



# ICAO

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

NACC/DCA/07 — IP/06  
06/09/17

**Seventh Meeting of the North American, Central American and Caribbean Directors of Civil Aviation  
(NACC/DCA/07)**

Washington, D. C., United States, 19 – 21 September 2017

**Agenda Item 5: NAM/CAR Regional Safety/Air Navigation/Aviation Security Implementation Matters**

**5.2 Effectiveness of air navigation implementation mechanisms**

**SEARCH AND RESCUE (SAR) CURRENT SITUATION**

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This information paper presents the current situation of the regional implementation of applicable Search and Rescue (SAR) requirements, and No Country Left Behind (NCLB) Strategy actions to comply with the NAM/CAR regional targets.	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• <i>Convention on International Civil Aviation</i> (Doc 7300/9)</li><li>• <i>Annex 12 to the Convention on International Civil Aviation — Search and Rescue</i></li><li>• <i>International Aeronautical and Maritime Search and Rescue Manual (IAMSAR Manual)</i> (Doc 9731)</li><li>• <i>2016–2030 Global Air Navigation Plan</i> (Doc 9750-AN/963)</li><li>• <i>NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (RPBANIP)</i></li></ul>

**1. Introduction**

1.1 The aviation users in general, and the air transport industry, expect a timely and adequate Search and Rescue (SAR) response to be provided when required. States need to be adequately prepared for the provision of efficient and effective SAR services. National and regional collaboration is essential to achieve this goal.

1.2 Article 25 of the *Chicago Convention* requires that each Member State undertakes to provide such measures of assistance to aircraft in distress in its territory as it may find practicable, and to permit, 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 required by the circumstances. Each Member State, when undertaking search for missing aircraft, will collaborate in coordinated measures which may be recommended from time to time pursuant to the aforementioned Convention.

1.3 Accordingly, Annex 12 is applicable to the establishment, maintenance and operation of SAR services in the territories of Member States and over the high seas, and to the coordination of such services among States.

## **2. Background**

2.1 ICAO has done extensive work to assist States in meeting their own SAR needs, and the obligations they have accepted under the *Convention on International Civil Aviation*, the *International Convention on Maritime Search and Rescue (IAMSAR)* and the *International Convention for the Safety of Life at Sea (SOLAS)*.

2.2 The ICAO NACC Regional Office has been significantly supporting States in establishing their national SAR systems, while fostering collaboration among States to ensure proper allocation of human resources.

## **3. Current Situation**

3.1 Through the results of the Universal Safety Oversight Audit Programme (USOAP), the ICAO NACC Regional Office measures the SAR implementation status in its region. As of September 2017, the SAR Effective Implementation (EI) in the NAM/CAR Region is 54.9 %. When the same analysis is made with the CAR Region, the SAR EI goes down to 50.3% (55.7 % for SAR oversight and 44.9% for service provision).

3.2 Ten Caribbean States have not properly established an entity which provides, on a 24-hour basis, SAR services within its territory and the areas where the State has accepted responsibility to provide SAR services and ensure that assistance is rendered to persons in distress.

## **4. Conclusion**

4.1 There is a high risk of negative consequences to a State which does not provide an adequate SAR response to an aircraft in distress, including, primarily, the possible loss of human lives, and potential economic loss to sensitive State's industries such as tourism and air transport.

4.2 A SAR system is an important component of an integrated regional and global air navigation system. To provide an effective and efficient SAR service in the region, it is important that States focus not only on meeting their own national obligations, but also take into consideration that their SAR system is only one part of the wider regional SAR system. States therefore need to cooperate, collaborate and share resources and technical expertise with their neighbouring and regional Rescue Coordination Centres (RCCs), with the more developed SAR States in particular looking for opportunities to assist their less developed neighbour State.

4.3 Through the No Country Left Behind (NCLB) Strategy, the ICAO NACC Regional Office will enhance its support to States for SAR rulemaking, oversight and service provision; in order to increase the Regional EI for SAR related PQs.