1973

(SIGNED BY)

Jorge Escobari Cusicanqui
Extraordinary and Plenipotentiary Ambassador
Bolivia

Lima, 15 May 1973

(SIGNED BY)

Enrique Castellanos Carrillo
Extraordinary and Plenipotentiary Ambassador
Guatemala

Lima, 16 May 1973

(SIGNED BY)

Luis Jerez Ramírez
Extraordinary and Plenipotentiary Ambassador
Chile

Lima, 18 May 1973

(SIGNED BY)

Ad Referendum approval by Legislative Power

Carlos González Demare
Plenipotentiary Minister
Uruguay

Lima, 29 May 1973
Ad Referendum approval by Legislative Power

(SIGNED BY)

Alfonso Rosas Rodas
Advisor Minister in charge of Business
Ad-interim Colombia

Lima, 14 June 1973

(SIGNED BY)

Julio A. Ortiz López
Extraordinary and Plenipotentiary Ambassador
Costa Rica

Lima, 26 June 1973
Ad Referendum

(SIGNED BY)

José León Sandino
Extraordinary and Plenipotentiary Ambassador
Nicaragua

Lima, 4 October 1973
Ad Referendum

(SIGNED BY)

Fermín Dos Santos Silva
Extraordinary and Plenipotentiary Ambassador
Paraguay

Lima, 4 October 1973
Ad Referendum

(SIGNED BY)

Arnaldo G. Soler
Representative of Paraguay in the Meeting
Of Civil Aviation Authorities of the South American Region

As per Doc-OACI 9181-LGB/319
Registered in ICAO with N° 2499
Date Effective for ICAO: 9 August 1973

APPENDIX B

SAR LETTERS OF AGREEMENT SUBSCRIBED AMONG SAM STATES

STATE	ARGENTINA	BOLIVIA	BRAZIL	CHILE	COLOMBIA	ECUADOR	FRENCH GUIANA	GUYANA	PANAMA	PARAGUAY	PERÚ	SURINAME	URUGUAY	VENEZUELA
ARGENTINA		X	X										X	
BOLIVIA														
BRAZIL	X													
CHILE														
COLOMBIA														
ECUADOR														
F. GUIANA														
GUYANA														
PANAMA					X									
PARAGUAY														
PERÚ														
SURINAME														
URUGUAY														
VENEZUELA					X									

Mark with an X the box corresponding to the State with which you have a SAR Letter of Agreement

Agenda Item 4: SAR Training in the SAM Region

4.1 This Agenda Item was divided into two areas, for a better review of the subjects:

- a) Candidates requirements affecting SAR service and preparation and utilization of SAR didactic material for training purposes
- b) SAR exercises

a) Candidates requirements affecting SAR service and preparation and utilization of SAR didactic material for training purposes

4.2 To deal with this subject, the meeting bore in mind that the aim of a SAR service is that Contracting States help achieve the objectives of ICAO Convention Article 25, as well as comply with Annex 12 requirements, which include international standards and recommendations for the establishment and provision of search and rescue in the regions created to that end.

4.3 To reach these objectives, contracting States must understand the great importance of providing appropriate training to SAR service personnel in all aspects pertaining to the search and rescue activity. Therefore, the meeting agreed that an operational error in an organized chain of activities can compromise the success of an operation and cause a consequent loss of lives.

4.4 In addition, some delegates indicated that the civil aviation authority, even though has it delegated some or all of the elements in the execution of functions or services, should always be in the capacity of exercising the responsibility of planning the SAR service, establishing necessary standards and regulations for their normal operation, as well as ensuring that the ICAO guidelines, standards and recommended practices are followed by the bodies in charge of the national SAR service.

4.5 Due to the above, the meeting was of the opinion that it was of the concern of the institution in charge of the SAR service to guarantee that all staff achieve and maintain the necessary degree of competence, through a training, refresher and ability verification programme that at least take into consideration:

- a) Study of the standards, regulations, directives and practices on the application of procedures, techniques and SAR equipment, through conferences, on-the-job training, audiovisual aids, reading and analysis of specialized manuals and magazines;
- b) Collaboration or observation during real operations;
- c) Participation in drills oriented towards the familiarization and coordination of the practices, procedures and SAR techniques.

