



International Civil Aviation Organization

**The Second Meeting of the ICAO Asia/Pacific Search and Rescue Task Force
(APSAR/TF/2)**

Bangkok, Thailand, 27 – 30 January 2014

Agenda Item 2: Review Outcomes of Related Meetings

**AFRICA-INDIAN OCEAN (AFI) REGION SEARCH AND RESCUE SERVICES
INTEGRATION TASK FORCE (ASSI/TF)**

(Presented by Australia)

SUMMARY

This paper acknowledges and presents information regarding ICAO Africa-Indian Ocean (AFI) Region efforts to improve the provision of SAR services in that region through the establishment of the AFI SAR Services Integration Task Force (ASSI/TF).

The ASSI/TF was established following a Decision by the 7th Meeting of the AFI Planning and Implementation Regional Group (APIRG/17) in August 2010.

The objectives of the ASSI/TF are similar to those of the APSAR/TF which presents possible opportunities for collaboration between both regions and harmonization of inter-regional solutions aligned with the APSAR/TF Terms of Reference.

This paper relates to –

Strategic Objectives:

A: *Safety – Enhance global civil aviation safety*

1. INTRODUCTION

1.1 At the Seventeenth Meeting of the AFI Planning and Implementation Regional Group (APIRG/17), held in Ouagadougou, Burkina Faso, 2-6 August 2010, the Group recalled the provisions relating to States' obligations with regard to SAR, particularly Article 25 of the Convention on International Civil Aviation, and Annex 12 thereto, as well as Regional requirements in the AFI Basic Air Navigation Plan (ANP) (Doc 7474).

1.2 Various RAN Recommendations and APIRG Conclusions relating to SAR were recalled including cooperation between States, coordination with maritime SAR authorities, satellite-aided SAR, 406MHz ELT carriage, SAR training, SAR seminars, exercises, facilities, funding and establishment of sub-regional SAR arrangements. The Group recalled that the International Cospas-Sarsat System ceased satellite processing of 121.5/243 MHz beacons on 1 February 2009 and that by that time emergency beacons should have transitioned to 406 MHz, including the need for States to ensure installation of 406 MHz beacons and to ensure they were registered.

1.3 Concern was raised that implementation of SAR was not receiving the attention it deserved and the participation of SAR experts in APIRG activities and subsidiary bodies was limited. There was a strong view that a subsidiary body specifically for SAR matters was essential to support implementation and actually attract the required expertise.

1.4 As a result of the previous discussion, a proposal to establish a SAR Task Force was agreed by the APIRG/17 meeting resulting in the following Decision and Conclusion:

DECISION 17/67: AFI SAR SERVICES INTEGRATION TASK FORCE (ASSI/TF)

That, in order to progress the initiatives taken at the Port Elizabeth Consultative Conference of October 2007 on integration of SAR services and similar other initiatives in the AFI Region, and to support the implementation of SAR provisions, the AFI SAR Services Integration Task Force (ASSI/TF) is established with the terms of reference at Appendix 3.4L to this (APIRG/17) report.

(NOTE – ASSI/TF Terms of Reference at **Attachment A** to this paper).

CONCLUSION 17/68: SEARCH AND RESCUE SERVICES

That, with the objective to foster the implementation of SAR services and improvement of SAR systems in the Region, AFI States are:

- (a) Urged to establish joint aviation/maritime rescue coordination centres (RCCs) in order to optimize usage of resources and coordination;*
- (b) Encouraged to establish sub-regional task forces to progress the development (of) SAR cooperative arrangements and integration of SAR services;*
- (c) Urged to consider entering into agreements with States that have adequate facilities (within or outside the sub-region) to assist in SAR operations; and*
- (d) Encouraged to include officials from other State organs who are part of the States SAR organization, in their delegations to relevant ICAO meetings and workshops.*

ASSI TASK FORCE MEETINGS

1.5 There have been three meetings of the Task Force to date. Meeting reports and papers may be found on the Western and Central African (WACAF) and Eastern and Southern African (ESAF) Office websites at the following links:

First Meeting (ASSI/TF/1), Dakar, Senegal, 19-20 September 2011

<http://www.icao.int/WACAF/Documents/Forms/AllItems.aspx?RootFolder=%2fWACAF%2fDocuments%2fMeetings%2f2011%2fassi%5ftf1&FolderCTID=0x012000423F1DB7FC27614C847A405718079212>

Second Meeting (ASSI/TF/2), Nairobi, Kenya, 5-6 December 2012

http://www.icao.int/ESAF/Pages/Second_ASSI_TF2.aspx

Third Meeting ASSI/TF/3), Yaounde, Cameroon, 30-31 July 2013

<http://www.icao.int/WACAF/Pages/assi-tf3.aspx>

1.6 Concepts and outcomes from the ASSI/TF include many which are already on the APSAR/TF agenda. This highlights the similarity of issues and goals for both Task Forces which suggests that it could be beneficial for both groups to collaborate. For example, establishment of a formal line of communication between both Task Forces or holding a joint Task Force meeting may be useful to share experiences.

