



ICAO

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WORKING PAPER

ANI/WG/SAR/TF/2 — WP/04
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**Second NAM/CAR Air Navigation Implementation Working Group (ANI/WG) Search and Rescue
(SAR) Implementation Task Force Meeting
(ANI/WG/SAR/TF/2)**

On line, from 7 to 9 September 2021

**Agenda Item 3: SAR Agreements and Civil-Military Coordination
3.1 ICAO requirements on SAR agreements**

CHALLENGES FOR SIGNING AND UPDATING SAR AGREEMENTS IN THE CAR REGION

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This Paper summarizes the ICAO requirements regarding the establishment of agreements for the provision of Search and Rescue services and provides information for current challenges with respect to signing and updating them.	
Action:	Suggested actions are included in Section 5.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency
<i>References:</i>	<ul style="list-style-type: none">• Annex 12 – Search and Rescue• International Aeronautical and Maritime Search and Rescue Manual (IAMSAR Manual Doc. 9731)

1. Introduction

1.1 The establishment and continued operation of search and rescue (SAR) services is vital to ensuring the lives of the traveling public and confidence in the global air transport system.

1.2 A well-thought-out SAR system is based on collaboration and interaction with different systems, which in one way or another form a fundamental part of the aeronautical and maritime system.

1.3 Due to the amount of resources involved in the SAR response and their cross-border nature, it is not feasible to think in isolation about the operation of this service.

2. SAR Agreements

2.1 SAR implementation, although carried out individually, depends significantly on national and international collaborative frameworks. Due to the amount of resources required for the implementation and execution of SAR operations, national and regional cooperation is essential.

2.2 Annex 12 establishes the need for Contracting States to coordinate their search and rescue organizations with those of neighbouring States. This coordination, in general, are circumscribed in two different levels:

- I. The first one that is related to the coordination between the SAR organizations, from contiguous or nearby regions, with respect to their operations; and
- II. The second is related to the establishment of the entry conditions of the search and rescue brigades of one State in the territory of another, with the minimum of formalities.

2.3 Additionally, the execution of search and rescue operations merits a quantity of resources that are not readily available by a particular organization. For this reason, different State organizations, as well as public and private elements, can make a valuable contribution to SAR operations. This support is mainly achieved through interagency agreements as part of the National SAR Committee or individually.

2.4 In any case, cooperation and collaboration is an essential element for the establishment of an effective SAR system.

3. Analysis

3.1 Currently, several States and Territories of our Region have pending the signing of the SAR agreements mentioned in section 2.2 of this WP.

3.2 The causes that prevent the completion of these agreements are various and of a different nature. The involvement of various organizations and the lack of a clear understanding of the context of SAR operations remains the main obstacle.

3.3 Although the nature of SAR agreements related to inter-unit coordination is the same as other operational agreements, for example, between air traffic services units, these SAR agreements cannot be materialized, facing the same difficulties as other more complex agreements and with other implications.

3.4 During the Third Virtual Meeting of the GREPECAS Programmes and Projects Review Committee (CRPP) (eCRPP/03), held online, from 31 August to 1 September 2021, the Secretariat presented WP/18 Challenges for SAR Implementation in the CAR/SAM Regions, which addressed the difficulties related to the signing of SAR agreements in the CAR/SAM Regions. In response to this Paper, the Meeting decided to instruct the ICAO NACC and SAM Offices to take the pertinent actions to promote regional coordination that allows the signing and/or updating of the SAR agreements, considering their signature remotely.

3.5 Definitely, high-level support from States is necessary to fulfil this task.

4. Conclusions

4.1 The signing of SAR agreements has a high priority for the sustainability of air navigation in the CAR Region.

4.2 The role of the SAR implementation support task force, as an advisory body on the matter for the NAM / CAR regions, is essential to promote them.

5. Suggested actions

5.1 The Meeting is invited to:

- a) Identify those States, Territories and International Organizations pending the completion of the corresponding SAR agreements;
- b) Promote the exchange of information and the necessary support to be able to advance in the finalization of these agreements; and
- c) Recommend any additional action deemed necessary.