



ICAO

International Civil Aviation Organization  
North American, Central American and Caribbean Office

WORKING PAPER

SAR/CM — WP/02  
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**NAM/CAR Search and Rescue (SAR) Implementation and Civil-military Coordination Meeting  
(SAR/CM)**

Mexico City, Mexico, 5 – 7 November 2018

**Agenda Item 1 Global and Regional Search and Rescue (SAR) Matters**

**1.1 States Obligations Under ICAO's SAR Provisions**

**RESULT OF THE UNIVERSAL SAFETY AUDIT PROGRAMME (USOAP) CARRIED OUT BY ICAO TO THE AIR  
NAVIGATION SERVICES**

(Presented by COCESNA and COBUSA)

**EXECUTIVE SUMMARY**

This Working Paper presents to the Meeting an analysis about the results of safety oversight audits, carried out by ICAO, suggesting some considerations to take into account, for the regional strengthening of the Search and Rescue Services.

**Objectives:**

- Strengthen the resources allocation processes of to guarantee human life
- Safety Oversight Plan
  - Surveillance of the Search and Rescue Services Provider provided by COCESNA through the RCC; and
  - Surveillance of the Search and Rescue Services Provider provided by the Air Force as a CSR.

<b>Action:</b>	The suggested action is presented in Section 4.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li></ul>
<i>References:</i>	Annex 12 – Search and Rescue Services <ul style="list-style-type: none"><li>• National Regulations of each State's Authority<ul style="list-style-type: none"><li>- RAC 12 Search and Rescue Services</li></ul></li><li>• COCESNA's Establishment Agreement<ul style="list-style-type: none"><li>- COBUSA Regulations</li></ul></li></ul>

## 1. Introduction

1.1 The International Civil Aviation Organization (ICAO) carries out the Universal Safety Oversight Audit Programme (USOAP), to the different States of the CAR/SAM Regions, which provide air navigation services, especially the Search and Rescue Services. COCESNA through the Central American Agency for Air Navigation Services (ACNA), has maintained for many years approach with the Central American States, providing the necessary support for the strengthening of the Rescue subcentres (RSC), which are under the responsibility of the Civil Aviation Authorities.

1.2 One of the main priorities that the Central American Committee for Search and Rescue (COBUSA) has is to demonstrate the current status of the level of compliance with ICAO.

## 2. Non-conformities

2.1 The **Appendix** presents a detail of the non-conformities that have been identified by ICAO in the different States, and the legal reference of non-compliance.

## 3. Discussion

3.1 According to national regulations, the States must present and demonstrate to the Meeting, the following:

- a) Executive summary to demonstrate the current status of its organization based on internal safety oversight audits performed on SAR Search and Rescue Service Providers;
  - Reference of its normative framework and the adoption of the Annexes and documents as established in article 37, of Doc 7300 - *Convention on International Civil Aviation*; and
    - Creation of Regulations.
- b) That the States (DGAC and/or Authorities) separate the Regulatory entity as the Air Navigation Service Provider (ANSP) and promote the creation of the VSO Safety Surveillance Department, which includes the following areas: ATM, AIM , MET, SAR, CNS, LETTERS and PANS OPS with their designated experts.

## 4. Suggested Actions

4.1 In order to increase the level of compliance with ICAO Standards and Recommended Practices (SARPs), to guarantee a safe and efficient service in the air or maritime space, thus providing immediate assistance to people in danger, conclusions that COBUSA considers must be taken into account, based on the activities that have been developed by COCESNA and the Central American States, for the strengthening of search and rescue services, are presented below:

- a) request ICAO to consider reviewing its global reference non-compliance information, as it sets the Central American Region at a minimum level;
- b) strengthen the constitution of the NAM/CAR Air Navigation Implementation Working Group SAR Task Force already created for ICAO, with the participation of SAR specialists;
- c) define a SAR training program endorsed by ICAO and established in the Region, by the Instruction Centres such as the ICCAE, in the case of Central America, within its annual planning, which is guided to the personnel with these needs:
  - SAR Inspector
  - SAR On-The-Job Training
  - Complementary courses / Define them
- d) update and standardize the Protocol Questions (PQs) tool, so that ANS Inspectors can develop safety oversight audits for SAR service providers (RCC and RSC); and
- e) that the States that do not have a figure of SAR coordinator, define it officially.

