

Operations

RESCUE COORDINATION CENTER (RCC) OPERATIONS

This regulation contains 23 AF operating concepts and policies which govern command and control/coordination in the accomplishment of 23 AF rescue operations. This regulation augments applicable MAC 55-series operational procedures regulations.

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CHAPTER 1

GENERAL POLICIES

1-1. General. This regulation contains 23 AF operating concepts and policies which govern command and control/coordination in the accomplishment of 23 AF rescue operations. This regulation augments applicable MAC 55-series operational procedures regulations.

1-2. Applicability. HQ 23 AF and all RCCs worldwide.

1-3. Deviations. Deviations from the provisions of this regulation are authorized under the conditions of combat, national emergency, or any other circumstances involving life-saving operations that preclude notification of appropriate higher headquarters (HQ 23 AF, HQ AFRES or NGB) prior to mission prosecution. Such deviations will be reported to HQ 23 AF as soon as possible (not to exceed 5 work-days) outlining the details.

1-4. Requisitioning Procedures. Distribution to units, organizations and individuals outside 23 AF and 23 AF/MAC-gained AFRES and ANG units may be made upon specific request and justification. Requests will be submitted to 23 AF/DO, Scott AFB, Illinois 62225-5002.

1-5. Responsibilities. The DCS/Operations has overall responsibility for administration of this regulation.

1-6. Waivers. Waivers to this publication will only be granted by HQ 23 AF unless otherwise specified in applicable paragraphs.

1-7. MAC Command and Control Communication (MAC CCC) System. A network of command and control facilities is established worldwide to provide command and control of MAC forces. Their service is afforded on a 24-hour basis, 7 days a week, to all MAC aircraft clearing through bases where these facilities are established.

a. Command and control facilities insure necessary coordination between all MAC units located at the same station for complete maintenance coverage of all MAC aircraft. They coordinate or arrange support required from the host base, i.e., transportation, refueling, maintenance, etc.

b. Command and control facilities mission follow MAC aircraft and coordinate mission requirements as requested by the operator. Services available through these facilities include: route briefings, flight briefings, computer flight plans, transmission of MAIRS reports (MACR 55-3, Vol III), receipt, storage, and reissue of classified material, and designated controlled items for aircrews.

c. Aircrews of 23 AF will use these command and control facilities to the maximum extent possible. Appropriate facilities must be provided as much advance notice as possible of mission requirements so they may provide maximum service.

1-8. Operational Control Procedures. Operational control procedures for all 23 AF forces deploying outside the CONUS, all SAR forces operating under an AFRCC/overseas RCC mission authorization, and all SAR forces participating in joint training exercises are as follows:

a. Deployed SAR forces outside the CONUS (not applicable to AFRES resources unless operating in direct support of a 23 AF mission):

(1) Deploying forces (from home station to deployed location) are under the operational control of 23 AF through the respective 23 AF wing commander when they enter that commander's area of responsibility (see MACR 55-3, Vol 1).

(2) Employed SAR forces (deployed SAR forces upon arrival at their designated overseas deployment location) are under the operational control of the Air Force Component Commander.

(3) Redeploying forces (from deployment location back to home station) are under the operational control of 23 AF through the appropriate wing commander as described in paragraph (a) above.

b. Operational control of SAR forces operating under an AFRCC mission number rests with HQ 23 AF.

c. Operational control of SAR forces operating under an overseas RCC mission number rests with the theater commander through the overseas RCC.

d. Operational control of SAR forces deployed to joint exercises (i.e., RED FLAG) will be established in the tasking operations order by HQ 23 AF and will become effective when deployed forces arrive at the exercise base of operations.

1-9. Movement Reporting for 23 AF Aircraft. 23 AF fixed-wing assets and those rotary-winged assets assigned to the 20 SOS and Det 1, 2 AD, 55 ARRS, and 41 ARRS, as well as 23 AF-gained ARF operating under a MAC mission identifier, will be reported through the existing MAIRS network.

a. SAR missions operating from bases where a MAC command and control facility exists: Thirty (30) minutes prior to landing, aircraft commanders will relay the following data to the MAC command and control facility: call sign, mission number, ETA, maintenance status, and additional service requirements. After landing, the aircraft commander will contact the command and control facility, coordinating ground handling requirements and providing departure information. MAIRS information will be input by the MAC command and control facility.

b. SAR missions operating from bases where no MAC command and control facility exists: Aircraft commanders will relay the same data as in paragraph a above via HF phone patch, AUTOVON, or commercial telephone to the central reporting agency for the region of operations:

(1) European, Middle East, and African areas: report to 322 ALD/ALCC, Ramstein AB GE.

(2) Pacific area: report to 834 ALD/ALCC, Hickam AFB HI.

(3) Central/South American area: report to 61 MAG/ALCC, Howard AFB PN.

(4) Alaskan area: report to 616 MAG/ALCC, Elmendorf AFB AK.

(5) Korean area: report to 834 ALD/ALCC, Hickam AFB HI.

(6) CONUS and all other areas: report to 23 AF OC, Scott AFB IL.

c. The above facilities will be responsible for MAIRS data input. After departure, the aircraft commander will pass call sign, mission number, departure time, next destination, and ETA to the central reporting agency for MAIRS data input.

d. There may be some circumstances in which timely reporting may not be possible due to communication gaps. In such instances, aircraft commanders will provide recap movement data when communication is reestablished.

1-10. The 23 AF Operations Center (23 AF OC) (not applicable to AFRES resources unless operating in direct support of a 23 AF mission). The 23 AF OC is a command and control facility. It mission monitors all 23 AF operational missions and manages/supervises 23 AF operational reporting to include: UNITREP, OPREP-3 and MAIRS. The 23 AF OC is also responsible for mission reporting by overseas RCCs and issuing MAC emergency actions/instructions to subordinate units. All requests for waivers of an immediate nature involving 23 AF assets should be relayed through the applicable command and control channels to the 23 AF OC.

1-11. Air Force Rescue Coordination Center (AFRCC). The mission of the AFRCC is to organize and integrate existing agencies and their facilities into a cooperative SAR network in the Inland SAR Region (48 contiguous states) for rendering assistance to military and nonmilitary persons in distress and to meet international SAR obligations consistent with existing laws and agreements. To fulfill this mission, the AFRCC is the single agency responsible for federal involvement in SAR operations within the Inland

Region to serve both military and civilian requirements and will:

a. Coordinate all available resources for search and rescue assistance to persons in distress.

b. Validate requests for SAR assistance to preclude unjustified use of forces and/or interference with private enterprise.

c. Determine the composition of forces, assignment of tasks, designation of objectives, and make decisions relative to prosecution of the mission.

d. Coordinate and direct the activities of SAR forces which have been committed by command authority.

e. Forward valid requests for SAR resources to the appropriate command authority for approval.

f. Coordinate directly with SAR units tasked by their command authority, pass mission information and insure assignments are clearly understood.

g. Prevent over-commitment of assets and hazardous congestion on scene. For this reason, all SAR forces must keep the AFRCC informed on their SAR activity.

h. Depending on the magnitude and complexity of the mission, the AFRCC will either function as the SMC or designate a member of a tasked unit to serve as the SMC. When serving as SMC, the AFRCC will also appoint an on-scene commander when more than one resource is involved.

1-12. Overseas Rescue Coordination Centers (RCC). The purpose of the overseas RCCs are to coordinate federal involvement in SAR operations in their respective overseas area of responsibility as defined in AFR 64-2. Specific tasks and responsibilities of the overseas RCCs are the same as identified for the AFRCC in paragraph 1-11.

CHAPTER 2

OPERATIONAL POLICIES AND PROCEDURES

2-1. Mission Policies. Assigned rescue forces are maintained at strategic locations around the world to provide search and rescue support for global USAF, DOD, and space operations during peacetime. Rescue forces, within capability, will provide assistance to nonmilitary inland, maritime and overseas SAR operations. However, this support will be provided on a noninterference basis and without degrading the primary mission. The policy is directed toward insuring effective utilization of available rescue forces in the prosecution of emergency SAR responsibilities.

a. When SAR forces are committed to a mission under the control of agencies such as the USCG, US Navy or a foreign government, prosecution of the mission will be in accordance with joint directives or applicable SAR agreements. However, the basic policies of this regulation will apply where there is a conflict. (See Atch 12 for Cuban ADIZ procedures.)

b. Additional guidance for the commitment of SAR forces in a hostile environment for the combat rescue mission is provided in AFR 64-3 and other directives of MAC and appropriate theater commands.

c. All peacetime search and rescue operations will be conducted within aircrew qualifications, weather, and aircraft equipment limitations as stated in appropriate flight manuals and applicable command directives. SAR forces may be launched with the approval of the local SAR unit commander when time-critical delays could result in loss of life.

2-2. Use of 23 AF or other MAC owned resources by AFRCC. This paragraph establishes procedures for the use of MAC resources for SAR purposes within the Inland SAR Region by the AFRCC. It also defines command authority and lists tasks and responsibilities for the SAR units involved for different type missions.

a. All requests for 23 AF resource SAR support within the Inland SAR Region will be coordinated through the 23 AF OC and the AFRCC.

b. Command Authority for 23 AF SAR/MAST/MEDEVAC Missions.

- (1) The 39 ARRW/CC/DO for 39 ARRW units.
- (2) The 41 RWRW/CC/DO for 41 RWRW units.
- (3) The 1550 CCTW/CC/DO for 1550 CCTW units.
- (4) The 1 SOW/CC/DO for 1 SOW units.
- (5) The 375 AAW/CC/DO for 375 AAW units.
- (6) HQ AFRES (Robins CP). The 403 RWRW/CC/DO after HQ AFRES approval.

