

**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 3: Cooperation to improve the aeronautical SAR service**

- 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.**

(Presented by the Secretariat)

**Summary**

This working paper reviews the need to establish agreements between aeronautical SAR and maritime SAR to obtain information on the AMVER system and the coordinated utilization of SAR means of both services.

**References**

- CAR/SAM/3 RAN Meeting Report
- Basic CAR/SAM Regional Navigation Plan – Volume I
- International Aeronautical and Maritime Search and Rescue Manual. (IAMSAR – Doc.9731)
- Annex 12 – Search and Rescue

**1. Background**

1.1 The harmonization of the aeronautical SAR and the maritime SAR is particularly important when vessels or aircraft incidents occur. When an aircraft lands on the sea, an aeronautical SAR case becomes a maritime SAR case, meaning that the maritime RCC and all SAR resources foreseen by their authorities go on stage.

1.2 The first need of survivors who are drifting in the sea is the early alert of SAR authorities concerned of jurisdiction of the emergency and its location. This will mean the assistance of aeronautical and maritime search and rescue units to accurately locate as soon as possible the site of the emergency. These needs are almost alike if survivors have abandoned either an aircraft or a vessel.

1.3 The harmonization of SAR operations plans, procedures and equipment and communications is beneficial, due to the fact that:

- a) It simplifies the planning and rescue efforts;
- b) Enables to save time;
- c) Speeds up the possibilities to provide a more effective aid;
- d) Reduces the search costs; and
- e) Eliminates duplication of efforts and equipment.

1.4 Maritime or air accidents survivors over the sea must have a survival equipment that provides them with ample time so that assistance may arrive. However, it is not always like this; 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 harmonized resources planning.

1.5 The harmonization of both SAR services ensures the effectiveness of the SAR system at a national scale and consequently at a regional level. This happens when civil aviation and maritime authorities have well-elaborated cooperation agreements. The coordination at a national scale is a challenge; but it is essential to develop and implement policies, procedures and joint regulations.

## 2. **Analysis**

2.1 In this connection, ICAO Annex 12 indicates that Contracting States will have all that is necessary so that all aircraft, vessels and local facilities not being part of the search and rescue organization, widely cooperate with them and provide all the possible assistance to aviation accidents survivors.

2.2 In this regard, it recommends that every ICAO Contracting State registering information on the position of vessels in the sea should, as far as possible, disseminate it on a regular basis to other Contracting States interested that so request it.

2.3 The CAR/SAR RAN Meeting when analyzing this matter, recognized that the CAR/SAM States having aeronautical RCCs which jurisdictions are over the sea, should be familiarized with the capacities, situation and communication means with the vessels, at every moment.

2.4 In view of this, it agreed on the fact that the vessels information systems, as well as the AMVER operational safety global system, sponsored by the United States Coast Guard should be used when appropriate to help the identification and location of available vessels on the sea, to help the persons in danger, as well as that the civil aviation authorities make agreements with competent national maritime authorities, in order to encourage vessels to participate voluntarily in the AMVER system.

2.5 Based on the foregoing, the CAR/SAM/3 RAN Meeting agreed on Recommendation 6/12 - Basic provisions for search and rescue services (literals e) and f). Also, it set out such recommendation be part of the corresponding text to the CAR/SAM ANP, Volume I Basic Operational Requirements and Planning Criteria (BORPC).

3. **Action suggested**

3.1 The meeting is invited to acknowledge the information presented in this working paper and, if deemed pertinent, approve the following draft conclusion:

**Draft Conclusion X/X**

**Coordination between SAR aeronautical and SAR maritime authorities related with AMVER system information**

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