



International Civil Aviation Organization

MIDANPIRG ATM/SAR/AIS Sub-Group

Twelfth Meeting (ATM/SAR/AIS SG/12)
(Cairo, Egypt, 21 - 24 November 2011)

Agenda Item 9: Search and Rescue and Civil/Military Coordination

SEARCH AND RESCUE PROVISION IN THE MID REGION

(Presented by the Secretariat)

SUMMARY

This paper discusses assistance provided to States in order to facilitate the implementation of search and rescue (SAR) requirements in the MID Region.

Action by the meeting is at paragraph 3.

REFERENCES

- MIDANPIRG/12 Report
- SAR AWG/1 Report

1. INTRODUCTION

1.1 The First Meeting of the Search And Rescue Ad-hoc Working Group (SAR AWG/1) was held at the ICAO Middle East Regional Office, Cairo, Egypt, 24-26 May 2010. The meeting was attended by a total of 22 participants from eight (8) States (Bahrain, Egypt, Islamic Republic of Iran, Jordan, Oman, Saudi Arabia, Syria and United Arab Emirates).

1.2 The MIDANPIRG/12 meeting, held in Amman, 9-13 October 2010 was attended by a total of seventy six (76) participants, which included experts from twelve (12) States (Bahrain, Egypt, Iraq, Iran (Islamic Republic of), Israel, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia and U.A.E.) and four (4) International Organizations (CANSO, IATA, IFALPA and Jeppesen).

2. DISCUSSION

2.1 The meeting may wish to note that MIDANPIRG/12 noted that, in order to facilitate and assist States in discharging their responsibilities in various fields of air navigation, the 36th ICAO General Assembly in September 2007 adopted Resolution A36-13: *Consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation*, which is reviewed and updated as necessary at every Assembly Session for which a Technical Commission is established.

2.2 MIDANPIRG/12 meeting also noted the difficulties facing States to comply with Annex 12 and MID Basic ANP provisions related to SAR agreements and recognized that the process of signing such agreements should be facilitated through the promulgation of enabling legislation.

2.3 MIDANPIRG/12 was apprised of the importance of the legislative and regulatory framework related to the provision of SAR services. In this regard the meeting noted that the Universal Safety Oversight Audit programme (USOAP) findings revealed a lack of SAR regulations, accordingly the meeting was presented with a Sample Legislation for establishing a SAR Organization, from Document 9731 (IAMSAR), and an extract from (Annex 12 Chapter 3 and Doc 9731Chapter 1), that could be used for developing National SAR Regulations.

2.4 MIDANPIRG/12 was further apprised on the development of guidelines to assist States in ensuring effective coordination in the provision of SAR services, with parties including maritime and military entities. Furthermore the meeting was presented with guidance material that can be used by States for the development of National Regulations and procedures related to the provision of SAR services.

2.5 The meeting may wish to recall that the MID ANP contains the basic principles, operational requirements and planning criteria related to search and rescue services. However, it was pointed out that the majority of the provisions of the MID Basic ANP Part VII, SAR have already been included in the ICAO Annex 12. In this regard MIDANPIRG/12 meeting was apprised on the amendment of the MID BASIC ANP Doc 9708 concerning the SAR requirements.

2.6 Based on the above, MIDANPIRG/12 agreed that a survey be conducted by the ICAO MID Regional Office in order to collect information on the status of implementation of SAR provisions in the MID Region and accordingly agreed to the following Conclusion:

CONCLUSION 12/22: SURVEY ON THE PROVISION OF SAR IN THE MID REGION

That,

- a) the ICAO MID Regional Office send a State Letter with a questionnaire to all MID States, prior to 15 Jan 2011, to collect information on the status of implementation of SAR provisions in the MID Region and update the list of Air Navigation Deficiencies accordingly;*
- b) States send their replies to the ICAO MID Regional Office prior to 15 February 2011; and*
- c) in case of non-receipt of reply by the agreed deadline, concerned States will be added to the list of Air Navigation Deficiencies for non-provisions of required SAR services.*

2.7 The meeting may wish to note that that a questionnaire on the Survey on the Provision of Search and Rescue in the MID Region, and SAR SPOC and 406MHZ BEACON, was sent to States through State Letter Ref.: AN 13/1 – 10/433 dated 16 December 2010 with a follow up State letter AN 13/1 – 11/143 dated 7 June 2011, as at **Appendix A** to this working paper, and that eight States (Bahrain, Egypt, Jordan, Kuwait, Oman and Saudi Arabia) provided replies to the questionnaire as at **Appendix B** and the SAR point contacts table as at **Appendix C** to this working paper.