(7) ANG OC (Andrews). The 23 AF/DO after ANG OC approval.

c. Tasks and Responsibilities of Command and Control Authorities.

- (1) Exercise command and control of forces dispatched on SAR/MAST/MEDEVAC missions.
- (2) Provide technical supervision to prevent forces from being launched into hazardous conditions.
- (3) Provide mission monitoring and status of SAR forces.
- (4) Notify the AFRCC when withdrawal of SAR forces from mission is deemed essential.

(5) Select unit resources to support the SAR/MAST/MEDEVAC request within their capability and without interference with their primary mission.

(6) Monitor requests at unit level to prevent time-critical delays which would result in loss of life.

2-3. SAR Liaison and Coordination. Accomplishment of SAR operations requires the cooperation and assistance of many agencies with various missions and widely dispersed facilities. SAR activities must cooperate and coordinate closely with both primary and secondary agencies, whether military, civilian or foreign. The purpose of liaison and coordination is to preplan mutual assistance and eliminate duplication and confusion through joint operating procedures and agreements. Units organized and maintained for the primary purpose of conducting SAR operations are called primary SAR agencies. Those organized and maintained for the primary purpose of other than SAR, but capable of assisting SAR operations with their facilities through prior indoctrination and coordination, are secondary SAR agencies.

a. Responsibility. All RCC chiefs and controller personnel will be thoroughly familiar with the responsibilities and capabilities of the primary and secondary SAR agencies within their area of operation and the RCC's area of responsibility. Direct liaison and coordination with these forces on SAR matters are essential. RCC personnel should become cognizant of liaison personnel and procedures to contact operational commanders, US diplomatic representatives, and ICAO in overseas areas.

b. SAR Plans and Agreements. Area SAR plans should be established but, if impractical, agreements and joint operating procedures with individual agencies will be formulated. SAR operations will be conducted in accordance with joint operating procedures and coordinated with assisting agencies within their area of operations. It is most important that the plan include all agencies with a SAR capability and that smooth working arrangements exist to permit the RCC to coordinate all SAR within the area. The plan must delineate authority and responsibility for SAR functions as follows:

- (1) Reporting and coordination of distress information.
- (2) Mission control and areas of operation.
- (3) Coordination and employment of assisting agencies.
- (4) Transit of foreign borders.
- (5) Communications procedures.

c. RCCs which use a "grid overlay" system, such as explained in CAP Manual 50-15 or area SAR plans, will ensure that SAR units within their area of responsibility are on distribution for guidance concerning use of the "grid overlay" system.

d. When Mission Control Task Force teams are deployed on a major SAR effort and radio operator expertise is required, tasked units will attempt to provide an individual with these skills.

2-4. Mission Opening. Command authorities must have real time information to allow for positive command and

control and flight following. Schematic coordination diagrams and mission opening checklist for typical SAR/MAST/MEDEVAC missions are contained in attachments to this regulation. In addition, each MAST unit must establish local procedures that will assure the integrity of the 23 AF command and control system. These procedures should provide for a mission opening telephone conference. Every effort should be made to include as a minimum the parent organization, the 23 AF OC and the AFRCC (except overseas mission) on the conference call. However, if it is not possible or if it would result in launch delay if time-critical, they will be notified as soon as possible.

2-5. Presidential Support. The 23 AF OC has mission monitor responsibility for Presidential and Vice Presidential flights within the CONUS. Mission monitoring and rescue responsibilities for flights outside the CONUS will be handled as special missions. News releases concerning Presidential flights or search and rescue actions pertaining to these flights will be disseminated by the White House and not by any 23 AF agency. Those resources which are designated to support Presidential operations will be maintained solely for that purpose within the time frames indicated. These resources will be considered inviolate. When it becomes known or is suspected that a unit will not be able to provide the requested Presidential support, that unit will immediately notify its parent wing, through command and control channels, of its problem and required support. Any deviation from the mission posture or directive must be approved by 23 AF/DO.

a. DOD Directive 3025.13 is the document that provides the policy and guidance for DOD support of the President and the Secret Service. The White House Military Office has tasked USMC Helicopter Squadron One (HMX-1), Quantico MCAF VA, to provide aircraft and crews in the Washington DC area. Outside the Washington DC area, HMX-1 is responsible for arranging helicopter support from other DOD resources.

b. When 23 AF helicopters are used to transport the President, the USMC will provide the crews and transfer the aircraft in accordance with AFR 65110. USMC pilots from HMX-1 are authorized to occupy the copilot's seat if qualified in the aircraft and will be designated as "Mission Commander," having operational control to direct forces to accomplish specific missions or tasks. If emergency transportation of the President occurs, the USMC HMX-1 pilot is authorized to take control of the helicopter.

c. For security or other Presidential support functions, 23 AF will provide both aircraft and crews.

2-6. Posse Comitatus. It is the policy of the Department of Defense to cooperate with civilian law enforcement officials to the maximum extent practicable (DOD Directive 5525.5, 22 Mar 82). Air Force Regulation 125-4 incorporates that directive and provides uniform policies and procedures to be followed concerning support provided to federal, state, and local civilian law enforcement agencies. It establishes specific limitations and restrictions on the use of Air Force personnel, equipment, facilities, and services by civilian law enforcement organizations. It is applicable to all Air Force members, military and civilian, and all organizations at all levels of command. Report all requests for assistance and coordinate all requests from civilian law enforcement authorities through the appropriate command and control channels. The Posse Comitatus Act is viewed as having no effect outside of the United States (reference AFM 110-3). This prohibition does not extend to the employment of Fed-

eral military forces in protecting Federal property or Federal officials against violence or forcible obstruction of their functions, or in time of war or national emergency in guarding war materials, vital utilities, industries, and installations.

2-7. 23 AF CLOSEWATCH. CLOSEWATCH missions are designated missions which receive special operations center/command post attention. CLOSEWATCH procedures are provided so that all possible actions are taken to insure ontime accomplishment and notification to the user when delays occur or are anticipated. The 23 AF OC, wing/host command posts, and all RCCs will:

a. Promptly notify the customer/OPR of delays, aborts, or other events that affect on-time departure and will advise them of the ETIC, new ETD, and ETA. Notify the 23 AF OC, through command and control channels, within 10 minutes of the event of mission delay and confirm that the customer/OPR has been advised. For overseas RCCs, a maximum of 30 minutes is authorized due to communication delays.

b. The following missions are designated 23 AF CLOSEWATCH and must be passed through normal command and control channels to the 23 AF OC within 10 minutes of the event (30 minutes for overseas RCCs).

(1) All precautionary orbit missions where abort or late departure of the SAR forces will abort the user.

(2) All SAR and MEDEVAC missions using 23 AF or ARF-gained resources.

(3) All missions transporting the 23 AF Commander, Vice Commander, and DV Code 6 or higher, or civilian equivalent. (Exception: DV Code 6's and civilian equivalents that are host base-assigned.)

(4) All 23 AF aircraft experiencing an inflight emergency or resuming flight following a precautionary landing.

(5) Aircraft (including AFRES) flying storm fixes, specifically to exclude deployment and redeployment phases.

(6) Any mission designated by HQ 23 AF or 23 AF wings.

NOTE: All MAIRS messages will contain the flag words "23 AF CLOSEWATCH" in the classification line (i.e., UNCLAS JOPREP JIFFY/23 AF CLOSEWATCH).

2-8. SAR Missions:

a. **Search Missions.** Missions in which the location of the objective is unknown. Although the real objective is the person(s) believed to be in distress, search missions may be classified as, but not limited to, missing aircraft, boats, other vehicles, persons or ELTs.

b. **MEDEVAC Missions.** SAR unit aircraft will not be utilized for routine patient transfer. Medical evacuation and medical assistance flights may be operated for transport of persons seriously ill, injured or in distress from known locations and for transport of medical personnel and/or equipment or supplies under emergency conditions when other means of transportation are not suitable or readily available. Prior to dispatching an aircraft on this type of mission, the best medical evaluation available will be obtained to determine the need for rescue assistance. This shall not be interpreted to mean that decisions of the medical authorities are final in deciding whether a rescue mission will be performed (i.e., flight safety, weather, etc., must be considered). This paragraph is not applicable to MAST missions.

c. **Rescue/Recovery Missions.** Missions in support of survivors or other persons in distress where life-threatening injuries/illness are involved should be launched immediately as delays in reaching the distress person/persons further decrease the probability of survival. Delays should be avoided whenever and wherever possible. Increased risk procedures will apply when required. Therefore, when one or more qualified pararescuemen are immediately available, deployment of SAR aircraft will not, as a rule, be delayed pending arrival of flight surgeons/physicians. When feasible, flight surgeons/physicians may be transported by another aircraft. Flight surgeons/physicians will assist in emergencies and, when utilized, will be in charge of the medical aspects of the mission. They will provide specialized medical skills and equipment beyond the capability of 23 AF pararescuemen. Unit commanders should continuously coordinate their local mission response criteria and requirements with their flight surgeons/physicians so potential delays can be avoided. To familiarize the flight surgeons/physicians with 23 AF procedures and available medical equipment, each unit should encourage their participation in training and operational missions whenever possible. This participation will permit maximum effectiveness in the event of an emergency flight and afford flight surgeons/physicians the opportunity to administer periodical medical currency training to the unit's pararescuemen.

d. **Mercy Missions.** Missions in which the primary purpose is delivering medical supplies, tissue, blood, organs, or recipients thereof, where expeditious transport is required in order to preserve life or prevent undue suffering.

e. **MAST Missions.** Certain helicopter units are designated as MAST units. These units have the responsibility of providing assistance to serious civilian medical emergencies (i.e., situations where an individual's condition requires air evacuation to a medical care center as soon as possible to prevent death or aggravation of illness or injury). The decision to request a MAST helicopter is based solely on the judgement of law enforcement officers, physicians, or other responsible persons (such as public safety officials) at the scene of the emergency. Assistance may be provided only to the extent that it does not interfere with the performance of the military mission. The authority for the MAST program is contained in the Defense Appropriation Act, Public Law 93-155. For accounting purposes, 23 AF MAST units will coordinate through the 23 AF OC and the AFRCC (Inland Region only) as soon as possible.

