

ASSI TF/1-REPORT

INTERNATIONAL CIVIL AVIATION ORGANIZATION



THE AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP (APIRG)

**REPORT OF THE FIRST MEETING OF THE
AFI SAR SERVICES INTEGRATION TASK FORCE**

ASSI TF/1

(Dakar, Senegal, 19 – 20 September 2011)

The views expressed in this Report should be taken as those of the AFI SAR Services Integration Task Force and not of the Organization. This Report will, however, be submitted to the ATM/AIM/SAR Sub-group and any formal action taken will be published in due course as a Supplement to the Report.

The designations employed and the presentation of material in this publication do not imply the expression of any opinion whatsoever on the part of ICAO concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontier or boundaries.

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PART I – HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1 The First Meeting of the AFI Search and Rescue Services Integration Task Force (ASSI TF/1) was held at the ICAO WACAF Regional Office, Dakar, Senegal, from 19 to 20 September 2011.

2. OPENNING

2.1 The ASSI TF/1 meeting was opened by Mr. Evalou Gngang, Acting Deputy Regional Director, on behalf of Mr. Mam Sait Jallow, Regional Director, Western and Central African (WACAF) Regional Office.

2.2 In his opening remarks, Mr. Gngang welcomed all delegates to Dakar. He recalled the concerns expressed by the AFI RAN and APIRG meetings about the long standing lack of implementation of SAR provisions in the AFI Region, hence the decision to establish this task force in order to foster and monitor SAR activities. He highlighted the recommendation issued by the SP AFI RAN calling for the Establishment of subregional search and rescue (SAR) arrangements in the AFI Region as a mean for States to provide SAR services in a more efficient and cost-effective manner. He indicated that Regional SAR service provision, inter alia, offered the opportunity of aeronautical and maritime agencies to cooperate to provide SAR services over a geographic area determined in consideration of need and risk rather than within State borders.

2.3 Mr. Gngang finally expressed his fervent wish that the works of the Task Force will support the development of the concept of sub-regional search and rescue (SAR) arrangements and cooperation between neighboring States, provide a forum for discussions and identifying solutions to impediments in the effective provision of SAR services in the Region; and developing regional guidance to meeting ICAO provisions in the field of SAR.

3. ATTENDANCE

3.1 The ASSI TF/1 meeting was attended by a total of 14 participants from nine (9) States namely Botswana, Cape Verde, Gabon, Gambia, Guinea Conakry, Kenya, Mali, Niger and Senegal, and one (1) organization (ASECNA). The list of participants is at the **Attachment A** to the Report.

4. OFFICERS AND SECRETARIAT

1.2 The meeting unanimously elected Mr. Amadou Bassirou Mbodj Director of Air Navigation and Air Fields, Senegal CAA, who volunteered to chair the meeting. Mr. Sadou Marafa, Regional Officer, ATM/SAR (ICAO WACAF Office) was the Secretary of the meeting.

5. LANGUAGE

5.1 Discussions were conducted in the English language and documentation was issued in the same.

6. AGENDA

6.1 The following Agenda was adopted:

STRATEGIC OBJECTIVES	AGENDA ITEM NO.	SUBJECT
A	1	Election of Chairperson and Adoption of the Agenda
A	2	Review and follow up of Recommendations, Conclusions and Decisions applicable to the Task Force
A	3	SAR Regional Performance Objectives; Update on Actions
A	4	Review SAR Guidelines
A	5	SAR legislation and Regulations
A	6	Review/update of the deficiencies in the Search and Rescue
A	7	Review of Terms of Reference (TOR) of the ASSI Task Force and Work Programme; Date and Venue of the next meeting
	8	Any other business

7. CONCLUSIONS AND DECISIONS

DEFINITION

7.1 All APIRG Sub-Groups and Task Forces record their actions in the form of Conclusions and Decisions with the following significance:

- a) **Conclusions** deal with the matters which, in accordance with the Group's terms of reference, directly merits the attention of States on which further action will be initiated by ICAO in accordance with established procedures; and
- b) **Decisions** deal with matters of concern only to the APIRG and its contributory bodies.

