

SEARCH AND RESCUE

Amendment-19, Annex 12

CHAPTER 2, ORGANIZATION		
2.3 Rescue coordination centers and rescue sub centers		
Before Amendment	After Amendment	Remarks
NIL	2.3.6 Each rescue coordination Centre and, as appropriate, rescue subcenter shall maintain up-to-date contact details in the OPS control Directory.	Newly to be Added.
NIL	2.3.7 Each rescue coordination Centre and, as appropriate, rescue subcenter shall subscribe and maintain access to the location of an aircraft in distress repository (LADR).	Newly to be added.
2.6 Search and Rescue equipment		
NIL	2.6.9 Not Applicable	Not Applicable

CHAPTER 3, COOPERATION

3.1 Cooperation between States

Before Amendment	After Amendment	Remarks
4. 3.1.8 For strengthening and improving SAR services, the chairman CAAB shall endeavor to arrange joint training exercises involving SAR units of Bangladesh and SAR units of neighboring States.	3.1.8 For strengthening and improving SAR services, Chairman CAAB shall endeavor to arrange joint training exercises involving their RCCs, RSCs and search and rescue units, those of other States and operators, in order to promote search and rescue efficiency.	Text amended within the para.

3.2 Cooperation with other services

Before Amendment	After Amendment	Remarks
5. 3.2.5 A Search and Rescue point of contact shall be designated by CAAB for the receipt of COSPAS-SARSAT distress data.	3.2.5 Chairman CAAB shall designate a 24-hour search and rescue point of contact available for the receipt and acknowledgement of Cospas-Sarsat distress alert data that ensures timely notification to the responsible RCC for initiation of appropriate search and rescue response action.	Text amended within the para.



CHAPTER 4, PREPARATORY MEASURES

4.1 Preparatory Information

Before Amendment	After Amendment	Remarks
NIL	4.1.2 Not Applicable	Not Applicable

4.2 Plans of operation

Before Amendment	After Amendment	Remarks
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<p style="text-align: center;">7.</p> <p>4.2.4 The search and rescue plans of operation shall contain details regarding actions to be taken by those persons engaged in search and rescue, including:</p> <ul style="list-style-type: none"> a) the manner in which search and rescue operations are to be conducted in the search and rescue region; b) the use of available communication systems and facilities; c) the actions to be taken jointly with other rescue coordination centres ; d) the methods of alerting en-route aircraft and ships at sea; e) the duties and prerogatives of persons assigned to search and rescue; f) the possible redeployment of equipment that may be necessitated by meteorological or other conditions; g) the methods for obtaining essential information relevant to search and rescue operations, such as weather reports and forecasts, appropriate NOTAM, etc.; h) the methods for obtaining, from other rescue coordination centres, such assistance, including aircraft, vessels, persons or equipment, as may be needed; i) the methods for assisting distressed aircraft being compelled to ditch to rendezvous with surface craft; j) the methods for assisting search and rescue or other aircraft to proceed to aircraft in distress; and k) cooperative actions to be taken in conjunction with air traffic services units and other authorities concerned to assist aircraft known or believed to be subject to unlawful interference. 	<p>4.2.4 The search and rescue plans of operation shall contain details regarding actions to be taken by those persons engaged in search and rescue, including:</p> <ul style="list-style-type: none"> a) the manner in which search and rescue operations are to be conducted in the search and rescue region; b) the use of available communication systems and facilities; c) the actions to be taken jointly with other rescue coordination centres ; d) the methods of alerting en-route aircraft and ships at sea; e) the duties and prerogatives of persons assigned to search and rescue; f) the possible redeployment of equipment that may be necessitated by meteorological or other conditions; g) the methods for obtaining essential information relevant to search and rescue operations, such as weather reports and forecasts, appropriate NOTAM, etc.; h) the methods for obtaining, from other rescue coordination centres, such assistance, including aircraft, vessels, persons or equipment, as may be needed; i) the methods for obtaining approval to allow search and rescue units from an assisting State to enter the territory of the State of the RCC; j) the methods for assisting search and rescue or other aircraft to proceed to aircraft in distress; and k) cooperative actions to be taken in conjunction with air traffic services units and other authorities concerned to assist aircraft known or believed to 	<p>Only Sub Para i) is amended.</p>
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	be subject to unlawful interference.	
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4.4 Training and Exercises		
Before Amendment	After Amendment	Remarks
<p data-bbox="411 1458 443 1487">8.</p> <p data-bbox="137 1525 719 1653">To achieve and maintain maximum efficiency in search and rescue, CAAB shall provide regular training of their search and rescue personnel and arrange appropriate search and rescue exercises.</p>	<p data-bbox="746 1491 1278 1753">To achieve and maintain maximum efficiency in search and rescue, CAAB shall provide regular training and exercises for their search and rescue personnel which include both land and maritime environments as appropriate, containing both search and rescue elements, remote from an aerodrome.</p>	<p data-bbox="1305 1491 1477 1585">Text amended within the para.</p>