Training

4.6 In this respect, the meeting took into consideration that RAN CAR/SAM/3 noted that deficiencies in the planning and training of human resources were frequently indicated as important motives in the lack of execution of the regional air navigation plans and that many States had problems with human resources planning and training.

4.7 In this context, RAN CAR/SAM/ 3 meeting recognized that RCC and RSC personnel carried out particularly important functions that required a formal training with the aim of achieving and maintaining an appropriate level of competence. It was indicated, nevertheless, that there was no facility in having available appropriate and standardized didactic material related with the numerous SAR aspects.

4.8 Taking the above into account, RAN CAR/SAM/e formulated Recommendation 6/10 – Development of search and rescue (SAR) training material, which requested the TRAINAIR programme to invite its members to develop Standardized Training Packages (STP) for SAR personnel using the IAMSAR Manual as its primary reference document.

4.9 In this respect, the Secretariat informed the meeting that currently the TRAINAIR programme has a SAR STP at disposal of all States members of the mentioned programme.

4.10 During the dealing of this matter, a thorough analysis was made regarding the basic training needs that a SAR service currently has in the SAM States. It was of the general opinion that it was highly necessary that the SAM States Civil Aviation Training Centres (CATC) be made aware of these needs, especially if it were considered that for the SAM SAR Regional Plan to be successful, one of the main factors to this end would be a harmonious training of the human component of the SAR services in the SAM Region.

4.11 In this sense, the meeting acknowledged that in October 2003 there are plans to hold a SAM Region CATC meeting. It was therefore thought convenient that a request be made to that meeting, through the ICAO SAM Regional Office, for the CATCs to look into the possibility of designing specific courses for the training of SAR personnel from the Region.

4.12 Taking into consideration all of the above and after an extensive debate as to the level of training required and the goals of these courses, the meeting agreed to the following Conclusion:

Conclusion SAR 1/11 Development of SAR training courses

That the ICAO SAM Office take pertinent actions in order that within the SAM Region Civil Aviation Training Centres (CATC), the following SAR courses be developed with the aim of achieving the below indicated objectives:

- a) SAR Basic Course: That the person graduating from this course be capable of identifying the parts forming the SAR system, its organization, administration, operation of all its components and the documentation affecting him directly or indirectly.
- b) SAR Coordinator Course: That the person graduating from this course be capable of administrating a SAR unit and of planning, leading and coordinating SAR missions.

4.13 In addition, the meeting considered that, even though the aforementioned courses would greatly contribute in solving the SAR training problem, each civil aviation administration should adopt corresponding actions for national CATCs to have SAR training courses for personnel selected to provide a service such as SAR Assistant, or in the management of the domestic SAR service.

4.14 Due to the above, the following Conclusions were agreed upon:

Conclusion SAR 1/12 SAR Assistant Course and SAR Management Course

That States of the SAM Region deeming it pertinent avail themselves of the following courses, with the aim of achieving the below indicated objectives:

- a) SAR Assistant Course: That the person graduating from this course be capable of carrying out administrative functions normal to a SAR unit, and of required operational support tasks.
- b) SAR Management Course: That the person graduating from this course be capable of assuming the responsibility of establishing and managing the provision of the SAR service and of leading and coordinating the planning of this service.

Conclusion SAR 1/13 Use of TRAINAIR programme SAR STP

That States members of the TRAINAIR programme that have not yet done so, use the already developed TRAINAIR SAR STP.

b) SAR exercises

4.15 During the dealing of this item, the meeting took into consideration that CAR/SAM ANP, Basic, Part VII – Search and rescue (SAR), under the title Search and Rescue Operations, includes RAN CAR/SAM/2 meeting Recommendation 7/12, which indicates that States should take necessary measures to arrange for joint SAR exercises between their SAR units of other States, at regular intervals and, if possible, at least once a year.