LIST OF CONCLUSIONS AND DECISIONS

7.2 The list of ASSI TF/1 Conclusions and Decisions is at **Attachment B** to this Report.

PART II: REPORT ON AGENDA ITEMS

Report on Agenda Item 1: Election of the Chairperson and Adoption of the Provisional Agenda

1.1 In accordance with the established practice within APIRG, the meeting had to elect from among its member States, a Chairperson to facilitate its business.

1.3 In this regard the Task Force agreed that the Chairperson should be active in following up with States and Regional Offices, on the work of the Task Force. Accordingly, while embracing a similar approach as the other APIRG bodies, the Task Force agreed that the Chairperson should therefore chair two meetings in order to enable him to actively support the work of the Task Force in between meetings, and to provide a detailed progress report to the next meeting.

1.4 Mr. Amadou Bassirou Mbodj representative of Senegal volunteered to chair the meeting and all the delegates unanimously supported his nomination.

1.5 In accepting the election, Mr. Mbodj thanked the participants for their confidence in him, and assured them that, with their able support he will do his best to serve the proceedings of the Task Force.

1.6 The meeting reviewed and agreed on the proposed agenda for the First Meeting of the AFI SAR Services Integration Task Force (ASSI TF/1), copy of which had been forwarded to States and international organizations as an attachment to the invitation State Letter. The agenda was adopted as indicated in paragraph 6 of the History of the Meeting.

Report on Agenda Item 2: Review and follow up on Recommendations, Conclusions and Decisions applicable to the Task Force

2.1 The meeting recalled that the AFI 7 meeting adopted a comprehensive set of Recommendations, aimed at fostering implementation of current and future imperatives in the field of SAR:

- Recommendation 6/1 – Carriage of 406 MHZ ELTs
- Recommendation 6/2 – Satellite-aided search and rescue
- Recommendation 6/3 – Cooperation between States
- Recommendation 6/4 – Coordination with maritime SAR authorities
- Recommendation 6/5 – Training of SAR personnel
- Recommendation 6/6 – Search and rescue seminars
- Recommendation 6/7 – Search and rescue exercises
- Recommendation 6/8 – Search and rescue facilities

2.2 It was also recalled that the SP AFI/08 RAN Meeting adopted Recommendation 6/22 specially related to *the Establishment of sub-regional search and rescue (SAR) arrangements*.

2.3 The meeting noted that successive APIRG meetings expressed their concern on the fact that most of the ICAO provisions relating to Search and Rescue (SAR) Services have continued to remain un-implemented for decades.

2.4 The meeting reviewed conclusion 17/68 and decision 17/67 adopted by APIRG 17 meeting in accordance with recommendation 6/22 from the SP AFI RAN meeting.

2.5 APIRG Conclusion 17/68 was particularly discussed. The meeting was of the view that the actions required therein from States (establishment of JRCCs, sub-regional SAR cooperative arrangements, SAR bilateral/multilateral agreements) have been long standing issues that will still need time to be implemented. The obstacles being one or all of the following: question of leadership among the various stakeholders, sovereignty, national procedures for concluding an international agreement, political implications etc... .

2.6 The meeting acknowledge that there is a need for more sensitization on SAR issues, for politicians and other high level management executives who are involved in the implementation of SAR provisions. Likewise the meeting was of the view that the activities of the ASSI Task Force could be the opportunity to provide more information on SAR matters to all interested parties as well as to the public in general.

2.7 To this effect the meeting agreed to the following draft conclusion and decision:

Draft Conclusion 1/1: Resolution of SAR deficiencies and Establishment of Joint RCCs

That ICAO send a State letter to all AFI States, calling on them to expedite the resolution of the longstanding deficiencies recorded in the SAR field and highlighting that both ICAO and the International Maritime Organization (IMO) now recommend the establishment of joint aviation/maritime rescue coordination centres and regionalized provision of SAR services.

