



NPA No.10/2011

CAR Part VIII, SUBPART 8 - SEARCH AND RESCUE REGULATIONS

Release Date 01/08/2011

The General Civil Aviation Authority (GCAA) is to create regulations related to Air Navigation, specifically the provisions applicable to Search and Rescue service provision organizations

The regulations will be known as Subpart 8, **"SEARCH AND RESCUE SERVICE REGULATIONS"**

Final regulations pertaining to this subject will be issued after the consultation period.

Pursuant to Article 20 of the UAE Civil Aviation Law which states that "the Competent Authority shall establish rules of the air and other regulations concerning over-flight of airspace, air navigation, the protection of persons and property on the surface and the use of the airspace", the GCAA, as the Competent Authority of the UAE, is responsible to develop and oversee compliance with the promulgated SAR regulations related to civil aviation activities in the territory of the UAE.

The purpose of Sub-part 8, "Search and Rescue Service Regulations" is to establish a framework and mandate fundamental requirements for the provision of civil aviation SAR services in the UAE. These provisions are modeled on Annex 12 to the Convention on International Civil Aviation and are supplemented by the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual which provides guidance for a common aviation and maritime approach to organizing and providing SAR services. SAR providers are encouraged, by the use of the manual, to develop and improve their SAR services within the UAE and to cooperate with neighbouring States in the provision of their SAR services.

This notice is published to announce to the public this amendment to the regulations and to entitle all concerned parties, especially appropriate local authorities in each Emirate, and air navigation service providers, to:

1. Review the attached proposed regulations;
2. E-mail their comments to the below address:

Mr. Brian Day
Senior SAR Inspector
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General Civil Aviation Authority
Email: bday@gcaa.gov.ae
cc: aroberts@gcaa.gov.ae

The comments on the proposal must be received at the above addresses within 30 days of the publishing of this notice.

SAIF MOHAMMED AL SUWAIDI
DIRECTOR GENERAL



CAR PART VIII

Subpart 8

SEARCH AND RESCUE SERVICE REGULATIONS

FOREWORD

- 1 The General Civil Aviation Authority (hereinafter “Authority”).
- 2 This Regulation shall come in force from 01 September 2011
Compliance and interpretative material will be subsequently published prior to the enactment of this Regulation.
4. Future amendments of Subpart 8 will be harmonized with amendments to EASA and ICAO Annexes in a timely manner.
5. Definitions and abbreviations of terms used in Subparts 1 and 8 shall always be interpreted as per the applicable international standards.

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SUBPART 8 — GENERAL PROVISIONS

1 Scope

1.1 This Regulation establishes general provisions governing the rights and obligations of civil aviation search and rescue service providers and other parties planning for or participating in civil aviation search and rescue operations.

1.2 Definitions, abbreviations and acronyms are contained in CAR Part VIII, Subpart 1

2 Applicability

2.1 The GCAA is required, under article 6 of the General Civil Aviation Law, to implement international agreements in the field of civil aviation search and rescue and by article 7 of the same Law, to promulgate policy for civil aviation and propose laws and regulations.

2.2 Civil Aviation Regulations Part VIII, Subpart 8 is issued by the General Civil Aviation Authority in pursuit of its obligations to ensure enforcement of accepted international regulations and standards within and by organisations providing civil aviation search and rescue services within the Emirates SRR as designated by the Authority.

2.3 The objective of civil aviation search and rescue services shall be to contribute towards the safety, regularity and efficiency of air navigation.

2.4 This objective shall be achieved by providing all related aviation organisations with the search and rescue information necessary for the performance of their respective functions.

2.5 The civil aviation search and rescue service provider of the UAE shall determine the type and degree of search and rescue services to be provided within the UAE SRR in accordance with the requirements of Annex 12 – *Search and Rescue* to the Convention on International Civil Aviation and the ICAO Regional Plan (Doc 9708).

2.6 The civil aviation search and rescue service provider may arrange for services to be provided on its behalf.

2.7 The identity of the civil aviation search and rescue service provider and the services to be provided shall be included in the UAE AIP.

2.8 No person shall provide civil aviation search and rescue services except under the authority of, and in accordance with the provisions of this Rule Subpart.

