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**Thirteenth North American, Central American and Caribbean Directors of Civil Aviation Meeting
(NACC/DCA/13)**

Santo Domingo, Dominican Republic, 4-7 August 2025

**Agenda Item 5: Towards More Effective Implementation: Air Navigation Services (ANS)
Capacity and Efficiency**

SEARCH AND RESCUE EXERCISE (SAREX) 2025

(Presented by France)

EXECUTIVE SUMMARY	
<p>The French DGAC through the air navigation services in French West Indies and French Guiana (SNA-AG) organised the Search and Rescue Exercise (SAREX) in May 2025. SAREX 2025 wanted to tackle the challenges in how to deal with the complexity of the areas of responsibilities regarding SAR within the PIARCO FIR and how to improve SAR response time with an active participation of Trinidad and Tobago. One main feature was the use of the location of an aircraft in distress repository (LADR) in real-time operations.</p>	
Action:	<ul style="list-style-type: none">• To use the template proposed by France to formalise all the SAR delegations in Piarco FIR• To clarify the status of the aeronautical & maritime rescue coordination centres (RCC) and the Search and Rescue regions (SRR) declared to ICAO in the CAR/SAM Regional Air Navigation Plan, and to International Maritime Organisation (IMO).• To register the aeronautical RCCs in the LADR and populate the contact information field.
<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">• ICAO Annex 12• IAMSAR manual• Conops GADSS (Global Aeronautical Distress & Safety System)• Doc 10054 Manual on Location of Aircraft in Distress and Flight Recorder Data Recovery First Edition, 2019• ICAO State letter 2024/16: Notification on the operational availability of the Location of an Aircraft in Distress Repository (LADR)

1 Introduction

1.1 The regional SAREX in 2024 has initiated an interest among the countries in the Caribbean region regarding the functioning of SAR. France wanted to continue organising this regional exercise in 2025 in order to test and improve the organisation of SAR and the related procedures in the region.

2 SAREX 2025

2.1 Objectives

- 2.1.1 The objectives of SAREX 2025 were to tackle the challenges in how to deal with the complexity of the areas of responsibilities regarding SAR within the PIARCO FIR and how to improve SAR response time.
- 2.1.2 A partnership agreement has been set between maritime rescue coordination centre MRCC Fort de France and the French air navigation services West Indies and French Guiana (SNA AG). Moreover, a SAR technical agreement is currently in discussion between Trinidad and Tobago and France. The aeronautical and maritime Search and Rescue Region (SRR) in the PIARCO FIR is illustrated in **Appendix**.
- 2.1.3 Collaborative tools have been put in action to improve the coordination between the stakeholders.
- 2.1.4 The preparation and the realisation of a regional SAREX helped to reinforce coordination between the various stakeholders and to test the collaborative tools put in place.

2.2 Exercise

- 2.2.1 The simulated tabletop exercise concerned a commercial airline with failure engine ending ditched abeam Saint Pierre, a town in Martinique.
- 2.2.2 The exercise involved two SAR team in Martinique, one for Trinidad and Tobago and the PIARCO FIR and one for the French FIRs.
- 2.2.3 France used the ATCO simulator for the response in the control tower and the simulator of CNES, the French Agency for Spatial studies for the FMCC (French Mission Control Centre) for COSPAS-SARSAT.
- 2.2.4 The exercise was the occasion to test the location of an aircraft in distress repository (LADR) and its related functionalities and to experience its impact during real time operations.

2.3 Location of an aircraft in distress repository (LADR)

- 2.3.1 The LADR is operational since May 2024 and is a critical part of the Global Aeronautical Distress and Safety System (GADSS), providing the means to store and make available all information

related to the position of an aircraft in distress, as described in Annex 6 — Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes, 6.18.