Draft Decision 1/1: Organization of ASSI TF meetings

That

- a) *the ASSI TF meeting be held in a different State each year;*
- b) *the ASSI TF meeting to coincide with SAR events occurring in the host State (SAR exercises, visit of SAR facilities etc..) if possible.*

REPORT ON AGENDA ITEM 3: SAR REGIONAL PERFORMANCE OBJECTIVES

3.1 The meeting was reminded of the introduction of the performance-based approach to the planning of air navigation services in the AFI region which was presented to and agreed upon by the SP AFI RAN 08 meeting held in Durban, South Africa. A series of performance

framework Forms (PFF) relating to air navigation fields was considered by the SP AFI RAN meeting and referred to APIRG as a mechanism to identify the performance objectives as well as to establish timeframes for the regional planning and implementation process.

3.2 The meeting was presented with the Performance Framework Form on the *Establishment of Sub-regional SAR arrangements* as adopted through SP AFI/08 RAN Recommendation 6/22 and then reviewed and updated by both the ATS/AIS/SAR SG/11 and APIRG 17 meetings.

3.3 In accordance with its TORs, the Task Force reviewed and updated the PFF. In so doing, the Task Force noted that the Performance Framework Form as established by the SP AFI/08 RAN meeting was a template applicable to the Southern African Region. The meeting therefore agreed that it should be amended to make it relevant for any region or sub-region which may develop regional SAR arrangements for the provision of SAR services within a geographical area.

3.4 The meeting reviewed the content of the Performance Framework Form (PFF) and in the light of discussions thereon, the PFF objectives were amended as shown at **Appendix 3A** to the report on agenda item 3.

3.5 The meeting *inter alia* recommended the development of a web page under ESAF and WACAF website whereby information on SAR implementation and activities in the AFI region, will be published. The meeting therefore agreed to the following draft conclusion:

Draft Conclusion 1/2: Development and management of an AFI SAR web page

That

- a) *ICAO develops and manage a web page under ESAF and WACAF websites where information from all AFI States on SAR implementation and SAR activities will be posted.*
 - b) *AFI States forward to the ICAO regional offices regular information on their SAR activities, for posting on the website.*
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APPENDIX 3A
AFI REGIONAL PERFORMANCE OBJECTIVES/NATIONAL
PERFORMANCE OBJECTIVES FOR SEARCH AND RESCUE (SAR)

ESTABLISHMENT OF SUB-REGIONAL SAR ARRANGEMENTS				
Benefits				
Efficiency and Safety	<ul style="list-style-type: none"> • cost-efficient use of accommodation and RCC equipment on a shared basis • service provision more uniform across a geographic area defined by risk • proficient services provided near and within States with limited resources. • harmonization of aviation / maritime procedures • inter-operability of life-saving equipment • development of a pool of experienced SAR mission coordinators skilled across both aviation and maritime domains thus reducing coordination and fragmentation 			
Strategy				
ATM OC COMPONENTS	TASKS	TIMEFRAME START-END	RESPONSIBILITY	STATUS
N/A	<ul style="list-style-type: none"> • conduct AFI Regional SAR workshop • establish collaborative decision making process • Collaboration between states • Networking process by setting up a website; nominate a focal point within ICAO to manage the website • Nominate a focal point within each state/organization to coordinate SAR issues 	every year	ICAO	
	<ul style="list-style-type: none"> • develop needs assessment and gap analysis • conduct self audits 	2011 – 2012	ICAO /States	Not started
	<ul style="list-style-type: none"> • develop regional action plan to resolve the deficiencies 	2011 – 2012	APIRG/STATES	Not started
	<ul style="list-style-type: none"> • conduct regional SAR Administrators training and SAR Mission Coordinators training 	2011 – 2012	ICAO	Not started
	<ul style="list-style-type: none"> • determine regional and sub regional organisation, functions and responsibilities, accommodation and equipment needs.: 	2011 – 2012	APIRG/ STATES	Not started

