



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

A UN SPECIALIZED AGENCY

ICAO AFI INTER-REGIONAL SEARCH AND RESCUE WORKSHOP

Session 1.2 – Why SAR

OUTLINE

The mandates requiring SAR for the AFI Region.

- The Chicago Convention
- The Annex to the Convention
- The AFI declaration
- APRIG Conclusions

The Chicago Convention (Signed on 7 December 1944)

ARTICLE 44 – ICAO Aims and Objectives

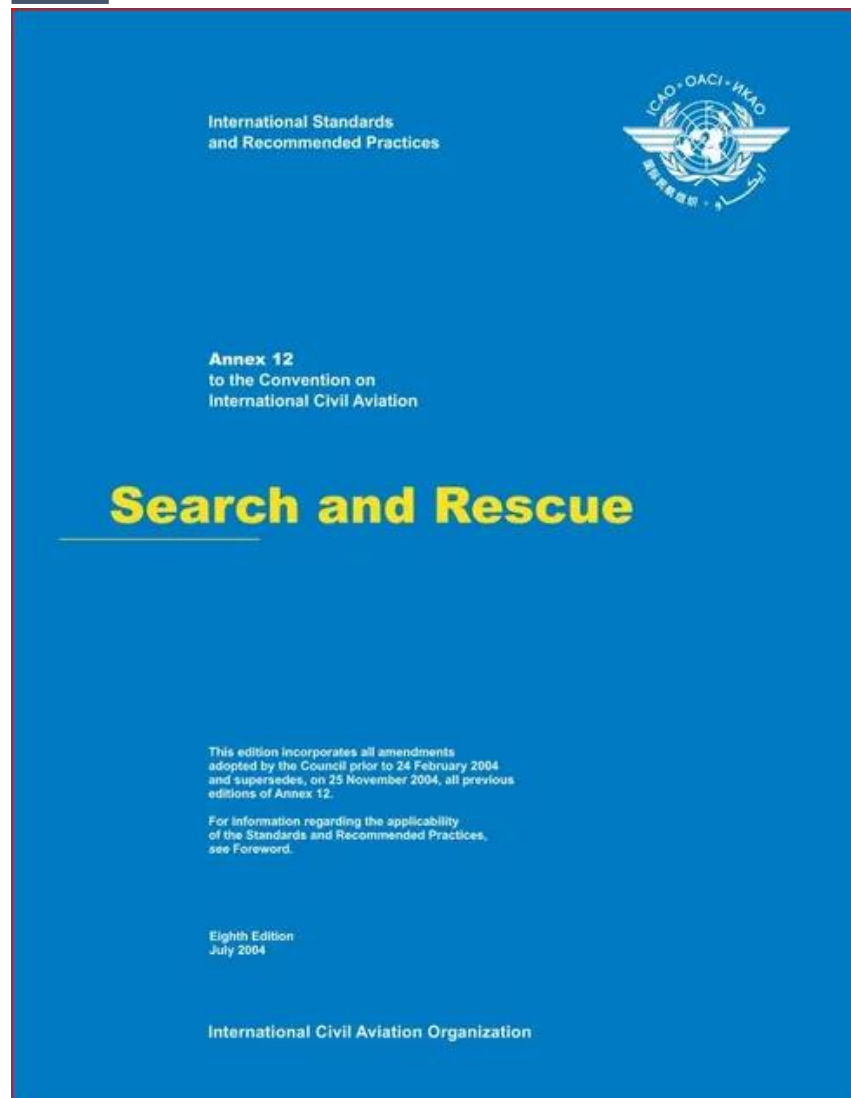
ICAO's Objectives under Art. 44

- Ensure the safe and orderly growth of international civil aviation throughout the world.
- Encourage the arts of aircraft design and operation for peaceful purposes.
- Encourage the development of airways, airports and air navigation facilities for international civil aviation.
- Meet the needs of the people of the world for safe, regular, efficient and economical air transport.
- Prevent economic waste caused by unreasonable competition.
- Ensure that the rights of the Contracting States are fully respected and that every Contracting State has a fair opportunity to operate international airlines.
- Avoid discrimination between Contracting States.
- **Promote safety of flight in international air navigation.**
- Promote generally the development of all aspects of international civil aeronautics.

ARTICLE 25 – Aircraft in Distress

Each contracting State undertakes to provide such measures of assistance to **aircraft in distress** in its territory as it may find practicable, and to permit, subject to control by its own authorities, the owners of the aircraft or authorities of the State in which the aircraft is registered to provide such measures of assistance as may be necessitated by the circumstances. Each contracting State, when undertaking search for missing aircraft, will collaborate in coordinated measures which may be recommended from time to time pursuant to this Convention.

