

**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

c) Coordination among SAM aeronautical SAR with SICOFAA authorities.

(Presented by the Secretariat)

Summary

This working paper presents for consideration of the meeting the multilateral agreement of search and rescue of the SICOFAA System (System of Cooperation among American Air Forces), with the aim to assess the possibility that all the civil aviation administrations of the SAM Region, have an access to the support of the SICOFAA during SAR operations, through SAR Letters of Agreement.

References

- Annex 12 – Search and Rescue
- Report of the CAR/SAM/3 RAN Meeting
- SICOFAA SAR Multilateral Agreement
- Agreements and Aeronautical agreements – Doc 9460-LGB/382 (Supplement 1990)

1. Background

1.1 Annex 12 – Search and Rescue, Chapter 2 – Organization, indicates that the Contracting States will have the necessary Contracting States shall arrange for the establishment and provision of search and rescue services within their territories. Such services shall be provided on a 24-hour basis.

1.2 All States recognize the importance of saving human lives and the need to directly participate in the creation of aeronautical search and rescue services.

1.3 In order that a SAR system is organized and effective it needs to count with the adequate management and support means. To ensure success the parts conforming the SAR system of a State must commit to provide the best possible SAR services, with the available resources. This commitment must be reflected in the national legislation. Likewise, it must appoint the responsible organizations providing such services.

1.4 The organizations or persons assigned shall be the SAR Coordinators and the responsibility of issuing standards, procedures and administrative support of the aeronautical SAR within the SAR national organization, must be granted. In addition to the mentioned coordinators, other persons might be responsible of leading and supporting various aspects of a SAR organization and/or system, as it is deemed opportune.

1.5 As an example, it is worth to mention that normally States assign SAR responsibilities, mentioned in the previous paragraph to SAR Coordinators recruited within the staff of administrations, departments or ministries responsible for the aeronautical safety or either from the institution responsible for the application of the ICAO Convention.

1.6 Other possibilities are to appoint the Minister of Transport, who, among other activities will have the general responsibility of dealing with civil aviation safety matters.

1.7 This is the reason why States' civil aviation administrations are seldom in control of all available resources for the SAR operations. Therefore, maybe it would be necessary to establish agreements with the national armed forces or other organizations or institutions aimed at being able of using their resources.

2. **Analysis**

2.1 Considering the foregoing, the RAN CAR/SAM/3 Meeting took note that several States relied on their military authorities the coordination of SAR operations or to provide SAR facilities. In addition, there were other organizations involved in SAR performing control, communications, coordination and response functions.

2.2 In these cases, a high degree of coordination is essential, as well as other arrangements to successfully utilize the SAR services. Among these arrangements it is worth to mention the dispositions on joint-training exercises, agreements on time response of SAR facilities and methods and procedures to maintain fast and reliable communications.

2.3 This is the reason why the RAN CAR/SAM/3 Meeting agreed that the SAR committees offered the most appropriate means to carry out the SAR activities coordination, not only for national but also for international purposes. Thus, the meeting prepared Recommendation 6/8 – Coordination with military authorities and others.

2.4 In said recommendation it is indicated that States that rely on their military authorities or other sources for the SAR facilities provision, ensure that the necessary SAR activities coordination arrangements exist among all participating entities, and consider the establishment of the SAR Committees, as recommended in IAMSAR Manual (Doc 9731).

2.5 Also, it is important to emphasize that the VI Conference of Commanders in Chief and Chiefs of Staff of the American Air Forces, gathered in Lima, Peru, in May 1966, in discussing the issue on the “Role of the American Air Forces in Search and Rescue operations” and considering that all American States are contracting States of the International Civil Aviation Convention, which articles 25, 37, 38 and 44 refer to in-danger aircraft, concluded that it was highly desirable that ICAO convene a meeting to rapidly proceed to adopt a Multilateral Agreement on Search and Rescue among all American States.

2.6 Said meeting was held in Lima and counted with the coordination and active participation of the ICAO South American Office and after broad deliberations on the text of the final version of the agreement, on 4 October 1973, the representatives appointed by participating States subscribed the “Search and Rescue Multilateral Agreement”, assigning Peru the responsibility for registering said Agreement, through the ICAO South American Regional Office, at the ICAO Headquarters, in Montreal.

2.7 For ICAO, this Multilateral Agreement became effective on 9 August 1973 and was registered under ICAO Serial No. 2499 (see Appendix A of this WP).

2.8 The main issues under SICOFAA interest are the following:

- Aerial operations
- Human Resources, education and training
- Search & Rescue and assistance in cases of disaster
- Illicit flight control
- Telecommunications and automation
- Logistics
- Aerspatial medicine
- Meteorology
- Aeronautical Accident prevention
- Scientific and technological development
- Aeronautical Law

2.9 The Cooperation System among the American Air Forces (SICOFAA), is an apolitical organization of voluntary nature, which objective is to foster and strengthen the friendship links and mutual support of participants, through the interchange of experiences, means, training, and personnel preparation, as well as whatever facilitates the elaboration of procedures to perform in a combined way, in complying with the respective Governments’ regulations. Consequently, all civil aviation administrations of the SAM Region should access to strengthen its SAR resources through this organization.

3. Action suggested

3.1 The Meeting is invited to take note of the information presented in this working paper, examine the SICOFAA Search and Rescue Multilateral Agreement, attached as **Appendix A** to this working paper and if deemed relevant, approve the following Draft Conclusion:

DRAFT CONCLUSION X/X

**CIVIL AVIATION ADMINISTRATIONS OF SAM
STATES' ACCESS TO SAR SUPPORT GRANTED BY
SICOFAA**

That,

- a) Civil Aviation Administrations that as of this date have not done so, adopt to the possible extent, RAN CAR/SAM/3 Recommendation 6/8 to establish SAR agreement letters with the corresponding State's Air Force as a means to access the SAR support granted by the SICOFAA; and
- b) Keep informed the South American Regional Office on progress achieved in this regard.

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 DAS 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 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 Mayo 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)

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Appendix A

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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

- A17 -

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

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Appendix A

- A18 -

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