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## APPENDIX

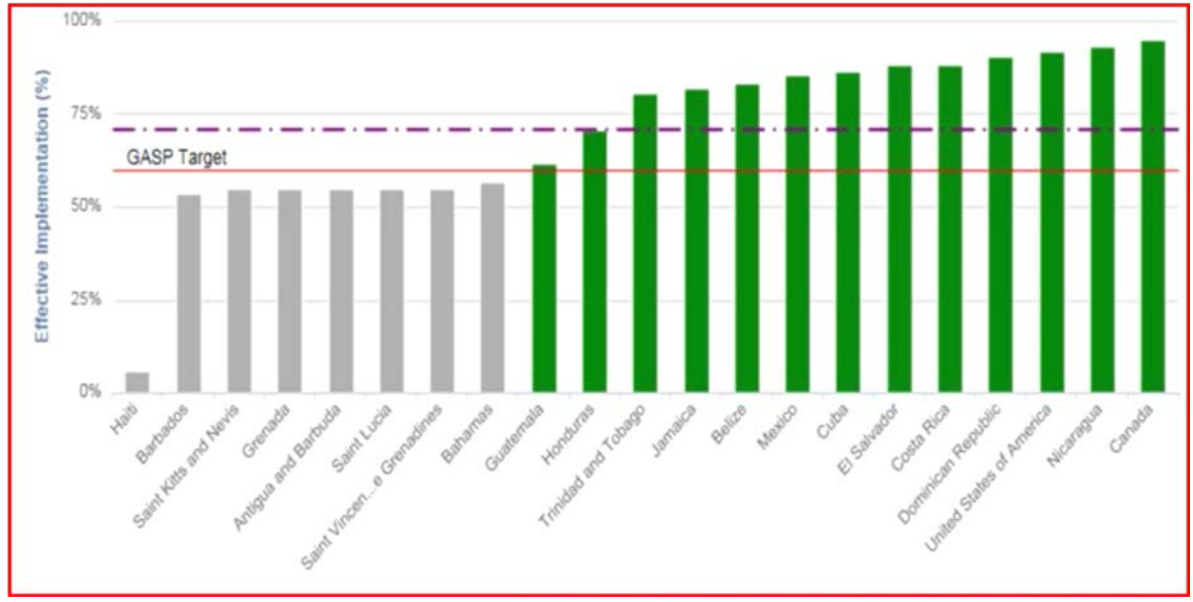
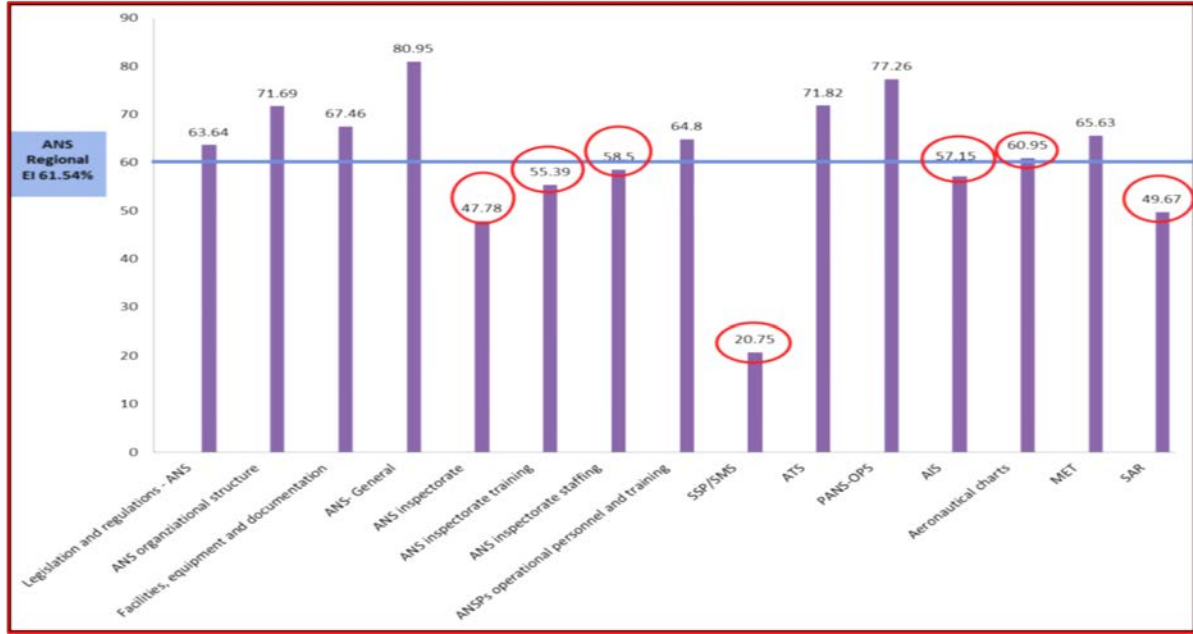
### Findings Information

- 48.13% have not established an entity which provides, on a 24-hour basis, SAR services within its territory and the areas where the State has accepted responsibility to provide SAR to ensure that assistance is rendered to persons in distress.

Refer to Annex 12, Chapter 2. Organization, paragraphs 2.1 and 2.1.1. Contracting States shall, individually or in cooperation with other States, arrange for the establishment and prompt provision of search and rescue services within their territories to ensure that assistance is rendered to persons in distress. Such services shall be provided on a 24-hour basis.

- 62 % of States do not coordinate SAR operations with neighbouring States.
  - Refer to Annex 12 Chapter 3 COOPERATION, paragraph 3.1 Cooperation between States. Contracting States shall coordinate their search and rescue organizations with those of neighboring States.
- 48 % of States do not ensure that each that each rescue coordination centre (RCC) and rescue sub-centre (RSC) employ sufficient workforce for coordination of SAR operations.
  - Refer to Annex 12, chapter 2.3 Rescue coordination centres and rescue subcentres 2.3.3 Each rescue coordination centre and, as appropriate, rescue subcentre, shall be staffed 24 hours a day by trained personnel proficient in the use of the language used for radiotelephony communications.

Current status of the level of regional compliance in the different areas of the Air Navigation Services, the graphs below show the level of compliance:



**USOAP REGIONAL RESULTS NAM/CAR REGIONS**