4.16 In addition, the mentioned recommendation encourages States to invite observers from other interested States and organizations to participate in said exercises, and to grant fellowships to SAR personnel to enable them to attend training courses in this field, after provision of adequate information from interested States to ICAO concerning the type of training to be received.

4.17 Taking the above into consideration and that the Task Force will be in charge of designing the SAR Regional Plan, and that in said project there are plans to establish regional guidelines for the planning, coordination and holding of SAR exercises, the meeting considered that RAN CAR/SAM/2 Recommendation 7/12 continued valid, formulating the following Conclusion:

Conclusion 1/14**SAR exercises**

That:

- a) States who have not yet done so, and as feasible, adopt CAR/SAM/2 RAN meeting Recommendation 7/12 (included in CAR/SAM ANP, Basic), related with SAR exercises; and
- b) The ICAO South American Regional Office be kept informed on the progress achieved in this respect.

Agenda Item 5: COSPAS-SARSAT in the SAM Region

- 5.1 This Agenda Item was divided into two areas, for a better review of the subjects:
- a) Review of the status of application of standards for the use of ELT in 406 MHz and review of the status of implementation and operation of the Data bank and data supplier, of SAM States; and
 - b) Review of the implementation and operation of ground segments in South America. Evaluation for the assignment of a Nodal MCC for the COSPAS-SARSAT South American Region.
- a) **Review of the status of application of standards for the use of ELT in 406 MHz and review of the status of implementation and operation of the Data bank and data supplier, of SAM States**
- 5.2 The meeting recalled that CAR/SAM ANP, Basic, Part VII – Search and rescue services (SAR), indicates that, to achieve early implementation in the CAR/SAM Regions of future mandatory provisions, all aircraft required to carry emergency locator transmitters (ELT), in conformity with ICAO Annex 6, carry automatic ELTs operating on 406 MHz, and on 121,5 MHz for homing. (RAN CAR/SAM/3 meeting Recommendation 6/6).
- 5.3 In addition, it indicates that States should take appropriate action to reduce the number of false alarms on 121,5 MHz, caused by inadvertent activation of ELTs, and to eliminate unauthorized use of this frequency and of 406 MHz. Also, that a register of ELTs operating on 406 MHz installed in aircraft **afectadas a la aviación de ese Estado** be established, and that this information be obtained by RCCs of other States [RAN CAR/SAM/3 meeting Recommendation 6/4 a), b) and c)].
- 5.4 The same Recommendation 6/4, item d), indicates that CAR/SAM States should provide ICAO with a SAR point of contact (SPOC) for inclusion in Table SAR 1 in the CAR/SAM Air Navigation Plan, Basic.
- 5.5 During the dealing of this Agenda Item, participants recalled that in GREPECAS/11 meeting, held in Manaus, Brazil, December 2002, a review was made of the amendments to ICAO Annexes 6 and 10 adopted in 1999 by the ICAO Council, which established the dates when aircraft must carry ELT on 406 MHz and on 121,5 MHz for homing.
- 5.6 Note was also taken of the date planned by the Cospas-Sarsat system to deactivate satellite alerting services on 121,5 and 243 MHz and that, in consequence, the ELT will operate in both 406 MHz and 121,5 MHz, or only on 121,5 MHz until 1 January 2005.

5.7 In this respect, the Brazilian delegation informed the meeting that the definite deactivation of satellite alerting services on 121,5 will be 1 February 2009. As a result of this decision, 121.5 MHz beacon users will not receive Cospas-Sarsat satellite alerting services as of that date, unless they purchase a 406 MHz replacement beacon.

5.8 In this respect, the participants were made aware during the discussions, that GREPECAS/11 had formulated Conclusion 11/17 – Transition plan for the mandatory use of ELT in 406 MHz, which requests the ICAO NACC and SAM Regional Offices to urge CAR/SAM States/Territories and International Organizations to adopt the relevant measures to develop and implement a transition plan to comply with the dispositions contained in ICAO Annexes 6 and 10 on the mandatory use of ELT on 406 MHz.