2.8 MIDANPIRG/12 meeting noted that, when a 406 MHz ELT signal is relayed through the Cospas-Sarsat system, SAR Authorities, using the ELT identification, interrogate a registration database and retrieve characteristics of the subject aircraft and contact details of the ELT owner. This system could operate effectively only if owners register their ELTs and SAR providers have access to registration databases.

2.9 MIDANPIRG/12 meeting further noted that the International 406 MHz Beacon Registration Database (IBRD) is not intended to replace existing national ELT registration facilities. It is provided by Cospas-Sarsat to supplement the 406 MHz registration process by providing 24-hour access and to assist SAR service providers in retrieving valuable data during SAR operation, and also for assisting States that cannot justify the establishment and maintenance of their own database due to the limited number of beacons where they can register the 406 MHz beacons. MIDANPIRG/12 meeting urged MID States to request owners of ELT to upgrade their ELT from 121.5/243 MHz and register the 406MHz Beacon.

2.10 MIDANPIRG/12 meeting noted the requirements to carry ELTs as specified in Annex 6, Part I, paragraph 6.17 and Part II, paragraph 6.12 and they shall be operated in accordance with the provisions of Annex 10, Volume III, Part II, Chapter 5. In particular, it was noted that all aircraft shall be equipped with ELT capable of operating on 406 and 121.5 MHz as of 1 January 2005. In addition, States shall make arrangements for a 406 MHz ELT register that would be immediately available to search and rescue authorities. This data should therefore, be shared with COSPAS/SARSAT in order to expedite any SAR activity when required. Non-compliance with the requirements of Annex 10 would be documented in the MID Region list of deficiencies.

2.10.1 MIDANPIRG/12 meeting while reviewing MIDANPIRG/11 Conclusion 11/31 was of the opinion that clarification is necessary for the designation of focal points since it is required to assign two focal points one as a SPOC for Cospas-Sarsat and other as SAR SPOC as called by Annex 12. Accordingly, MIDANPIRG/12 meeting agreed to the following Conclusion which was modified to clearly reflect the ICAO requirements as follows:

CONCLUSION 12/23: SAR SPOC AND 406MHZ BEACON

That, MID States:

- a) designate a national SAR Point of Contact;*
- b) take appropriate action to establish a register for 406 MHz ELT and share the data with International 406 MHz Beacon Registration Database;*
- c) designate to the Cospas-Sarsat Secretariat a SAR Point of Contact; and*
- d) update the ICAO MID Regional Office on their implementation status.*

2.11 The meeting may wish to note that the main deficiency related to the SAR in the MID Region is the SAR agreements consequently MIDANPIRG/12 meeting was presented with a table as at **Appendix D** to this working paper to reflect the agreement and their status of implementation.

2.12 MIDANPIRG/12 meeting was of the opinion that the deficiency would persist for a long time until States develop the necessary legislations and regulations for regulating SAR services and that States could use the guidelines and the standards in Annex 12 or seek assistance from experts in the industry to develop their own regulations.

2.13 MIDANPIRG/12 meeting noted that most of the requirement from SAR Ad-hoc Working Group (AWG) has been fulfilled and the rest of the SAR requirements should be followed within the framework of the ATM/SAR/AIS SG. Accordingly, MIDANPIRG/12 meeting agreed that the SAR AWG be dissolved and approved the following Decision:

DECISION 12/24: DISSOLVE THE SAR AD-HOC WORKING GROUP (AWG)

That, the SAR AWG be dissolved and the ATM/SAR/AIS SG is to follow the SAR requirements and issues

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information presented in this paper and its **Appendices**;
- b) for MID States that have not completed the questionnaire at **Appendix A** in 2.7 to provide the necessary details as requested in the survey; and
- c) provide updates to **Appendix C** related to SAR point of contact and **Appendix D** related to SAR agreement.

APPENDIX A

**SURVEY ON THE PROVISION OF SAR IN THE
MIDDLE EAST REGION**

QUESTION	YES	NO
<p>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></p> <p>..... </p>		
<p>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></p> <p>..... </p>		
<p>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></p> <p>..... </p>		
<p>4- Has your State designated a SAR point of contact? If yes, provide details. <i>(add details as appropriate)</i></p> <p>..... </p>		
<p>5- Has your State taken appropriate action to ensure that all owners/operators of Emergency Locator Transmitters (ELT) have upgraded to the 406 MHz ELTs and registered them with the International Beacon Registration Database (IBRD) and established your own database?</p>		

<p><i>(add details as appropriate)</i></p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p>		
<p>6- Has your State designated, as SAR units, elements of public or private services suitably located and equipped for SAR operations? <i>(add details as appropriate)</i></p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p>		
<p>7- Has your Rescue Coordination Centre (RCC) 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></p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p>		
<p>8- 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></p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p>		
<p>9- Does your State ensure that SAR personnel are regularly trained and that appropriate SAR exercises are arranged? <i>(add details as appropriate)</i></p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p>		