2-9. **Suspending the Mission.** All reasonable action will be taken to locate the search objective, determine the status, and effect rescue or recovery of survivors. The decision to conduct extended operations must be based upon the probability of finding survivors. After all probability of locating survivors has been exhausted, extended operations become uneconomical and unwarranted.

a. When extensive SAR coverage has produced negative results and climatic conditions, lack of information, or other circumstances justify suspension of the mission, the SMC will recommend to the appropriate SAR coordinator that the mission be suspended. Prior to suspending a mission for a USAF objective, coordination will be effected with the major air command of the objective involved to assure their concurrence that all reasonable actions have been taken to locate or recover distressed or missing per-

sonnel. Only after this coordination has been effected will rescue activity cease.

b. If the recommendation to suspend the mission is not concurred with by the appropriate SAR coordinator, active SAR coverage will continue until the mission is closed or until circumstances arise which justify another recommendation for authority to suspend the mission.

c. Each RCC will maintain a "suspended" file of those missions for which they exercised mission control or assigned the mission number.

2-10. **Withdrawal of 23 AF Forces.** Once 23 AF forces have been committed to a mission controlled by another agency, they will not be withdrawn except under authorization of the controlling agency or decision of the 23 AF unit operational control commander. SAR unit commanders must have reasonable justification in withdrawing their forces from joint operations. Notification will be given to the controlling agency and coordinated through the appropriate RCC prior to withdrawal. (Exception: ARF may be withdrawn at the discretion of the ARF unit commander.)

2-11. **Mission Closing.** The appropriate SAR coordinator may close a mission when:

- a. Rescue/recovery has been completed.
- b. Positive determination of location has been made and continued utilization of SAR forces would be of no value.
- c. Rescue forces have returned to home station or recovery base.
- d. Requesting agency releases SAR forces.

2-12. **Use of Operating Instructions (OIs) and Checklists.**

a. RCCs will establish operational procedures and mission support files. They will publish necessary OIs/regulations (to include checklists as applicable) which adequately define the operation. It is not necessary to publish an OI when the specific information is addressed in a base or higher headquarter's directive.

b. All locally developed checklists should be listed in an OI. When governing directives will allow, checklists should be published in lieu of OIs. MAC Forms 178 and 179 will be used to prepare checklists. Minimum requirements are:

- (1) **Quick Reaction Checklists (QRCs).** These checklists outline actions to be taken for emergency, abnormal and certain recurring circumstances and actions to be taken to implement plans or other situations that may threaten or affect 23 AF resources. QRCs pertaining to plans are only required for plans which specifically task the unit and contain timecritical action items which preclude direct reference to the plan. These QRCs should include:
 - (a) Aircraft Accident/Incident (ref JCS Pub 6, Vol V, MACR 55-16).
 - (b) Unusual Events/Incidents (ref JCS Pub 6, Vol V, MACR 55-16).
 - (c) Conference Skyhook (ref MACR 55-3, Vol 1).
 - (d) Met Watch Procedures.
 - (e) Aircraft Hijacking.
 - (f) Mission Opening. (Atch 3)
- (2) **Emergency Staff Actions Checklists.**

CHAPTER 3

MISSION COORDINATION ACTIVITY

3-1. Key Personnel. Overseas RCCs, the AFRCC, and command and control facilities serving a rescue unit will maintain a roster of the unit's key personnel including home address, home and duty telephone numbers, and method of off-duty contact (if other than by normal telephone). Report absences IAW MACR 36-8 as supplemented.

3-2. VIP Flight Following/Location Monitoring. Units and overseas RCCs will telephonically report arrivals and departures of 23 AF CC/CV/CS/DO, 23 AF wing commanders, and other VIPs visiting their unit or flying aboard 23 AF aircraft in their respective areas, through 23 AF command and control channels, to the 23 AF OC. Message reporting will be used if telephones are out of service.

3-3. Aircraft Status Board. Overseas RCCs with primary SAR units under their control will maintain a status board or similar aid which reflects the alert status of these units. This information should contain at least the following:

- a. Unit and location.
- b. Type aircraft.
- c. Tail number of alert aircraft.
- d. Operational limitations of the alert aircraft.
- e. Units covering alert if 23 AF unit is off alert.

3-4. Plotting Charts and Equipment. All RCCs will maintain plotting charts and appropriate navigational equipment to plot: search area, reported leads, and aircraft search area assignments.

3-5. Reporting Alert Status (applicable to ARF only when tasked to perform alert).

a. Unit off-alert status will be reported telephonically as soon as possible, by the unit using IMMEDIATE precedence through command and control channels, to the 23 AF OC. Overseas SAR units will also report their off-alert to their area RCC.

b. This report will include:

- (1) Unit and location.
- (2) Zulu time off alert.
- (3) Estimated Zulu time back on alert.
- (4) Reason off alert.
- (5) Tail numbers, aircraft status, and ETICs if down from alert for lack of aircraft.
- (6) Complete crew status for critical position if down from alert for crew reasons.
- (7) Alert requirements.
- (8) Unit covering alert (if any).
- (9) Mission commitments which cannot be met by this unit.

NOTE: Units submitting their report should consider EEFI transmissions over nonsecure lines, secure voice transmissions may be appropriate.

3-6. On-Call Procedures. All 23 AF units will arrange for host command post to provide notification of mobility, SAR missions, or changed mission requirements through the unit commander or his designated representative after duty hours. Those units located on the same base or

in the area of responsibility of a theater RCC may transfer control of their alert force to the RCC. If a transfer is established, all appropriate headquarters and agencies will be notified when no one is available at the unit. Units transferring control of the alert force will effect a letter of agreement with the RCC covering alerting, scramble, briefing and notification instructions.

3-7. SAR Mission Coordinator (SMC). A SMC will be appointed by the SAR Coordinator at the lowest echelon exercising operational control of SAR forces for the specific mission. Only one SMC will be appointed for any one mission. When SAR forces are participating from two or more bases, an assistant SMC may be designated for each base. When SAR forces are committed to a rescue mission under the control of other agencies (i.e., USCG, US Navy, or foreign government), an SMC may be appointed to represent 23 AF.

a. **Authority.** The SMC, acting as representative of the appointing authority, exercises full authority vested in the appointing authority for matters pertaining to the mission. SMCs should welcome advice and assistance from any source; however, they will make all decisions relative to the prosecution of the mission as it relates to SAR forces. The SMC exercises operational control over all mission-committed SAR forces and direction of assisting forces (exception: AFRCC). In dealing with other agencies, tact and courtesy will be exercised to the fullest extent, and SMCs will not allow strained relations between organizations to hinder the mission.

b. **Qualifications.** SMCs must meet the requirements of paragraph 4-5a. RCC coordinators/SAR Liaison Officers will normally serve as SMC; however, commanders and operations officers who do not meet the requirements of paragraph 4-5a may perform SMC duties when the following requirements are met:

(1) Operationally qualified in a primary SAR unit aircraft.

(2) Local SMC training has been completed.

(3) Mission circumstances do not permit RCC coordinator or SAR Liaison Officer to perform SMC duties.

c. **Responsibilities and Duties.** As outlined in AFM 64-2, the National Search and Rescue Manual.

d. **Mission Prosecution.** SMCs at all 23 AF echelons will conduct and control SAR incidents and missions IAW AFM 64-2.

3-8. Mission Control Task Force. The mission control task force has been developed to provide professional mission control and assure immediate and sustained prosecution of SAR missions. It is designed to place SAR-qualified managers in charge of accompanying professional search and rescue elements at a forward operating location with minimum delay. (Atch 14 lists desired criteria.)

a. RCCs will supply the nucleus of the mission control force.

b. The OIC of the RCC will be responsible for requesting assistance and coordination of team movement, support, etc.

c. Rescue units will provide mobility radios, as

required, to support a mission control task force.

3-9. Mobility Radios.

a. Purpose. The worldwide mission assigned to combat rescue units presupposes deployments which must be supported with communications. Mobility radios are one method of providing communications support at the deployment sites.

(1) VHF and UHF radio sets provide air/ground communications for the RCC or on-scene commander and local point-to-point communications if telephones are not available.

(2) HF radio sets provide long-range air/ground communications for the RCC or on-scene commander and point-to-point communications when deployed beyond existing military circuits.

Typical Manning: Mission Control Task Force			
POSITION	AFSC	GRADE	NO
SMC	1485/2265	Lt Col/Maj	1
SAR Coordinator	1485/2265	Maj/Capt	2
	274X0	Enlisted	2

Figure 3-1. Mission Control Task Force

b. Allowance. An allowance of mobility radio equipment is established in TA 660 for each unit and/or RCC. The basic allowance is one HF 113C (AN/TRC146A) transportable set (to be replaced by AN/RT-1446), one AN/TRC-68 transportable UHF set (to be replaced by AN/TRC-176), two AN/PRC-66 portable UHF sets (to be replaced by PRC-113), and two VHF 203 (618F-1G) portable VHF/AM sets. Only the PRC-66 is battery-operated; the other sets require an external power source. AFM 67-1 procedures apply for authorization, ordering, and turn-in of mobility radio equipment. AFRES and ANG units use AFRES/ANG procedures during peacetime. 23 AF units use MAC procedures.

c. Use. The primary function of mobility radios is to support deployments; however, they may be used at home station subject to the USAF policy on HF radios, AFR 55-23 on command post consolidation, and the conditions stated below.