4.5 Accident sites and wreckage		
Before Amendment	After Amendment	Remarks
NIL	4.5.1 CAAB shall ensure that search and rescue personnel that may be required to respond in an aircraft accident site are trained in the management of related occupational health risks.	Newly to be added with new para number and heading.
SAR service provider shall ensure that wreckage resulting from aircraft accidents within its territory or, in the case of accidents on the high seas or in areas of undetermined Sovereignty, within the Dhaka SRR for which it is responsible, is removed, obliterated or charted following completion of the accident investigation, if its presence might constitute a hazard or confuse subsequent SAR operations.	4.5.2 SAR service provider shall ensure that wreckage resulting from aircraft accidents within its territory or, in the case of accidents on the high seas or in areas of undetermined Sovereignty, within the Dhaka SRR for which it is responsible, is removed, obliterated or charted following completion of the accident investigation, if its presence might constitute a hazard or confuse subsequent SAR operations.	New para number added.

CHAPTER 5, OPERATING PROCEDURES

5.2 Procedures for rescue coordination centres during emergency phases

Before Amendment	After Amendment	Remarks
<p>5.2.3 Distress phase</p> <p>Upon the occurrence of a distress phase, the rescue coordination centre shall:</p>		
<p>a) immediately initiate action by search and rescue units of Bangladesh in accordance with the appropriate plan of operation/search and rescue plan;</p> <p>b) ascertain the position of the aircraft, estimate the degree of uncertainty of this position, and, on the basis of this information and the circumstances, determine the extent of the area to be searched;</p> <p>c) notify the operator, where possible, and keep the operator informed of developments;</p> <p>d) notify other rescue coordination centres of neighbouring States and as applicable rescue subcentres if necessary, the help of which seems likely to be required, or which may be concerned in the operation;</p> <p>e) notify the associated air traffic services unit, when the information on the emergency has been received from another source;</p> <p>f) request at an early stage such aircraft, vessels, coastal stations and other services not specifically included in the appropriate plan of operation and able to assist to:</p> <p>1) maintain a listening watch for</p>	<p>a) immediately initiate action by search and rescue units of Bangladesh in accordance with the appropriate plan of operation/search and rescue plan;</p> <p>b) ascertain the position of the aircraft, estimate the degree of uncertainty of this position, and, on the basis of this information and the circumstances, determine the extent of the area to be searched;</p> <p>c) notify the operator, where possible, and keep the operator informed of developments;</p> <p>d) notify other rescue coordination centres of neighbouring States and as applicable rescue subcentres if necessary, the help of which seems likely to be required, or which may be concerned in the operation;</p> <p>e) notify the associated air traffic services unit, when the information on the emergency has been received from another source;</p> <p>f) request at an early stage such aircraft, vessels, coastal stations and other services not specifically included in the appropriate plan of operation and able to assist to:</p> <p>1) maintain a listening watch for transmissions from the aircraft in</p>	<p>Only of (f)(1), (121.5 MHz and 406.0 to 406.1); is included.</p>



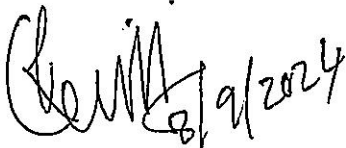
<p>transmissions from the aircraft in distress, survival radio equipment or an ELT.</p> <p>2) assist the aircraft in distress as far as practicable; and</p> <p>3) inform the associated rescue subcentre and rescue coordination centre Rescue of neighbouring States, if necessary, of any developments;</p> <p>g) from the information available, draw up a detailed plan of 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 such an operation;</p> <p>h) amend as necessary, in the light of evolving circumstances, the detailed plan of action;</p> <p>i) notify the appropriate accident investigation authorities; and</p> <p>j) notify the State of Registry of the aircraft.</p> <p>The order in which these actions are described shall be followed unless circumstances dictate otherwise.</p>	<p>distress, survival radio equipment or an ELT. (121.5 MHz and 406.0 to 406.1);</p> <p>2) assist the aircraft in distress as far as practicable; and</p> <p>3) inform the associated rescue subcentre and rescue coordination centre Rescue of neighbouring States, if necessary, of any developments;</p> <p>g) from the information available, draw up a detailed plan of 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 such an operation;</p> <p>h) amend as necessary, in the light of evolving circumstances, the detailed plan of action;</p> <p>i) notify the appropriate accident investigation authorities; and</p> <p>j) notify the State of Registry of the aircraft.</p> <p>The order in which these actions are described shall be followed unless circumstances dictate otherwise.</p>	
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5.6 Procedures at the scene of an accident

