



SAR Requirements and Challenges in the AFI Region

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Outline

- Background
- Annex 12 Requirements
- Regulatory deficiencies
- Benefits of SAR Cooperation
- Challenges





Background

- In December 1946 at its 2nd Session, the Search and Rescue Division made recommendations for Standards and Recommended Practices for Search and Rescue. These had been developed by the Secretariat and the existent Air Navigation Committee.
- Annex 12 became effective on 1 December 1950 and came into force on 1 March 1951.



Annex 12 Requirements

- Contracting States shall coordinate their search and rescue organizations with those of neighbouring States (Std 3.1.1).
- Contracting States should, whenever necessary, coordinate their search and rescue operations with those of neighbouring States especially when these operations are proximate to adjacent search and rescue regions (Rec 3.1.2).



Annex 12 Requirements

- Contracting States should, in so far as practicable, develop common search and rescue plans and procedures to facilitate coordination of search and rescue operations with those of neighbouring States (Rec 3.1.2.1).



Annex 12 Requirements

- Contracting States should enter into agreements with neighbouring States to strengthen search and rescue cooperation and coordination, setting forth the conditions for entry of each other's SAR units into their respective territories. These agreements should also provide for expediting entry of such units with the least possible formalities (Rec 3.1.5).



Annex 12 Requirements

- Each Contracting State should authorize its rescue coordination centres to provide, when requested, assistance to other rescue coordination centres, including assistance in the form of aircraft, vessels, persons or equipment (Rec 3.17).
- Contracting States should make arrangements for joint training exercises involving their search and rescue units, those of other States and operators, in order to promote search and rescue efficiency (Rec 3.1.8).



IAMSAR Manual, Chapter 1

- Every State recognizes the great importance of saving lives and the need to be directly involved in rendering aeronautical and maritime search and rescue services to persons in distress.
- With a focus on the humanitarian nature of their work, member States of ICAO and IMO cooperate to develop and sponsor vital standards and recommendations, to provide other types of assistance to States to help prevent and cope with distress situations and to facilitate international co-operation and co-ordination on a daily basis.



Regulatory Deficiencies

- Lack of SAR legal framework in many States (absence of *comprehensive legislation/regulations*).





Benefits of SAR Cooperation

- Mutual benefit in having bi-lateral SAR agreements between States where resources can be shared for the purpose of savings lives.
- State RCC/RSC will be able to initiate a request for SAR assistance at an early stage, using contact details already available in the LoA/MoU.
- The RCC/RSC will have details of SAR assets that can be made available or at short notice from neighbouring States.



Benefits of SAR Cooperation

- Mutual benefit in having bi-lateral SAR agreements between States where resources can be shared for the purpose of saving lives.
- State RCC/RSC will be able to initiate a request for SAR assistance at an early stage, using contact details already available in the LoA/MoU and will normally result in early deployment of SAR units to the search area, thereby increasing the chances of survivors being located and rescued before they can succumb to their injuries or to the harsh conditions of their immediate environment.



Benefits of SAR Cooperation





Benefits of SAR Cooperation

- Provides assurance to the traveling public that States through their civil aviation authorities, maritime authorities and other local agencies can assure expeditious and effective search and rescue operations.

PUBLIC OPINION AND
EXPECTATIONS



Benefits of SAR Cooperation

- Builds confidence related to States' SAR systems in place
- Prevents bad publicity



Benefits of SAR Cooperation

- The RCC/RSC will have details of SAR assets that can be made available or at short notice from neighbouring States.



Challenges

- In many States, the involvement of CAAs in day to day running/operation of RCC/RSC is limited and is mostly related to safety oversight functions.
- RCC/RSC responsibilities normally fall under military entities who are better equipped and trained to carry out SAR operations.
- Lack of MoU detailing extent of cooperation between civil and military entities for SAR at national level.



Challenges

- No formal arrangements for CAA inspectors to access and conduct inspections of the RCC/RSC managed by military authorities.
- Lack of political will to support cooperation requirements provided for under Annex 12 to the Chicago Convention.
- Lack of LoAs with neighbouring States in adjacent Search and Rescue Regions to assist/cooperate in SAR operations.
- Lack of adequately trained SAR inspectors to conduct safety inspections/audits of RCC/RSC.



Challenges

- No formal arrangements for CAA inspectors to have unrestricted access to conduct inspections RCC/RSC managed by military authorities.
- Lack of political will to support cooperation requirements provided for under Annex 12 to the Chicago Convention.
- Lack of funds or SAR budget to support effective implementation of SARPs related to Annex 12, as identified by ICAO USOAP CMA activities.



APIRG/20 AFI ANS key Performance Indicators and Targets

- **States to establish effective and operational Search and Rescue (SAR) organization by 31 December 2016**



SAR Activities

- ICAO Regional Offices to initiate SAR project under AFI Plan to assist States in implementation of the AFI ANS Performance Indicators and Targets
- Workshop on the Provision and Improvement of Search and Rescue Services in the AFI Region in Mahe, Seychelles, 19 to 22 July 2016





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