APPENDIX B

SURVEY ON THE PROVISION OF SAR IN THE MID REGION

State	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9
Bahrain	YES	YES	YES Bahrain ACC Duty Supervisor	YES Please refer to Bahrain AIP GEN3.6-2(AIRAC 33) Dated 10 March 2011	YES Ref. : Bahrain - AIR NAVIGATION TECHNICAL REGULATIONS (ANTER) Regulation on ELT / ANTR OPS 1.820 Emergency Locator Transmitter	YES Bahrain ACC is acting as an alerting unit and not involved in the SAR missions	NO	YES SAR Agreements not signed yet.	YES SAR exercises are arranged /conducted between Bahrain Defense Force, Ministry of Interior and other friendly organizations based in the Kingdom of Bahrain
Egypt	YES	YES	YES	YES	YES	YES	YES	----	----
Iran									
Iraq									
Jordan	YES The Hashemite Kingdom of Jordan is committed to the Chicago	YES High committee of SAR supervises the implementation of all plans to provide	YES CARC nominated Mr. Khalil Younis as point of contact for receipt of COSPAS-SARSAT distress data. Contact details	YES Mr. Khalil Younis as point of contact for SAR Contact details Office Tel: - 00962-6-4892282 ext 3354 Mobile	YES Jordan has taken an appropriate action to ensure that owners and operators of Emergency	YES Jordan Agencies mandated to make SAR services have the	YES The high committee for SAR has the authority to request	YES For the purpose of coordination regarding SAR operations between	YES Higher Committee for SAR ensures that SAR personnel organize

State	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9
	<p>convention. Civil Aviation Regulatory Commission (CARC) has been delegated the provision of Search and Rescue services for a number of Governmental entities with competence and efficiency within Jordan territory to all flights in need or to persons in distress on a 24 – hour basis</p>	<p>SAR services. Agencies mandated to provide SAR services have the ability, capacity and efficiency and well trained for the provision of SAR services.</p>	<p>Office Tel: - 00962-6-4892282 ext 3354 Mobile 00962777715125 Email: pnas_ops@carc.gov.jo SAR@carc.gov.jo</p>	<p>00962777715125 Email: pnas_ops@carc.gov.jo SAR@carc.gov.jo</p>	<p>Locator Transmitters (ELT) have upgraded to the 406MHz ELT's (Jordan Civil Aviation Regulations (JCAR-OPS.17 JCAR Part 171). SAR/JORDAN will take appropriate action by issuing a special regulation to ensure all operators/owners of ELT are registered with international beacon registration database (IBIRD) 7 SAR data base too.</p>	<p>capacity and efficiency and well trained for the provision of SAR. SAR unit elements are suitably located and equipped fo SAR operation up to the required standard</p>	<p>all the capabilities of government agencies available to and put at the disposal of SAR operations.</p>	<p>Jordan and neighboring countries, the Government of Jordan held three memorandums of understanding (MOU) with each of Syria, Egypt and Saudi Arabia. Regarding the other two neighboring countries (Israel and Iraq), SAR agreements are still in the stage of preparation where there is coordination with these countries to meet the required</p>	<p>exercises regularly to make sure the goals of readiness and preparedness to all members; communication exercises included as well as airports annual emergency drills.</p>

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State	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9
								needs of SAR operations.	
Kuwait	NO Only during day time	YES	NO Still no contact with CO	NO	NO	NO	NO	NO	YES
Lebanon									
Oman	Yes Search and Rescue (SAR) services are provided on a 24-hour basis within the Muscat FIR by the Royal Air Force of Oman as stipulated in the CAA and Royal Air Force of Oman Letter of Agreement	Yes The SAR service system is operated by the Royal Air Force of Oman and includes a responsible authority, organized available resources and a workforce skilled in coordination and operational functions	Yes it is documented in the Oman AIP – GEN 3.6 SEARCH AND RESCUE	Yes it is documented in the Oman AIP – GEN 3.6 SEARCH AND RESCUE	Yes it is stipulated in the Oman Civil Aviation Regulation CAR-OPS 1.820	Yes As stipulated in the CAA and Royal Air Force of Oman Letter of Agreement	YES as stipulated in the CAA and Royal Air Force of Oman Letter of Agreement	Yes as stipulated in the CAA and Royal Air Force of Oman Letter of Agreement. SAR agreements have been coordinated with UAE, Bahrain, Saudi Arabia and Kuwait. Coordination is pending with India,	YES as stipulated in the CAA and Royal Air Force of Oman Letter of Agreement

