



**Twenty-First Meeting of the CAR/SAM Regional Planning and Implementation Group
 (GREPECAS/21)**

Santo Domingo, Dominican Republic, 15 to 17 November 2023

Agenda Item 3: Global and Regional Developments
3.3 CAR/SAM Air Navigation Services (ANS) Implementation Level

**BRAZILIAN AERONAUTICAL SEARCH AND RESCUE (SAR) SYSTEM: STRUCTURE
 CHALLENGES AND COORDINATION WITH NEIGHBOURING STATES**

(Presented by Brazil)

EXECUTIVE SUMMARY	
<p>This Paper presents information about the Brazilian Aeronautical Search and Rescue System (SISSAR), its structure and importance for the SAM region. In addition, draws the meeting attention to the most relevant current challenges, which includes proper coordination among neighbouring countries through updated point of contacts (POC) and operational agreements.</p>	
Action	<p>The Meeting is invited to:</p> <ul style="list-style-type: none"> • note the information provided; • invite States to designate and/or update POCs for the establishment and updates of operational coordination SAR agreements between SAR Organizations of the NAM/CAR/SAM States; and • propose any other actions deemed necessary.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Air Navigation Capacity and Efficiency.
<i>References:</i>	<ul style="list-style-type: none"> • Chicago Convention; • Annex 12 – Search and Rescue; • IAMSAR; and • Final Report of the Twentieth Meeting of the CAR/SAM Planning and Implementation Regional Group (GREPECAS/20), November 15 – 18, 2022.

1. Introduction

1.1 Search and Rescue (SAR) services are an essential element of Air Navigation Services (ANS), as part of the commitments of the Contracting States of the Chicago Convention. The proper establishment and provision of SAR services represent an important asset for the protection of aviation users worldwide.

1.2 Therefore, the conclusions and decisions listed in the Final Report of the Twentieth Meeting of the CAR/SAM Planning and Implementation Regional Group (GREPECAS/20) approve the projects on the implementation of the Search and Rescue Service (SAR) for NAM/CAR/SAM regions, enabling greater visibility and support for related activities, aiming for progress of SAR implementation and development in CAR/SAM Regions.

1.3 In that context, the project presents metrics for the areas as follows:

- The establishment and provision of SAR services within the areas where the State has accepted responsibility to provide SAR services on a 24-hours basis;
- The establishment of Rescue Coordinating Centres (RCC) or Rescue Subcentres (RSC) in each Search and Rescue Region (SRR);
- The detailed planning of operation for the conduct of SAR Operations; and
- The establishment of operational coordination SAR agreements between SAR Organizations of the States and neighboring States SAR Organizations.

1.4 Therefore, to better enable the implementation and development of those metrics, Search and Rescue Services of CAR/SAM regions must be analysed and its challenges brought up to light to be discussed and solved in the best possible way.

2. Brazilian SAR Service Establishment

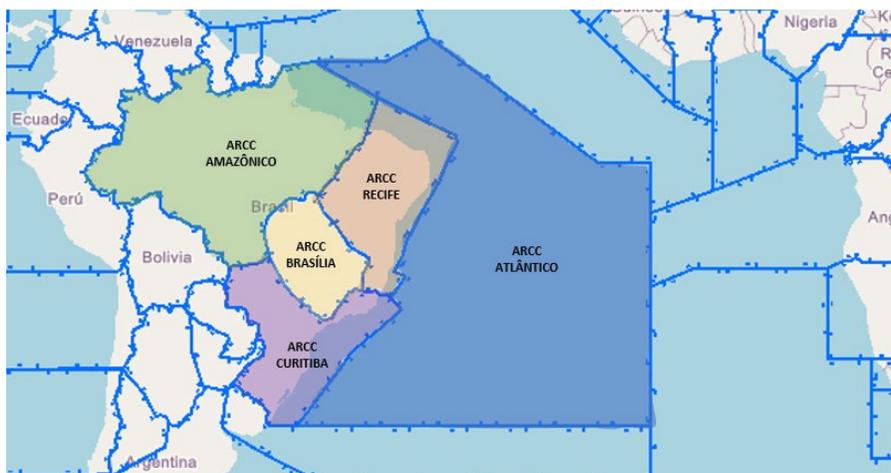
2.1 As a Contracting State of the Chicago Convention, Brazil began to regulate its SAR Service in 1950. Brazilian Aeronautical Search and Rescue Service was established in 1986 by the means of Law 7565 (Brazilian Aeronautical Code) and the Aeronautical Search and Rescue System (SISSAR) in 1997 by the means of the Ordinance 99/GM3 with “the objective of employing the necessary resources to provide SAR Service, according to the established in the related documents issued by ICAO”.