	<ul style="list-style-type: none"> produce draft legislation, regulations, operational procedures, letters of agreement SAR plans and safety management policies for regional SAR provision using IAMSAR manual as guidance. 	2010 – 2012	APIRG	Implementation on a continuous basis
	<ul style="list-style-type: none"> determine future training needs and develop training plans and conduct training as required 	2010 – permanent	APIRG/STATES	Implementation on a continuous basis
	<ul style="list-style-type: none"> develop SAR plan <ul style="list-style-type: none"> ➤ alerting procedures ➤ resource databases ➤ interface procedures with aerodrome emergency procedures and generic disaster response providers ➤ RCC check lists ➤ staffing, proficiency and certification plans ➤ preventive SAR programmes ➤ quality programmes ➤ education and awareness programmes ➤ in-flight emergency response procedures 	2011 – 2012	States	Not started
	<ul style="list-style-type: none"> conduct SAR exercises required.: <ul style="list-style-type: none"> -National -Multinational 	2012 - Permanent	States	Not started
	<ul style="list-style-type: none"> monitor implementation process 	As appropriate	ICAO/States	Not started
linkage to GPIs	N/A			

Notes: 1. Enablers: Regional Organizations like SADC, ECOWAS, CEMAC, EAC etc.

2. The Task Force has identified the following groups of RCCs as potential base for regional/subregional SAR close co-operation e.g: SAR exercise, training, meetings etc...:

- Casablanca, Canarias, Dakar, Roberts, Sal,
- Algiers, Asmara, Cairo, Tripoli, Tunis
- Accra, Brazzaville, Kano, Kinshasa, Ndjamena, Niamey,
- Addis, Entebbé, Khartoum, Mogadishu, Nairobi
- Southern Africa States
- Antananarivo, Mauritius, Seychelles

3. All work requires close cooperation with all States affected, ICAO, IMO, Cospas-Sarsat and other worldwide bodies as require.

REPORT ON AGENDA ITEM 4: REVIEW OF SAR GUIDELINES

4.1 The meeting recalled that the States' obligations with regard to SAR are rooted specifically from Article 25 of the Chicago Convention.

4.2 It was recalled also that the Standards and Recommended Practices applicable to the provision of SAR services are contained in Annex 12 to the Chicago Convention. The attention of the meeting was drawn to Chapter 3 thereof, which deals specially with the necessary cooperation and coordination in this field.

4.3 The meeting was reminded of guidelines for a common aviation and maritime approach to organizing and providing SAR services as contained in the International Aeronautical and Maritime Search and Rescue Manual (IMSAR Manual Doc 9731), that could assist States in developing or improving their SAR services, and meeting their obligations contracted on the international level. Volume 1 of Doc 9731 shows helpful provisions with regard to co-operation in the SAR field and SAR agreements.

4.4 Other provisions on SAR can be found in the "*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. In this regard Appendix N of the Assembly Resolution 37-15 on *Provision of Search and Rescue Services*, addresses various elements that are pertinent to SAR implementation.

4.5 The meeting recalled that in support of the provisions of Annex 12, the basic principles, operational requirements and planning criteria regarding search and rescue services, have been developed for the AFI Region and are indicated in Part VII of the Basic Air Navigation Plan (ANP) (Doc 7474). The AFI ANP FASID Table SAR1 specifies the minimum units and facilities necessary for the provision of SAR operations in the AFI region. However, the meeting was of the view that there is a need to review and update SAR provisions provided in the ANP.

4.6 The AFI Planning and Implementation Regional Group (APIRG) also provides guidance through its Conclusions and Decisions aimed at fostering implementation in the field of SAR.

REPORT ON AGENDA ITEM 5: SAR LEGISLATION AND REGULATIONS

5.1 Under this item, the meeting recalled that the lack of appropriate SAR legislation/regulation and lack of SAR agreements are the major specific deficiencies that continued to be the long-time obstacles to the provision of efficient SAR services in AFI region.

5.2 It was recalled that one of the objectives of a SAR legislation is to make a SAR operation legal and to empower the SAR mission coordinator to discharge his/her duties and to protect him/her against legal action by owners of facilities in case of accidents occurring to those same facilities during a SAR operation.