1.7 Concepts and outcomes from the ASSI/TF may be useful for consideration during development of the Asia/Pacific Regional SAR Plan.

2. DISCUSSION

2.1 The following summary of discussions, recommendations, conclusions/decisions and outcomes from ASSI/TF/3 are presented for APSAR/TF information and/or consideration.

Summary points from ASSI/TF/3 Report

2.2 43 participants from 14 States and 2 Organizations attended.

2.3 The importance and need for the ASSI/TF to focus on identification of solutions to impediments in the effective provision of SAR services in the AFI Region and development of regional guidance to meet ICAO provisions was emphasized.

2.4 The meeting called upon all AFI States to expedite the implementation of SAR provisions to ensure their SAR services are provided in accordance with available guidance material.

2.5 SP AFI/08 Regional Air Navigation Meeting (2008) recommended the promotion of the establishment of sub-regional SAR services, as well as Joint aeronautical/maritime Rescue Coordination Centres (JRCCs), as a means of expeditiously achieving an effective global SAR system.

2.6 APIRG/17 Meeting (2010) adopted a Conclusion recommending the establishment of regionalized SAR services.

2.7 Development of an AFI SAR web page where all SAR related information can be stored and accessed, including information from all AFI States on SAR implementation and SAR activities is recommended.

2.8 Cospas-Sarsat issues included States to take action to reduce the number of false 406MHz beacon alerts, establish a 406MHz beacon register, publish within Aeronautical Information Publications (AIP) the method for RCCs to rapidly obtain ELT registration information from other States, and include Cospas-Sarsat system information in SAR plans.

2.9 Provide to ICAO a SAR Point of Contact (SPOC) for inclusion in the Air Navigation Plan.

2.10 ASSI/TF to be held in a different State each year and to coincide with a planned SAR activity in the host State such as a SAR exercise or visit to SAR facilities.

2.11 Regional and National Performance Objectives applicable to SAR implementation, and contained within the SAR Performance Framework Form (SAR PFF) template were reviewed and updated. (ASSI/TF/3 Report, Appendix C refers.)

2.12 An update was underway of AFI Air Navigation Plan (ANP) Doc 7474 including Volume 1 (basic operational requirements and planning criteria regarding SAR services) and Volume II (FASID – which specifies the minimum units and facilities necessary for provision of SAR operations).

2.13 Lack of appropriate SAR legislation/regulations and SAR agreements are major deficiencies that continue to obstruct the provision of efficient SAR services in the AFI region. AFI States were urged to comply with the ICAO provisions related to these. The meeting recalled the availability of sample documentation that may be used by States and adapted to their national SAR environment including:

- Sample Legislation and model SAR agreement within the IAMSAR Manual;

- Set of template documentation produced by the ICAO/AFCAC SAR Project (2002-2007), which includes drafts of a SAR Bill, Presidential Decree, SAR Plan, terms of reference for SAR Coordinating Committee, International SAR Agreement, RCC Operations Manual and more. These documents are available on the ICAO website at http://legacy.icao.int/SARAfrica/documentation_en.html

2.14 A lack of reporting by States regarding the AFI list of Air Navigation Deficiencies, including SAR, is an obstacle to effectively identifying impediments to address deficiencies in the region however, from the information that was available, similar SAR system deficiencies existed especially for SAR legislation, SAR agreements, lack of ELT carriage legislation and lack of SAR exercises.

2.15 A survey questionnaire on the provision of SAR services in the AFI Region was issued by ICAO State letter to all AFI States in 2011 seeking information on the status of implementation of SAR provisions in order for the list of Air Navigation Deficiencies to be updated. Very limited feedback had been received from States to the ICAO Regional Office to date. The survey questionnaire (ASSI/TF/3 Report, Appendix E) is attached to this paper.

2.16 The need to organize a SAR Workshop back to back with the ASSI/TF meeting each year was confirmed.

2.17 Due to the longstanding lack of implementation of SAR provisions in AFI States, it was suggested that ICAO find more effective ways to foster implementation. One suggestion was for ICAO to establish a team of SAR experts that could assist, at a State's request, by working with State's officials to progress implementation. It was agreed that further consideration was required to funding such activity by the requesting State.