3 General Obligations Of Search And Rescue Providers

3.1 A civil aviation SAR service provider shall:

- (1) use established processes to plan, develop, conduct and improve civil aviation search and rescue operations in accordance with the provisions contained in Annex 12 –

Search and Rescue to the Convention on International Civil Aviation

- (2) have regard to relevant and appropriate guidance material contained in the International Aeronautical and Maritime Search and Rescue manual,
- (3) prepare an annual report that contains:
 - (a) an assessment of prevailing risks to both civil aviation operations and SAR operations in the United Arab Emirates
 - (b) an evaluation of the integrity and coverage of its services,
 - (c) an identification of any shortcomings and deficiencies,
 - (d) a formal notification to the Authority of proposed changes that effectively respond to its findings on such assessment, evaluation and identification,

4 Safety Management System

4.1 A civil aviation SAR service provider shall implement a safety management system which is acceptable to the Authority and which, as a minimum:

- a) identifies safety hazards;
- b) ensures the implementation of remedial action necessary to maintain agreed safety performance;
- c) provides for continuous monitoring and regular assessment of the safety performance; and
- d) is subject to regular review which has as its objective the improvement in the overall performance of the safety management system.

4.2 The safety management system shall clearly define to the satisfaction of the Authority the safety accountability of the senior personnel and staff of the civil aviation SAR service provider.

5 Reporting System

5.1 The civil aviation SAR service provider shall establish a reporting system covering documentation of incidents that occur during the conduct of SAR operations.

5.2 The civil aviation SAR service provider shall notify any such incident to the Authority within seven days containing explanation of the event and specifying any proposed mitigation measures.

6 Resources And Facilities

6.1. A civil aviation SAR service provider shall ensure the availability of sufficient accommodation, equipment, and resources to coordinate not less than two civil aviation search and rescue operations at any one time.

6.2 A civil aviation SAR service provider shall establish a contingency plan that includes completed arrangements to secure access to alternative accommodation and resources in order to ensure the ongoing provision of civil aviation search and rescue services in the event of primary accommodation or equipment becoming unavailable for any reason.

6.3 A designated civil aviation SAR service provider shall ensure the provision of an RCC which must be staffed on a 24-hour basis by a complement of personnel who are trained, qualified, proficient and certified to levels of competence relevant to the functions and responsibilities appropriate to a civil aviation SAR service in the United Arab Emirates and acceptable to the Authority.

6.4 A civil aviation SAR service provider shall ensure that:

- (a) provision is made for a 406 MHz ELT register that is updated whenever necessary,
- (b) registered ELT information is immediately available to RCC staff and other authorized SAR parties.

7 Document Library

7.1 A civil aviation SAR service provider shall establish and maintain a document library in the English language that is readily accessible by its operational and management staff that contains up to date editions of relevant documentation that is immediately accessible by its operational and management staff at all times.

7.2 The library shall at all times have available for reference:

- (a) current editions of Annex 12 to the Convention on International Civil Aviation – *Search and Rescue*,
- (b) International Aeronautical and Maritime Search and Rescue Manual (ICAO Document 9731-AN/958),
- (c) Handbook on Distress Alert Messages for Rescue Coordination Centres (RCCs),
- (d) Search and Rescue Points of Contact (SPOCs),
- (e) IMO Ship Security Competent Authorities (Cospas-Sarsat Document Reference G.007)
- (f) International Code of Signals (IMO Sales Numbers IA994E)

and other technical documentation relevant to the effective delivery of SAR services in the United Arab Emirates.

7.3 A civil aviation SAR service provider shall produce, maintain and update master copies of all manuals required for the safe, effective and timely provision of civil aviation SAR services in the United Arab Emirates and provide copies, on request, to the Authority.

8 Competence And Training

8.1 A civil aviation SAR provider shall provide ab-initio and recurrent training for all RCC and, as appropriate, RSC operational and immediate supervisory staff which is conducted to a syllabus that:

- (a) Included the content of the International Aeronautical and Maritime Search and Rescue Manual (ICAO Document 9731-AN/958)
- (b) Places due emphasis on
 - 1. aviation law,
 - 2. rules of the air,

3. air traffic control,
 4. aeronautical charts,
 5. aeronautical information,
 6. aircraft accident and incident investigation,
 7. aircraft performance,
 8. airspace management,
 9. aeronautical communications including proficiency in the English language,
 10. aeronautical meteorology
 11. aircraft security
- (c) Is acceptable to the Authority.

8.2 A civil aviation SAR service provider shall ensure that RCC staff are given regular proficiency training and exercises to maintain skills, knowledge and attitudes as appropriate to the provision of civil aviation SAR services to domestic and international civil aviation operations and acceptable to the Authority.