5.3 In order to assist and facilitate States in discharging their responsibilities in this regard, the meeting recalled the existence of sample documentation that may be used as models by States and adapted to their national environment of SAR, such as:

- the Sample Legislation for establishing a SAR Organization, from Document 9731 (IAMSAR) reproduced at **Appendix 5A** to this report.
- The model of SAR agreement provided in the IMSAR Manual and reproduced at **Appendix 5B** this report.
- The set of template SAR documentation produced by the ICAO/AFCAC SAR Project, including:
 - a draft SAR Bill;
 - a draft SAR Presidential Decree;
 - a draft SAR Plan;
 - a draft Inter-ministerial SAR Decree;
 - a draft Agreement between the Ministries in charge of Civil Aviation and Defence;
 - draft terms of reference for a SAR Coordinating Committee;
 - a draft International SAR Agreement;
 - a draft regulation on the carriage of Emergency Locator Transmitter (ELT);
 - a draft Rescue Coordination Centre (RCC) Operations Manual ; and
 - a SAR Exercise Manual.

And available at the following address:

http://www.icao.int/SARafrica/documentation_en.htm

5.4 The meeting highlighted the importance of SAR legislation and SAR agreements in the process of establishing a SAR organization by a State.

Appendix 5A**Sample Legislation Establishing
a SAR Organization**

Note: The sample legislation can be adapted for use by aeronautical, maritime, or authorities of both.

[Type of Legislation] of the [Legislative Body]

Concerning

The Establishment of a Search and Rescue Organization>

[Date]

Article 1

A Search and Rescue Organization shall be established for the provision of search and rescue services in accordance with the IMO International Convention on Maritime Search and Rescue, 1979, as amended, and the Convention on International Civil Aviation Annex 12.

The Search and Rescue Organization shall, as far as its primary function permits, assist in other emergencies.

Article 2

The competent national authorities shall be responsible for the provisions of the Search and Rescue services.

Article 3

During search and rescue operations, the competent national authorities shall be entitled to call for the collaboration and support of other Government services.

The competent national authorities shall be authorized to conclude agreements concerning the provision of assistance with local (State, provincial, municipal) authorities and suitable private agencies or persons.

Article 4

The competent national authorities shall be responsible for negotiating the terms of international agreements with the Search and Rescue organization of other States.*

All Government services concerned shall take measures to facilitate, as far as possible, the immediate and temporary entry of personnel, and their equipment, from other States who, in agreement with the competent national authorities are participating in search and rescue operations.

All Government services concerned shall seek to implement, as appropriate, the search and rescue recommendations and standards of the International Civil Aviation Organization and/or the *International Maritime Organization*.

* Depending on the administrative practices, agreements of this type may have to be endorsed at higher levels.

Article 5

Questions of assignment of costs, connected with the conduct of a search and rescue operation, shall not be allowed to interfere with its prompt and effective execution by the [Departments in charge of Civil Aviation and/or Merchant Marine].

Article 6

This *[Type of Legislation]* shall be effective as of *[date]*.

[place]

[date]

For the

[Legislative Body]

[signature]

Appendix 5B

SAR Agreements

Notes regarding SAR agreements, and the sample agreement that begins on the following page:

Parties may be organizations within a State, maritime and/or aeronautical SAR authorities of two or more different States (particularly with neighbouring search and rescue regions), or higher authorities of two or more States, i.e., the sample agreement can be adapted for local, national or international use.

Each section of the sample agreement may be optionally used or adapted as the Parties agree, bearing in mind consistence with the principles of international law, and the goals of IMO, ICAO and the States and organizations concerned.

It is generally advisable to include specific information, such as phone numbers or addresses, in appendices other documents separate from the basic signed agreement.

When SRRs are addressed in the agreements, normally only the lines separating the SRRs of the Parties are described, since other delimitation of the SRRs would normally involve States other than the Parties. Agreements between national organizations may or may not need to address geographic areas of responsibility. It should be recognized among the Parties that the establishment of SRRs is mainly for ensuring the availability of SAR services, and to facilitate proper distribution of distress alerts to RCCs; SRRs should not be viewed as affecting political boundaries, and do not need to align with political boundaries if the Parties so agree for the sake of improving or simplifying SAR operations. SRR delimitation over international waters is not intended to obstruct the provision of SAR services in any way. Furthermore, the provision of SAR services within an SRR shall be without regard to the nationality or circumstances of the persons in distress.

If agreements discuss territorial entry for SAR, provisions should account for a balance of concerns for sovereignty and concerns for saving lives.

