

Strengthening Civil/Military SAR Services



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NTSB STUDY

- “to dispel a public perception that most air carrier accidents are not survivable” and
- “to identify things that can be done to increase survivability in the accidents that do occur”.



NTSB STUDY

More than 9 out of ten people survive an airline accident.



Even for serious accidents, of 2,739 occupants involved in the accidents studied, 1,524 survived, for a survival rate of 55%.

Military authorities well suited to SAR because of:

- ✓ Trained personnel
- ✓ Specialized equipment
- ✓ In-house regulatory systems
- ✓ Training regimes, and
- ✓ SAR aircraft and vessels



There is more to SAR than flying missions

SAR needs:

- regulation
- legislation,
- organisation,
- Management,
- planning,
- documentation and
- coordination.



Coordination in RCCs includes:

- Gathering of intelligence,
- Determination of search areas,
- Tasking of sea and aircraft,
- Development of rescue plans,
- Assurance of safety of SAR craft while implementing plan for saving casualties.

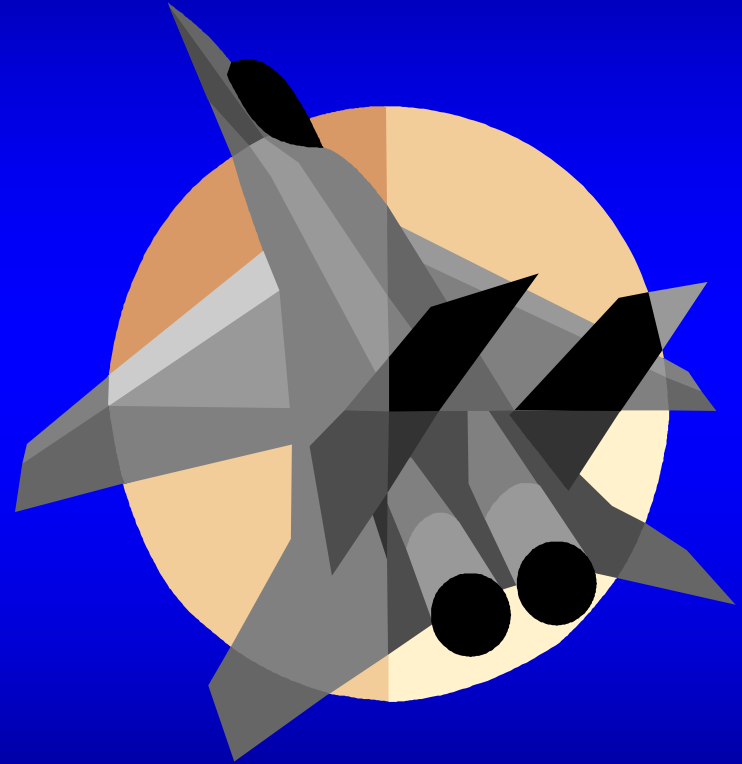


Proficiency requires:

Appropriate

- ✓ Skills
- ✓ Knowledge, and
- ✓ Attitudes

Military operations
require a close respect
for rank and authority for
necessary issuance and
unquestioned obedience of orders.



Civil attitudes

- Civil SAR services are dependent on incremental use of shared resources, and
- require development of attitudes of
 - ✓ mutual dependence
 - ✓ voluntarism, and
 - ✓ a willingness to respond in life-saving endeavour.



AUTHORITY GRADIENTS

Military authority is based on rank



Civil authority is based on function



Military crews may be uncomfortable being tasked by civil coordinators



What they may dislike:
“command and control”
by civilians

What they can expect:
Tasking that respects
all operational data
and, especially,
safety prerogative of
the pilot-in-command



Military RCCs tasking civil aircraft

- SAR operations can be hazardous.
- Civil pilots look for application of civil aviation standards to safeguard their flights.



International Aeronautical and Maritime SAR (IAMSAR) manual

- Joint publication of ICAO and IMO;
- Widespread acceptance amongst aviation/maritime/civil/military SAR providers;
- Comprehensive document in three volumes;
- Outstandingly successful in bridging civil/military divide;
- Strongly recommended as mainstay of management, coordination and field missions.



Recommended guidance material

- “Handbook on Distress Alert Messages for Rescue Coordination Centres”
 - a document produced by Cospas-Sarsat
- **A problem:**
 - Non-responsive SPOCs
 - This is amongst topics to be addressed at a planned
 - ICAO/UAE GLOBAL SAR FORUM,
 - Abu Dhabi,
 - June, 2010

Auditing civil SAR when provided by the military

- Military bases are secure;
- Military aircraft performance is classified;
- Civil SAR is likely only one of many functions provided by the military RCC;
- But Chicago Convention is the benchmark for civil SAR audit;
- How can civil auditors operate?



An audit solution

Legislation that

- requires civil aviation SAR to comply with ANNEX 12 to Chicago Convention, and that
- requires the military SAR provider to establish a **QUALITY SYSTEM** that can be readily audited externally



In conclusion:

- Close appreciation of others' responsibilities
 - Cultures
 - Attitudes
 - Procedures
 - empathy
- Civil SAR training for military SAR personnel;
- Awareness of military practices for civil SAR staff;
- Annex 12;
- Quality system;
- IAMSAR manual;
- Planned ICAO/UAE GLOBAL SAR FORUM Abu Dhabi, June, 2010.

