

## APPENDIX 1

Extracts from *UK Air Pilot* and *General Aviation Flight Guide*.

- 1 Responsibility
  - 1.1 Responsibility for search for and rescue of the occupants of civil aircraft in the United Kingdom and the surrounding waters rests with a joint Civil/Service organisation. Areas of responsibility, which are shown on the Map at SAR 11, are known as Search and Rescue Regions (Edinburgh and Plymouth SRR).
  - 1.2 The Service Rescue Organisation
    - 1.2.1 Within each SRR is a Rescue Co-Ordination Centre (Edinburgh and Plymouth RCC) whose task is the co-ordination and control of search and rescue operations within its SRR.
    - 1.2.2 The Controller can be contacted on the following telephone numbers:
      - Edinburgh RCC . . . . Dunfermline 23436
      - Plymouth RCC . . . . Plymouth 61201-4
    - 1.2.3 The RCCs can call on the following resources for assistance:
      - 1.2.3.1 Primary Forces
        - RAF fixed wing and helicopters (see SAR 11).
        - RAF Mountain Rescue Units (see SAR 11).
        - Royal National Lifeboat Institution (some 150 stations).
        - Ocean Weather Ships.
        - HM Coastguard and Coast Radio Stations.
        - Civil Police, Fire and Ambulance services.
        - Neighbouring RCCs.
      - 1.2.3.2 Secondary or Supplementary Forces
        - RN helicopters and ships.
        - Civil aircraft.
        - RAF marine vessels (see SAR 11).
        - Merchant vessels.
        - Army, RN and RAF personnel.
  - 1.5 The Civil Rescue Organisation
    - 1.5.1 When the location of a civil aircraft which has crashed on land is known and no air search is necessary responsibility for dealing with the incident devolves upon the civil ground organisation. A Board of Trade\* Air Traffic Control Centre (ATCC), upon becoming aware of an aircraft in distress and knowing

\* Air Traffic Control Centres are now part of the Civil Aviation Authority.

the position of its emergency landing, will notify the local police in the area who will then alert the fire, ambulance and hospital services, as appropriate. At some places arrangements are made for the fire service also to be notified directly. Should the first report of an accident be given by a member of the public to the police, that force will immediately alert the fire and other services. The ATCC will then be told of the rescue action taken and given all relevant details.

## 2 Alerting the organisation

2.1 The search and rescue organisation will be alerted in three phases.

2.2 'Uncertainty' phase begins when:

- (a) no communication has been received from an aircraft within a period of 30 minutes after the time a communication should have been received, or from the time an unsuccessful attempt to establish communication with such aircraft was first made, whichever is the earlier, or when:
- (b) an aircraft fails to arrive within 30 minutes of the estimated time of arrival last notified to, or estimated by, air traffic service units, whichever is the later,

except when no doubt exists as to the safety of the aircraft and its occupants.

During this phase, the Rescue Co-ordination Centre will co-operate with ATCC to collect and evaluate all reports. It may inform Rescue Units and the other Rescue Co-ordination Centre of the situation.

Note: In certain cases, depending upon local conditions, eg short sea crossing, a shorter period of time than 30 minutes may be set to initiate the 'Uncertainty' phase.

2.3 'Alert' phase begins when:

- (a) following the 'Uncertainty' phase subsequent attempts to establish communication with the aircraft or inquiries to other relevant sources have failed to reveal any news of the aircraft, or when
- (b) an aircraft has been cleared to land and fails to land within five minutes of the estimated time of landing and communication has not been re-established with the aircraft; or when
- (c) information has been received which indicates that the operating efficiency of the aircraft has been impaired, but not to the extent that a forced landing is likely;

except when evidence exists that would allay apprehension as to the safety of the aircraft and its occupants.

During this phase the Rescue Co-ordination Centre alerts the appropriate search and rescue services for immediate action.

2.4 'Distress' phase begins when:

- (a) following the 'Alert' phase further unsuccessful attempts to establish communication with the aircraft and more widespread unsuccessful inquiries point to the probability that the aircraft is in distress, or when
- (b) the fuel on board is considered to be exhausted, or to be insufficient to enable the aircraft to reach safety, or when
- (c) information is received which indicates that the operating efficiency of the aircraft has been impaired to the extent that a forced landing is likely, or when
- (d) information is received or it is reasonably certain that the aircraft is about to make or has made a forced landing; except when there is reasonable certainty that the aircraft and its occupants are not threatened by grave and imminent danger and do not require immediate assistance.

During this phase, the Rescue Co-ordination Centre will put the search and rescue plan into operation and will direct it until the aircraft is found and the survivors rescued, or it is clear that there is no longer any chance of doing so.

- 2.5 Whenever practicable, when an ATCC decides that an aircraft is in the 'Uncertainty' or 'Alert' phase, it will advise the aircraft operator before notifying the Rescue Co-ordination Centre. (If an aircraft is in the 'Distress' phase, the Rescue Co-ordination Centre must be informed before anyone else in order that there is the minimum delay in putting the search and rescue machinery into operation.) The aircraft operator will be kept informed of all subsequent developments as soon as possible after they occur.