5.9 In addition, the meeting, during the analysis on the use of ELT, their register and the relationship this register has with the data base, considered it timely to take into account that the IAMSAR Manual indicated that it is also important to have an ELT register for the Aeronautical SAR, and an EPIRB for the Maritime SAR, since this equipment offers the opportunity of gathering information that could result very valuable during an emergency rescue. When aircraft or vessels registered at a State act internationally, the register data of the equipment should be easily available to the RCC and MCC at international level. For this to happen, the data must be provided **one way or another** together with the alert message.

5.10 Due to the above mentioned, the meeting agreed that States must carry out the necessary actions to ensure that both ELT and EPIRB are registered, and that this information is immediately available to the SAR authorities, through the establishment of one data base containing information related ELT and another for PEIRB, or one that contains both informations. This would permit that the information registered be available on a 24-hour basis for all SAR authorities, including those of other States and organizations.

5.11 The meeting also considered that, even though the RCC and MCC should have these data, or be informed on how to access it, it corresponds to the users and authorities responsible for the register and of the database to keep this information up to date. In this respect and to regionally harmonize ELT-related information, it was considered convenient to recommend all SAM States the use of the form in **Appendix A** to this part of the report.

5.12 Another matter discussed during the meeting is related with the responsibility of the RCC when it receives an alert message on the activation by an MCC of either an ELT or an EPIRB, through its domestic SPOC. In this respect, emphasis was made that, in addition to answering to the alert, the RCC in question, once it has confirmed whether the signal alert indicates the occurrence of a real emergency or product of an involuntary activation or interference, should send to the MCC the form established by Cospas-Sarsat, and in **Appendix B** to this part of the report.

5.13 To this respect and as an example, the delegation of Brazil facilitated a sample of the form used by Brazil (BRMCC) for the communication of the result of the alert signals investigation, as well as the form for the Report of the SAR event.

5.14 Using as reference the form and text of the foregoing mentioned forms, the Secretariat designed a Type Form to communicate the result of the investigation of alert signals and a Type for the SAR event report, which could be used in the Region, and are shown in **Appendix B** to this part of the report.

5.15 Finally, recognizing the importance for the national and international aeronautical and maritime SAR of having the information contained in the ELT and EPIRB data base(s), as well as the importance for Cospas-Sarsat System of having the most information related with real alerts or false alarms, the meeting formulated the following conclusions:

Conclusion SAR 1/15 National register of ELT / EPIRB and data provider

That SAM States who have not yet done so:

- a) Establish national ELT and EPIRB registers and a database with information related to this equipment, in harmony with Cospas-Sarsat regulations.
- b) Designate a provider of the information contained in the ELT and EPIRB database, with a capacity to be consulted on a 24-hour basis; and
- c) Establish a communications link, through the SAR Point of Contact (SPOC) designated by each State or International Organization, permitting immediate consultation by the RCCs and MCCs interested in having the database information.

Conclusion SAR 1/16 Satellite alert data

That all SAM RCCs, through their national SPOCs:

- a) Adopt pertinent measures for the application of RAN CAR/SAM/3 Recommendation 6/4 a), related with the reduction of false alarms on MHz; and
- b) Send to the corresponding MCC a duly filled form, shown in **Appendix B** to this part of the report, or similar, every time a satellite alert message is received, both in cases when the aircraft or vessel in emergency has been detected as when involuntary activation or radio-electrical interference has been confirmed.

b) Review of the implementation and operation of ground segments in South America. Evaluation for the assignment of a Nodal MCC for the COSPAS-SARSAT South American Region

5.16 During the dealing of this Agenda Item, the meeting recalled that RAN CAR/SAM/2 meeting (Santiago, Chile, 2-19 May 1989), through Conclusion 7/10, agreed that the CAR/SAM Regional Planning and Implementation Group (GREPECAS), would be the appropriate body to study the regional implementation and use of Cospas-Sarsat.

5.17 Thereafter, the ATS/SAR Informal Meeting (Lima, Peru, 29 November to 1 December 1995), after considering the material presented by the Secretariat and by Argentina, Brazil, Chile, Peru and the Cospas-Sarsat Council, formulated Conclusion 3/3 – LUTs required to cover the SAM Region, which indicates that, once LUT/MCC implementation in Argentina, Brazil, Chile and Peru is finalized, SAM States take into consideration that requirement of these systems in the SAM Region would be satisfied, and that in the event that a SAM State plan the purchase of new ground segments, it previously coordinate with the SAM Regional Office.

