

SAR Concerns in recent incidents

Dave Edwards, Chairman

**International Civil Aviation Organization/International
Maritime Organization Joint Working Group on SAR
(ICAO/IMO JWG)**

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Where do we need a SAR system?



Briefing to ICAO Council May 2014

'Progress Since 2009 and the Work Ahead'

- ICAO HQ ongoing effort to improve "Provision of timely and adequate SAR services"
 - SAR Coordination and Regional Plans (ICAO audit findings note lack of SAR legislation or SAR plans)
 - SAR Operator Training
 - SAR National Coordinator point of contact

AF 447 in 2009...Malaysia MH 370 in 2014

- Such an incident has happened or will happen to all States with maritime SAR regions
- Need to plan ahead and learn from previous incidents
- Some common aspects:
 - Media interest
 - Foreign governments interest and involvement
 - Next of kin of the victims (save lives, recover victims)
 - Quick reaction – who to call, effective response
 - Cooperation – neighboring States, civil-military
 - Maritime drift – objects drift differently



Harmonize aeronautical and maritime SAR services –

- Participate in interagency and regional meetings and exercises
- Finalize search and rescue agreements - Multilateral or bilateral;
- Effective SAR response – Plan ahead and make use of all available resources (aeronautical/maritime, civil/military, regional); and,
- Clear understanding of Civil-Military cooperation and coordination nationally and internationally