



Review of the SAR Part of the CAR/SAM Regions Air Navigation Plan

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Objectives of the Presentation

- ✈ Provide information regarding the CAR/SAM Air Navigation Plan and its update process
- ✈ Promote and raise awareness regarding States involvement in the process for planning and implementation air navigation optimization initiatives in the CAR Region
- ✈ Gather required information for the update of the CAR/SAM Regional Air Navigation Plan



Background

Air Navigation Planning for the CAR/SAM Regions

- ✈ GREPECAS has as part of its mandate, the preparation and maintenance of the Air Navigation Plan (ANP) of the CAR and SAM Regions
- ✈ The ANP represents the bridge between the global provisions of the ICAO SARPs and the GANP, on the one hand, and the national plans of States and their updated implementation, on the other.
- ✈ ANPs have been developed to state, in detail, the facilities, services and procedures required for international air navigation within a specific region or regions.
- ✈ The ICAO Council decided that the ANP will be comprised of three volumes:
 - ✈ Volume I: contains stable elements of the plan whose modification requires the approval of the ICAO Council, such as the assignment of responsibilities to States for the provision of aerodrome and air navigation facilities and services in accordance with article 28 of the Convention
 - ✈ Volume II: lists all the facilities necessary for operations in accordance with regional air navigation agreements, specific requirements among others. These requirements are reviewed and approved by GREPECAS
 - ✈ Volume III: contains dynamic/flexible elements that provide guidance to States, for planning the implementation of improvements in air navigation systems/services



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eANP

Electronic Regional Air Navigation Plan (eANP)

The regional ANPs represent the bridge between, from one side, the global provisions in the ICAO Standards and Recommended Practices (SARPs) and the Global Air Navigation Plan (GANP), and from the other side, the States' national plans and current implementation.

The ANPs have so far been developed to set forth, in detail, the facilities, services and procedures required for international air navigation within a specified region(s) and they also contained planning and guidance material.

Following the Twelfth Air Navigation Conference (AN-Conf/12) Recommendation 6/1 — Regional performance framework – planning methodologies and tools to align the ANSPs with the fourth edition of the Global Air Navigation Plan (GANP) (Doc 9750), ICAO conducted since 2013 and 2014 several activities through the ad-hoc of the eANP Working Group resulting in the adoption of regional ANP template in 22 April 2014, that included changes to the regional ANPs with a new structure, format and content. Furthermore Recommendation 1/2 - Implementation of the AN-Conf/12, as well as the new developments related to the performance based approach, the Aviation System Block Upgrades (ASBUs) methodology, it was agreed that the new ANP should also include elements related to the monitoring of the status of implementation, at least related to the ASBU models.

The objectives and purpose of regional Air Navigation Plans (ANPs) are the following:

- the ANPs define the planning and implementation of air navigation systems within a specified region(s), in accordance with the agreed global and regional planning framework. They are developed to meet those needs of specific areas not covered in the worldwide provisions. The development and maintenance of the ANPs is undertaken by ICAO PIRGs with the assistance of the ICAO Secretariat.
- the ANPs are used as a repository document for the assignment of responsibilities to States for the

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- the ANPs are used as a repository document for the assignment of responsibilities to States for the provision of air navigation facilities and services within a specified area in accordance with Article 28 of the Convention on International Civil Aviation (Doc 7300).
- the ANPs contain requirements related to the facilities and services to be implemented by States in accordance with regional air navigation agreements. The procedural parts of ANPs related with procedures are published in the ICAO Regional Supplementary Procedures (SUPPs) (Doc 7030).
- the ANPs contain provisions that States can follow in programming the provision of their air navigation facilities and services, with the assurance that facilities and services furnished in accordance with the plan will form with those of other States an integrated system adequate for the foreseeable future.
- the ANPs may serve as a basis for air navigation service charges which are levied for services provided or made available to users, in accordance with ICAO's Policies on Charges for Airports and Air Navigation Services (Doc 9082) and ICAO Manual on Air Navigation Services Economics (Doc 9161).
- the ANPs support the performance-based approach to planning adopted by ICAO to measure the efforts made by States in implementing the agreed requirements.

