

ELEVENTH AIR NAVIGATION CONFERENCE

Montreal, 22 September to 3 October 2003

Agenda Item 2: Safety and security in air traffic management (ATM)

2.1 Safety management systems and programmes :

SEARCH AND RESCUE (SAR)

(Presented by African States¹)

SUMMARY

This paper outlines the main difficulty experienced by AFI States in the field of SAR and gives their common stand as regards the funding of SAR services.

1. INTRODUCTION

1.1 Article 25 of the Convention on international civil aviation calls on States to provide assistance to aircraft in distress and search for lost aircraft. As a result, States are fully responsible for providing search and rescue services to aircraft in distress.

1.2 Search and rescue (SAR) is an air navigation service just like air traffic management (ATM) or communications, navigation, and surveillance (CNS) which are provided for the purpose of guaranteeing flight safety, regularity and efficiency.

* English and French versions provided by African States.

¹ Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cap Verde, Central African Republic, Chad, Comoros, Congo, Cote d'Ivoire, Democratic Republic of the Congo, Djibouti, Egypt, Equatorial Guinea, Eritrea, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Libyan Arab Jamahiriya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, Sao Tome and Principe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, Sudan, Swaziland, Togo, Tunisia, Uganda, United Republic of Tanzania, Zambia, Zimbabwe.

2. DISCUSSION

2.1 In the AFI region, deficiencies in the SAR field account for one third of all deficiencies identified in air navigation services (CNS, ATM, MET, AIS, SAR), and stand as the 2nd threat to aviation safety after CNS.

Deficiencies table in the AFI region

	AOP	CNS	ATM	MET	SAR	AIS	TOTAL
Number	103	182	78	16	136	31	546
%	19 %	33 %	14 %	3 %	25 %	6 %	100 %

2.2 In the AFI region, the implementation of SAR services is quite difficult if not impossible because of the high cost involved. Given that States budget cannot bear this cost, one should therefore resort to civil aviation which is self sufficient.

2.3 As recommended by ICAO, air navigation services and other civil aviation activities are subject to charges. These charges are levied in order the bear the expenses entailed by the implementation of a service.

2.4 One important subject to be addressed is the body (civilian or military) vested with the responsibility of providing SAR services. In some States, the SAR service comes under the full responsibility of the Civil Aviation Administration. In other States, this service is jointly provided by the Civil Aviation Authority which handles administrative and financial matters and a military structure in charge of operational matters. In some other countries, the SAR service falls under the full responsibility of a military administration whose operation costs are borne by the military defence budget.

2.5 Whatever the case may be, all civil aircraft do take advantage of this service.

3. CONCLUSION

3.1 To conclude, we suggest that the SAR issue be included when considering charges and their allocation.

3.2 The matter related to the funding of SAR might be dealt with as follow:

- a) reallocation of the existing air navigation charges (en-route, approach, aerodrome or landing);
- b) an increase of charges (particularly for en-route ones) and its allocation to SAR service;
or
- c) the setting up of SAR charges, the collection method of which shall be determined by the Air Navigation Commission.

3.3 Taking into account the costly operation of SAR services, this portion of charge will supplement State' endeavours in that field.

3.4 The second option mentioned above seems more reasonable because it avoids a new charge and then just calls for a readjustment of the existing charges based on the actual costs in case of SAR operations.

3.5 The percentage allocation to that service should be worked out by the Air Navigation Commission.

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