- 2.3.2 The LADR has been developed by the European Organisation for the Safety of Air Navigation Eurocontrol, in close cooperation with ICAO and following the requirements of the Functional Specifications for the Location of an Aircraft in Distress Repository (LADR) (Doc 10150). The initial operational phase of the LADR has been delivered to meet the minimum required functions, and further developments are expected to transition the system to full operational capability. Nevertheless, the current system fulfils the basic requirements to store and display position information and notify registered users when new information becomes available.
- 2.3.3 In developing the system, the OPS Control Directory, formerly hosted by ICAO, was also transferred to Eurocontrol and will act as the means by which users will be authorized for the use of the LADR. The following categories of users are defined in the directory:
- a) operators of aircraft,
 - b) air traffic services (ATS) units responsible for the management of a flight information region (FIR), or portion thereof,
 - c) rescue coordination centres (RCCs) responsible for the coordination of search and rescue services; and
 - d) State representatives, in accordance with Annex 6, Part I, 6.18 who intend to provide access to authorized individuals not meeting any of the above descriptions.
- 2.3.4 The OPS Control Directory itself provides a means to establish contact, primarily between aircraft operators and ATS units, in the event of any uncertainty regarding the safety of an aircraft. It was also established in response to the aircraft tracking Standards of Annex 6, Part I, 3.5 as a place to obtain operational contact information which would be needed in such situations. The transfer of the OPS Control Directory to Eurocontrol has permitted the inclusion of functionality to allow RCCs to register in the system. With the functionality enabled, it is recommended that RCCs register in the system.
- 2.3.5 In the CAR region, characterized by a very high level of intricacies among the various stakeholders, special attention should be placed to deploying the new functionalities enabled by the LADR and other location determination technologies.

2.4 Feed-back

- 2.4.1 300-400 people were involved during the 2-days exercise.
- 2.4.2 Day1 concerned the coordination between the stakeholders during the Alert phases: coordination between the French services of land, air and sea SAR and Trinidad and Tobago with 2 controllers acting as ATCO on position and ARCC chief.
- 2.4.3 Day2 simulated the rescue of the aircraft with 4 helicopters involved, one helicopter being the aircraft coordinator (IAMSAR ACO role).

2.4.4 France proposes to present the feedback of SAREX 2025 on the aspects regarding LADR during the ICAO GADSS Workshop in Lima from 13 to 15 October 2025

3 Suggested actions

3.1 The NACC/DCA meeting is invited to:

- a) To use the template proposed by France to formalise all the SAR delegations in the Piarco FIR
- b) To clarify the status of the aeronautical & maritime rescue coordination centres (RCC) and the Search and Rescue regions (SRR) declared to ICAO in the CAR/SAM Regional Air Navigation Plan, and to International Maritime Organisation (IMO).
- c) To register the aeronautical RCCs in the LADR and populate the contact information field.

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APPENDIX

Aeronautical and maritime Search and Rescue SRR

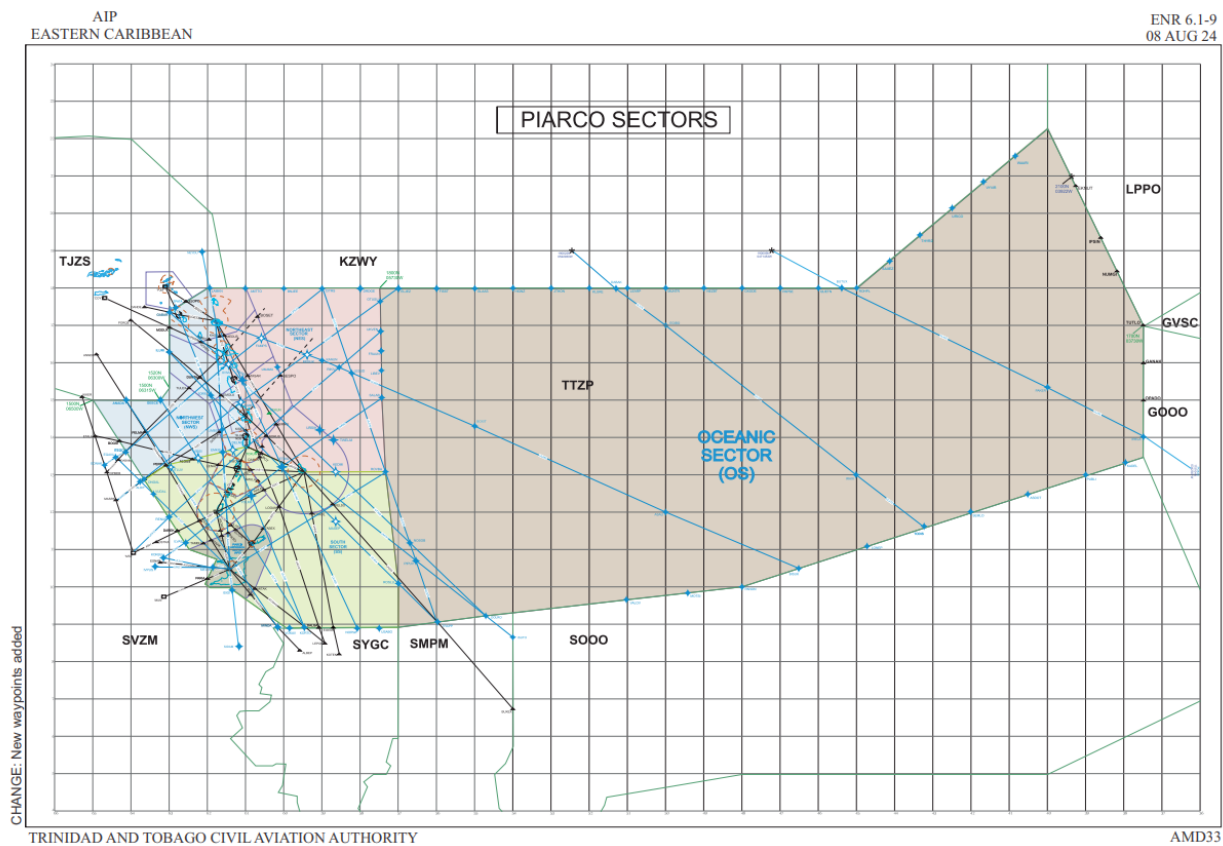
French aeronautical Search and Rescue SRR (FIR/TMAs)