CAR/SAM Air Navigation Plan (ANPs) Vol. I Approved: 13 April 2016	EN	←
NAM eANP VOL I, October 2017	EN	
CAR/SAM Air Navigation Plan (ANPs) Vol. II Approved: April 2020	EN	←
CAR Regional Performance-Based Air Navigation Implementation Plan (RPBANIP), May 2018	EN	
Status of RPBANIP Targets : Update May 2017 (NACC/WG/5 Meeting)		



CAR/SAM AIR NAVIGATION PLAN

VOLUME I

- ✈ ANP Volume I contains stable plan elements whose amendment necessitates approval by the Council such as the assignment of responsibilities to States for the provision of aerodrome and air navigation facilities and services in accordance with Article 28 of the Convention on International Civil Aviation (Doc 7300); and the current to medium term mandatory regional requirements related to aerodrome and air navigation facilities and services to be implemented by States in accordance with regional air navigation agreements and requirements specific to the region which are not covered in the ICAO Standards and Recommended Practices (SARPs) and Procedures for Air Navigation Services (PANS). The material to be included in Volume I should minimise the requirement for frequent amendment. The following is a non-exhaustive list of such elements:
 - ✈ Flight Information Regions (FIR) boundaries (Table and Charts);
 - ✈ Search and Rescue Regions (SRR) boundaries (Table and Charts);
 - ✈ Volcanic Ash Advisory Centres (VAAC);
 - ✈ Tropical Cyclone Advisory Centres (TCAC); and
 - ✈ Volcano Observatories (VO).



CAR/SAM ANP, VOLUME I PART VI - SEARCH AND RESCUE (SAR)

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CAR/SAM ANP, VOLUME I PART VI - SEARCH AND RESCUE (SAR)

I. INTRODUCTION

1.1 This part of the CAR/SAM ANP constitutes the agreed regional requirements considered to be the minimum necessary for effective planning and implementation of search and rescue (SAR) facilities and services in the Caribbean and South American regions and complements the provisions of the ICAO SARPs and PANS related to SAR. It contains stable plan elements related to the assignment of responsibilities to States for the provision of SAR facilities and services within the ICAO Caribbean and South American regions in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300) and mandatory requirements related to the SAR facilities and services to be implemented by States in accordance with regional air navigation agreements.

1.2 The dynamic plan elements related to the assignment of States' responsibilities for the provision of SAR facilities and services and the mandatory requirements based on regional air navigation agreements related to SAR are contained in the CAR/SAM ANP Volume II, Part VI – SAR.

Standards and Recommended Practices and Procedures for Air Navigation Services

1.3 The SARPs and PANS and related guidance material applicable to the provision of SAR are contained in:

- a) Annex 12 — *Search and Rescue*;
- b) Annex 6 — *Operation of Aircraft*;
- c) *Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM) (Doc 4444);
- d) *Regional Supplementary Procedures* (Doc 7030); and
- e) *International Aeronautical and Maritime Search and Rescue Manual* (Doc 9731-AN/958).

2. GENERAL REGIONAL REQUIREMENTS

2.1 Each Contracting State should ensure that the provision of search and rescue services covers its own territory and those areas over the high seas for which it is responsible for the provision of those services. The description of the current Search and Rescue Regions (SRRs), as approved by the ICAO Council, are contained in [Table SAR I-1](#) and depicted in the [Chart SAR I-1](#). The list of Rescue Coordination Centres (RCCs) and Rescue Sub-centres (RSCs) in the Region(s) are detailed in Volume II.

2.2 The three volumes of the *IAMSAR Manual* (Doc 9731) provide guidance for a common aviation and maritime approach to organizing and providing SAR services. States are invited to use the *IAMSAR Manual* to ensure the availability of effective aeronautical SAR services and to cooperate with neighbouring States.

2.3 States which rely on military authorities and/or other sources for the provision of SAR facilities should ensure that adequate arrangements are in place for coordination of SAR activities between all entities involved.

✦ This part of the CAR/SAM ANP constitutes the agreed regional requirements considered to be the minimum necessary for effective planning and implementation of SAR facilities and services in the CAR and SAM regions and complements the provisions of SAR ICAO SARPs and PANS.

✦ It contains stable plan elements related to the assignment of responsibilities to States for the provision of SAR facilities and services within the ICAO CAR and SAM regions in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300) and mandatory requirements related to the SAR facilities and services to be implemented by States in accordance with regional air navigation agreements.

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States which rely on military authorities and/or other sources for the provision of SAR facilities should ensure that adequate arrangements are in place for coordination of SAR activities between all entities involved.

Arrangements should be made to permit a call on any national services likely to be able to render assistance on an ad-hoc basis, in those cases when the scope of SAR operations requires such assistance.