Proposal for Joint APSAR/ASSI Task Force Meeting

2.18 The Secretariat informed the meeting of a proposal from the APSAR Task Force to organize a joint meeting with the next ASSI Task Force, preferably within an Indian Ocean State at the border of the two regions. The meeting acknowledged that this would be of great benefit to the ASSI Task Force, as the APAC Region was more advanced in terms of SAR services provision. At the same time it was recalled that Seychelles, informally, had proposed to host the next SAR Workshop and ASSI/TF/4 in 2014.

2.19 The meeting agreed to the principle of convening a joint meeting and, if confirmed by Seychelles and agreed with the APSAR Task Force, it will be held in Seychelles at a date to be coordinated with the Seychelles Civil Aviation Authority.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) consider the concepts and outcomes of the ASSI/TF against the development of the Asia/Pacific Regional SAR Plan,
- c) consider avenues for collaboration between the ASSI and APSAR Task Forces, especially the proposal to organize a joint meeting of both Task Forces, and
- d) discuss any relevant matters as appropriate.

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Attachment A

APIRG/17 REPORT - APPENDIX 3.4L

AFI SAR SERVICES INTEGRATION TASK FORCE (ASSI TF)

TERMS OF REFERENCE AND COMPOSITION

1. TERMS OF REFERENCE

The ASSI Task Force is established to support the development of the concept of sub-regional search and rescue (SAR) arrangements and cooperation between neighbouring States; provide a forum for discussions and identifying solutions to impediments in the effective provision of SAR services in the Region; and developing regional guidance to meeting ICAO provisions in the field of SAR.

2. WORK PROGRAMME

As part of its work programme, the ASSI Task Force will:

- a) Periodically review and update Regional performance objectives with regard to SAR;
- b) Identify and coordinate task related to establishment and functions of subregional SAR organizations;
- c) Develop Regional strategies and guidance to support establishment of joint aviation/maritime rescue coordination centres;
- d) Review SAR deficiencies identified within the AFI region, taking into consideration existing capacity and other constraints being experienced by States and SAR organizations, and propose solutions;
- e) Support the cooperation between ICAO and IMO in their continuing collaboration with African States to implement sub-regional, joint RCCs at strategic locations on the African continent.

3. REPORTING

The ASSI Task Force shall meet at least once a year and report to the ATM/AIM/SAR Sub-Group.

4. COMPOSITION:

The ASSI Task will comprise:

- a) experts nominated by AFI States from both civil aviation entities, SAR organizations and ANSPs;
- b) Interested International and Sub-Regional Organizations;
Note: The meeting accepted with appreciation the (starting) membership of Kenya, Seychelles and Uganda.
- c) Expertise on SAR from States outside the AFI Region and from other entities may be invited by the Task Force based on the contribution that may be provided by such expertise.

Attachment B

ASSI TF/3 report

APPENDIX E

SURVEY ON THE PROVISION OF SAR IN THE AFI REGION

QUESTION	YES	NO
1- Has your State established an entity which provides, on a 24-hour basis, Search and Rescue (SAR) services within its territory to ensure that assistance is rendered to persons in distress? <i>(add details as appropriate)</i>		
2- Does the SAR services system include a responsible authority, organized available resources and a workforce skilled in coordination and operational functions? <i>(add details as appropriate)</i>		
3- Has your State designated a SAR Point of Contact (SPOC) for the receipt of COSPAS-SARSAT distress data? <i>(add details as appropriate)</i>		
4- Has your State designated a SAR point of contact? If yes, provide details. <i>(add details as appropriate)</i>		
5- Has your State taken appropriate action to ensure that; a) all owners/operators of Emergency Locator Transmitters (ELT) have upgraded to the 406 MHz ELTs and have registered them with the International Beacon Registration Database (IBRD); and b) it has established a national database on ELT registration easily accessible to all Stakeholders on a 24 hour basis? <i>(add details as appropriate)</i>		

APPENDIX E

SURVEY ON THE PROVISION OF SAR IN THE AFI REGION

.....		
A) Has your State designated, as SAR units, elements of public and private services suitably located and equipped for SAR operations? <i>(add details as appropriate)</i> 		
B) Has your Rescue Coordination Centre (RCC)/Rescue Subcenter (RSC) prepared detailed plans of operation for the conduct of SAR operations within its Search and Rescue Region (SRR)? If Yes, as part of your National SAR Plan, are arrangements made for all aircraft, vessels and facilities, which do not form part of SAR organisation to cooperate fully with the latter in SAR to extend any possible assistance to the survivors of aircraft accidents? <i>(add details as appropriate)</i> 		
C) Does your State coordinate its SAR organisation with those of neighbouring States? If Yes, what is the status of SAR agreements with your neighboring States? <i>(add details as appropriate)</i> 		
D) Does your State ensure that SAR personnel are regularly trained and that appropriate SAR exercises are arranged? <i>(add details as appropriate)</i> 		

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