

11 CONCLUSIONS & RECOMMENDATIONS

11.1 Introduction

This section presents the conclusions and recommendations, which have been made following the risk assessment of SAR Helicopters within the UKSRR region.

11.2 Conclusions

The main conclusion, which has been made, based on the work carried out by the Group is that the risk assessment demonstrates that the current SAR Helicopter provision meets the proposed criteria. In addition, the small exercise that was undertaken, with the constraints of the database and time available, to consider moving some SAR bases in order to reduce the average response time to very high-risk areas resulted in no appreciable improvement. Therefore the current basing of UK SAR Helicopters is considered to be appropriate to meet the requirement. Additionally that the coverage criteria agreed in 1996 should be revised to the proposed criteria described in Chapter **Error! Reference source not found.** to remove ambiguity.

11.3 Recommendations

The following recommendations are made:

- i) No changes are made to the current Helicopter SAR provision and basing arrangements.
- ii) That the proposed coverage criteria as described in Chapter **Error! Reference source not found.** should be adopted.

11.4 Observations for Future Reviews

A number of additional observations and suggestions for future work are made, these are listed as follows:

- The greatest uncertainty exists with regard to activity level information and accident data concerning overland leisure interests. The DETR should investigate ways of compiling a database (with standardised proforma) for overland incidents such as is done for maritime casualties for use in future analysis & decision making.
- A future review should seek to explore ways of reducing average times to higher risk areas using the model developed for assessing times to incidents.
- Current data does not offer a means to identify whether concurrency problems exist. A method of establishing concurrency data should be established so that this can be reviewed.
- The review has highlighted that the vast majority of rescues are 1-2 casualties. Therefore a detailed evaluation of incidents over a number of years, both overland and overwater, should be carried out to determine which rescue assets are used for which type of incidents. From this, a further study could then be carried out to determine the best rescue asset or provision that would suit demands for the rescue of 1-2 casualties. This should be considered as part of the overall replacement strategy for helicopters.