9 Communications

9.1 The SAR service provider designated pursuant to these regulations to operate an RCC shall ensure that the RCC shall be capable of rapid and reliable two-way communication with:

- (a) associated air traffic services,
- (b) associated rescue sub-centres,
- (c) appropriate direction-finding and position-fixing stations in the SRR,
- (d) the appropriate operations centres of SRUs in the SRR,
- (e) all MRCCs in the SRR and all ARCCs, MRCCs and JRCCs in adjacent SRRs,
- (f) designated meteorological offices and meteorological watch offices in the SRR,
- (g) all SRUs,
- (h) all alerting posts,
- (i) all police forces,
- (j) the Cospas-Sarsat Mission Control Centre servicing the SRR or the relevant SPOC, as appropriate,
- (k) all aviation and maritime security and surveillance centres.

9.2 The SAR service provider designated pursuant to these regulations to operate an RSC shall ensure that the RSC shall have means of rapid and reliable two-way communication with:

- (a) the RCC,
- (b) associated air traffic services,
- (c) associated police forces,
- (d) adjacent rescue sub-centres,
- (e) a meteorological office or meteorological watch office,
- (f) SRUs,
- (g) alerting posts,

(h) associated aviation and maritime security and surveillance centres.

10 Search And Rescue Units And Facilities

10.1 The RCC shall:

(a) designate and make formal arrangements for cooperative and appropriate use of public and private SAR Units that are suitably located, equipped and crewed for search and rescue operations within the SRR.

(b) designate and make formal arrangements for cooperative and appropriate use of craft, vehicles and personnel that do not qualify as SAR Units but which may be able to effectively participate in SAR operations,

(c) maintain an accurate and complete database of SAR Units and other SAR facilities and resources within the Emirates SRR and make arrangements for the timely advice to the RCC of any change in their readiness or capability..

10.2 A civil aviation SAR service provider shall provide relevant information on the availability of SAR Units within the Emirates SRR to the Authority for publication in the AIP.

10.3 A civil aviation SAR service provider shall ensure the availability of appropriately packed, droppable life support equipment that is securely positioned and maintained at strategic locations throughout the SRR and readily available for rapid loading onto airborne SAR Units.

10.4 A civil aviation SAR service provider shall ensure the availability of trained personnel and necessary personal safety equipment at strategic locations within the SRR for the airborne delivery of life support equipment to accident survivors from SAR Units.

11 Collaboration And Cooperation With Other Services

11.1 A civil aviation SAR service provider shall, under the direction of the Authority, seek to establish formal, documented agreements of cooperation with SAR service providers of all contiguous States with a view to:

- (a) strengthening SAR cooperation and coordination,
- (b) specifying the conditions for entry of each others' SRUs into their respective territories,
- (c) expediting entry of such SRUs.

11.2 A civil aviation SAR service provider shall include in agreements of cooperation with SAR service providers of contiguous States information concerning its SAR services and capabilities including details of SAR Units able to assist in the conduct of SAR operations in contiguous SRRs.

11.3 A civil aviation SAR service provider shall publish and disseminate all information necessary for the entry of SRUs of other States into its territory or, alternatively, include this information in formal SAR agreements.

11.4 A civil aviation SAR service provider shall coordinate SAR operations that are proximate to contiguous SRRs with SAR providers of those States.

11.5 A civil aviation SAR service provider shall encourage, to the fullest extent possible, operators of all aircraft, vessels and appropriate local services and facilities which do not form part of the SAR organization to cooperate fully, as their capacities allow, in the planning and conduct of SAR operations.

11.6 A civil aviation SAR service provider shall establish formal, documented agreements of cooperation with State air traffic service providers that are acceptable to the Authority and that clearly define respective responsibilities in providing emergency response services to civil aircraft including the exchange of flight plan and operational data, communication services, temporary attribution of staff and other specialised services as may be deemed necessary from time to time.

11.7 The civil aviation SAR service provider shall cooperate, as far as practicable, with all properly accredited authorities and entities investigating incidents and accidents.

11.8 A civil aviation SAR service provider shall designate a SAR Point of Contact for receipt of crash alert and location messages and associated data from authorities and users of the Cospas-Sarsat system.

11.9 A civil aviation SAR service provider shall recommend and prepare documentation for declaration of a Restricted Area by the responsible ATS authority whenever deemed necessary for safe and efficient SAR operations.

11.10 A civil aviation SAR service provider shall seek to arrange joint training exercises involving their SRUs and those of other States.