The concept of "territory" is understood to include territorial land, airspace and seas. It is advisable that SAR agreements address sensitive issues to the degree necessary for practical SAR co-operation between or among the Parties, while emphasizing the humanitarian nature of SAR, and avoiding topics which are unrelated to SAR, or which are both politically sensitive and unnecessary.

**Agreement on [Aeronautical and/or maritime] Search and Rescue between
[name the parties]**

1 INTRODUCTION

Knowing the importance of co-operation in search and rescue (SAR), and of the provision of expeditious and effective SAR services;

Desiring to support the provisions of the [*International Convention on Maritime Search and rescue of the International Maritime Organization (IMO) and/or the Convention on International Civil Aviation of the International Civil Aviation organization (ICAO)*]; and

Seeking to provide an overall plan for SAR co-ordination, use of available resources, mutual assistance, and efforts to improve SAR services;

The Parties have agreed as follows:

2 EXTENT OF ASSISTANCE

The parties agree to co-operate in the following areas:

- (a) Support each other by pooling SAR facilities as appropriate for operations within their respective search and rescue regions (SSRs);
- (b) Make, and respond to, requests for operational assistance between the designated rescue co-ordination centres (RCCs) or rescue sub-centres (RSC)s of the Parties as capabilities allow;
- (c) Develop procedures and communications appropriate for co-ordination among facilities of both Parties responding to the same distress incident, and for co-ordination between the RCCs or RSCs of the Parties;
- (d) Normally apply the guidance of the International Aeronautical and Maritime SAR Manuals regarding SAR operational procedures and communications;
- (e) Work to establish agreed procedures, which balance concerns for sovereignty and for saving lives, regarding entry of various types of SAR facilities into the territory of the other Party, solely for a search or a rescue operation; and
- (f) Enter into other collaborative SAR efforts which may include:
 - mutual visits by SAR personnel of the Parties;
 - joint training or exercises;
 - co-operation in development of SAR procedures, techniques, equipment, or facilities;
 - exchange of pertinent SAR or communications information; and
 - establishment of one or more SAR committees to provide a means for ongoing co-operation in improving SAR effectiveness

3 SEARCH AND RESCUE REGIONS

Establishment of SRRs is intended only to effect an understanding concerning where each Party accepts primary responsibility for coordinating or providing SAR services. SRRs of the Parties shall be separated by lines connecting points as follows: [*appropriate co-ordinate points describing applicable lines*]

4 TERMS OF AGREEMENT

Each Party will:

- (a) Keep information readily available on availability of any SAR facilities or other resources which may be needed for implementing this Agreement.
- (b) Keep each other fully and promptly informed of all SAR operations of mutual interest, or which may involve use of facilities of the other Party;
- (c) Authorize its RCC(s) to request assistance via the RCC(s) of the other Party, and to provide all pertinent information on the distress situation and the scope of assistance needed;
- (d) Authorize its RCC(s) to promptly respond to a request for assistance from an RCC of the other party;
- (e) Authorize its RCC(s) to promptly arrange, or arrange in advance, with other national authorities for territorial entry of SAR facilities of the other Party (including overflight or landing of SAR aircraft, and similar accommodation of surface (land or water) SAR units) as circumstances dictate for fueling, medical, or other appropriate and available operational support, or in response to a request to the RCC of the other Party for assistance of those facilities which would involve territorial entry;
- (f) Normally fund its own activities in relation to this Agreement unless otherwise arranged by the Parties in advance, and, in any event, will not allow a matter of reimbursement of cost to delay response to persons in distress.

5 GENERAL PROVISIONS

This Agreement:

shall enter into force ... [provisions as appropriate].

May be amended [provisions as appropriate]; and

May be terminated or superseded [provisions as appropriate];

Report on Agenda Item 6: Review/update of the deficiencies in the Search and Rescue

6.1 The meeting recalled the definition of a “deficiency” as approved by the ICAO Council. The meeting noted that the SP AFI/ 8 RAN meeting Rec.6/25 had adopted performance objectives for the elimination of Air Navigation Deficiencies in the AFI Region, and called States to develop their national action plans, aligned with the regional performance objective, to eliminate their relevant deficiencies.