(1) USAF policy requires that specific consideration be given to consolidation or collocation of HF facilities when two or more exist at a given location. Commanders may determine that HF mobility radios may be collocated with other units on base if specific advantages accrue, such as maintenance reaction time, and if mobility preparation time is not degraded. This determination must take into account the cost and practicality of remoting HF equipment.

(2) The use of mobility radios at home station must positively avoid any connotation that a command post function is being conducted (ref AFR 5523). However, when conducting SAR missions, RCCs may use mobility radios to prosecute SAR missions when common user facilities, such as USAF Global Command and Control Stations, are not available.

(3) Mobility radios used at home stations will:

(a) Not be installed in a permanent configuration. For example, installation in open racks is preferred to console installation.

(b) Not be changed to enable installation; e.g., cables will not be shortened.

(c) Be installed so they can be taken down and made ready for deployment in less than 2 hours.

(d) Not be used to the exclusion of common user facilities. For example, contact with aircraft will be maintained through USAF Global Command and Control Stations whenever possible, not by means of the portable HF radio.

(e) Be operated only on authorized frequencies and applicable FCC, theater, and USAF rules and regulations.

(4) When not in use, mobility radios will be stored together in a single facility protected from excess humidity. Batteries should be stored IAW applicable TOs.

(5) The procedures of this subparagraph shall not be construed to conflict with peacetime mission directives of AFRES/ANG; e.g., AFRESR 55-2 takes precedence over this subparagraph.

d. Maintenance. Mobility radios will be maintained by the host base IAW AFR 11-4. Home station maintenance will normally be performed by AFCC units when these have a ground communications maintenance capability. In addition to AFR 11-4 provisions, a letter of agreement should be concluded between the 23 AF unit and the local AFCC unit, specifying types of radios and services provided.

e. AFRCC. The AFRCC will conduct 2-way HF communications through USAF Global Command and Control Stations. AFCC provides mobility radio support to the AFRCC.

CHAPTER 4

RESCUE COORDINATION CENTERS (RCCs)

4-1. General. This chapter contains basic guidance and standard procedures for the coordination of SAR matters pertinent to prosecution of SAR operations and participating forces.

a. The 23 AF exercises its CONUS (Inland Region) SAR responsibilities through the AFRCC located at Scott AFB, Illinois. All overseas SAR responsibilities are exercised through the theater RCCs and SAR liaison functions located throughout the world.

b. Command and control of 23 AF forces is IAW MACR 55-3, Vol 1.

c. Each RCC coordinates the resources committed to a SAR mission IAW AFM 64-2. The overseas RCCs will be the central point of contact between higher headquarters and 23 AF units during nonduty hours. It is imperative that all units keep their area RCC informed about current and planned operations and commitments (exception: ARF units).

d. SAR liaison officers have primary authority and responsibility for search and rescue coordination and planning for their area of responsibility as identified in other directives, such as AFM 64-2. They represent the 23 AF/CC as the liaison staff advisor to theater commanders' Air Force Component Commanders for all matters pertaining to rescue operations.

4-2. Types of RCCs:

a. Rescue Coordination Center (RCC). A 23 AF unit or staff agency assigned regional/subregional SAR responsibilities. RCCs are not command posts, but overseas RCCs perform limited tasks normally associated with command and control activities.

b. Joint Rescue Coordination Center (JRCC). An RCC staffed by personnel from more than one participating service.

c. Air Force Rescue Coordination Center (AFRCC). The RCC for the Inland Region. Exercises, for the Executive Agent for Inland SAR (23 AF/CC), the USAF SAR responsibilities IAW the National SAR Plan, AFM 64-2 and applicable national/international SAR Agreements.

d. Rescue Coordination/Operations Center (RCOC). A consolidated Rescue Coordination Center and Operations Center which is specifically tasked to perform the RCC mission for a subarea. Except as noted, references to RCCs apply to these areas.

e. Airlift Control Center/Rescue Coordination Center (ALCC/RCC). A consolidated Airlift Control Center and Rescue Coordination Center which is specifically tasked to perform the RCC mission for an area. Except as noted, references to RCCs apply to ALCC/RCCs.

4-3. Organization. The 23 AF/CC through the 23 AF/DO or ARRS/CC, as appropriate, will insure that personnel assigned RCC duties are highly qualified, reliable and stable, and that manning is maintained at authorized levels. Normally, the minimum length of tour for CONUS coordinators will be 3 years.

4-4. Operations. RCCs will be manned and operated 24 hours a day. RCCs that are manned with four or more officer coordinators will maintain an officer that is SMC-qualified on duty at all times. At the discretion of the Chief of the RCC, when the center is manned with three or less officers, he or she may elect to man the RCC during slack periods with an NCO coordinator on duty and an officer controller on standby or alert status. During these periods, the alert duty officer will be immediately notified of all significant events and be present within the RCC during the prosecution of all SAR missions (not applicable to AFRCC). (Exception: Due to manning, an officer controller is not required to be present at Det 3, 23 AF, during the prosecution of all SAR missions.)

4-5. RCC Coordinator/SAR Liaison Officer Qualifications.

a. Officer coordinators/controllers will:

(1) Be a graduate of the National Search and Rescue School or have a 3-year minimum background in rescue operations as a pilot or navigator.

(2) Be a rated officer in the grade of Captain or higher.

(3) Have satisfactorily completed local SMC training.

b. SAR Liaison Officers will:

(1) Be a rated officer in the grade of Captain or higher.

(2) Have at least 3 years' experience in rescue operations/crew duties.

(3) Be a graduate of the National Search and Rescue School or complete 1 year of operational JRCC/RCC duty.

(4) When required, possess proper language requirements.

NOTE: It would be beneficial for SAR Liaison Officers to have completed AGOS or have participated in exercises where SARLO training was received.

c. NCO Coordinators/Controllers will:

(1) Be a graduate of the National Search and Rescue School.

(2) Have satisfactorily completed local SMC training.

d. The Chief of any RCC will:

(1) Be a graduate of the National SAR School.

(2) Have satisfactorily completed the local SMC training.

(3) Be a certified SAR coordinator/controller and meet the minimum requirements of the personnel supervised.

(4) Be a rated officer in the grade of Major or higher.

e. Security Clearance. All personnel assigned RCC duties will possess at least a Secret clearance. The Chief of the RCC will determine the number of personnel that require a Top Secret clearance.

SAR SCHOOL ATTENDANCE				
		FUNDAMENTAL	INLAND	COMPUTER
AFRCC	Officer		X(1)	
	Enlisted	X		
ALASKAN			X(1)	
RCC	Enlisted	X		
WESTPAC	Officer	X		
RCC	Enlisted	X		
RAMSTEIN	Officer	X		
JRCC	Enlisted	X		
HONOLULU	Officer	X		X(2)
JRCC	Enlisted	X		X(2)
Howard	Officer	X		X(2)
RCC	Enlisted	X		X(2)
<p>(1) The Fundamental SAR course may be substituted should the Inland SAR course not be available at the appropriate time.</p> <p>(2) Attendance is desired.</p>				

Figure 4-1. Search and Rescue School Requirements

f. The 23 AF/DOT will coordinate attendance at the National Search and Rescue School and other required training for all projected inbound assignments to these positions, if needed.

g. National SAR School Attendance. SAR coordinators/trainees should attend an appropriate SAR course within 1 month (recommended) of arrival at duty location. SAR school requirements are shown in Figure 4-1.

4.6. Coordinator Training. Each RCC will establish a training program to include initial qualification, recurring training, refresher training and remedial training. Each RCC will develop and maintain a master training outline tailored to meet the mission. At the time the RCC coordinator/controller enters initial, refresher or remedial training, appropriate portions of the current master training outline will be reproduced and used to conduct and document that training. Coordinator/controller training will be administered only by certified controller personnel who will document completion of each task.

a. Training Categories:

(1) Initial Training. Initial training is that training administered to all personnel without prior RCC coordinator/controller experience. The scope of the training depends on the performance required of the individual.

(2) Refresher Training. A condensed version of initial training and should be designed to train coordinators/controllers in local methods of applying skills acquired at other RCCs or to update controllers on procedures upon returning from extended absences of 60 days or more.

(3) Recurring Training. Training designed to insure coordinators/controllers remain knowledgeable in all areas pertinent to their assigned duties. This training consists of three basic types: formal, self-study, and examination.

(a) Formal Training. A group-oriented program covering items of current emphasis and items as determined by the Chief of the RCC which require immediate attention or review. A minimum of one training session per month is required. These training sessions should provide

a minimum of 3 training hours each quarter. All available coordinators/controllers, except those on shift or excused by the Chief of the RCC, must attend. All coordinators/controllers unable to attend a formal training session will complete makeup training as soon as possible following the training session. A tape recording of the session may be used to fulfill this requirement.

(b) Self-Study. Each month all certified coordinators/controllers will study selected publications identified in a letter by the Chief of the RCC or the Training Officer/NCO. This letter will have provisions for each coordinator/controller to initial when the required study is completed.

(c) Examination Training. Written examinations will be administered monthly to each certified coordinator/controller. This examination training is not considered formal training and will be conducted in addition to formal training. Coordinators/controllers will be administered an open-book test that is designed to provide a systematic review of reference publications pertinent to the mission.

1. The RCC Qualification Examination/USMCC Controller's Examination will be administered initially for certification and semiannually thereafter.

