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UNITING AVIATION

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Virtual Workshop on the establishment of an effective Search and Rescue (SAR) organization

SAR Provision Costs and Charges in Doc 9161

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Provision of Air Navigation Services

- ATM is often provided by the civil aviation administration, although in a growing number of States autonomous entities have been assigned this function. In such instances, the same entity may also be responsible for providing certain CNS services.
- MET is usually provided by a separate meteorological entity, which in many States reports to another branch of government than does the civil aviation administration or the telecommunication services branch.
- **While aeronautical SAR activities are often coordinated by the civil aviation administration, in most States the aircraft, vehicles, vessels and personnel utilized in the actual SAR operations are provided by the military, civil defence or other similar forces.**
- AIS, on the other hand, tends to be provided by the civil aviation administration, although certain services may be provided by third parties on a commercial basis.



REGIONAL COOPERATION IN SEARCH AND RESCUE

- The concept of regionalized, cooperative service provision can, to a certain extent, compensate for the shortage of funds allocated to SAR systems in some States. Where there is a shortage of funds, the allocation of suitable local search units to life-saving tasks may not be possible.
- In such situations an infrastructure of trained personnel, appropriate accommodations, shared communication facilities and multilateral memoranda of agreement in place could facilitate search units volunteered from other places to be effectively and efficiently allocated by regional SAR coordinators. Such a base of human and material resources can be more easily established on a regional basis.



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Costing for Civil Aviation Share of SAR

- 5.116 SAR services, in performing maritime and other search and rescue missions, including missions overland and sometimes in patrolling territorial waters, serve a variety of needs, not just those of civil aviation.
- In most States, aircraft, vessels and operating personnel utilized in search and rescue operations for civil aviation will be provided by the military and other agencies of government that may be equipped to contribute such resources.
- The participation of the civil aviation administration or agency may accordingly be relatively limited (e.g. temporary assignment of ATS personnel, equipment and premises to SAR operations, including the possible provision of rescue coordination centres (RCCs)).



Costing for Civil Aviation Share of SAR

- Costing the use of the resources of the military or other government agencies which are provided for civil aviation SAR operations is a difficult task. It is especially complex when, as is commonly the case, the personnel and equipment so engaged are not assigned exclusively to SAR duties but tend to exist primarily to perform other functions and merely are seconded temporarily for SAR operations.
- With these difficulties in mind, and because humanitarian considerations are involved in the provision of SAR services, the ICAO Council concluded that a simple and equitable way of dealing with the matter would be for **the costs to be taken into account to be limited to the costs of any permanent civil establishment of equipment and personnel maintained for the purpose of providing SAR services, and for an appropriate share of such costs then to be allocated to civil aviation.** This is the basis for costing specified in Appendix 2 of Doc 9082.



Costing for Civil Aviation Share of SAR

- **Doc 9082 Appendix II:** Guide to the facilities and services to be taken into account in determining the total costs of air navigation services

Other ancillary aviation services

- All those parts of the services allocable to civil aviation of any permanent civil establishment of equipment and personnel maintained for the purposes of providing such services as **search and rescue** and accident investigation.



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THANK YOU