11.11 A civil aviation SAR service provider shall seek to arrange

- (a) periodic liaison visits for RCC and RSC staff to cooperating entities within the United Arab Emirates and ATS and SAR service providers in contiguous States,
- (b) attendance at local, regional and international meetings of SAR authorities.

11.12 A civil aviation SAR service provider shall seek to encourage the closest possible cooperation and coordination with relevant aeronautical, maritime and military emergency response authorities.

12 Preparatory Information

12.1 The civil aviation SAR service provider shall ensure that the RCC always has immediate access to comprehensive, accurate and up-to-date data concerning the following assets and facilities in the Emirates SRR:

- (a) RSCs,
- (b) SRUs,

- (c) locations where supplies of droppable emergency and survival equipment are stored,
- (d) alerting posts,
- (e) ATS Units;
- (f) means of communication that can be used in SAR operations,
- (g) addresses (electronic and postal) and telephone numbers of duly authorised operators' representatives,
- (h) any other public and private resources including medical and transportation facilities that are likely to be useful in SAR operations.

13 Plans Of Operation

13.1 A civil aviation SAR service provider shall prepare detailed plans with procedures of operation for the safe and effective conduct of SAR operations within the Emirates SRR.

13.2 The plans of operation shall specify, *inter alia*:

- (a) structure of functional responsibilities including authority, delegation and lines of reporting,
- (b) essential search procedures,
- (c) arrangements for the servicing and re-fuelling of aircraft, vessels and vehicles employed in SAR operations,
- (d) arrangements for expeditious access to weather information and other operational information including NOTAM, and
- (e) strategies for effective and rapid rescue.

13.3 SAR plans of operation shall include details of actions to be taken with respect to:

- (a) available communication systems and facilities,
- (b) alerting en-route aircraft and ships at sea,
- (c) duties and prerogatives of all participating personnel,
- (d) possible redeployment of personnel and equipment that may be necessitated by meteorological or other dynamic conditions,
- (e) particular assistance appropriate to distressed aircraft confronted with the need to ditch, including rendezvous with surface craft,
- (f) in-flight diversion to and intercept and escort of aircraft in distress,
- (g) cooperative procedures taken in conjunction with ATS, security and other appropriate authorities to assist aircraft known or believed to be subject to unlawful interference or a bomb warning.

13.4 A civil aviation SAR service provider shall ensure that plans of operation are integrated with aerodrome emergency procedures to provide for optimal, coordinated response to aircraft emergencies that may arise in the vicinity of airports, including, for coastal aerodromes, areas of water.

14 Sar Units

14.1 A civil aviation SAR service provider shall ensure that arrangements are made for:

- (a) the constant readiness of the required number of SAR facilities,

- (b) adequate supplies of rations, medical provisions, signalling devices and other appropriate survival and rescue equipment.

14.2 A civil aviation SAR provider shall ensure that each SRU:

- (a) is cognizant of all parts of the plans of operations that are necessary for the effective conduct of its tasks,
- (b) keeps the RCC informed of its preparedness.

15 Information Concerning Emergencies

15.1 Any authority or element of the United Arab Emirates SAR organization, having reason to believe that a civil aircraft is experiencing an emergency, shall immediately give all available, relevant information to the ARCC.

15.2 A civil aviation SAR service provider, upon receipt of advice that a civil aircraft is experiencing a state of emergency, shall immediately evaluate such information and assess the extent of the measures to be taken.

15.3 A civil aviation SAR service provider shall ensure that upon receiving advice of a civil aircraft experiencing an emergency from a source other than an ATS Unit, the RCC will determine to which emergency phase the situation corresponds and apply the procedures applicable to that phase.

16 Procedures For RCC During Emergency Phases

16.1 Upon the declaration of an uncertainty phase, the RCC shall:

- (a) cooperate closely with appropriate ATS Units,
- (b) acquire relevant data,
- (c) research the situation with respect to the subject aircraft, affected personnel and the environment, and
- (d) evaluate the circumstance with the purpose of making preparatory arrangements for management of any developing emergency.

16.2 Upon the declaration of an alert phase, the RCC shall:

- (a) immediately alert appropriate personnel, suitable SRUs and SAR facilities,
- (b) continue to acquire relevant data,
- (c) continue to research the situation with respect to the subject aircraft, affected personnel and the environment,
- (d) enact an action plan in the context of the appropriate plan of operation.