2. The Chief of the RCC or designated Training Officer/NCO will develop local tests for use in recurring training. One locally developed test will be administered during each month (exception: the months when the semi-annual certification exam is required).

3. All tests will be open-book. Minimum score is 90%, critiqued to 100%. Coordinators/controllers scoring below 90% will self-study deficient areas and demonstrate knowledge/proficiency to the Chief of the RCC or designated training representative.

4. The RCC Qualification Examination/USMCC Controller's Examination will be prepared and distributed by the 23 AF/DOT.

(4) Remedial Training. That training administered to requalify a controller who has been decertified for failure to maintain standards.

(a) Coordinators/controllers in remedial training/certification will not perform full controller duties until deficient areas are corrected.

(b) This training will be tailored to the individual's needs, i.e., to correct areas of performance noted as deficient on the reverse of the AF Form 1999.

(c) Remedial training will be completed within 30 days of the date training was initiated. If not completed within 30 days, the Chief of the RCC (AFRCC: Director of Inland SAR) will make a written evaluation in the training folder and make recommendations to continue training to pursue other actions.

4-7. Certification. Coordinators/controllers will be certified by the Chief of the RCC (AFRCC: Director of Inland SAR) upon:

- a. Completion of initial training.
- b. Completion of refresher training.
- c. Completion of remedial training.

Certification will include a review of training records and interview by the Chief of the RCC.

4-8. Decertification. Decertification action will be taken by the Chief of the RCC (AFRCC: Director of Inland SAR) for the following reasons:

a. Failure to maintain standards as outlined in this and other pertinent publications and as determined by the

certifying authority.

b. Discontinuance of specific duties requiring certification.

c. Extended absence in excess of 60 days.

d. Failure of IG examination.

4-9. Documentation. All coordinator/controller training, certification, and decertification will be documented as follows:

a. Training.

(1) The progress of all initial, refresher, and remedial training will be recorded on AF Form 623a using the locally developed training outline. Completed training outlines will indicate whether the training recorded thereon was initial, refresher, or remedial. Training outlines for each controller will be maintained in a separate, standard kraft folder until the individual is transferred.

(2) Recurring training will be recorded as follows:

(a) Formal training. Recorded on an AF Form 1990.

(b) Self-Study Training. Each controller will initial the self-study letter in the space provided to indicate that the required self-study has been completed.

(c) Examination Training. The type/number of the exam and the actual score attained will be recorded on the current month's AF Form 1997 after the exam has been critiqued to 100%. Examinations will be critiqued to 100% by the Training Officer/NCO, Chief or NCOIC as appropriate.

b. Certification. The certifying official will document controller certification on the AF Form 1999. The statement in the "Controller's Certificate" block will be modified to read, "The above named Controller, having completed all required training, has been interviewed by me and found to be fully qualified to perform duties as an RCC Coordinator/Controller." The certifying official will sign above his/her typed name. Subsequent certification/recertification will be accomplished in subsequent "Certifying Official" blocks.

c. Decertification. Decertification will be documented on the AF Form 1999 as follows:

(1) Draw a line through the "Certifying Official" block used to certify the individual in the duties from which the certification is being removed.

(2) Annotate the data and reasons for decertification on the back of the form with the signature of the Chief of the RCC.

d. Coordinator/controller recurring training and certification records will be maintained as specified in AFR 55-23.

4-10. Rescue Coordinator Duties. In addition to those SMC duties outlined in AFM 64-2, paragraph 232, rescue coordinators will:

a. Maintain an up-to-date listing of all assets (where applicable) and agencies which could be used during SAR operations within their area of responsibility.

b. Maintain a point of contact for key personnel of SAR units in their area at all times. (Except AFRCC)

c. Overseas 23 AF SAR units will provide aircraft movement reports (MAIRS) via established movement reporting channels. Overseas RCCs may assist in submitting aircraft movement reports for actual SAR missions when the use of local command and control would result in a delay in transmission or when local command and control facilities are not available.

4-11 Additional Duties. Personnel assigned to RCCs will not be scheduled for additional duties and details outside the scope of their primary duty. This does not preclude enlisted personnel from performing normal housekeeping activities in work/residence areas. The Chief of the RCC may assign minimum job-related duties to officer coordinators/enlisted personnel on a noninterference basis with their primary duty.

4-12. RCC Records. Each RCC will keep a complete and accurate record of all its activities. Information and activities will be recorded in a daily RCC activity log and in SAR mission log or an appropriate incident form. These records will be disposed of IAW AFR 12-50, Vol 11.

a. **RCC Activity Log (bound ledger).** This log will be maintained, except when RCCs are required to use AF Form 1924, in the following manner:

(1) Top of each page: Day, month, and year. (A new page will be initiated for each zulu day.)

(2) Left-hand margin of each page: Time (Zulu) of entry and initials of individual making entry; i.e., 1432/WBS. Delayed entries will be noted by indicating it is a delayed or late entry.

(3) Entries: Entries will be clear and concise and will contain all relevant information. Times contained in the text of the entry may be recorded in either local or Zulu times; however, the time will be followed by either a "L" or "Z" as appropriate, i.e., 1432L. Entries will include but not be limited to the following: Each officer coordinator and enlisted controller will be logged on and off duty. They will be familiar with all entries made during their tour of duty and adequately brief their replacement so that continuity of operations can be maintained. If a mission is in progress at the end of the duty day, a note will be added to the entry, i.e., 2400/WBS Mission 69 open.

b. **SAR Mission Folder.** A separate mission folder will be maintained for each SAR mission. This folder may be a standard kraft folder or a locally produced overprint folder containing mission information/prosecution areas and telephone notification logs which will reflect local command requirements. Records maintained in the mission folder will include but not be limited to the following:

(1) Rescue Information Reports.

(2) SAR Incident Forms (23 AF Form 8, 23 AF Form 21, 23 AF Form 23, and 23 AF Form 24 are available for use by all RCCs).

(3) **SAR Mission Log.** This log may be utilized as continuation sheets to SAR incident forms and will be maintained on record in this manner; the RCC activity log need only reflect entries as indicated in paragraph 4-12a(3) above.

(4) All other related correspondence and records will be maintained in the mission folder, i.e., CAP Forms, etc. (Except AFRCC)

c. **SAR Incident Forms.** 23 AF Form 8, 23 AF Form 12, 23 AF Form 21 (AFRCC use only), 23 AF Form 23, 23 AF Form 24, or locally prepared incident forms may be utilized to record data and information pertaining to SAR incidents which could become a mission. Incidents may be missing persons, aircraft or ELT reports, etc. When an incident is upgraded to mission status, the form will be included in the mission folder as a permanent record.

4-13. Mission Coordinator Kit. Due to possible short notice for deployment to an advanced location, mission coordinator kits will be maintained by all RCCs. Each RCC will maintain an appropriate mission coordinator kit invento-

ry (IAW local operating instructions) based on their area of responsibility to support a short notice deployment. Suggested items to be included in the kit:

a. Publications:

(1) Flight Information Publications.

(2) Charts of anticipated areas of operation.

(3) 23 AFR 55-3, Rescue Coordination Center (RCC) Operations.

(4) AFM 64-2, National Search and Rescue Manual.

(5) JCS Pub 6, Vol V, Air Force Operational Reporting System.

NOTE: Item (2) above is for controller planning purposes and may not be current due to budget austerity. Appropriate charts must be included prior to deploying but will not be a permanent part of the coordinator's kit due to vast areas of coverage.

b. **Blank Forms:** DD Form 173/3, Joint Message Form.

c. Equipment:

(1) Plotter, Air Navigation.

(2) Air Navigation, Dead Reckoning Computer, Type MB-4.

(3) Colored Pencil/Pens/lead pencils/erasers.

(4) Tablets/writing paper.

(5) Log Book.

d. Classified documents will be available but will not be a permanent part of the mission coordinator kit.

4-14. Facilities. Consolidation of RCCs with host base facilities will be IAW AFM 86-2. Consolidation plans, agreements and host-tenant agreements effecting consolidation will not be agreed upon without first obtaining approval of MAC and 23 AF. The criteria listed in Figure 4-2 is considered minimum desired and is not intended to be limiting in nature.

a. A minimum of four MACOPS-type consoles with universal patch capability, with all telephones being recorded, is desired to achieve a degree of standardization within RCCs.

b. Silencing and sound-baffling materials will be installed on walls, ceilings and floors to reduce noise level to a minimum. Indirect lighting and background lighting should be used to enhance displays.

c. Sufficient air conditioning should be available for controller comfort and satisfactory temperature ranges for efficient radio and computer operation.

d. Bunks and rations should be readily available for contingency situations when required.

4-15. Auxiliary Power. An automatic source of auxiliary power is required to prevent mission degradation in the event normal power is lost. A 5KW to 7[KW generator will normally supply sufficient power. The added safety feature of diesel fuel is desired.

4-16. Weather Information. Current weather information will be available in the RCC. If weather television or direct telephone access is not available, a daily weather facsimile and forecast will be maintained. RCC coordinators will be familiar with the current weather patterns in their area of responsibility.

4-17. Classified Storage. Each RCC will maintain a safe for classified storage if required (except AFRCC).

4-18 Aircraft Wreckage Locator. Each RCC will maintain an aircraft wreckage locator. It will include the exact location, type of aircraft identification, aircraft color, distinctive markings, date of crash and remarks. If available, photographs may be attached to the file. They will be dated and marked with an arrow indicating Magnetic North.

4-19. Maps. Each RCC will maintain a wall map which will cover their area of responsibility/operation. They should also maintain a map inventory of operational maps (i.e., sectionals) for working purposes.