French maritime Search and Rescue SRR

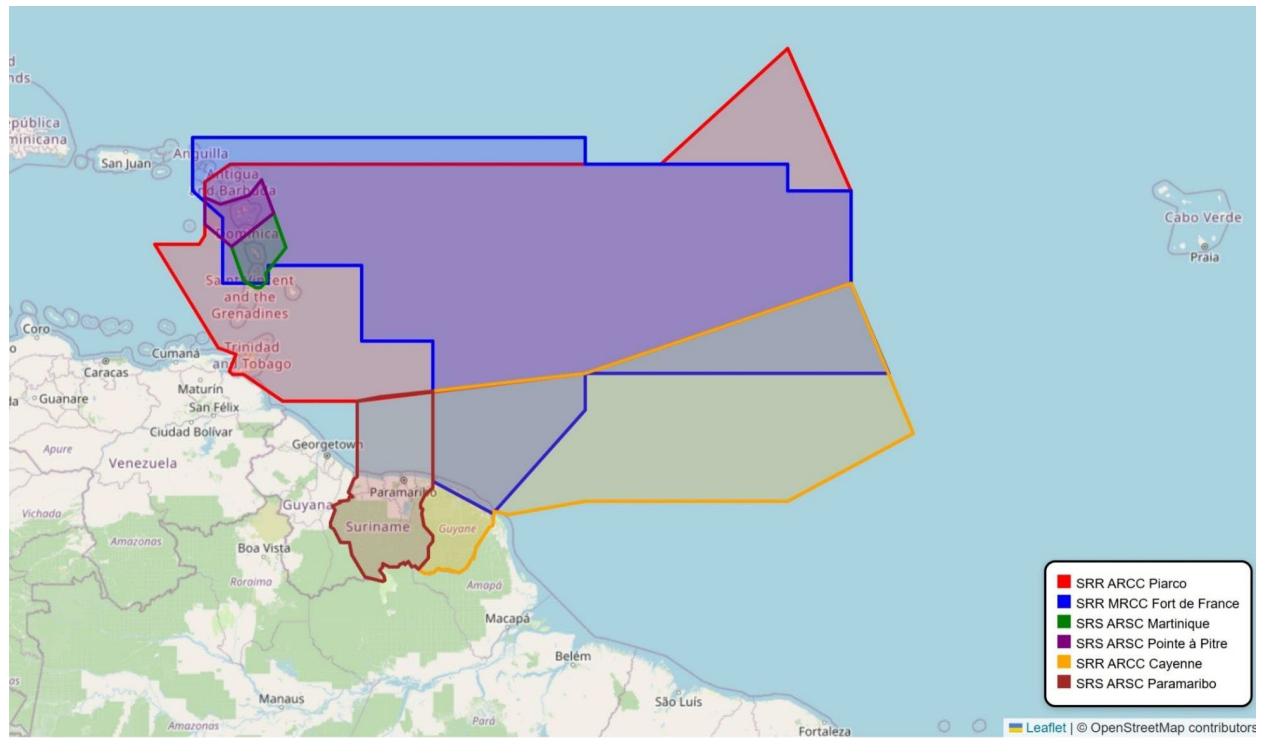


Trinidad & Tobago aeronautical Search and Rescue SRR



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Maritime and Aeronautical Search and Rescue SRR/SRS



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