

SUB REGIONALISATION OF AERONAUTICAL SEARCH & RESCUE

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Safer Lives, Safer Ships, Cleaner Seas

SUB REGIONALISATION OF AERONAUTICAL SEARCH & RESCUE

- International Conventions exhort States either individually **or in co-operation with other States** to establish a search and rescue organisation capable of dealing with aeronautical and maritime SAR.



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- Number or size of RCCs dictated by type and size of workload
- SAR Operators need to practise skills and **maintain competence by dealing with real incidents** as well as training
- Reduce number of RCCs



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- Joint RCC – where SAR Operators have the skills to co-ordinate both maritime and aeronautical emergencies
- Shared RCC – where maritime and aeronautical SAR co-ordination are distinct functions with separate operators but under the same roof



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- IS THIS AN AERONAUTICAL OR MARITIME INCIDENT? →



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- ARE THESE AERONAUTICAL OR LAND SAR INCIDENTS?



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- Memorandum of Understanding on the co-ordination of search and rescue maritime incidents arising from aviation accidents states –

“Control of SAR maritime incidents arising from aviation accidents shall rest with the rescue authority (whether ARCC or MRCC) that initiates the response, unless or until it decides that the other is better placed to continue the response.”



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Some examples where the SAR Phase of an incident arising from an aviation accident was co-ordinated by MRCCs –

- Air India Flight 182 – Eastern Atlantic 1985
- Eurocopter Super Puma – North Sea – 18 February 2009
- Eurocopter Super Puma – North Sea – 1 April 2009



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IAMSAR states – “one of the goals of ICAO is to provide an effective SAR system”.

IAMSAR continues – “in most areas of the world, *the fastest, most effective and practical way to achieve this goal is to develop regional systems associated with each ocean area and continent.*”



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SUB REGIONS

- Determined on the basis of need, capacity and risk;
- Commitment, consultation and co-operation by States involved;
- Willingness to accept change, to compromise and share resources, information and support;
- Oversight and control by high level Strategic Committee with clear TORs;
- Project – plan and team;
- Standardisation of regulations; procedures; SAR Plans; etc
- Share tasks and activities.



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BENEFITS OF SUB REGIONALISATION

- Economies –
 - Staffing; pay;
 - Estate;
 - Shared SAR assets;
 - Shared responsibilities;
 - Technology
- Operational –
 - One ARCC, one SPOC, fewer RSCs so busier and more competent SAR operators; SAR specialists;
 - Training; Exercises.



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THANK YOU



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