

**INTERNATIONAL CIVIL AVIATION ORGANIZATION
SOUTH AMERICAN REGIONAL OFFICE**

**INFORMAL MEETING ON SEARCH AND RESCUE SERVICES FOR THE SAM REGION
(SAM 90/03 SAR)**

(Lima, Peru, 8 to 12 September 2003)

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

(Presented by the Secretariat)

Summary

This working paper examines the need to elaborate national search and rescue plans, introducing to the consideration of the meeting guideline material for the elaboration of respective national plans.

References

- Report of the Second Meeting of the ATM/CNS Subgroup (ATM/CNS/SG/2);
- Report of the Eleventh Meeting of GREPECAS (GREPECAS/11); and
- International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual– Volume I (Doc. 9731).

1. Background

1.1 The CAR/SAM Regional Planning and Implementation Group (GREPECAS) assigned the ATM Committee of the ATM/CNS Subgroup (ATM/CNS/SG), among others, Task ATM/SAR/501, which consisted in elaborating a draft SAR Plan to be used by CAR/SAM States to create their own national SAR plans.

1.2 Thereafter, GREPECAS/11 meeting, after examining this material, agreed to approve it, formulating Conclusion 11/35 - Search and rescue national plan, for States to develop a national search and rescue plan compatible with CAR/SAM ANP, taking as a basis for its development the guidance material shown in **Appendix A** to this working paper.

2. Analysis

2.1 As regards the search and rescue service, the importance should be highlighted that, to exercise the planning of the services required in each State by international and national civil aviation, and of the means and human resources necessary for their provision, is not to be delegated by the civil aviation authority.

2.2 Therefore, the preparation and approval of the SAR National Plan, on the basis of CAR/SAM ANP requirements and those of domestic aviation, including all execution details, constitutes a tool of permanent consultation for CAR/SM States, of great value for planning, budgetary prevision and operation.

2.3 Such 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 of 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 view of the above, guidance material for the establishment of a SAR national plan has been elaborated that is presented for the consideration of the meeting and which, if considered pertinent, 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

3. Action suggested

3.1 The meeting is invited to examine the guidance material for the elaboration of a SAR national Plan (**Appendix A** to this working paper) and, if considered pertinent, approve the following draft Conclusion:

Draft Conclusion X/X - 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 **XX** 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 a) above.



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

(Lima, June 2002)

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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 la posición
HF high frequency	HF alta frecuencia

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

English	Spanish
<p>SRU search and rescue unit 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</p>	<p>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</p>
<p style="text-align: center;">Glossary (by alphabetical order)</p> <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 style="text-align: center;">Glosario (por orden alfabético)</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 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</p>

English	Spanish
<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 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</p>	<p>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 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</p>

English	Spanish
<p>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>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>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 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)</p>

English	Spanish
<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) 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>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> <p>Servicio de búsqueda y salvamento Desempeño de las funciones de supervisión, comunicación, coordinación y búsqueda y</p>

English	Spanish
<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>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>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).....