The Annex to the Chicago Convention : Annex 12



*Annex 12 replaced the original **Annex L** to the Chicago Convention named: Search and rescue, and investigation of accidents*

The **Annex** became effective on 1 December 1950 and came into force on 1 March 1951.

Annex 12 sets forth the provisions applicable to the **establishment, maintenance** and **operation** of search and rescue services by Contracting States in their territories and over the high seas.

The Lomé Declaration

- HIGH LEVEL CONFERENCE ON SAR IMPROVEMENT IN AFRICA

Jointly organized by ICAO, AFCAC and African Union Commission in Lomé, TOGO, 10-12 April, 2017;

- The conference adopted a declaration on SAR improvements: Lomé Declaration
- **Action Plan for SAR improvements**
 - Legal framework for a sustainable and adequate funding
 - Bilateral/Multilateral SAR Agreements:
 - ✓ *negotiate, sign and implement Multilateral Agreements with as many Partner States to combine efficient SAR Operations and pooling of resources and skills*
 - ✓ *organise multi agencies, multi States and combined Regional SAR exercises to test SAR systems*
 - ✓ *implement training programmes and plans for capacity building of search and rescue personnel, including those involved in the oversight of SAR;*
 - ✓ *establish a Joint Rescue Coordination Centre (JRCC) to coordinate aeronautical and maritime SAR operations where is practicable, and pooling resources (human, assets, funding, etc.)*

HIGH LEVEL CONFERENCE ON THE IMPROVEMENT OF SEARCH AND RESCUE (SAR) SERVICES IN AFRICA

Lomé, TOGO, 10-12 April, 2017

LOMÉ DECLARATION ON THE IMPROVEMENT OF THE PROVISION OF SEARCH AND RESCUE SERVICES IN AFRICA

Lomé, Togo, 12 April 2017

We African Ministers responsible for Civil Aviation, meeting in Lomé, Togo on 12 April 2017, on the occasion of the High-level Conference on the improvement of the provision of Search and Rescue (SAR) services in Africa organized by the African Civil Aviation Commission (AFCAC) and the Republic of Togo in collaboration with the International Civil Aviation Organization (ICAO);

Mindful of the Convention on International Civil Aviation signed in Chicago on 7 December 1944 (Chicago Convention), in particular its Article 25 on aircraft in distress and the Standards and Recommended Practices contained in its Annex 12 on Search and Rescue;

Mindful of the Convention on the High Seas of 1958, the International Convention for the Safety of Life at Sea (SOLAS) of 1974, as amended, the International Convention on Maritime SAR of 1979, the United Nations Convention on the Law of the Sea (UNCLOS) of 1982;

Mindful of ICAO Assembly Resolution A38-12, providing a consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation which, in particular, encourages Member States, in cooperation with other States and ICAO, as necessary, to pool available resources or establish jointly a single SAR organization to be responsible for the provision of SAR services within areas extending over the territories of two or more States or over the high seas;

Mindful of the existing Regional Economic Communities established on the Continent;

Mindful of the African Civil Aviation Policy (AFCAP) adopted by the Second Conference of the AU Ministers of Transport, in Luanda, Angola on 25 November 2011 and the strategies and commitments developed in the Declaration, subsequently endorsed by the Assembly of Heads of State and Government of the AU, in Addis Ababa, Ethiopia, on 27 January 2012;

Mindful of the Abuja Declaration on Civil Aviation Safety in Africa of 20 July 2012, affirming States' commitment to enhance aviation safety in Africa, and its endorsement by the Assembly of Heads of State and Government of African Union (AU) in Addis Ababa, Ethiopia, in January 2013;

Mindful of ICAO Assembly Resolution 39-23 on No Country Left Behind (NCLB) Initiative

APIRG 20 Conclusion 20/10 – Search and Rescue

That:

a) States be urged to conclude SAR agreements under Regional frameworks to facilitate operational cooperation and efficiency;

APIRG 22 Conclusion 22/09

APIRG/22 Conclusion 22/09: Follow-up on the AFI Plan SAR Projects for AFI States

That:

a) AFI States:

- i. Expedite the development and operationalisation of their SAR plans, which should include State agencies that would be involved with supporting SAR operation;*
 - ii. Coordinate directly with the authorities responsible for SAR in adjacent States and arrange for signing of their SAR agreements as soon as practicable and inform ESAF and WACAF Regional Offices;*
 - iii. Use Regional Economic Communities (RECs) frameworks to pursue signing of outstanding SAR agreements where high level intervention is required;*
- b) Having adequate SAR expertise and resources to assist other States, upon request, in improving their SAR organisation and capabilities; and*
- c) IATA / Airlines include SAR requirements as part of their pre-operational assessment and technical panels/missions to States/ ANSPs.*

Search and Rescue is all about saving lives !!!!



Let's cooperate to do so !!!!



Thank You!