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Fifth North American, Central American and Caribbean Working Group (NACC/WG) Search and Rescue (SAR) Implementation Task Force Meeting (NACC/WG/SAR/TF/5)
Mexico City, Mexico, 23 to 27 September 2024

Agenda Item 3: SAR Coordination Affairs
3.3 Maritime and Aeronautical SAR coordination

JOINT RESCUE COORDINATION CENTRE (JRCC) ANTILLES GUYANE PROJECT

(Presented by France)

EXECUTIVE SUMMARY

In 2025, the French Caribbean ARCC and ARSCs (ARCC Cayenne, ARSC Martinique, ARSC Guadeloupe) as well as the MRCC Fort de France (CROSS-AG) will strengthen the links between aeronautical SAR and maritime SAR through, among other things, the experimentation of a virtual JRCC in the French SRRs.

Strategic Objectives:

- Safety
- Air Navigation Capacity and Efficiency

References:

- *Doc 10054 Manual on Location of Aircraft in Distress and Flight Recorder Data Recovery First Edition, 2019*
- Doc 9731 IAMSAR volume I
- Draft for a Memorandum of Understanding regarding aeronautical search and rescue operation within the Piarco search and rescue region (ECCAA)

1. Introduction

1.1 With the implementation of ADT (GADSS), a close coordination between aeronautical and maritime search and rescue services is strongly recommended.

Doc 10054 - Manual on Location of Aircraft in Distress and Flight Recorder Data Recovery, First Edition, 2019

RCC PROCESSES

1.2 The RCC will greatly benefit from ADT, which enables the timely detection of an aeroplane in distress and provides the last known location of the aeroplane. Current RCC processes are established under the provisions of Annex 11-*Air Traffic Services* and Annex 12 — *Search and Rescue* and apply to aeronautical RCCs (ARCCs). The International Convention on Maritime Search and Rescue establishes a global maritime search and rescue system applicable to maritime RCCs (MRCCs). To ensure close coordination between aeronautical and maritime search and rescue services, States are expected to either establish joint RCCs (JRCCs) or ensure the closest practicable coordination between ARCCs and MRCCs.

SAREX 2024

1.3 MRCC Fort de France and ARCC Cayenne, ARSC Martinique worked in advanced collaborative mode during SAREX 2024 which took place in Cayenne (French Guiana) and Martinique (French Antilles), with a total participation of almost one hundred participants online. During the exercise, the centres involved in the experiment, used a new set of communication tools as an experiment in ground-to-ground communication. This experimental mode of operation draws similarities with the virtual JRCC concept, envisaged in Doc 9731, the IAMSAR manual : SAR organizations do not merge, SRRs and responsibilities remain, but the overall setup and the technical infrastructure enables entities to operate like a single RCC in the common maritime and aeronautical SRRs , along with shared situational awareness, a strong culture of collaboration and information exchange, and a regime of joint exercising and shared learning.

Virtual JRCC concept

The concept underscoring the organization of the SAREX 2024 is described in Doc 9731 IAMSAR volume I

