*International Civil Aviation Organization*

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

Singapore, 27 – 30 January 2014

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**Agenda Item 4: Asia/Pacific and inter-regional SAR planning, coordination and cooperation**

**DEALING WITH CERTIFICATION FOR SAR**

(Presented by New Caledonia)

**SUMMARY**

This paper presents a possible way to ensure capability of SAR organizations and to address matters of the Agenda Item 4: Asia/Pacific and inter-regional SAR planning, coordination and cooperation

**Strategic Objectives:**
    A:  **Safety** – *Enhance global civil aviation safety*

**Global Plan Initiatives:**
Not Applicable

1. **INTRODUCTION**

1.1        Alerting service is part of Air Navigation Service Providers (ANSP) responsibility, within the field of ATM. France follows the requirements of the COMMISSION IMPLEMENTING REGULATION (EU) No 1035/2011 of 17 October 2011 laying down common requirements for the provision of air navigation services and amending Regulations (European Community – EC) No 482/2008 and (European Union - EU ) No 691/2010. This requirement could be extended to the entire Search and Rescue area.

2. **DISCUSSION**

2.1        EC regulation states many requirements about the certification of ANSP's regarding the provision of air navigation services. ANSP's have to fulfill these requirements and competent authorities oversight the organizations by the means of audits and surveys to deliver, maintain, and suspend certificates.

2.2        EC regulation, annex 1 states the following requirements:

*3. SAFETY AND QUALITY MANAGEMENT*
*3.1. Safety management*
*Air navigation service providers shall manage the safety of all their services. In doing so, they shall establish formal interfaces with all stakeholders which may influence directly the safety of their services.*
*Air navigation service providers shall develop procedures for managing safety when introducing new functional systems or changing the existing functional systems.*

*3.2. Quality management system*
*Air navigation service providers shall have in place a quality management system which covers all air navigation*
*services that they provide, according to the following principles.*
*The quality management system shall:*

> *(a) define the quality policy in such a way as to meet the needs of different users as closely as possible;*
> *(b) set up a quality assurance programme that contains procedures designed to verify that all operations are being conducted in accordance with applicable requirements, standards and procedures;*
> *(c) provide evidence of the functioning of the quality management system by means of manuals and monitoring documents;*
> *(d) appoint management representatives to monitor compliance with, and adequacy of, procedures to ensure safe and efficient operational practices;*
> *(e) perform reviews of the quality management system in place and take remedial actions, as appropriate.*

*An EN ISO (International Organization for Standardization) 9001 certificate, issued by an appropriately accredited organization, covering the air navigation services of the provider shall be considered as a sufficient means of compliance. The air navigation service provider shall accept the disclosure of the documentation related to the certification to the competent authority upon the latter's request.*
*Air navigation service providers may integrate safety, security and quality management systems into their management system.*

*3. France has insert Search and Rescue responsibilities has stated in the figures below*

## 3. ACTION BY THE MEETING

3.1      The meeting is invited to consider the above concept as a means to evaluate the capability and maturity of SAR organizations and their compliance against the Annex 12 requirements.

…………………………

**M1**
Take into account customers and stakeholders expectations, regulatory requirements and environmental objectives

**M2**
Define strategy and drive the processes

**M3**
Evaluate and improve safety management system

National laws And regulations

OACI UE Eurocontrol EASA

Customers

Stakeholders

**Stakeholders**

**Environnement**
(individuals, elected, non-governmental organization, etc..)

**Airport operators**

**ANSP**

**EASA**

**R1  perform ATM Service**

**R2 Study, provide and maintain ATM, CNS and AIS technical systems and perform CNS Service**

**R3 perform AIS service**

**R4  Ensure SAR mission**

**Customers**

**Airspace users**
(Air operators including Defense, General Aviation, etc..)

**ANSP**
(neighboring countries, Defence, FIS)

**JU SESAR, NEXTGEN,…..**

**S1**
Ensure purchases and manage financial resources

**S2**
Manage human resources and skills

**S3**
provide infrastructure and logistics

**S4**
Control information And management Systems

# R4- Ensure Search and Rescue Mission

| | |
|---|---|
| **Issues, aims of the process :** Make available as soon as possible, means of search and rescue following an air accident. | **Risks :** Indisponibilités des moyens de recherche (Sécurité Civile, Douanes…), manque de ressources humaines pour l'armement h24 des RCC/RSC |
| **Associated rules and processes:** PRO-026 DSNA, ICAO Annex 12, International Aeronautical and Maritime SAR Manual (IAMSAR) Décret 84-26 (SAR organisation), instruction 23/02/1987 | **Processus en Interaction (principal) :** R1, R3, M2? |
| **Process monitoring indicators :** Activation time of RSC overseas Nombre de CR d'opération vs Nombre d'événements | **Process performance indicators :** Objective of achieving SAR exercises per person (Goal is One/person) |

## Entries

alert
(beacon – 406,
121,5 ,fligth plan,
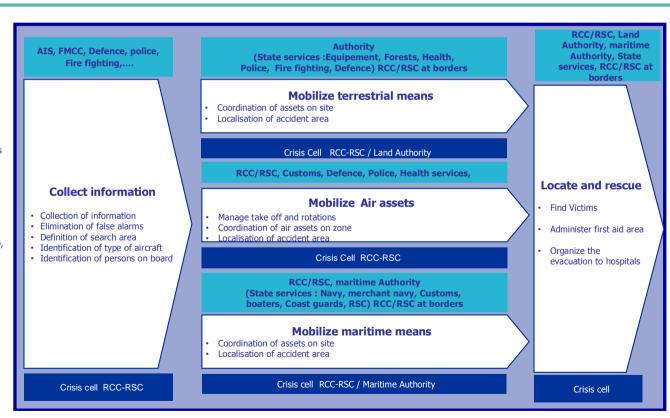evidences,..)

Request
(Users / organisms
– State,….)

Requirements
(regulation,
références,…)

Technical means

Audt results (ICAO,
Internal)

Safety board
Recommendations

Feedback (from
real opération,
exercices,…)

**AIS, FMCC, Defence, police, Fire fighting,….**

**Authority
(State services :Equipement, Forests, Health, Police, Fire fighting, Defence) RCC/RSC at borders**

**RCC/RSC, Land Authority, maritime Authority, State services, RCC/RSC at borders**

## Exits

### Collect information

- Collection of information
- Elimination of false alarms
- Definition of search area
- Identification of type of aircraft
- Identification of persons on board

### Mobilize terrestrial means

- Coordination of assets on site
- Localisation of accident area

Crisis Cell RCC-RSC / Land Authority

**RCC/RSC, Customs, Defence, Police, Health services,**

### Mobilize Air assets

- Manage take off and rotations
- Coordination of air assets on zone
- Localisation of accident area

Crisis Cell RCC-RSC

**RCC/RSC, maritime Authority
(State services : Navy, merchant navy, Customs, boaters, Coast guards, RSC) RCC/RSC at borders**

### Mobilize maritime means

- Coordination of assets on site
- Localisation of accident area

### Locate and rescue

- Find Victims
- Administer first aid area
- Organize the evacuation to hospitals

Rescue to victims

Flight information to rescue assets

Notification évènements (BEA, DSAC)

Answers to relcamations

Actions/decisions

Feedback

Crisis cell RCC-RSC

Crisis cell RCC-RSC / Maritime Authority

Crisis cell

**2**