6.2 The meeting noted, as APIRG/17 meeting did, that based on currently available information , most States (40-45) had three or four similar deficiencies in the field of SAR (lack of SAR legislation, lack of SAR agreements, lack of ELT carriage legislation, lack of SAR exercises) all identified between 1991 and 1995.

6.3 The meeting recalled the *APIRG Conclusion 17/100* which called for the establishment of a comprehensive list of all air navigation deficiencies consistent with the ICAO definition of deficiency as approved by the Council, in order to more closely reflect the actual status of deficiencies, and in turn to trigger appropriate measures to resolve such deficiencies..

6.4 In this regard the meeting was presented with a list of deficiencies in the SAR field as considered by the ATM/AIM/SAR sub-group, to be used as a reference for minimum reporting.

6.5 The meeting reviewed and amended the list as shown at **Appendix 6A**. The main input proposed by the Task Force is that the lack of SAR training is important enough to be considered separately as a deficiency.

6.6 In the whole, based on the discussions on the lack of implementation of SAR provisions in the AFI region, the meeting was of the view that the Task Force will need updated information on the status of implementation of SAR services in AFI States, to conduct its work. The meeting therefore agreed that a survey should be conducted by the ICAO Regional Offices in order to collect information on the status of implementation of SAR provisions in the AFI Region and agreed accordingly to the following Draft Conclusion:

DRAFT CONCLUSION 1/3: SURVEY ON THE PROVISION OF SAR IN THE AFI REGION

That,

- a) *ICAO Regional Offices send a State Letter with a questionnaire to all AFI States, prior to 30 November 2011, to collect information on the status of implementation of SAR provisions in the AFI Region and update the list of Air Navigation Deficiencies accordingly;*
- b) *States send their replies to the ICAO Regional Offices not later than 31 January 2012.*

APPENDIX 6A: MINIMUM DEFICIENCIES REPORTING LIST

SEARCH AND RESCUE (SAR)									
Item No	Deficiencies					Corrective Action			
	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified impediment and action thereon	Status	
1.	[Annex 12, Chapter 3] AFI/7 Rec. 6/3	Lack of Search and Rescue Agreements between neighboring States		Lack of SAR agreements can be detrimental to safety of persons in distress where searches overlap national boundaries.					
2.	[Annex 12, Section 4.3]	Search and rescue units		Lack of adequately equipped and trained search and rescue units and adequate survival and medical supplies can seriously affect the conduct and outcome of SAR operation					
3.	AFI/7 Rec. 6/5	Search and Rescue Training		Lack of formal training for SAR personnel can hinder the effectiveness of SAR operation					
4.	[Annex 12, Section 4.4]	Search and rescue exercises		Lack of regular training of search and rescue personnel and conduct of regular search and rescue exercises can prevent achievement of maximum efficiency in search and rescue operation.					
5.	AFI/7 Rec. 6/1 AFI/7 Rec. 6/2	Satellite aided search and rescue		Lack of implementation will result in difficulty in detection, identification and location of activated 406 Mhz ELTs and loss of valuable time for SAR					

Report on Agenda Item 7: Review of Terms of Reference (TOR) of the ASSI Task Force and Work Programme

7.1 The Task Force recalled that, pursuant to SP AFI/08 RAN Recommendation 6/22, the APIRG 17 meeting agreed with the proposal to establish the ASSI Task Force, and accordingly formulated the Decision 17/67: *AFI SAR Services Integration Task Force (ASSI/TF)*

7.2 Since this was the first meeting of the Task Force since establishment by the APIRG 17 meeting, the meeting was to review its terms of reference (TOR) and work programme in order to reflect more accurately the work that needs to be carried by the Task Force. The meeting reviewed the TORs and Work Programme as established by APIRG and endorsed it (see **Appendix 7A** to this report)

7.3 As part of its work programme, the Task Force considered dates, venue and tentative agenda for its next meeting. In this regard, it was agreed that the next meeting would tentatively be in September 2012 or earlier, in any case after having reported to the next ATM/AIM/SAR meeting. The venue should be the ICAO ESAF office in Nairobi (or in another State in the ESAF Office area of accreditation).

