



Schweizerische Eidgenossenschaft
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Federal Office of Civil Aviation FOCA

ICAO GLOBAL CIVIL AVIATION SEARCH AND RESCUE FORUM

ABU DHABI, UAE, 21 & 22 June, 2010



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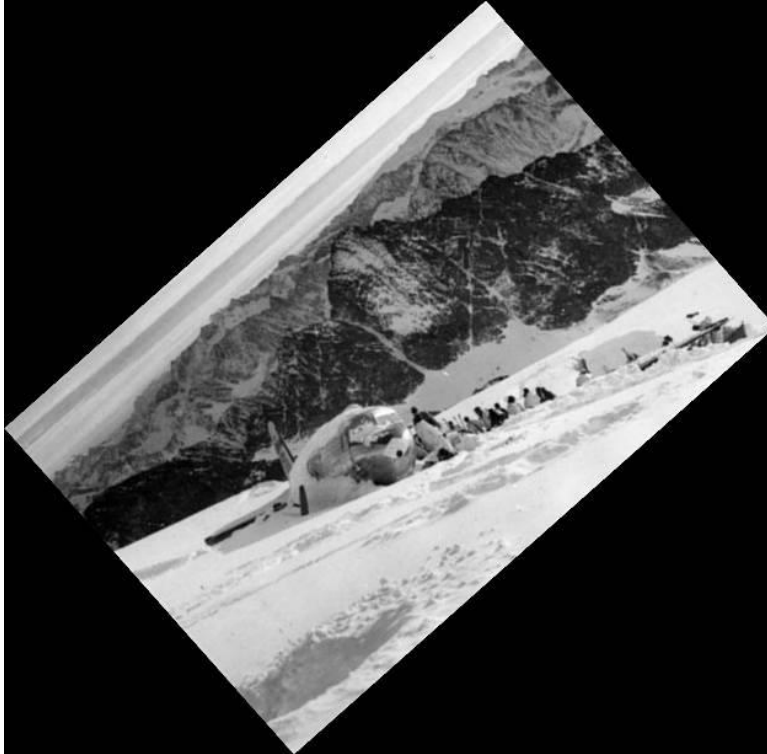


Personal information

- 1970 Swiss Air Force recruit (EW Radar Unit)
 - 1972 internship at Federal Air Office (FOCA)
 - 1974 FOCA Air Transport Section
 - 1978 – 1991 FOCA SAR Mission Leader
 - 1988 – 2006 CIV/MIL WG Coord Air Lift Operations
- Swiss Air Force
- 1990 – 1997 Chief Civil Air Operations
 - 1991 – 1995 Chair WG Air Rescue 2000
 - 1998 – 2008 Civil Operations Planning Officer



How it all started ...





Federal Office of Civil Aviation FOCA

ICAO Annex 12, Standard 2.1.1

Contracting States shall, individually or in cooperation with other States, arrange for the establishment and prompt provision of search and rescue services within their territories to ensure that assistance is rendered to persons in distress. Such **services shall be provided on a 24-hour basis.**



Federal Office of Civil Aviation Daniel Ruhier, ICAO Council Representative



SAR Switzerland : **BEFORE**

- **Rulemaking :** **FOCA**
- **RCC :** **FOCA**
- **Search :** **FOCA**
 - Cooperation: Swiss Air Force
- **Rescue :** **FOCA**
 - Cooperation: Swiss Air Rescue
- **Exercises :** **FOCA**





Reasons for change (FOCA)

- Staffing of FOCA **RCC** and conduct of **SEARCH** flights based on stand-by service arrangements with a pool of FOCA pilots, instructors and inspectors
- SAR operations not main task of people employed
- Problem of availability, training and overtime
- No professionals for **RESCUE** activities (doctors)



Swiss Air Force





Reasons for change (Air Force)

Readyness on short notice with :

- Appropriately equipped aircraft
- Sufficient trained pilots
- Operations and communications centre

But mainly: Change in priority of tasks !

(Need to justify their future existence ?)



SWISS AIR RESCUE (REGA)





Reasons for change (Swiss Air Rescue)

- Use of an existing „Alerting“ Centre is cheaper than to create and staff an additional 24 hours RCC
- Possibility to transport medical assistance to the scene of the accident
- Possibility to preserve the life or health of victims by appropriate intervention and transportation