TABLE SAR I-1 – SEARCH AND RESCUE REGIONS (SRR) OF THE CAR/SAM REGIONS

EXPLANATION OF THE TABLE

Column:

- 1 Name of the SRR
- 2 Description of SRR lateral limits
- 3 Remarks — additional information, if necessary.

SRR	Lateral limits coordinates	Remarks
1	2	3
Amazonica	SRR Amazonica <i>To be incorporated</i>	
Antofagasta	SRR Antofagasta <i>To be incorporated</i>	
Asuncion	SRR Asuncion <i>To be incorporated</i>	
Atlantico	SRR Atlantico <i>To be incorporated</i>	
Barranquilla	SRR Barranquilla <i>To be incorporated</i>	
Bogota	SRR Bogota <i>To be incorporated</i>	
Brasilia	SRR Brasilia <i>To be incorporated</i>	
Cayenne	SRR Cayenne <i>To be incorporated</i>	
Central American	SRR Central American <i>To be incorporated</i>	
Comodoro Rivadavia	SRR Comodoro Rivadavia <i>To be incorporated</i>	

SRR	Lateral limits coordinates	Remarks
1	2	3
Cordoba	SRR Cordoba <i>To be incorporated</i>	
Curaçao	SRR Curaçao <i>To be incorporated</i>	
Curitiba	SRR Curitiba <i>To be incorporated</i>	
Ezeiza	SRR Ezeiza <i>To be incorporated</i>	
Georgetown	SRR Georgetown <i>To be incorporated</i>	
Guayaquil	SRR Guayaquil <i>To be incorporated</i>	
Habana	SRR Habana <i>To be incorporated</i>	
Houston Oceanic	SRR Houston Oceanic <i>To be incorporated</i>	
Iquique	SRR Iquique <i>To be incorporated</i>	
Isla de Pascua	SRR Isla de Pascua <i>To be incorporated</i>	
Kingston	SRR Kingston <i>To be incorporated</i>	
La Paz	SRR La Paz <i>To be incorporated</i>	
Lima	SRR Lima <i>To be incorporated</i>	

SRR	Lateral limits coordinates	Remarks
1	2	3
Maiquetia	SRR Maiquetia <i>To be incorporated</i>	
Mazatlan Oceanic	SRR Mazatlan Oceanic <i>To be incorporated</i>	
Mendoza	SRR Mendoza <i>To be incorporated</i>	
Mexico	SRR Mexico <i>To be incorporated</i>	
Miami Oceanic	SRR Miami Oceanic <i>To be incorporated</i>	
Montevideo	SRR Montevideo <i>To be incorporated</i>	
Nassau	SRR Nassau <i>To be incorporated</i>	
New York Oceanic West	SRR New York Oceanic West <i>To be incorporated</i>	
Panama	SRR Panama <i>To be incorporated</i>	
Piarco	SRR Piarco <i>To be incorporated</i>	
Port-au-Prince	SRR Port-au-Prince <i>To be incorporated</i>	
Puerto Montt	SRR Puerto Montt <i>To be incorporated</i>	
Punta Arenas	SRR Punta Arenas <i>To be incorporated</i>	

SRR	Lateral limits coordinates	Remarks
1	2	3
Recife	SRR Recife <i>To be incorporated</i>	
Resistencia	SRR Resistencia <i>To be incorporated</i>	
San Juan	SRR San Juan <i>To be incorporated</i>	
Santiago	SRR Santiago <i>To be incorporated</i>	
Santo Domingo	SRR Santo Domingo <i>To be incorporated</i>	
Zanderij	SRR Zanderij <i>To be incorporated</i>	



Pending Tasks to Update CAR/SAM eANP Vol. I

- ✈ Include the Caribbean Region Search and Rescue (SAR) Plan as part of the Standards and Recommended Practices SARPs and Procedures for Air Navigation Services (PANS) for the CAR Region or as part of General Regional Requirements
- ✈ Review (and if necessary update) the SRR Names for the CAR Region
- ✈ Provide the description of SRR lateral limits (Lateral limits coordinates) for the CAR Region



CAR/SAM AIR NAVIGATION PLAN
VOLUME II

Disclaimer

GREPECAS endorsed both drafts of the new e-ANP Vol I and Vol II, by the Fast Track Procedure on 28 September 2015.

- ✈ Volume II contains dynamic plan elements related to:
 - a) the assignment of responsibilities to States for the provision of aerodrome and air navigation facilities and services; and
 - b) the mandatory requirements related to aerodrome and air navigation facilities and services to be implemented by States in accordance with regional air navigation agreements.