4-20. Utilization of Nonactive Duty Resources.

a. **AFRES Units (23 AF-Gained).** When the resources to be utilized are from a 23 AF-gained AFRES unit, the RCC originating the request for assistance will contact the AFRES Command Post through the 23 AF OC for an authorization number. When the AFRES unit is other than 23 AF-gained, the RCC will coordinate directly with the AFRES Command Post. The 23 AF OC will be contacted for 23 AF/DO approval prior to launching 23 AF-gained AFRES forces. AFRES units and aircrews that are 23 AF-gained will report IAW ARRSR 55-2, as excepted, and AFRESR 55-6 when supporting a SAR mission.

b. **CAP Assistance.** Requests for CAP assistance are normally made by the coordinating RCC, using the ALERT listing approved by the Cap Wing Emergency Services Officer. SAR missions authorization by the appropriate RCC will allow the activated CAP organization to be reimbursed for POL, communications and insurance coverage under the Federal Employees Compensation Act.

c. **ANG Units (23 AF-Gained).** When the unit to be activated is a 23 AF-gained ANG unit, the RCC originating the request for assistance will contact the ANG Operations Center through the 23 AF OC for coordination and tasking. When the ANG unit is other than 23 AF-gained, the RCC will coordinate directly with the ANG Operations Center. The 23 AF OC will be contacted for 23 AF/DO approval prior to launching 23 AF-gained ANG units, and aircrews will report IAW ARRSR 55-2 when reporting under the operational control of 23 AF.

4-21. Resource File. RCCs will maintain a current file of pertinent data concerning SAR agencies within their area of operation. This file should include information such as location and type facilities, area of operation, responsibility, names and positions of key personnel, methods of contacting, and any other pertinent remarks.

4-22. Strategic Reconnaissance SAR Support. Reconnaissance forces enhance the search capability of SAR forces through their inherent electronic and photo search capability. The reconnaissance force has the desirable characteristics of high speed and large area coverage. Whenever RCC believe this capability can aid in search, they will coordinate with their command and control facility and request SAC support through the 23 AF OC. The 23 AF OC will coordinate the request with HQ SAC/XOOSR. Results of reconnaissance sorties will be passed to the RCC or directly to the SMC depending on the circumstances of the SAR mission. Some factors to consider prior to requesting strategic SAR support are:

a. **Time to React.**

(1) Twenty-four (24) hours is the normal reaction time for aircraft. For planning purposes, mission duration will vary according to distance to be covered from take-off base to objective area. However, exploitation of recovered

imagery (5000 to 10,000 ft) takes an average of 8 hours for study of over water film, and 12 to 24 hours for study/interpretation of over land film.

(2) Total time from request to availability of results is 24 hours for aircraft, plus mission time, plus 12 to 36 hours for interpretation.

b. **Advantages/Disadvantages of SR-71 and U-2 aircraft (See Figure 4-3).**

c. **Other Pertinent Data:**

(1) Weather must be 65% clear or better in objective area.

(2) Side-looking radar not practical over land. Could be used over water at night or during poor weather for larger objective.

(3) Photo interpretation not considered a factor, as photo interpreters are trained to look for "anything out of the unusual," not necessarily specific shapes or equipment.

(4) Not effective in jungle canopied areas.

d. **Summary:**

(1) Aircraft use more advantageous over water than over land.

(2) Reaction time and type of aircraft used is determined by SAC, based on SAR objective location and aircraft availability.

(3) If aircraft use is anticipated, coordination with HQ SAC/DORS by telephone should be effected as soon as possible.

(4) IR is not available for SAR in either type aircraft.

4-23. Communications and Equipment.

a. Communications are a mandatory prerequisite for successful SAR operations. Rapid and reliable communications with all primary and secondary SAR agencies is necessary to insure prompt receipt of distress information, to alert assisting agencies, to dispatch SAR forces, and to direct or coordinate subsequent SAR operations. Whenever practical, communications must be direct in order to eliminate delays and errors caused by relaying information. A schematic of all communications circuits tied into the RCC will be available to the rescue coordinator as a ready reference. The 23 AF/SI is the sole approval authority for changes, additions, or extensions to subscriber AUTOVON service. All RCCs will maintain a communications capability to:

(1) The next higher command echelon.

(2) Nearest USAF aeronautical airways station with phone patch capability.

(3) Base operations (optional).

(4) Weather stations.

(5) Air Route Traffic Control.

(6) 23 AF OC.

(7) Other SAR agencies as required.

b. Equipment to support an RCC's communications capability should include, but not be limited to:

(1) Direct hot lines for in-unit use between SAR agencies and RCCs and for required contact with base agencies and FSS communications.

(2) A minimum of two (2) class "A" telephones and one class "C" telephone wired in rotary with "patching" capability. The class "C" telephone should be the only number listed in directories. Hand instruments should be "press-to-talk" or "hush-phone" types.

(3) At least two direct-dial AUTOVON (4-wire) lines, one of which has worldwide capability.

(4) One multitrack tape recorder capable of

Floor Space:**RCC/JRCC/RCOC**

(a) Console Work Area	485 sq ft
(b) Staff Area	204 sq ft
(c) Administrative Area	303 sq ft
Total	992 sq ft

AFRCC

(a) Console Work Area	746 sq ft
(b) Staff Area	156 sq ft
(c) Administrative Area	486 sq ft
Total	1388 sq ft

Wall Space:

(1) RCC	492 sq ft
(2) JRCC/RCOC	293 sq ft
(3) AFRCC	640 sq ft

Figure 4-2. Typical Floor/Wall Space Requirements for an RCC.

NOTE: Centers may require a wall 9 ft high with lateral space to accommodate an area map and additional display boards as required.

Advantages	Disadvantages
<p>Covers large areas.</p> <p>Strip coverage of film is 70NM wide at standard "prime sensor" altitude.</p> <p>42/NM wide for a small object, the size of a life raft.</p> <p>NOTE: High resolution radar (HRR) can be used in poor weather or at night for large vessels only (minimum 30 ft)</p>	<p>Objective area must be preprogrammed before take-off.</p> <p>Strip coverage cannot be varied after take-off.</p> <p>Availability of aircraft is dependent upon other mission priorities established at the "highest national levels."</p> <p>Utilization of aircraft is predicated on a minimum of 65%</p> <p>clear weather in objective area.</p> <p>Mission cost is very high.</p>

Figure 4-3. Advantages/Disadvantages of SR-71 and U-2 Aircraft.

NOTE: Film processing is available at Beale AFB CA, Hickam AFB HI, Offutt AFB NE, Kadena AB JA, and Schierstein GE.

recording directly from controllers' consoles.

(5) International/host-nation TELEX or FAA teletype (as required).

(6) UHF and VHF radios may be mission essential.

(7) Access to worldwide AUTOSEVOCOM (KY-3) or Parkhill secure telephone (KY-65) is desirable.

(8) RCCs require HF radio capability to direct search and rescue activities. USAF Global Command and Control Stations are primary for this purpose, but the use

of RCC mobility HF radios may also be appropriate.

c. Collocated RCCs/OCs will have telephone equipment listed above dedicated for SAR purposes.

d. Overseas RCCs will have telephone patch capability with all 23 AF units within their area. This will allow the RCC to patch the 23 AF OC or other agencies into the unit during nonduty hours when the RCC is performing its central point of contact for units within its area of responsibility. This may require access to local civilian telephone systems in foreign countries.

OFFICIAL

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Major General, USAF
Commander

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Chief of Administration

SAR ON-SCENE PROCEDURES

1-1. **Survivors Report.** Report survivors' status without mentioning names and condition of the aircraft (if applicable) to on-scene commander using "Echo Codes" contained in MACRs 55-54/55-56.

1-2. **Human Remains.** The mission of search and rescue does not normally include removal of human remains from crash or incident sites. However, such factors as the remoteness or inaccessibility of the area, weather conditions, darkness, or the like may prompt a request from appropriate authorities for removal of remains. Except as provided in subparagraph c below, no SAR resources will be committed to the task of body removal until the mission approving/releasing authority (SMC) has been informed of the request, the attendant circumstances, and has explicitly authorized the removal of remains. The mission approving/releasing authority is responsible for the safety of 23 AF personnel and aircraft and should not unduly jeopardize 23 AF resources. Except as provided in subparagraph c below, the mission approving/releasing authority is responsible for ensuring compliance with any laws or regulations affecting the transportation of human remains.

a. **Military Personnel.** If the crash or incident site is on a military reservation or is otherwise within military jurisdiction, the remains of the military personnel shall be removed only with the approval of a medical officer. In the absence of a medical officer at the crash or incident site, approval will be obtained from the proper military medical authority prior to removal of remains. If the crash or incident site is not within military control, jurisdiction over the remains rests with the civil authorities. In such cases, remains will not be removed except as authorized by the appropriate civil official (usually the local coroner or medical examiner).

b. **Civilian Personnel.** The remains of civilian personnel employed by the military will be recovered as in subparagraph a above. Remains of other civilians will be removed IAW applicable laws of the jurisdiction, only after the mission approving/releasing authority has obtained approval for remains from the appropriate official.

c. **Exceptional Cases.** In extreme situations where time is critical and communications are impossible, the aircraft commander may, with the approval of the appropriate civil official, remove remains and deliver them to the proper civil authorities. This procedure is authorized only when time constraints and lack of communication facilities make it impossible to obtain timely approval from the mission approving/releasing authority. Whenever this procedure is employed, the aircraft commander is responsible for ensuring compliance with any laws or regulations affecting the transport of human remains.

d. **Civil Appointments.** Personnel of 23 AF will not, at any time, accept appointments as deputy coroner. Appointment of a USAF officer as a deputy coroner normally involves acceptance of office. Under the provisions of Title 10, USC, Section 8544, commissions of regular officers accepting civil appointments would be immediately and automatically vacated. In addition, state law often prohibits the appointment to state office of persons holding Federal

office.

e. **International Aspects.** A mission necessitating the removal of human remains, military or civilian, across international borders will involve local as well as national law of the countries involved. Prior to such operations, the US diplomatic officials to the countries concerned will be consulted and necessary clearance for the operation secured.

f. **Responsibility.** Commanders will ensure that all personnel are completely familiar with this attachment. Commanders will ascertain what laws and regulations govern the removal of remains within their area of operation, and they will ensure that all personnel are familiar with such laws and regulations. Commanders will lay appropriate groundwork and establish the necessary liaison with military and civil authorities to ensure a coordinated, professional effort whenever 23 AF personnel become involved in the removal of human remains.