Before Amendment	After Amendment	Remarks
<p>5.6.2 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:</p>		
<p>a) keep the craft in distress in sight until compelled to leave the scene or advised by the rescue coordination centre that it is no longer necessary;</p> <p>b) determine the position of the craft in distress;</p> <p>c) as appropriate, report to the rescue coordination centre or air traffic services unit as much of the following information as possible:</p> <ul style="list-style-type: none"> -- type of craft in distress, its identification and condition; —its position, expressed in geographical or grid coordinates or in distance and true bearing from a distinctive landmark or from a radio navigation aid; — time of observation expressed in hours and minutes Coordinated Universal Time (UTC); — number of persons observed; —whether persons have been seen to abandon the craft in distress; —on-scene weather conditions; —apparent physical condition of survivors; —apparent best ground access route to the distress site; and —position and description of any other craft in the area that may assist; and 	<p>a) keep the craft in distress in sight until compelled to leave the scene or advised by the rescue coordination centre that it is no longer necessary;</p> <p>b) determine the position of the craft in distress;</p> <p>c) as appropriate, report to the rescue coordination centre or air traffic services unit as much of the following information as possible:</p> <ul style="list-style-type: none"> -- type of craft in distress, its identification and condition; —its position, expressed in geographical or grid coordinates or in distance and true bearing from a distinctive landmark or from a radio navigation aid; —time of observation expressed in hours and minutes Coordinated Universal Time (UTC); —number of persons observed; —whether persons have been seen to abandon the craft in distress; —whether any distress signals, including distress beacon transmissions, have been received or observed; —on-scene weather conditions; —apparent physical condition of survivors; —apparent best ground access route 	

<p>d) act as instructed by the rescue coordination centre or the air traffic services until</p>	<p>to the distress site; and —apparent best ground access route to the distress scene; and —position and description of any other craft in the area that may assist; and</p> <p>d) act as instructed by the rescue coordination centre or the air traffic services until</p>	
<p>Before Amendment</p>	<p>After Amendment</p>	<p>Remarks</p>
<p>5.6.2.1 If the first aircraft to reach the scene of an accident is not a SAR aircraft, it shall take charge of on-scene activities of all other aircraft subsequently arriving until the first SAR aircraft reaches the scene of the accident. If, in the meantime, such aircraft is unable to establish communication with the appropriate RCC or air traffic services unit, it shall, by mutual agreement, hand over to an aircraft capable of establishing and maintaining such communications until the arrival of the first SAR aircraft.</p>	<p>5.6.2.1 If the first aircraft to reach the distress scene is not a search and rescue aircraft, it shall take charge of on-scene activities of all other aircraft subsequently arriving until the first SAR aircraft reaches the distress scene. If, in the meantime, such aircraft is unable to establish communication with the appropriate rescue coordination centre or air traffic services unit, it shall, by mutual agreement, hand over to an aircraft capable of establishing and maintaining such communications until the arrival of the first SAR aircraft.</p>	<p>Only few words changed in 2nd column</p>
<p>NIL</p>	<p>5.6.6 Not Applicable</p>	<p>Not Applicable</p>
<p>5.7 Procedures for a pilot-in-command intercepting a distress transmission</p>		
<p>5.7.1 Whenever a distress transmission is intercepted by a pilot-in command of an aircraft, the pilot shall, if feasible:</p> <p>a) acknowledge the distress transmission;</p> <p>b) record the position of the aircraft in distress if given;</p> <p>c) take a bearing on the transmission;</p>	<p>5.7.1 Whenever a distress transmission is intercepted by a pilot-in command of an aircraft, the pilot shall, if feasible:</p> <p>a) acknowledge the distress transmission;</p> <p>b) record the position of the aircraft in distress if given;</p> <p>c) take a bearing on the transmission;</p>	<p>5.7.1 New number included, few word changed in 2nd column & f) Newly added.</p>

<p>d) inform the appropriate rescue coordination centre or air traffic services unit of the distress transmission, giving all available information; and</p> <p>e) at the pilot's discretion, while awaiting instructions, proceed to the position given in the transmission.</p>	<p>d) inform the appropriate rescue coordination centre or air traffic services unit of the distress transmission, giving all available information;</p> <p>e) at the pilot's discretion, while awaiting instructions, proceed to the distress position. and</p> <p>f) attempt to establish communications with the persons (s) in distress.</p>	
<p>NIL</p>	<p>5.7.2 whenever a pilot monitor 121.5 MHz, and intercepts a transmission from a distress beacon, the pilot shall also:</p> <p>a) record, and report as soon as possible, the position where the transmission was first received;</p> <p>b) not alter any settings for squelch on the aircraft's radio; and</p> <p>c) if feasible, continue to monitor the frequency until such time as the signal ceases, and inform the appropriate rescue coordination centre or air traffic services unit of such.</p>	<p>5.7.2 New number included & Newly text added in 2nd column.</p>



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