



ICAO

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

WORKING PAPER

SAR/CM — WP/07
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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**

NEED TO STRENGTHEN THE AERONAUTICAL SAR SYSTEM IN THE CAR REGION
(Presented by Dominican Republic)

EXECUTIVE SUMMARY	
This Working Paper presents the need to strengthen the Aeronautical SAR System in the CAR Region	
Action:	Suggested actions are included in Section 4.
Strategic Objectives:	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Economic Development of Air Transport
References:	<ul style="list-style-type: none">• Annex 12 – <i>Search and Rescue</i>• International Aeronautical and Maritime Search and Rescue Manual (IAMSAR Doc. 9731)

1. Introduction

1.1 Article 25 of the Chicago Convention on International Civil Aviation establishes that each Contracting State is committed to provide means of assistance to aircraft in distress in its territories as it may find practicable, and to allow, subject to control by its own authorities, the owners of the aircraft or authorities of the State in which the aircraft is registered to provide such measures of assistance as may be necessitated by the circumstances. Each contracting State, when undertaking search for missing aircraft, will collaborate in coordinated measures which may be recommended from time to time pursuant to this Convention.

1.2 Annex 12, Chapter 2-Organization, establishes that the Contracting States, individually or in cooperation with other States, will arrange what is necessary to establish and promptly provide Search and Rescue Services within their territories to ensure that assistance is provided to persons in distress. These services will be provided during the 24/7.

1.3 On the other side, ICAO Doc 9731 - *International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual* offers a perspective from the point of view of a management aimed at supporting SAR Services within the framework of the initiatives promoted by the International Civil Aviation Organization (ICAO) and the International Maritime Organization (IMO), which are the two United Nations agencies dedicated to promoting the safety of aeronautical and maritime transport globally.

2. Analysis.

2.1 Reference to the economy in the CAR Region leads us, inescapably, to talk about tourism as the backbone of the Caribbean economies, as it has a very important multiplier effect in the area. More than 15 million people from all corners of the world pass annually through the Caribbean, a destination that is reached mainly by airways.

2.2 The Economic Commission for Latin America and the Caribbean (ECLAC) is the United Nations agency responsible for promoting the economic and social development of the Region. According to a report by ECLAC, the Caribbean is today the area most dependent on tourism, with an index that reaches 16.6% of its Gross Domestic Product (GDP), compared to 5% in Central America and 1.8% in South America. The World Tourism Organization (WTO) agrees with these figures.

2.3 The 2014 ICAO Air Navigation Report on Capacity and Efficiency states that around 3,100 million passengers used the global air transport network for business and tourism purposes in 2013. Air traffic in Latin America and the Caribbean increased by 8.6%. That same year, the number of departures of aircraft worldwide reached 33 million, which marks a record and exceeds the numbers of departures for the year 2012.

2.4 The Inter-American Development Bank (IDB), in its report on "Air Transport for Latin America and the Caribbean 2016," established that the air sector for Latin America and the Caribbean (LAC) is growing rapidly and is expected to continue to do so in the future. Several States of the region experienced a growth of up to 30% for the year 2012 and it is estimated that the region will grow at a rate of 6% each year in the next 20 years, exerting pressure on the existing aeronautical infrastructure, demanding greater capacity and better performance.

3. Conclusion

3.1 With the arrival of the globalized economy, air transport has taken a preponderant role whose manifestation is perceived in greater flow of passengers and cargo that are transported in this way, from the above it is easy to deduce that strengthening Safety in relation to Search and Rescue (SAR) in the CAR Region is a key element, to provide an immediate response to any air accident that may occur in the area, in order to save as many human lives as possible.

3.2 There is no doubt that the reports of ICAO-IDB and ECLAC on the vertiginous growth of air operations worldwide are of great benefit to the Caribbean economies, however, these same reports indirectly tell us that we must strengthen our Aeronautical SAR System, since with the increase of air operations also increase the possibilities or probabilities of incidents or air accidents occurring in the CAR Region.

3.3 Successfully executed SAR operations can provide positive publicity about situations that, in another case, could be considered in a negative way. However, the opposite is also true; that is, an insufficient or ineffective response in the event of a major accident can also be the subject of global publicity and adversely affect such sensitive sectors, such as tourism and transport in the CAR Region.

4. Suggested actions.

4.1 The meeting is invited to take note of the information presented in this Working Paper and motivate the strengthening of the Aeronautical SAR System of the CAR Region.