1-3. **Safeguarding Aircraft Wreckage** (ref AFR 127-4). When they are the first to arrive at the scene, pararescue teams will establish guards until properly relieved. Classified matter will be guarded until competent authority assumes control. Personal effects on survivors or deceased will not be disturbed. Personal effects found in the crash area will be inventoried and stored. Receipts will be obtained from personnel who later assume custody and will be retained with the inventories by the unit for a reasonable period of time.

1-4. **Permission to Enter Private Property.** Written permission will be obtained from the landowner or person in control prior to entering private property.

1-5. **Marking Aircraft Wreckage.** Obliterating or marking abandoned USAF aircraft wreckage is the responsibility of base commanders (ref AFR 127-4). However, this function is often delegated to a CAP or a 23 AF rescue unit. Normally, use the following procedures:

a. **USAF Aircraft.** Wreckage will be marked with a yellow cross as large as the condition of the wreckage will permit. When conditions of the wreckage prevent a marking easily visible from the air, logs, rocks, and other material in the immediate area will be appropriately marked.

b. **Non-USAF Wreckage.** To guard against possible damage claims against the USAF, non-USAF aircraft will not be marked or markings obliterated. A cross will be made of material other than aircraft parts and will be painted yellow.

c. **Data on Wreckage.** To assist aircraft accident investigations, the pararescue team will prepare a written description of the aircraft remnants and their location; the location, attire, and appearance of victims and survivors; evidence of accident cause, including instrument readings, control settings, condition and attitudes of control surfaces and landing gear; and such other data as would assist in analyzing the accident. Every effort should be made to preserve all aircraft papers, including flight records, charts, maintenance forms, radio logs, etc.

PRE-MISSION CHECKLIST

-SAMPLE-

A. NOTIFICATION

1. NOTIFYING AGENCY
2. HOW TO CONTACT
3. NATURE OF DISTRESS
4. TIME OF NOTIFICATION
5. THREAT LEVEL/INCREASED RISK (IF APPROPRIATE)

B. VALIDATION

1. DESCRIPTION OF SAR OBJECTIVE
2. PERSONS ON BOARD
3. FLIGHT/FLOAT PLAN
4. SIGNAL DEVICES DETECTED
5. PILOTS/CAPTAINS NAME
6. UNIT OF ASSIGNMENT (IF APPROPRIATE)
7. SURVIVAL EQUIPMENT
8. MEDICAL AUTHORITY ADVICE (IF REQUIRED)
9. AUTHENTICATION DATE (IF REQUIRED)

C. SAR PLANNING

1. INTELLIGENCE OBTAINED (AS REQUIRED)
2. FORECAST WEATHER FOR MISSION
3. DETERMINE SAR PLAN
 - a. SEARCH AREA
 - b. SAR RESOURCES
 - c. COMMUNICATIONS NET
 - d. OBTAIN BORDER/ADIZ/AREA CLEARANCES (AS REQUIRED)
 - e. ASSESS INCREASED RISK AND OBTAIN APPROVAL (AS REQUIRED)
4. OBTAIN SAR RESOURCES/LAUNCH APPROVAL (IF REQUIRED)
5. BRIEF SAR UNITS
 - a. SAR PLAN
 - b. ASSIGN SAR MISSION COORDINATOR (SMC) AND ON-SCENE COMMANDER, OR AIRBORNE MISSION COMMANDER AS APPROPRIATE
 - c. ASSIGN RADIO FREQUENCIES AND COMMUNICATIONS PROCEDURES FOR MISSION MONITORING (AS REQUIRED)
 - d. CLEARANCE LIMITATIONS (IF ANY)

QUICK REACTION CHECKLIST (QRC) NUMBER AND TITLE		DATE PREPARED (Day, Month, Year)	PAGE 1 OF 2 PAGES
MISSION OPENING CHECKLIST			
NO.	TIME OR IF	ITEM	
1		(O/N): VERIFY CONNECT CHECKLIST	
2) NOTIFIED BY: _____	
3		RCC MISSION #: _____ HAST/ANES/ANG #: _____	
4		OPENING TIME: _____ 2	
5		MISSION TYPE: SAR _____ MEDEVAC _____ HAST _____	
6		INCREASED RISK: NO _____ YES _____ (IF YES, IDENTIFY THE REASON AND CREW QUALIFICATIONS): _____	
7		APPROVED BY: _____	
		MISSION INFORMATION:	
		A. REQUESTING AGENCY: _____	
		B. OBJECTIVE: (NATURE OF EMERGENCY, LOCATION, URGENCY, NAME AND AGE OF INDIVIDUAL FOR MEDEVAC) _____ _____ _____	
		C. SAR FORCES: _____ / _____ / _____ (unit) (type aircraft) (tail number) _____ / _____ / _____ (unit) (type aircraft) (tail number)	
		D. ANTICIPATED MISSION SEQUENCE (launch time & location, enroute time, fuel, type recovery--hoist, landing--recovery location, destination) _____ _____ _____	
		E. TOPOGRAPHY/ALTITUDE/SEA STATE: _____ _____	
		F. WEATHER: (LAUNCH/ENROUTE) _____ (ON-SCENE) _____	

ORG TITLE		MISSION OPENING CHECKLIST	ORG NUMBER	PAGE 2 OF 2 PAGES
NO.	TIME OR	ITEM		
		G. SUNSET: (if factor) _____		
		H. SUPPORT REQUIREMENTS: _____ (escort, air refueling, _____ medical personnel, _____ special equipment, _____ flares) _____		
		I. CONFLICT OF INTEREST CONSIDERED: _____		
		J. METHOD OF RECOVERY OF DEPLOYED PARAESCUE PERSONNEL: _____		
		K. CREW DUTY EXPIRATION: _____		
		L. ANY WAIVERS REQUIRED/ANTICIPATED: _____		
		NOTIFICATIONS: (UNIT) _____ (WING) _____ (23 AF) _____ (OTHERS) _____		

MISSION EXECUTION CHECKLIST

-SAMPLE-

- A. INITIATE SAR MISSION OPENING
- B. SEND APPROPRIATE MISSION OPENING REPORT/MESSAGE (AS REQUIRED)
- C. MONITOR SAR UNITS ACTIVITY
 - 1. TAKEOFF TIMES
 - 2. BINGO TIMES (IF APPROPRIATE)
 - 3. ON-SCENE TIMES/LOCATIONS (IF APPROPRIATE)
 - 4. OPS NORMAL CALLS (IF APPROPRIATE)
 - 5. KEEP COMMAND AUTHORITIES UPDATED
 - 6. LANDING TIMES
- D. OBTAIN ADDITIONAL SAR FORCES (AS REQUIRED)
- E. OBTAIN CLEARANCES (AS REQUIRED)
- F. SEND APPROPRIATE MISSION PROGRESS REPORT/MESSAGE (AS REQUIRED)
- G. OBJECTIVE LOCATED
 - 1. POSITION/TIME
 - 2. THREAT/PROBLEMS (IF APPROPRIATE)
 - 3. AUTHENTICATION (IF APPROPRIATE)
 - 4. METHOD OF RECOVERY
 - 5. CONDITION OF OBJECTIVE
- H. ADVISE MEDICAL FACILITY (IF APPROPRIATE)
 - 1. PATIENT CONDITION
 - 2. ETA OF PATIENT

REFERENCE: JCS PUB 2; JCS PUB 6, VOL V; AFM 64-2; AFR 64-3; 23 AFR 55-3

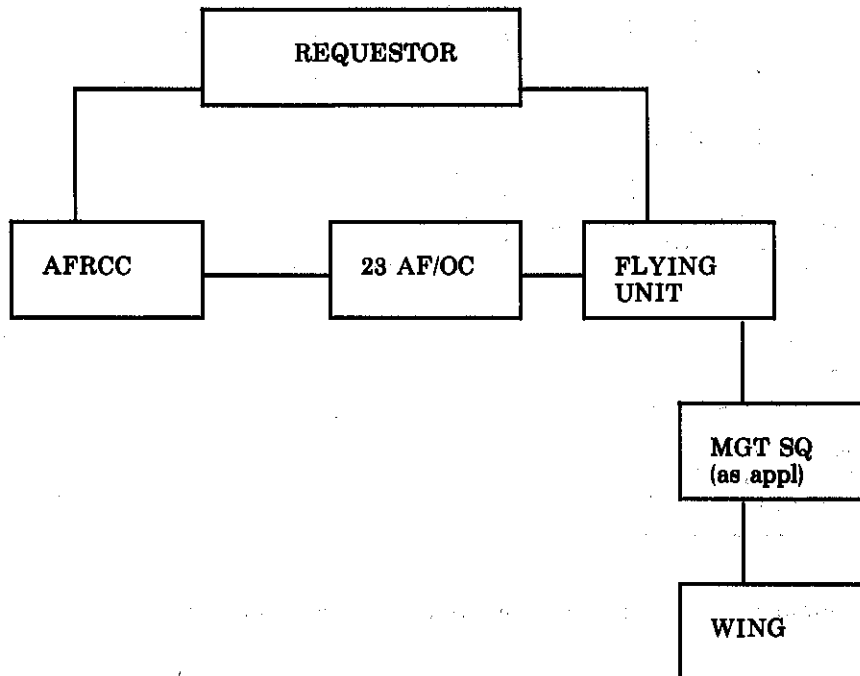
POST-MISSION CHECKLIST

-SAMPLE-

- A. DEBRIEF SMC, ON-SCENE COMMANDER, AIRBORNE MISSION COMMANDER, AND/OR CREWS (AS APPROPRIATE)
- B. DEBRIEF SAR UNITS
- C. DEBRIEF PARTICIPATION AGENCIES/COMMANDS
- D. SEND APPROPRIATE CLOSING REPORTS/MESSAGE (AS REQUIRED)