16.3 Upon the declaration of a distress phase, the RCC shall:

- (a) immediately activate an action plan including use of SRUs and SAR facilities, as appropriate,
- (b) determine the last known position of the aircraft, assess its subsequent trajectory, and, in consideration of all intelligence, determine the area to be searched, or monitor the aircraft's flight movement and take appropriate action,
- (c) notify the operator when possible and keep the operator informed of developments,
- (e) notify other RCCs whose help might be required or which may be affected by the operation,

- (f) notify the associated ATS Unit when emergency information is received from another source,
- (g) at an early stage, request aircraft, vessels, vehicles and other appropriate facilities not specifically included in the plan of operation and able to assist to:
 - i. maintain a listening watch for transmissions from the aircraft in distress, survival equipment or ELT,
 - ii. assist the aircraft in distress however practicable,
 - iii. inform the ARCC of any developments.
- (h) from the information available, draw up a detailed action for the conduct of the search and/or rescue operation required and communicate such plan for the guidance of the authorities immediately directing the conduct of the operation,
- (i) amend the action plan as necessary in the light of evolving circumstances,
- (j) notify the appropriate accident investigation authorities, and
- (k) notify the State of registry of the aircraft.

17 Initiation Of Search And Rescue Operations In Respect Of An Aircraft Whose Position Is Unknown

17.1 In the event that an emergency phase is declared in respect of an aircraft whose position is unknown and it is uncertain whether the aircraft is located in the Emirates SRR or another SRR, the following shall apply:

- (a) when the Emirates RCC is notified of a civil aircraft emergency and is unaware of other RCCs taking responsive action, the Emirates RCC shall take responsibility for initiating suitable procedures and shall confer with contiguous RCCs to agree upon a single RCC that will assume responsibility forthwith,
- (b) unless otherwise decided by common agreement of the RCCs concerned, the RCC to coordinate SAR action shall be the centre responsible for:
 - i. the SRR in which the aircraft last reported its position, or
 - ii. the SRR to which the aircraft was proceeding when its last reported position was on the border separating two SRRs, or
 - iii. the SRR to which the aircraft was destined when it was not equipped with suitable two-way radio communication or not under obligation to maintain radio communication, or
 - iv. the SRR in which the distress site is located as identified by the Coaspas-Sarsat system.
- (c) after declaration of the distress phase, the RCC with overall coordination responsibility shall inform all RCCs that may become involved in the operation of all the circumstances of the emergency and subsequent developments. Likewise, all RCCs becoming aware of any information pertaining to the emergency shall inform the RCC that has overall responsibility.

18 Termination And Suspension Of Operations

18.1 SAR operations shall continue, when practicable, until all survivors are delivered to a place of safety or until all reasonable hope of rescuing survivors has passed.

18.2 The ARCC shall normally be responsible for determining when to discontinue SAR operations and in taking that decision will take into full account advice received from appropriate government authorities on the United Arab Emirates.

18.3 When a SAR operation has been successful or when the RCC considers that an emergency no longer exists, the emergency phase shall be cancelled, the SAR operation shall be terminated, and any authority, facility or service that has been activated or notified shall be promptly informed.

18.4 If, for any reason, a SAR operation becomes impracticable and the RCC concludes that there is still some prospect of survivors being found, the RCC shall temporarily suspend on-scene activities pending further developments and shall promptly inform any authority, facility or service which has been activated or notified. Relevant information that is subsequently received shall be evaluated and SAR operations resumed when deemed by the RCC to be justified and practicable.

19 Procedures At The Scene Of An Emergency

19.1 When multiple facilities are engaged in SAR operations on-scene and the RCC designates an OSC or ACO to coordinate tactical activity on-scene to improve the safety and efficiency of operations, the OSC or ACO shall perform the assigned tasks in full account of the nature of the search target, the type, number and capacity of SAR Units and the environment and keep the RCC fully informed of actions taken and proposed.

19.2 When a pilot-in-command observes that either another aircraft or a surface craft is in distress, the pilot shall, if possible and unless considered unreasonable or unnecessary:

- (a) keep the craft in distress in sight until compelled to leave the scene or advised by the ATS Unit, on advice from the RCC, that it is no longer necessary,
- (b) determine the position of the craft in distress,
- (c) as appropriate, report to the ATS Unit as much of the following information as possible,
 - i. type of craft in distress, its identification and condition,
 - ii. position of the craft expressed in geographical coordinates or as a true bearing and distance from a distinctive landmark or ground radio navigation aid,
 - iii. time of observation expressed in hours and minutes in Coordinated Universal Time (UTC),
 - iv. number of persons observed,
 - v. whether the persons have been seen to abandon the craft in distress,
 - vi. apparent physical condition of the survivors,
 - vii. on-scene weather conditions,
 - viii. apparent best ground access route to the distress site, and
- (d) act as instructed by the ATS Unit on advice from the RCC.