State	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9
								Pakistan, Iran and Yemen	
Oman	Yes	Yes	Yes	Yes	NO	NO	Yes	Yes	Yes
Qatar									
Saudi Arabia	YES	YES	YES	YES	YES	YES	-----	-----	-----
Syria									
UAE									
Yemen									

- Q1- *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?*
- Q2- *Does the SAR services system include a responsible authority, organized available resources and a workforce skilled in coordination and operational functions?*
- Q3 *Has your State designated a SAR Point of Contact (SPOC) for the receipt of COSPAS-SARSAT distress data?*
- Q4- *Has your State designated a SAR point of contact? If yes, provide details.*
- Q5- *Has your State taken appropriate action to ensure that all owners/operators of Emergency Locator Transmitters (ELT) have upgraded to the 406 MHz ELTs and registered them with the International Beacon Registration Database (IBRD) and established your own database?*
- Q6- *Has your State designated, as SAR units, elements of public or private services suitably located and equipped for SAR operations?*
- Q7- *Can 7- Has your Rescue Coordination Centre (RCC) 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 organization to cooperate fully with the latter in SAR to extend any possible assistance to the survivors of aircraft accidents?
- Q8- *Does your State coordinate its SAR organization with those of neighbouring States?*
If Yes, what is the status of SAR agreements with your neighboring States?
- Q9- *Does your State ensure that SAR personnel are regularly trained and that appropriate SAR exercises are arranged?*

APPENDIX C

SAR POINT OF CONTACT

STATE	NAME	TITLE	ADDRESS	EMAIL	FAX	TEL	MOBILE
Bahrain							
Egypt	Mr. Ibrahim Khalifa Mahmoud	General Director of Operations Centers & Crisis Management	Ministry of Civil Aviation Cairo - EGYPT	crisar@civilaviation.gov.eg	202 2268 1371	202 2267 8548	20124469052
Iran							
Iraq							
Israel							
Jordan	Mr. Khalaf Al- Shawabka	Chief Amman TACC and SAR	Queen Alia Airport	kshowbki@yahoo.co.nz	+962 445132	+ 962 4451672	96) 77790 4724
Kuwait							
Lebanon							

STATE	NAME	TITLE	ADDRESS	EMAIL	FAX	TEL	MOBILE
Libya							
Oman							
Qatar							
Saudi Arabia	Mr. Ahmad B. Altunisi	Manager SAR Head of SAMCC	General Authority of Civil Aviation	jaf-2010@hotmail.com	966-2 671 9041	966-2 671 7717/1840	966-50 460 1445
Sudan							
Syria	Mr. Monif Abdulla	Head of S.A.R. Department Syrian Civil Aviation Authority	Damascus Airport	monif77@hotmail.com	963-11 540 0312	963-11 540 0312	963 932 710351
UAE							
Yemen							

APPENDIX D

SAR AGREEMENT STATUS

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	LIM/MID/RANCo ncl. 3/7Cooperation between States in SAR		Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements	S	<p>A. States to commence negotiations with neighbors to establish SAR agreements</p> <p>B. Implement operational SAR agreements</p> <p>C. Implement entry agreements for SAR aircraft of other States</p>			A

APPENDIX D

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STATE	CORRESPONDING STATES	STATUS
BAHRAIN	IRAN KUWAIT OMAN QATAR SAUDI ARABIA UAE	
EGYPT	GREECE ISRAEL JORDAN LYBIA CYPRUS SAUDI ARABIA SUDAN	
IRAN	ARMENIA AZERBAIJAN TURKMANISTAN AFGHANISTAN BAHRAIN IRAQ KUWAIT OMAN PAKISTAN TURKEY UAE	
IRAQ	IRAN JORDAN KUWAIT SAUDI ARABIA SYRIA TURKEY	
ISRAEL	EGYPT JORDAN LEBANON CYPRUS	

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STATE	CORRESPONDING STATES	STATUS
JORDAN	EGYPT IRAQ ISRAEL SAUDI ARABIA SYRIA	
KUWAIT	BAHRAIN IRAN IRAQ SAUDI ARABIA	
LEBANON	ISRAEL CYPRUS SYRIA	
OMAN	BAHRAIN INDIA IRAN PAKISTAN SAUDI ARABIA UAE YEMEN	
QATAR	BAHRAIN	
SAUDI ARABIA	BAHRAIN EGYPT ERITREA IRAQ JORDAN KUWAIT OMAN SUDAN YEMEN	
SYRIA	IRAQ JORDAN LEBANON CYPRUS TURKEY	YES YES

APPENDIX D

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STATE	CORRESPONDING STATES	STATUS
UAE	BAHRAIN IRAN OMAN SAUDI ARABIA	
YEMEN	DJIBOUTI ERITREA ETHIOPIA INDIA OMAN SAUDI ARABIA SOMALIA	

- END -