NAM/CAR/SAM Search and Rescue (SAR) Implementation and Civil-military Coordination Meeting (SAR MTG)

Port of Spain, Trinidad and Tobago, 25 to 28 October 2016

Agenda Item 3:	Civil/Military Coordination
	3.1 The Convention on International Civil Aviation (Doc 7300) and ICAO provisions regarding civil/military coordination

NATIONAL COORDINATION PROCESS

(Presented by United States)

EXECUTIVE SUMMARY
Lessons learned from recent aeronautical and maritime tragedies have revealed that many States can have difficulty with efficient coordination and cooperation between civil and military authorities as well as aeronautical and maritime SAR agencies. Such coordination issues can be actual operational response but also administrative. This paper discusses an administrative process which may help the national civil aviation authority to obtain the views and inputs of all appropriate agencies within the national government on correspondence sent out by ICAO Headquarters Montreal.

Action:	See paragraph 3.1
Strategic Objective:	Safety
References:	IAMSAR Manual 2016 edition, Volume I

1.   Introduction

1.1   This paper discusses an administrative process which may help the national civil aviation authority (CAA) to obtain the views and inputs of all appropriate agencies within the national government on correspondence sent out by ICAO Headquarters Montreal. The military services, due to their resources and training, often are a primary source of SAR response assets. The military, as well as all other agencies which support SAR, would benefit from a national interagency process for handling of such correspondence. The goal is a whole-of-government approach to handle SAR matters.

2. **Discussion**

2.1 All States, sooner or later, will experience gaps in coordination among its many ministries and agencies. This can easily happen when a CAA is trying to handle the immense amount of correspondence from ICAO headquarters Montreal. Such correspondence includes requests for inputs (or notification of final results) to ICAO proposed amendments to its Annexes (Standards and Recommended Practices), guidance material, papers submitted by other States to meetings, and numerous other issues coming from ICAO headquarters. Also included will be "State Letters" which are from ICAO Regional Offices that seek inputs on their regional documents, meeting announcements, and other matters. To manage the wide range of topics and to minimize gaps in national coordination, some States have established an administrative interagency process which is led by the CAA.

2.2 SAR would be one of many topics handled under this process. The core components of such an administrative interagency process (group, forum, committee or other name) could be:

a) CAA have the administrative lead to manage the procedures, receive the ICAO correspondence, assign an action office and distribute to all involved offices, act as the focal point for email correspondence, hold meetings when necessary, and deliver the final response back to ICAO.

b) Member ministries and agencies (foreign affairs, military, transportation, commerce, communications, accident investigation, SAR service, etc.) would be decided based upon matters requiring government decision or policy direction which affects two or more agencies.

c) Each member ministry/agency would appoint a single point of contact and liaison for its organization and ensures timely and effective participation in the process. The single point of contact would ensure the materials are distributed, coordinated, and circulated to the appropriate individuals within the respective organization.

2.3 'State letters' initiated by the Regional Office would typically be assigned to one action office/point of contact and distributed to other involved offices. The action office for meeting announcements such as for this SAR Implementation meeting would receive the inputs from the other offices and submit to the CAA coordinating point a proposed reply back to the regional office. This proposed reply would be circulated for final approval, and then sent by the CAA to the regional office.

2.4 The CAA coordinating point would need to know which documents would to be reviewed by each ministry/agency. Experience indicates that certain ICAO annexes have more SAR-related changes and correspondence than others. Annex 12 – *Search and Rescue* is the key SAR annex but others have parts related to SAR, including Annex 6 – *Operation of Aircraft*, and Annex 10 – *Aeronautical Telecommunications*, and Annex 11 – *Air Traffic Services* (Chapter 5 Alerting Services). However, there are other documents of concern to SAR so it may be best to use key words such as:

search	distress
rescue	emergency
rescue coordination [center]	emergency locator transmitter
alert	SAR

ELT	Cospas-Sarsat
121.5 MHz	eANP
406 MHz	Annex 12

3. **Action requested of the Meeting**

3.1 The meeting is invited to:

a) discuss if the administrative interagency process discussed above could help the national civil aviation authority to obtain the views and inputs of all appropriate agencies within the national government;

b) make improvement to the process outlined, including other key words; and,

c) consider drafting a recommendation to encourage States to use this or a similar process to improve national interagency coordination, especially for search and rescue matters.

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