20 Passing Of Information To Aircraft In Respect Of Which An Emergency Phase Has Been Declared

20.1 Where the RCC has responsibility for an SAR action within the Emirates SRR, it shall forward to the Emirates ACC information about the SAR action sufficient to enable communication of useful and relevant information to the subject aircraft and other aircraft operating in the Flight Information

Region as deemed appropriate.

21 Procedures For Authorities In The Field

21.1 When cooperating authorities vested with functions and responsibilities under the national SAR plan engage in the field in SAR-related activity being coordinated by the RCC, they shall keep the RCC informed of instructions given to the units under their direction and inform the RCC of such instructions and other relevant developments.

22 Recordkeeping

22.1 A civil aviation SAR provider shall retain all data relating to every SAR action undertaken by the RCC in an orderly and easily accessed manner for a period of at least twelve calendar months.

23 Search And Rescue Signals

23.1 Upon observing any of the visual signals given in ICAO documents, aircraft shall take action as follows:

- (1) When a ground signal has been displayed, a searching aircraft shall indicate whether the signal has been understood by any of:
 - (a) two-way radio communication on equipment that is to hand,
 - (b) communications equipment dropped from an aircraft, or, if these means are impracticable,
 - (i) during the hours of daylight, by rocking the aircraft's wings,
 - (ii) during the hours of darkness, by flashing the aircraft's lights on and off or, if not so equipped, by switching its navigation lights on and off.

Lack of the above signals would indicate that the ground signal is not understood.

23.2 When it is necessary for an aircraft to direct a surface craft to the place where an aircraft or surface craft is in distress, the aircraft shall do so by transmitting precise instructions by any means at its disposal. If no radio communication can be established, the aircraft shall:

- (1) circle the surface craft at least once,
- (2) cross the projected course of the surface craft close ahead at low altitude, and
 - (a) rock the wings, or
 - (b) open and close the throttle, or
 - (c) change the propellor pitch, and
- (3) head in the direction in which the surface craft is to be directed.

Repetition of this procedure has the same meaning.

APPENDIX To CAR Part VIII Subpart 8

“SAR Unit” means “a mobile resource composed of trained personnel and provided with equipment suitable for the conduct of search and rescue operations.” Providers of SAR Units are commonly different entities to providers of SAR coordination services. Recognizing that provisions relating to airborne carriage of equipment by SAR Units may not be of immediate relevance to a provider responsible for SAR coordination, (to which the greater number of this Subset of SAR regulations apply), and that they are, nonetheless, critically important for safe, timely and effective SAR operations, this sub-set of regulations is presented as a separate appendix to CAR Part VIII, Subpart 8.

SAR Unit Equipment

A.1 Airborne SAR Units shall carry equipment for promptly locating the site of an accident, including direction finding equipment with a homing capability on 406MHz and aviation distress frequencies, and for providing adequate and timely assistance to survivors.

A.2 Airborne SAR Units shall be equipped to be able to communicate on the aeronautical and maritime distress and on-scene radio frequencies.

A.3 Airborne SAR Units designated for SAR operations over maritime areas shall be equipped to be able to communicate with vessels and to receive signals from Automatic Identification Systems carried by ships and lifeboats in accordance with the Global Maritime and Distress Safety System administered by the International Maritime Organization.

A.4 Airborne SAR Units designated for SAR operations over maritime areas shall carry a copy of the “International Code of Signals” (IMO Sales Numbers IA994 E, F or S) to assist in communication with ships.

A.5 Airborne SAR Unit shall be equipped to be able to communicate with other SAR Units and facilities engaged in SAR operations.

A.6 Airborne SAR Units shall carry Volume III, “Mobile Facilities”, of the International Aeronautical and Maritime Search and Rescue manual.

A.7 Helicopter SAR Units designated for night time rescue operations shall be equipped with night vision enhancement devices.

A.8 Helicopter SAR Units shall be equipped with a rescue winch.

A.9 Helicopter SAR Units designated for night time rescue operations shall be equipped with four axis automated flight control systems to enable the conduct of winching procedures.