2. Rescue Coordination Centres

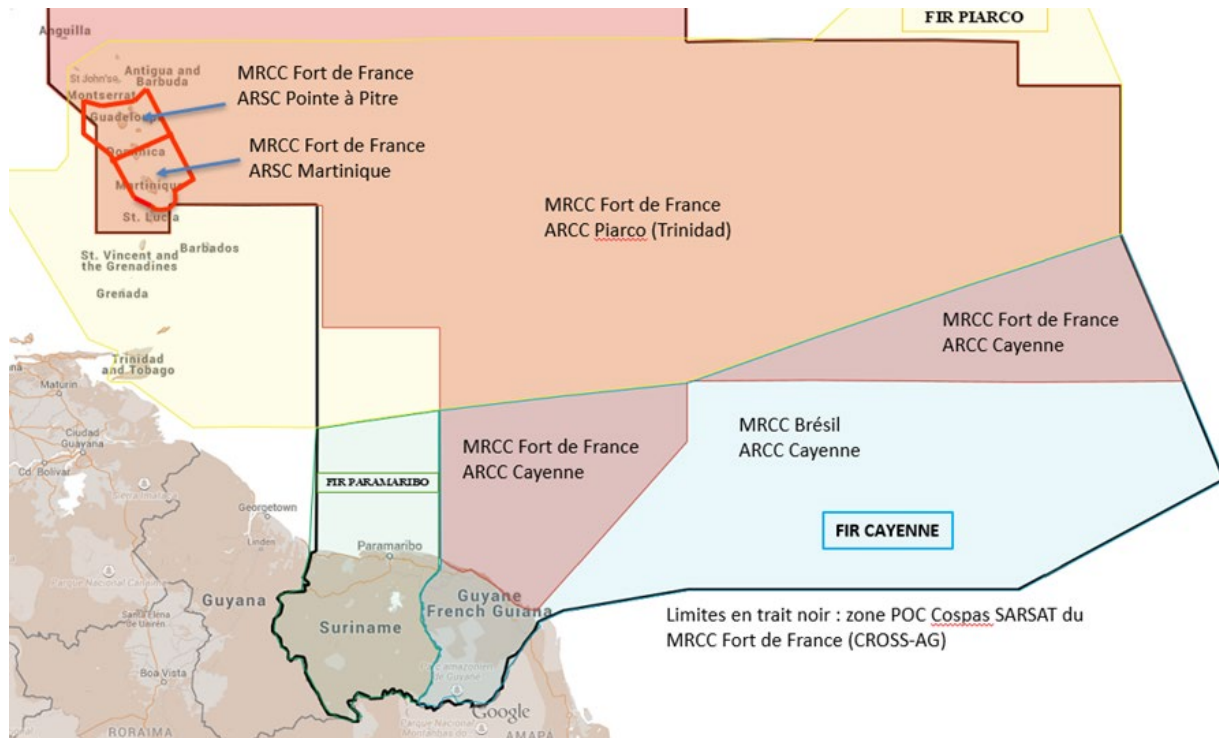
2.1 A JRCC may be established either by physical co-location or by the integration of communications, information and computer technology between an ARCC and an MRCC to achieve full search and rescue coordination functionality.

3. JRCC Antilles Guyane project

3.1 Phase 1: Virtual JRCC Antilles Guyane

3.1.1 In 2025, the French Caribbean ARCC and ARSCs (ARCC Cayenne, ARSC Martinique, ARSC Guadeloupe) will reinforce their cooperation with the French MRCC located Fort de France (CROSS-AG) to strengthen the links between aeronautical SAR and maritime SAR through the experimentation of tools leading to the creation of what has, in other parts of the world, sometimes been referred to as a virtual JRCC in the French SRRs. The overall objective is to enhance the provision of search and rescue services in

the various areas of responsibility for France, by ensuring close collaboration by actors from the aviation and maritime sides, while taking full advantage of their respective specificities and fields of expertise.



3.2 Phase 2: SAR Agreements (sub centers delegations: aeronautical & maritime)

3.2.1 As a follow up of that first effort to optimize the resources allocated to SAR provision, it appears that, in order to further reinforce aviation safety and to ensure efficient provision of SAR Services in the area, the first following item (SRR delegation for ARSC Martinique and Guadeloupe) should be formalised. It also appears that it would be consistent to involve the other declared ARSCs in the region as along with, as much as possible, maritime stakeholders should be invited to discuss the terms of a SAR LOA.

3.2.2 In that light, the initiative from ECCAA, launched to set up a Memorandum of Understanding (MoU) regarding aeronautical search and rescue operation within the Piarco search and rescue region, and mentioning that “The SAR areas of responsibility for the RCC and each RSC are defined and agreed to by the relevant SAR organisations and described in the regional SAR agreement” is a positive first step.

IAMSAR Vol I Rescue sub-centres (delegation)

3.2.3 There may be situations where an RCC is not able to exercise direct and effective control over SAR facilities in an area within its SRR. The establishment of an RSC with its SRS may be appropriate. Examples of such situations include:

- *where the communications facilities in a portion of an SRR are not adequate for close coordination between the RCC and SAR facilities.*
- *where the SRR encompasses a number of States or territorial divisions of a State in which, for political or administrative reasons, local facilities can only be directed and controlled through designated local authorities; and*
- *where local control of SAR operations will be more effective.*

**In such situations, the RCC may delegate some or all of its responsibility to an RSC, including communications, search planning and arrangements for SAR facilities.*

3.3 Phase 3: JRCC Antilles Guyane

3.3.1 Building on the success of phase 1 and 2, a third phase could be further enhanced thanks to the alignment of maritime and aeronautical SRRS in a manner consistent with Annex 12 recommendation. That phase would be coordinated in a timely and appropriate manner.