- ✈ Volume II does not list all facilities in the regions but only those required for international civil aviation operations in accordance with regional air navigation agreements. A regional air navigation agreement indicates a commitment on the part of the State(s) concerned to implement the requirement(s) specified.

- ✈ Documents from the Integrated Aeronautical Information Package and other publications should be consulted for information on additional facilities and for operational information in general. Detailed guidance material or concepts, complementary to the material in Volumes I, II and III are contained in documents that are referenced as Caribbean and South American CAR/SAM Documents.

- ✈ **MANAGEMENT OF REGIONAL AIR NAVIGATION PLANS**

The elements in Volume II are reviewed by the GREPECAS in accordance with its schedule of meetings, in consultation with provider and user States, and with the assistance of the ICAO NACC and SAM Regional Offices.

The information on States' facilities and services included in Volume II, should be updated following the process of regional air navigation agreements.

The development and maintenance of region-specific documents that provide detailed guidance material or concepts that are complementary to the material in Volumes I, II and III is the responsibility of the GREPECAS.



CAR/SAM ANP, VOLUME II PART VI - SEARCH AND RESCUE (SAR)

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CAR/SAM ANP, VOLUME II PART VI - SEARCH AND RESCUE (SAR)

1. INTRODUCTION

1.1 This part of the Caribbean and South American ANP, Volume II, complements the provisions in ICAO SARPs and PANS related to search and rescue (SAR). It contains dynamic plan elements related to the assignment of responsibilities to States for the provision of SAR facilities and services within a specified area in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300); and mandatory requirements related to the SAR facilities and services to be implemented by States in accordance with regional air navigation agreements. Such agreement indicates a commitment on the part of the State(s) concerned to implement the requirement(s) specified.

2. GENERAL REGIONAL REQUIREMENTS

2.1 The Rescue Coordination Centres (RCCs) and Rescue Sub-centres (RSCs) for the Caribbean and South American Regions are listed in Table SAR II-1 and depicted in Chart SAR II-1.

2.2 In cases where the minimum SAR facilities are temporarily unavailable, alternative suitable means should be made available.

2.3 In cases where a SAR alert is proximate to a search and rescue region (SRR) boundary (e.g. 50 NM or less), or it is unclear if the alert corresponds to a position entirely contained within an SRR, the adjacent RCC or RSC should be notified of the alert immediately.

3. SPECIFIC REGIONAL REQUIREMENTS

None

- ✈ This part of the Caribbean and South American ANP, Volume II, complements the provisions
- ✈ in ICAO SARPs and PANS related to search and rescue (SAR). It contains dynamic plan elements related to the assignment of responsibilities to States for the provision of SAR facilities and services within a specified area in accordance with Article 28 of the Convention on International Civil Aviation (Doc 7300); and mandatory requirements related to the SAR facilities and services to be implemented by States in accordance with regional air navigation agreements. **Such agreement indicates a commitment on the part of the State(s) concerned to implement the requirement(s) specified.**

GENERAL REGIONAL REQUIREMENTS

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ICAO CAPACITY & EFFICIENCY

TABLE SAR II-1 - RESCUE COORDINATION CENTRES (RCCs) AND RESCUE SUB-CENTRES (RSCs) IN THE CAR/SAM REGIONS

EXPLANATION OF THE TABLE

Column

- 1 State
- 2 Name of the Rescue Coordination Centre (RCC) and Rescue Sub-centre (RSC)
- 3 SAR points of contact (SPOC), Name of the SPOC.
- 4 Remarks. Supplementary information such as the type of RCC (e.g. maritime or aviation or joint).

TABLE SAR II-1 - Rescue Coordination Centres (RCCs) and Rescue Sub-centres (RSCs) in the CAR/SAM Regions