5.18 Due to the above, GREPECAS/6 meeting (Mexico, October 1996), considered that the aforementioned SAM States (Argentina, Brazil, Chile and Peru) would have to adopt actions for the prompt implementation of the announced ground segments, since the CAR Region and part of the SAM Region were covered by the United States LUT (California, Houston and Puerto Rico). Total CAR and SAM coverage would be completed with these four implementations and there would be access to the Cospas-Sarsat Satellite Alert System in both regions.

5.19 In addition, with the aim of disseminating general aspects related with the subject, Argentina, Brazil and the Secretariat informed the meeting on the mechanism established by Cospas-Sarsat with regard to Cospas-Sarsat System data alert distribution. This could be summarized as follows:

- a) The LUTs receive the signal from the ELT or EPIRB retransmitted by the satellite segment; and
- b) The signal is processed and the alert data is sent to the associate MCC for distribution.

5.20 Each MCC distributes the alert data according to its Data Distribution Plan (DDP), in accordance to its own requirements and procedures, to any country within the area of service that has accepted these services. The alert data is provided to SPOC, which can be an RCC or any other point recognized as national point of contact, which will use this data to permit a rapid and efficient SAR operation to help persons involved in the emergency.

5.21 Any MCC receiving an alert message from an ELT or EPIRB, whose origin is out of its service area, will immediately re-transmit it to the MCC in charge of the area of service where the emergency signal is located.

5.22 The service area of an MCC is the geographical section within which the emergency signal distribution service received from the satellite segment is under the responsibility of a specific MCC.

5.23 The MCC service area includes the maritime, ground and airspace regions it covers, where the corresponding national authority is in charge of providing the SAR service. As this can include jurisdictions of other countries, it is convenient that the MCC have agreements or other appropriate instruments for the provision of the Cospas-Sarsat satellite alert service.

5.24 In the cases where there are no previous arrangements with regard to the distribution of satellite alerts between an MCC and a certain country, the MCC will transmit to its SAR authorities the alert information received.

5.25 The data distribution region (DDR) consists of two or more service areas with their corresponding MCCs. In these cases, an MCC is designated to act as point of contact of that DDR. This MCC is identified as a Nodal MCC of the DDR in question. The Cospas-Sarsate satellite alert information system foresees the exchange of information between DDRs through their respective Nodal MCCs.

Establishment of new Nodal MCCs

5.26 In the Cospas-Sarsat system, the implementation of a new Nodal MCC can significantly affect the already established MCCs and Nodal MCCs, requiring of great coordination efforts will all involved, software changes and, possibly, new communication channels.

5.27 In consequence, the establishment of a new Nodal MCC can be considered upon, when:

- a) The Cospas-Sarsat Council recognizes the need to strengthen the data distribution system, be it to increase its effectiveness or to reduce the workload of an existing Nodal MCC;
- b) An existing MCC is prepared to accept the responsibility of acting as a Nodal MCC of a new Data Distribution Region (DDR) to be implemented; or
- c) The candidate to a Nodal MCC is capable of providing all functions assigned to a Nodal MCC to at least one MCC located within the planned DDR.

5.28 The Cospas-Sarsat Council has published document C/S A.006, which contains the standards to comply for the commissioning of MCCs. This document indicates all considerations and steps to take before, during and after the implementation process of a Nodal MCC.

5.29 Finally, the meeting, taking into account that up to date Argentina, Brazil, Chile and Peru have Cospas-Sarsat satellite alert system ground segments, considered it convenient that States keep the rest of the SAM States informed regarding the operation, service provision and developments of the System, which are of regional interest.

