



ICAO

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WORKING PAPER

NACC/WG/SAR/TF/4 — WP/06
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**Fourth NAM/CAR North American, Central American and Caribbean Working Group
Search and Rescue Implementation Task Force (NACC/WG/SAR/TF/4) Meeting
ICAO NACC Regional Office, Mexico City, Mexico, 7 to 11 August 2023**

Agenda Item 2: Search and Rescue (SAR) Global and Regional Affairs
2.1 Review of the Air Navigation Plan (ANP) of the CAR/SAM Regions

REVIEW OF THE SAR SCOPE AND RESPONSIBILITIES FOR THE CAR REGION

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This Working Paper provides information regarding the work carried out to update the CAR/SAM Air Navigation Plan Volume I with the limits and responsibilities regarding Search and Rescue and request support to complete this task.	
Action:	Suggested actions are included in Section 6
<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">• Convention on International Civil Aviation (Doc 7300)• Caribbean and South American Air Navigation Plan

1. Introduction

1.1 Each Contracting State is responsible for the provision of facilities and services in its territory under Article 28 of the Convention on International Civil Aviation (Doc 7300) as well as within the airspace over the high seas for which it has accepted the responsibility for the provision of services.

1.2 The Caribbean and South America Air Navigation Plan (CAR/SAM ANP) Volume I contains stable plan elements such as the assignment of responsibilities to States for the provision of aerodrome and air navigation facilities and services.

2. Background

2.1 The CAR/SAM ANP, VOLUME I, PART VI - SEARCH AND RESCUE (SAR) 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 and mandatory requirements related to

the SAR facilities and services to be implemented by States in accordance with regional air navigation agreements.

2.2 This section of the CAR/SAM ANP contains Table SAR I-1 with the list of the Search and Rescue Regions (SRR) the CAR/SAM Regions. However, this Table lacks information regarding the assigned responsibility to States and the delimitation of each SRR. This makes it difficult to define the responsibilities related to aeronautical SAR, more notably in cases where the Rescue Coordination Centres (RCC) and the Rescue Subcentres (RSCs) within the same SRR are managed by different States.

3. Analysis

3.1 During the ICAO NACC Technical Assistance Missions (TEAM) carried out in the eastern Caribbean during 2022, the ICAO NACC Office was able to understand the difficulties that the lack of clear information regarding the assignment of responsibilities in the CAR/SAM ANP could be causing.

3.2 Consequently, the ICAO NACC Regional Office, with the support of the SAR Implementation Support Task Force (SAR/TF) of the North American, Central American and Caribbean Working Group (NACC/WG), will start a series of coordination activities to collect all the necessary information to allow a consensus to gather the necessary data to generate the Proposal for Amendment (PfA) to the corresponding ANP CAR/SAM.

3.3 Through a letter, dated April 14, 2023, the ICAO NACC Regional Office requested States of the CAR region that have been assigned Flight Information Regions (FIR) to designate a Point of Contact (PoC) by 25 April 2023 to represent their State/Territory, with the authority to provide information and make decisions about the lateral and vertical limits of their FIR/UIR and SRR, as well as the knowledge of the necessary aeronautical information to support these activities.

3.4 To this date, the following States with assigned FIR and SRR responsibilities in the CAR Region have not responded to this request:

Dominican Republic, Jamaica and Trinidad and Tobago

4. Next steps

4.1 When completing the work to update the air navigation plan of the CAR/SAM regions, it is necessary to ensure that the appropriate information is presented in the respective aeronautical information publications (AIP) of the States of our Region.

4.2 In the same way that the operational letters of agreement as well as the SAR operation manuals are adequately updated.

4.3 After working on the delimitation of the responsibilities related to the provision of aeronautical SAR services in the CAR Region, it is necessary to continue working on identifying the differences between aeronautical and maritime SAR responsibilities.

5. Conclusion

5.1 The support of the States and territories of the CAR Region to the initiative of delimiting the search and rescue regions with coordinates must be a priority clearly understood by the authorities, especially due to the implications that this entails.

5.2 The linkage of the SAR Implementation Support Group with maritime SAR initiatives in the region must be clearly considered.

6. Suggested actions

6.1 The Meeting is invited to:

- a) request States of the CAR Region that have not designated contact points for the work carried out regarding the delimitation of the SRRs to please do so;
- b) ask the NACC/SAR Implementation Task Force to analyze the possible collaboration with the International Maritime Organization (IMO) or any other SAR maritime initiative in the CAR Region; and
- c) suggest any other action deemed appropriate.