State	Name of and RCC/RSC	SPOC	Remarks	
1	2	3	4	
ANTIGUA AND BARBUDA	ANTIGUA SRC	Piarco RCC (Trinidad and Tobago)		
ANGUILLA	San Juan RSC	Miami RCC		
ARGENTINA	COMODORO RIVADAVIA RCC Base Marambio		PRU	
	Comodoro Rivadavia		PRU	
	Río Gallegos		MRU	
	CORDOBA RCC Corrientes		PRU	
	Salta		MRU	
ARGENTINA	EZEIZA RCC San Carlos de Bariloche	ARMCC Buenos Aires	MCC PRU MRU	
	MENDOZA RCC Mendoza		MRU	
ARGENTINA	RESISTENCIA RCC Resistencia		PRU	
ARUBA (Kingdom of Netherlands)	Aruba RSC	Curaçao RCC		
BARBADOS	Nassau RSC	Miami RCC		
BARBADOS	Bridgetown RSC	Piarco RCC (Trinidad and Tobago)		
BELIZE	Belize RSC	Central American RCC (Tegucigalpa, Honduras – COCESNA)		
BERMUDA	New York Oceanic West RCC	Norfolk Oceanic West RCC		
BOLIVIA	LARIPEZ RCC El Alto	LEVRIZ El Alto	MRU	
	Cochabamba		PRU	
	Santa Cruz Berli Pando			
BRASIL	AMAZONICO ARCC Belém			
	MATAPICU ARCC ATLANTICO ARCC			
	BRAZILIA-ARCC		MCC PRU	
	CURITIBA ARCC Campo Grande Canoas Lafetes Rio Grande Santa Maria Rio de Janeiro	BRMCC - Brasilia Brazilia		Aircraft and marine craft will be made available if appropriate ARCC: Atlântico ARCC, Brasilia ARCC, Recife ARCC, as required
	RECIFE ARCC Natal Salvador			
	LIQUIQUE RCC Iquique			

State	Name of and RCC/RSC	SPOC	Remarks
1	2	3	4
CHILE	ANTOFAGASTA RCC PUERTO MONTT RCC Puerto Montt		
	PUNTA ARENAS RCC Punta Arenas		
	The Marsh		
	SAntiAGO RCC Santiago	CHMCC Santiago	
	ISLA DE PASCUA RCC Isla de Pascua		
	BOGOTA RCC	BOGOTA RCC	
COLOMBIA	BOG - Bogotá		
	BOG - Barranquilla		
	SPP - San Andrés Isla		
	RNG - Ronago		
	POE - Puerto Salgar		
	GET - Cali		
	MEL - Miegar		
	ETP - Topá		
	APY - Villavicencio		
	MCI - Manizales		
TDS - Tres Esquinas			
LET - Letlén			
CAR - Cartagena			
PAG - Bahía Málaga			
CURIAÇAO (Kingdom of Netherlands)	Curaçao RCC	Curaçao RCC	
CUBA	Havana RCC	Havana RCC	
DOMINICAN REPUBLIC	Santo Domingo RCC	SANTO DOMINGO RCC	
ECUADOR	GUAYAGUIL RCC Guayaquil	GUAYAGUIL	
FRENCH ANTIILLES (FRANCE)	Fort-de-France RSC / Pointe-à-Pitre RSC	Piarco RCC (Trinidad and Tobago)	
FRENCH GUIANA	CAUVENNE Cayenne	CAUVENNE	
	Saint Laurent de Maroni		
GRENADA	Point Salines RSC	Piarco RCC (Trinidad and Tobago)	
GUATEMALA	Guatemala RSC	Central American RCC (Tegucigalpa, Honduras – COCESNA)	
GUAYANA	GEORGETOWN RCC Georgetown	Port-Au-Prince RCC	
HAITI	Port-Au-Prince RCC	Port-Au-Prince RCC	
HONDURAS	Tegucigalpa RSC	Central American RCC (Tegucigalpa, Honduras – COCESNA)	
JAMAICA	Kingston RCC	Kingston RCC	
MEXICO	Mexico RCC	Mexico RCC	
NICARAGUA	Managua RSC	Central American RCC (Tegucigalpa, Honduras – COCESNA)	
MONTSERRAT	Antigua RSC Antigua	Trinidad and Tobago RCC	
PANAMA	PANAMA RCC Panama	PANAMA	MRU
PANAMA	DAVID RSC Étienne Mabeck		MRU

State	Name of and RCC/RSC	SPOC	Remarks
1	2	3	4
PARAGUAY	ASUNCION RCC	PARASPOC	
PERU	LIMA RCC Lima	LIMA RCC	MCC
	Pura Callao Arequipa Juanjuá Iquitos		
PUERTO RICO	San Juan JRSC	Miami RCC	
SANT KITTs AND NEVIS	Antigua RSC	Piarco RCC (Trinidad and Tobago)	
SANT LUCIA	Fort-De-France RSC	Piarco RCC (Trinidad and Tobago)	
SINT MAARTEN (Kingdom of Netherlands)	San Juan RSC	Miami RCC	
SANT VINCENT AND THE GRENADINES	Saint Vincent And The Grenadines SRC	Piarco RCC (Trinidad and Tobago)	
SURINAME	CAUVENNE RCC Zandery RSC	CAUVENNE	
TRINIDAD AND TOBAGO	Piarco RCC	Piarco RCC	
UNITED STATES	Miami JRCC	Miami RCC	
URUGUAY	CARRASCO RCC Carrasco	CARRASCO	
	MARQUETA RCC Marquetá	MARQUETA	
	Vargas		MRU
VENEZUELA	MARCAIBO RSC Maracaibo		
	Zulia		MRU
	CIUDAD BOLIVAR RSC Bohner		MRU
	BARCELONA RSC Barcelona		MRU
	PUERTO AYACUCHO RSC Puerto Ayacucho		MRU
	BARQUISIMETO RSC Barquisimeto		
VIRGIN ISLANDS (UNITED KINGDOM)	San Juan RSC	Miami RCC	