APPENDIX A

**406 MHz EMERGENCY BEACON
COSPAS/SARSAT REGISTRATION CARD (Model)**

1. Instructions for Manufacturers / Retailers: Please complete this section of the card.

Beacon Manufacturer:..... Model:

Number of Cospas/Sarsat approval:

Manufacturer, Retailer or Agent Address:

Tel: Fax:

If the beacon is: (Please mark)

- A maritime EPIRB, please consult the purchaser to fill in sections 2 and 3 or an aviation ELT , please consult the purchaser to fill in sections 2 and 4 or
- a Personal Localizer Beacon (PLB), please consult the purchaser to fill in section 2 and provide the address of the authority of registry, as shown in the following sheet.

This unique identification beacon key of 15 Hexadecimal characters **should** be provided below (26-85 bits of digital messages).

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
--	---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	--

2. Users data: To be provided by the Owner.

Name of the Owner: Address:

Telephone (Home) (Work):

Emergency Contacts:

Name: Name:

Telephone (home) : Work:

Telephone (home) : Work:

<p>3. EPIRB: (Details of the Ship)</p> <p>Name of the Ship: Reg. Number of the Ship: (if applicable) Radiocall signal: MMSI Numbers (9 digits): Ship's measure: Gross Tonnage: Puerto de Base:</p> <p>Max. No. of ___ less than:</p> <p>Persons on board: ___ 5 to 25. ___ more than 25.</p> <p>___ Navigation ___ On-board force ___ outboard F. ___ Other Propulsion, specify:</p> <p>Ship color:</p> <p>Communications/Navigation: (please mark)</p> <p>VHF __, MF __, HF __, DSC __,</p> <p>Inmarsat-A __, B __, C __, M __, Inmarsat Telephone Nos Other Coms. (for ex. Celular No.: Global Nav. Sat. System (GPS / Glonass) Other Nav. Primary Systems </p>	<p>4. ELT: Aircraft Details</p> <p>Aircraft Designator type:</p> <p>Aircraft Registration Marks : Or Aircraft Operator: (3-letter code)</p> <p>Airport Base</p> <p>Max No. of ___ less than 5.</p> <p>Persons on-board ___ 5 to 25. ___ more than 25.</p> <p>Aircraft Color:</p> <p>Communications/ Navigation: (please mark with an X)</p> <p>VHF __, UHF __, HF __,</p> <p>Satcom Voice __, Data __, VOR __, DME __, ADF __, Inertial Nav: __, RNAV __, Glonass / GPS: __,</p> <p>Other Nav Systems:</p> <p>.....</p>
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See instructions for purchaser / User in the next Sheet

5. Instructions for purchaser/user

The 406 MHz beacon that you have acquired, must be registered with the appropriate National Authority in the country identified by the "Country Code" of 27 to 36 of the Beacon Identification Code.

After the purchase please complete this registry card and send it via mail to the address indicated below (provided by the manufacturer / agent) or request the national authority for registration.

This card must also be used to notify the property change or beacon transference.

If your beacon has been re-codified, please enter below Hexadecimal Characters of the Previous Beacon Identification Code.

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
--	---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	--

NOTE

The following countries have specified their own requirements for registry. Please use the appropriate national form:

Australia - Canada - Chile - France - Norway – Russia – United States of America.

Address of the Registration Authority
(To be provided by the manufacturer / agent).

Fax No. _____

Tel. No: _____

E-mail: _____

Model Form

RCC / SPOC.....

RESULT OF THE ALERT SIGNALS INVESTIGATIONS

1 – DATE:.....

2 –HEXADECIMAL CODE:

3 – CLASSIFICATION OF THE ALERT SIGNAL:

- A) REAL ALERT
- B) FALSE ALERTA DUE TO:
- INADEQUATE HANDLING OF EQUIPMENT
 - MIS-PERFORMANCE OF THE TRANSMITTER
 - FAILURE OF FACILITY
 - ENVIRONMENTAL CONDITIONS
 - UNKNOWN
- C) UNDERTERMINED ALERT

4 – RESPONSIBLE OF THE REPORT _____
(NAME-POST/POSITION)

(SIGNATURE)

NOTES:

1 – In REAL ALERT cases, the “SAR Event Report” must be also filled-in;

2 – UNDETERMINED ALERT: When it was not possible to determine the signal origin.

