



ICAO

Second Meeting of the Steering Group of the Improvement of Air traffic Services over the South Atlantic

(SAT/SG2)

Dakar, Senegal 9-12 December 2024

Agenda Item: Initiatives of the SAT Steering Group Members

SAR INITIATIVES IN COTE D'IVOIRE AND CHALLENGES

(Presented by Cote d'Ivoire)

SUMMARY

This working paper presents the initiatives undertaken by Côte d'Ivoire to operationalize the Rescue Sub Center (RSC) of Abidjan and effectively fulfill its responsibilities for search and rescue of distressed aircraft. It also highlights the challenges faced, particularly those related to the coordination of SAR operations at high seas.

<i>Strategic Objectives</i>	A-Safety
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1 INTRODUCTION

- 1.1 Civil aviation air tragedies highlight the need for an effective SAR (Search and Rescue) system to ensure the safety of flight Operations. The establishment of aeronautical SAR is an obligation for ICAO Member states, in complying with Article 25 of the Convention on International Civil Aviation and the provisions in Annex 12 to the Chicago convention.
- 1.2 Cote d'Ivoire, aware of these obligations, has taken initiatives to strengthen its SAR system and improve its emergency response capacity.

2. DISCUSSIONS

Initiatives OF Côte d'Ivoire

2.1. 2.1. Context and commitment

In response to ICAO's concern about States' capacities to rescue aircraft in distress, Côte d'Ivoire has taken measures to develop an efficient search and rescue (SAR) system, aiming to become a regional reference.

2.2. Key objectives

- **Ensure compliance** to ICAO Annex 12, etc.).

- **Strengthen operational efficiency** to respond quickly and effectively to emergencies.
- **Improve coordination** between stakeholders involved in SAR operations at national and international levels.

2.3. **Actions taken by Cote d'Ivoire.**

Legal and organizational framework : Adoption of laws, decrees, and ministerial and inter-ministerial orders to establish a framework for SAR activities and clearly define the roles and responsibilities of the various stakeholders

Funding : Allocation of state funding to ensure the full operational capability of SAR services

Diagnosis and Audit: Identification of operational and organizational gaps through a compliance audit conducted by Côte d'Ivoire Civil Aviation authority (ANAC).

SAR Strategic Plan: Deployment of a plan comprising national and international priorities, with specific actions

Modernization of SAR infrastructure and equipment

- Training and qualification of personnel.
- Strengthening partnerships and cooperation agreements
- Organizing periodic and regular SAR exercises to evaluate the coordination and effectiveness of operations (communication, coordination, full-scale)

2.4. **Expected Outcomes of These Initiatives**

- Full compliance with ICAO standards and applicable national requirements.
- Significant reduction in response times.
- Improvement of inter-organizations' coordination for SAR operations.
- Enhancement of the reputation of the country's aviation safety.

2.5. **Progress achieved**

Côte d'Ivoire currently has a fully functional Rescue Sub-Center (RSC) equipped to conduct search and rescue missions for distressed aircraft. However, challenges persist, particularly in conducting operations over high seas, due to logistical limitations and insufficient international coordination.

Challenges in Coordinating SAR operations

2.6. **international collaboration**

One of the major challenges is the signing and implementation of international SAR agreements, essential to strengthen regional cooperation and ensure effective coordination in cross-border areas. Currently Cote d'Ivoire has signed SAR agreements with Ghana and Burkina Faso. SAR exercises conducted in 2024 witnessed the participation of some States within Dakar SRR and adjacent SRR, however the scope of the exercise was limited to the State's land and territorial waters due to lack of coordination over the high seas.

Despite the efforts undertaken, addressing this issue remains a key priority to strengthen synergies at the regional level.

2.7. **Insufficient resources**

The financial resources allocated to SAR remain limited, hindering optimal coverage of the area of responsibility and reducing the capacity for rapid and effective intervention in distress situations.

Actions are currently being undertaken by the State to enhance financial allocations and improve the operational capabilities of SAR.

2.8. Logistical constraints

The aeronautical and maritime means of the Rescue Sub Center (RSC) of Abidjan have limited operational ranges, restricting their ability to intervene effectively across the entire area of responsibility. This constraint is particularly problematic for operations in the SAT area, where long distances and operational constraints compromise interventions. It therefore requires cooperation and close collaboration between RCCs and RSCs with an area of responsibility extending over the south Atlantic.

3. Action by the meeting

Search and Rescue systems present opportunities for improvement. States, in line with Article 25 and the provisions of Annex 12 to the Chicago Convention, are committed to establishing and implementing these systems in a harmonized and collaborative manner.

To deal with these challenges, the meeting is invited to:

- 3.1 Take note of the information contained in this working paper.
- 3.2. Integrate SAR matters in the scope of its mandate.
- 3.3 Establish mechanisms to enhance the capacity and operational efficiency of SAR centers within the SAT airspace.
- 3.4 Encourage SAT States to conduct regular joint SAR exercises to evaluate and optimize operational effectiveness in the SAT region.
- 3.5 Encourage States to establish Joint Rescue Coordination Centers (JRCC) through combination of ARCC and MRCC resources.
- 3.6 Support the establishment of SAR agreements among States hosting RCCs/RSCs responsible for the SAT area, ensuring the provision of necessary resources for high-seas operations.