Pending Tasks to Update CAR/SAM eANP Vol. II

- ✈ Review (and if necessary update) the Rescue Coordination Centres (RCCs) and Rescue Subcentres (RSCs) in the CAR/SAM Regions
- ✈ Define and agree the Basic Building Blocks for SAR in the CAR Region



Derived actions for the SAR Task Force

- ✈ Be part of the process, at State and Regional level
- ✈ Propose a project to support SAR implementation to GREPECAS
- ✈ Redirect the SAR Task Force Work Programme to respond to new regional expectations



Proyecto de Conclusión eCRPP/03/XX		SUBSCRIPCIÓN DE CARTAS DE ACUERDO DE FORMA REMOTA E IMPLEMENTACIÓN REGIONAL EFECTIVA DEL SERVICIO SAR	
Qué: Las Oficinas Regionales NACC y SAM de OACI evalúen los retos actuales con respecto a la provisión de los servicios SAR en las Regiones CAR/SAM e identifiquen oportunidades de mejora con el objeto de: a) Optimizar la coordinación regional que permita suscribir y/o actualizar los acuerdos SAR, considerando la firma de los mismos de forma remota; b) Impulsar el trabajo conjunto del SAR entre las Regiones CAR/SAM; y c) Desarrollar una propuesta de Proyecto que apoye las actividades a) y b), para consideración del GREPECAS.		Impacto esperado: <input type="checkbox"/> Político / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Económico <input type="checkbox"/> Ambiental <input checked="" type="checkbox"/> Técnico/Operacional	
Por qué: La provisión de los servicios de búsqueda y salvamento es parte esencial de los servicios de navegación aérea, se necesita actualizar y avanzar en la implementación de los requerimientos del Anexo 12 apoyar la implementación efectiva de los servicios de búsqueda y salvamento como parte del seguimiento al Plan de Navegación Aérea de las Regiones CAR/SAM			
Cuándo: Reunión GREPECAS /19		Estado: <input checked="" type="checkbox"/> Válida / <input type="checkbox"/> Invalidada / <input type="checkbox"/> Finalizada	
Quién: <input type="checkbox"/> Estados <input checked="" type="checkbox"/> OACI <input type="checkbox"/> Otros:		Oficinas Regional NACC y SAM / ATM-SAR	

DRAFT CONCLUSION ePPRC/03/XX		REMOTE SUBSCRIPTION OF LETTERS OF AGREEMENT (LOAs) AND EFFECTIVE REGIONAL IMPLEMENTATION OF THE SAR SERVICE	
What: That, The ICAO NACC and SAM Regional Offices evaluate the current challenges regarding the provision of SAR services in the CAR/SAM Regions and identify opportunities for improvement in order to: a) Optimize regional coordination to allow subscribe and/or update SAR agreements, considering the signing of them remotely; b) Promote joint work of the SAR between the CAR/SAM Regions; and c) Develop a Project proposal to support activities a) and b), for GREPECAS consideration.		Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
Why: The provision of Search and Rescue services is an essential part of air navigation services, it is necessary to update and progress in the implementation of the requirements of Annex 12 to support the effective implementation of search and rescue services as part of the follow-up to the Plan Air Navigation of the CAR/SAM Regions.			
When: GREPECAS/19 Meeting		Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed	
Who: <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:		ICAO NACC and SAM Regional Offices	



Suggested Actions

The Meeting is invited to:

- ✈️ Decide on the type of interaction of the SAR Task Force in this process;
- ✈️ Provide updated information regarding the SRR, RCC y RSC, as applicable;
- ✈️ Provide information that allows the Development of a proposal for a Project to Support Regional SAR Implementation, to be considered by the GREPECAS
- ✈️ Recommend additional actions deemed necessary.



ICAO CAPACITY & EFFICIENCY



THANK YOU!