2.2 SISSAR provides SAR service in a 24-h basis, seven days a week, in accordance with internal Air Force Regulation ICA 63-33.

3. Brazilian RCC

3.1 Brazil is responsible to provide SAR Services within its Search and Rescue Region (SRR) of which the dimension is about 22 million of km² wide, one of the largest SRR of the world.

3.2 The Brazilian SRR is divided by 5 ARCC in accordance with API Brazil GEN 3.6 as shown:



3.3 Brazil has not established a Joint Rescue Coordination Centre (JRCC) for coordinating SAR operations. However, it has aeronautical and maritime RCCs (ARCC and MRCC) in place operating in jointly coordination by means of operational agreement provided by SISSAR central Organization, the Department of Airspace Control (DECEA).

4. Brazilian SAR Coordination Plan

4.1 Brazilian SAR Coordination Plan is established in the Airforce Regulation PCA 64-1, describing its fundamentals, organization, responsibilities and general information.

4.2 Additionally each ARCC have a local Operation Plan detailing all the necessary information and specific procedures to ensure the efficient SAR operation in their area of responsibility.

5. Operational Coordination SAR Agreements with neighbouring States.

5.1 As show in item 3, Brazil has approximately 22 million km² of area of responsibility to provide SAR Services, therefore, for its dimensions and it's central position in the SAM region, the country have 15 neighbouring States SRR: Uruguay, Argentina, Chile, Peru, Bolivia, Paraguay, Colombia, Venezuela, Guiana, Suriname, French Guiana, Senegal, South Africa and Angola.

5.2 Due to the expressive number of neighbouring states and the different SAR cultures and structures in each one of them, it is a great challenge to determine and establish contact with the different national Organizations responsible to set or to update operational coordination SAR agreements. In addition, the proper contacts must be listed beforehand in each ARCC local operation plan, as explained in item 4 above.

5.3 Brazil believes it to be a challenge also for other States of the NAM/CAR/SAM region, due to the different ways the SAR Service can be organized in a State depending on its own structure and constitution.

5.4 One of the greatest challenges of a SAR Service in an area as great as Brazil's SRR is the establishment and update of operational agreements, in view of its 15 neighboring SRRs with different structures, cultures and Organizations. Therefore, one of the biggest obstacles, not only for Brazil but also for other States in CAR/SAM region, is establishing the Point of Contact (POC) of the neighboring States SAR Organizations.

5.5 GREPECAS is the most suitable coordination body for the activities carried out by ICAO for the NAM/CAR/SAM regions, hence excellent to promote the harmonization and improvement towards the efficient SAR Service in these regions.

5.6 Accordingly, this paper would like to draw the Meeting's attention to the matter of the challenges presented, so the Secretariat and the States can work together in order to establish a solid foundation for the celebration of Operational Coordination SAR agreements between SAR Organizations of CAR/SAM States.

6. Suggested actions

6.1 The Meeting is invited to:

- a) note the information provided;

- b) invite States to designate and/or update POCs for the establishment and updates of operational coordination SAR agreements between SAR Organizations of the NAM/CAR/SAM States; and
- c) propose any other actions deemed necessary.

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