

# SAR CASE HISTORIES LESSONS TO BE LEARNT AF 447

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Ministère de l'Écologie, de l'Énergie,  
du Développement durable et de la Mer  
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# FOREWORD

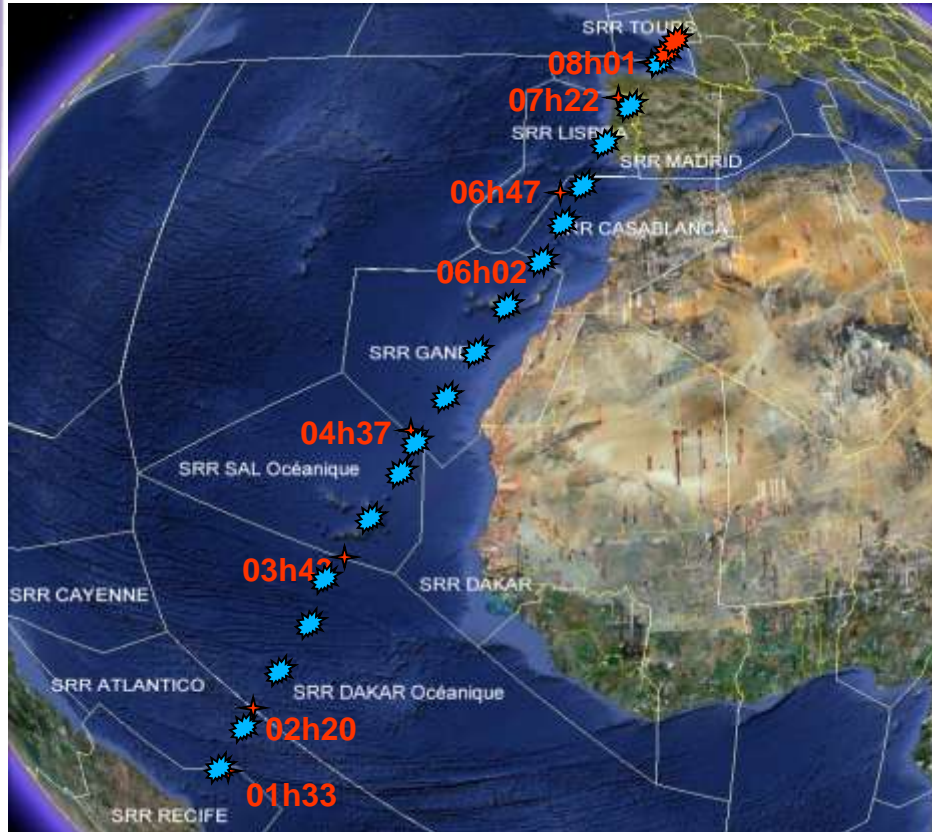
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*This presentation is partially based on the Interim Report of the BEA (French Civil aviation accident Investigation and analyses Bureau).*

*The sole objective of this presentation is to draw lessons from this accident, introduce discussions and find solutions which may help to prevent future dysfunction of the system.*



# Alert services



- **01h35mn** Last radio contact between Brazilian ATC and AF 447
- **02h10mn** Last automatic transmission of position AF 447
- **From 02h48 to 08h07** Discussions of any kind between all ATCs along the route of AF447 to find out where it can be.
- **08h15** First alert message ALERFA
- **08h34** DETRESFA message



# Alert services

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## Facts

- No RCC has been contacted during about 5 hours and 30 minutes of “reasonable doubt” concerning AF 447
- No ELT transmission detected by COSPAS/SARSAT

## Shortcomings and deficiencies

- Much too long delay to declare SAR phases
- Apparent unwillingness of ATC units to accept responsibility for declaration of emergency

## Questions with respect to :

- Sufficiency of operational procedures
- Importance of ATC/SAR coordination
- Effectiveness of ELTs in water contact accidents



# Coordination 1/2

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## Facts

- At a certain point (around 09h40) the case is no longer in the hands of RCCs;
- Operational Headquarters are taking the lead on the SAR operation;

## Shortcomings and deficiencies

- Lack of recognition of the existence, authority and responsibility of State SAR systems;
- Cooperation in allocation of foreign SRU effected through Diplomatic channels rather than between RCCs

## Questions with respect to :

- Suitability of military coordination of civil SAR services
- Importance of SAR Agreements with neighboring countries.



# Coordination 2/2

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## Facts

- difficulties to coordinate between RCCs due to language barrier
- Hard time to find a list of phone numbers for ARCCs worldwide

## Shortcomings and deficiencies

- Miscommunication through lack of common language proficiency
- Lack of points of contact with neighboring RCCs

## Questions with respect to :

- Need of mandated language proficiency requirements
- Availability of a database with all ARCCs POC
- Joint aviation / maritime RCCs



# Recommendations

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- ICAO should reinforce to States the critical importance of effective SAR Alerting procedures and their obligations in this respect in accordance with Annex 11 and Doc 4444.
- ICAO should review certain aspects of the provisions regarding carriage and method of activation of ELTs in the light of reported failures to provide Alerts to the SAR system
- ICAO should reemphasize to States the importance of recognition of the existence, authority and responsibility of their SAR systems
- ICAO should consider mandating a minimum standard of English language proficiency for RCCs at level 2 on the ICAO language proficiency rating scale





Thank you for your  
attention

