

CONFERENCE ON THE ECONOMICS OF AIRPORTS AND AIR NAVIGATION SERVICES

(Montreal, 19 - 28 June 2000)

Agenda Item 4: Determinants of the economic regulation of airports and air navigation services

Agenda Item 5.2: Elements for consideration with regard to ICAO policy

FUNDING SEARCH AND RESCUE SERVICES

(Presented by the International Council of Aircraft Owner and Pilot Associations)

SUMMARY

Search and rescue services are provided by a state to protect its citizens and guests. Funding these services, regardless of provider, should be derived from general revenue sources.

1. Background

1.1 General aviation and aerial work (GA/AW) operations form the foundation of the world's air transportation system. Airline pilots are created through its training, critical care is provided to the populace through emergency medical service aircraft and business aviation supports national and international commerce; GA/AW forms an essential and significant force in the world of air transportation. The more than 600,000 pilots and 300,000 aircraft engaged in general aviation and aerial work operations throughout the world comprise a majority of aviation operations; they contribute significantly to national and international economies. Their needs must be accommodated when planning and operating the aviation infrastructure.

2. Discussion

2.1 Certain services provided by sovereign states, including military, police, fire protection, are considered to be core services provided to its citizens. SAR services are traditionally included among those essential services provided by States to both its citizens and its legally invited guests and transients. General and excise tax revenues applied to a State's general fund are commonly used to fund SAR activities, whether supplied by civil or military agencies. It makes little difference to a person in distress whether they are saved

by civil or military services; funding that effort should be transparent to the survivor. Finally, no provision for SAR charges was provided for in Article 25, Aircraft in Distress, of the Chicago Convention; it should remain that way

2.1 Therefore, the language in paragraph 30 of ICAO Document 9082/5 referring to concern for proliferation of charges on air traffic should be strengthened to reflect that certain essential services provided to a State's citizens also should be provided to international civil aviation.

3. **Action**

3.1 The Conference should note and act on the contents of paragraph 2.1, above.

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