7.4 With regard to agenda for the next meeting, it was agreed that the secretariat should, based on, inter alia, latest developments and outcome of the survey, draft the provisional agenda which will be included in the invitation State letter for ASSI/TF2 meeting.

7.5 Likewise, the meeting was of the view that the secretariat should issue a State letter calling for candidates for membership of the ASSI Task Force.

APPENDIX 7A
AFI SAR SERVICES INTEGRATION TASK FORCE (ASSI TF)
TERMS OF REFERENCE AND COMPOSITION

1. TERMS OF REFERENCE

The ASSI Task Force is established to support the development of the concept of sub-regional search and rescue (SAR) arrangements and cooperation between neighboring States; provide a forum for discussions and identifying solutions to impediments in the effective provision of SAR services in the Region; and developing regional guidance to meeting ICAO provisions in the field of SAR.

2. WORK PROGRAMME

As part of its work programme, the ASSI Task Force will:

- a) Periodically review and update Regional performance objectives with regard to SAR;
- b) Identify and coordinate task related to establishment and functions of subregional SAR organizations;
- c) Develop Regional strategies and guidance to support establishment of joint aviation/maritime rescue coordination centres;
- d) Review SAR deficiencies identified within the AFI region, taking into consideration existing capacity and other constraints being experienced by States and SAR organizations, and propose solutions;
- e) Support the cooperation between ICAO and IMO in their continuing collaboration with African States to implement sub-regional, joint RCCs at strategic locations on the African continent.

3. REPORTING

The ASSI Task Force shall meet at least once a year and report to the ATM/AIM/SAR Sub-Group.

4. COMPOSITION:

The ASSI Task Force will comprise:

- a) experts nominated by AFI States from both civil aviation and military entities, SAR organizations and ANSPs;
- b) Interested International and Sub-Regional Organizations;
Note: The meeting accepted with appreciation the (starting) membership of Kenya, Seychelles and Uganda.

- b) Expertise on SAR from States outside the AFI Region and from other entities may be invited by the Task Force based on the contribution that may be provided by such expertise.

Report on Agenda Item 8: Any other business

No particular issue was considered under this agenda item.

ATTACHMENT A
ASSI TF/I Meeting - Dakar, Senegal, 19-20 September 2011

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**ATTACHMENT B
ASSI TF/I MEETING LIST OF CONCLUSIONS AND DECISIONS**

Conclusions/Decisions No.	Title of Conclusion /Decision	Text of Conclusion/Decision
DRAFT CONCLUSION 1/1	<i>Resolution of SAR deficiencies and establishment of Joint RCCs</i>	<i>That ICAO send a State letter to all AFI States, calling on them to expedite the resolution of the longstanding deficiencies recorded in the SAR field and highlighting that both ICAO and the International Maritime Organization (IMO) now recommend the establishment of joint aviation/maritime rescue coordination centres and regionalized provision of SAR services.</i>
DRAFT CONCLUSION 1/2	Development and management of an AFI SAR web page	<p><i>That</i></p> <ul style="list-style-type: none"> a) <i>ICAO under ESAF and WACAF websites where information from all AFI States on SAR implementation and SAR activities will be posted.</i> b) <i>AFI States forward to the ICAO regional offices regular information on their SAR activities, for posting on the website.</i>
DRAFT CONCLUSION 1/3	Survey on the provision of SAR in the AFI Region	<p><i>That,</i></p> <ul style="list-style-type: none"> a) <i>ICAO Regional Offices send a State Letter with a questionnaire to all AFI States, prior to 30 November 2011, to collect information on the status of implementation of SAR provisions in the AFI Region and update the list of Air Navigation Deficiencies accordingly;</i> b) <i>States send their replies to the ICAO Regional Offices not later than 31 January 2012.</i>
DRAFT DECISION 1/1	<i>Organization of ASSI TF meetings</i>	<p><i>That</i></p> <ul style="list-style-type: none"> a) <i>the ASSI TF meeting be held in a different State each year;</i> b) <i>the ASSI TF meeting to coincide with SAR events occurring in the host State (SAR exercises, visit of SAR facilities etc..) if possible.</i>