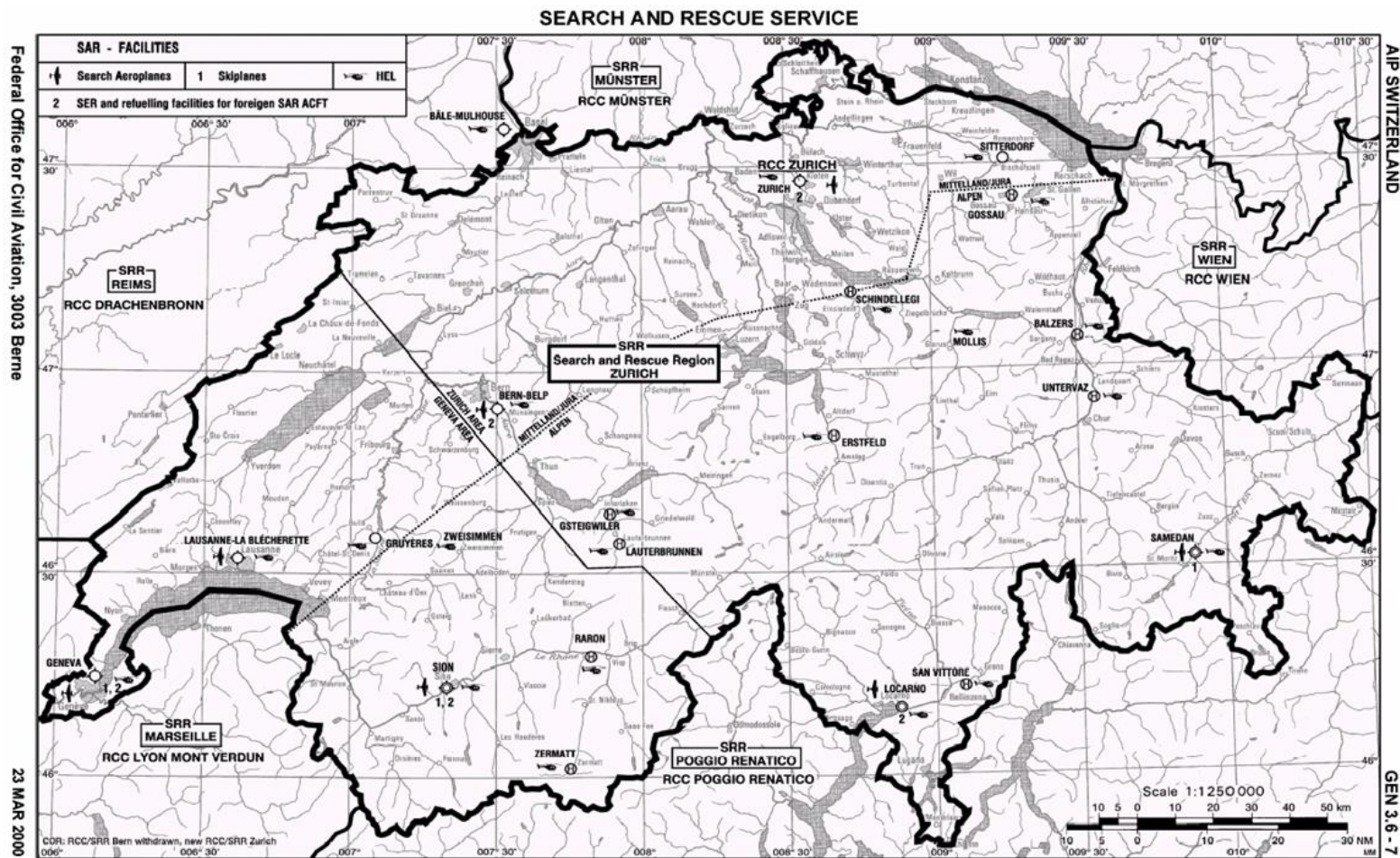
Reasons for change (split SAR duties)

- Budget limitations of government agencies
- Changed priorities for Air Force missions
- Better use of Government assets (aircraft, air crews)
- Centralized functions in one and only Alerting Centre
- Professional medical assistance on accident scene





SAR Switzerland – territory, neighbours







SAR Switzerland – AFTER

FEDERAL OFFICE OF CIVIL AVIATION (SWISS CAA)

- Regulator, Oversight, International Relations, Training
- (Normal office hours)

SWISS AIR RESCUE (REGA) / SWISS AIR AMBULANCE

- RCC Zurich (Alerting / Coordination / Rescue operations)
- 24 hours, 7 days

SWISS AIR FORCE (SWISS ARMED FORCES - MILITARY)

- Search flights
- Response time 60 minutes



Federal Office for Civil Aviation





Federal Office of Civil Aviation FOCA

- FOCA Regulator tasks:
 - Rulemaking (law); coordination;
 - ICAO matters;
 - international cooperation;
 - Training of partner's staff
 - COSPAS-SARSAT;
 - 406 MHz beacon registry, etc.

30% job for dedicated SAR-Expert



RCC RESCUE COORDINATION CENTRE





Swiss Air Rescue (REGA)

RCC Rescue Coordination Centre, Zurich Airport

- Duties / responsibilities acc. SAR-Contract FOCA-REGA
- Cost of 24H RCC operation is paid by FOCA (1700 USD per month)
- Alerting, Coordination
- 6 Duty Officers (main task: REGA flight dispatch)
- RCC staffed 0700H – 2000H; 24H guaranteed by REGA operations centre
- SAR workload: approx. 5 – 30 hours per month
- Training provided by FOCA and „on the job“



Swiss Air Force





Swiss Air Force

- Search flights, 24H stand by
- Costs absorbed within global Air Force budget
- Flight hour budget for training and national/international exercises
- Search missions are conducted by Air Force pilots in normal service
- SAR-Coordinator





Cooperation of partners

The close cooperation between the Civil Aviation Authority (FOCA) as ICAO SAR **REGULATOR**, the Air Force (providing the air assets for **SEARCH** missions), together with the private organization REGA (**RCC** operation and air assets for **RESCUE** missions) ensure best use of synergies and guarantee cost effective SAR service in the interest of all parties concerned.





Conclusions

- Planning of Search and Rescue operations should be based to the maximum practicable extent on existing facilities, services and resources ...
- to obtain a reasonable cost-effectiveness relation by maintaining these services and facilities in the required state of readiness





QUESTIONS ???