FORM MODEL” REPORT OF SAR EVENT”

SAR EVENT REPORT OF:(indicate RCC / SPOC filling-in the report)

a) Type of Transmitterr: **ELT** **EPIRB**
Frequency Band: **406.0 MHz** **121.5 MHz** **243.0 MHz**

If it is 406.0 MHz, code, transmitter ID (15 Hex. Characters):
.....

b) Date of the accident:

c) Location of the accident (Coordinates):

d) Identification / type of ship or aircraft involved:

e) Cause of the accident:
.....
.....

f) Type of COSPAS-SARSAT alert: **Unique Alert**
First Alert
Support Alert

g) Number of persons involved: **Survivors**
Deceased

h) The Search and/or Rescue Operation was assisted with Cospas-Sarsat data from..... (indicate MCC):
Yes
No

i) Other significant information:
.....
.....
.....
.....
.....
.....
.....
.....

BACK OF THE FORM MODEL – “SAR EVENT REPORT”**INSTRUCTIONS TO FILL IN THE SAR EVENT FORM**

1. Fields “a”, “b”, “c” and “d”: are self-explanatory.
2. Field “e”: Cause of the accident: report concisely the causes of the accident.
Example: Collision with terrain, after engine stops.
3. Field “f”: Type of Cospas-Sarsat alert:
 - Unique alert: When alert message came from a specific MCC and was the only alert source that the RCC / SPOC received with regard to a SAR incident;
 - First alert: When alert message of a specific MCC was the first alert source received from the RCC with regard to a SAR incident;
 - Support alerta: When the alert message of a specific MCC was not the first or last alert source received by the RCC with regard to a SAR incident.
4. Field “g”: Inform the number of survivors and deceased in the accident.
5. Field “h”: Point “yes” when the RCC was assisted with Cospas-Sarsat data and indicate the MCC that provided such information about the accident and “no”, in negative case.
6. Field “i”: Other significant information: inform, whenever possible, if the aircraft/vessel had ELT / EPIRB, if the same was in normal conditions to transmit (Example: battery within the validity term; antenna and/or equipment broken due to the impact, etc) model and manufacturer of ELT / EPIRB, as well as any other relevant additional information. If necessary, use an extra sheet.

NOTE 1: The term “SAR Event” means the holding of a search and/or rescue mission with the use of main and/or secondary SAR resources.

NOTE 2: In SAR events, with the participation of the Maritime SAR, the RCC involved shall obtain from the corresponding Maritime SAR, the data to fill this report and submit it to the MCC that provided the assistance or there is a Letter of Agreement concerned.

Agenda Item 6: Other matters

6.1 The meeting considered that these type of events were a key element for a constant improvement in the provision of search and rescue services in the SAM Region, and that it would be necessary to keep a certain continuity in their holding. In addition and in view of the tasks that had been agreed upon, it deemed pertinent that a new informal SAR meeting take place in August 2004 during a period agreeable to needs, taking into consideration the subjects to be dealt with and in a site to be coordinated and confirmed at a later date by the ICAO Secretariat.

6.2 It was also recognized that the subjects discussed deserved to be examined under a wider scope of participation, therefore, the ICAO SAM Regional Office was requested that, in addition to encouraging all States of the Region to participate in future events, members of the Cospas-Sarsat Secretariat be invited, as well as of the System of Cooperation among the American Air Forces (SICOFAA).

6.3 In view of the above, the meeting formulated the following Conclusion:

Conclusion SAR 1/17**Next SAR Informal Meeting**

That the ICAO Secretariat:

- a) Convene a SAR informal meeting to be preferably held in August 2004 during a period agreeable with the subjects to be dealt with and, if possible, invite, in addition to SAM States, members of the Cospas-Sarsat Secretariat and the System of Cooperation among the American Air Forces (SICOFAA); and
- b) Examine, together with SAM aeronautical authorities, the possible site of this future meeting.

6.4 Finally, the Brazilian Delegation made a presentation that permitted the participants to be made aware of the activities that Brazil, within the Cospas-Sarsat environment, develops as provider of the satellite alert system ground segment.