MISSION OPENING CONFERENCE*INLAND REGION**

Flying units may receive mission requests either through the AFRCC or direct from the requestor. This communication schematic illustrates desired routing, sequencing, and participation for a mission opening conference. It allows all 23 AF agencies involved in mission opening decisions and reporting to obtain maximum information in minimum time. Flying unit commanders/designated representative approve/release nonincreased risk missions. Applicable wing CC/DO (ANG Group CC/DO) approve increased risk missions (Ref para 1-49).

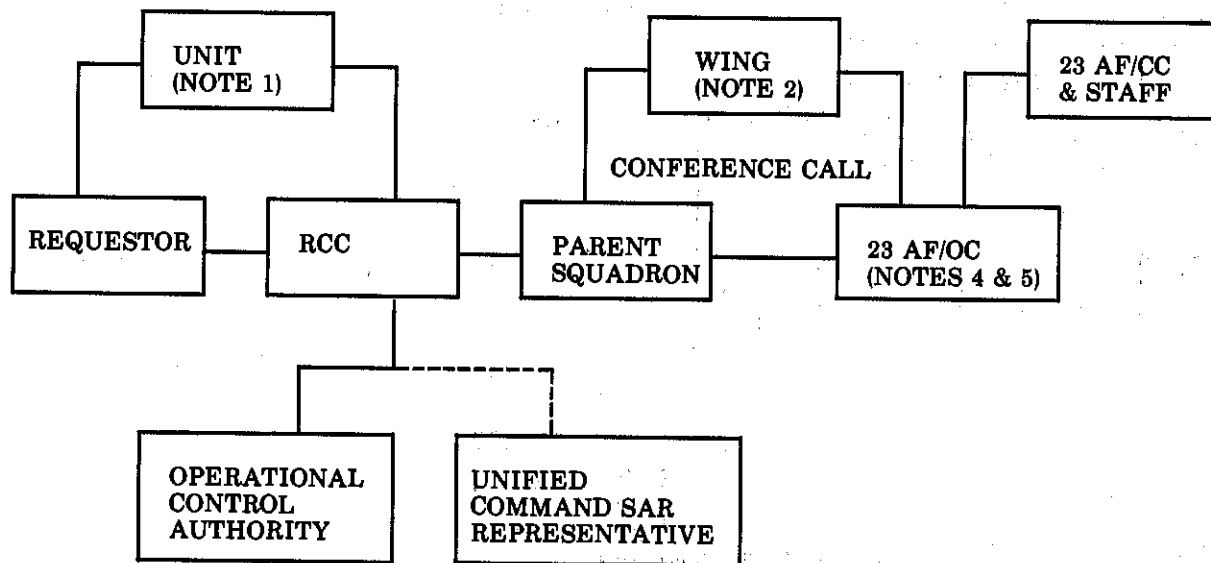


1. Unit coordinates with host commander, as required.
2. AFRES units coordinate with AFRES/OC.
3. Direct coordination between flying units and AFRCC is authorized after initial opening conference.
4. Flying unit commanders decide if mission is increased risk.
5. The 23 AF/OC will conference as required.
6. The 23 AF/OC coordinates with AFRES/OC and ANG/OC for support from 23 AF-gained ARF units.
7. If unit cannot perform the mission the AFRCC will be informed of the request.
8. If mission is increased risk, unit will conference upchannel to wing CC/DO (ANG Group CC/CO) for approval.
9. All missions will be briefed upchannel for information purposes.
- *10. When 23 AF/OC receives notification from a flying unit of a mission, the AFRCC will be notified simultaneously.

MISSION OPENING CONFERENCE

OVERSEAS REGION - ALL CASES, SAR OR MEDEVAC MISSIONS

This communications schematic is intended to illustrate desired routing, sequencing, and participants for a mission opening conference. It allows all 23 AF agencies involved in mission opening decisions and reporting to obtain maximum information in minimum time. Telephone communications limitations may preclude completion of this conference call prior to launch of some missions, but it should be completed as soon as possible in all cases.



NOTES:

1. When Unit receives direct request, pass information to RCC as soon as possible. Unit coordinates with local host commander as required. (NOTE 3)
2. CC/DO of the 39 ARRW and 41 RWRW.
3. For Europe: Commander Det 1, HQ 23 AF. For Pacific Commander, Det 3, HQ 23 AF.
4. The 23 AF/OC will conference 23 AF/CC/CV/DO/CAT D, as required.
5. The 23 AF/OC coordinates with ANG/OC for support from 23 AF-gained NGB units.

CONTROLLER CERTIFICATION RECORD

CONTROLLER'S NAME (Last-First-Middle Initial)	GRADE	SSAN	DATE INITIALLY CERTIFIED
DOE, JAMES A.	CAPT	987-65-4321FR	1 OCT 85
CONTROLLER'S CERTIFICATE The above named Controller having completed all required training, has been interviewed by me and found to be fully qualified to perform duties as an RCC Controller.			
CERTIFYING OFFICIAL <i>William R. Smith</i> WILLIAM R. SMITH, Lt Col, USAF Chief, Rescue Coordination Center			DATE
			1 OCT 85
CERTIFYING OFFICIAL			DATE
CERTIFYING OFFICIAL			DATE
CERTIFYING OFFICIAL			DATE
CERTIFYING OFFICIAL			DATE
CERTIFYING OFFICIAL			DATE

COMMUNICATIONS/ELECTRONICS PROCEDURES

10-1. Radio Frequencies. Commanders are responsible for the proper use, including authorization of, radio frequencies. Authorization for 23 AF units to use radio frequencies may be divided into two classes. Frequencies used for SAR missions, predominantly the International Telecommunications Union distress and emergency frequencies, are authorized by ACP 135 and AFR 700-14. Tactical and training frequencies are assigned to specific units by the USAF RFA List or to specific uses in a general area by codes in the RFA.

a. AFR 700-14 prohibits the use of distress and emergency frequencies for general tactical and training use.

b. All tactical and training frequencies, which include non-tactical radio frequencies, should be listed with the Base Frequency Manager. Unit frequency assignments are automatically listed on the base extract of the RFA. Area-coded frequency assignments may not be automatically listed. It is the responsibility of the 23 AF unit to inform the Base Frequency Manager of each area-coded frequency they use so that he/she may protect it for 23 AF use in the local area.

c. The distress, emergency and area-coded frequencies are listed in Attachment 11 for reference only. Attachment 11 will not be quoted as authority to use a frequency listed thereon. The authority is the document indicated.

d. Normal frequency assignments are requested on a DD Form 1493 IAW AFR 700-14 procedures through the Base Frequency Manager. Info 23 AF/SI (HQ AFRES/DO for AFRES units) on all assignment requests.

e. Requests for frequencies in emergencies are made directly by the 23 AF unit to the theater commander, (info 23 AF/SI and HQ MAC/SIOSM) for overseas deployments) and to 23 AF/SI (info HQ MAC/SIOSM) for CONUS deployments. Where an area may have theater or special DOD stations that can provide communications assistance, frequency requests should include operating frequencies for those stations providing approval is obtained from the operating agency.

f. CAP frequencies and radio net procedures are listed in the CAP Communications Directory.

10-2. Deployment Procedures:

a. The 23 AF Mobility Plan 9446, Annex K, tells how to plan communications to support deployments. Mobility planning must be flexible and consider all sources of mobile radio support, i.e., special vehicles, AFCC mobile communications assets, wing mobility packages, and squadron RCC assets.

b. AFCC Mobile Communications Groups can provide radio and wire equipment, operators and maintenance personnel to support 23 AF deployments. The 23 AF unit may request AFCC assistance under AFR 23-5.

c. If telephonic communications are required when deployed.

(1) Overseas, theater instructions apply.

(2) Within the CONUS, contact the communications officer at the nearest military facility. If reimbursable funds are required, contact 23 AF/DO.

d. When deploying with TACS, communications requirements must be coordinated with the appropriate TAC NAF/SI.

e. Prior to deploying mobility radios, either RCC or squadron assets, the 23 AF unit will insure the availability of suitable electric power at the deployment site and will initiate frequency clearances if required.

f. At the deployment site, mobility radios will be set up and operated IAW paragraph 5-3 below and ACP 125.

g. Initial communications between the deployment site and the controlling RCC may be established by a USAF Global Command and Control Station using aircraft call sign.

h. When 23 AF/SAR field radio stations (HF, UHF, VHF) are to be operated in a foreign country, operating authorization and frequency clearances must be obtained from the host government. Normally, requests will be submitted through command channels to the theater commander of the area in which the operation is to be conducted. For foreign clearance purposes, 23 AF/SAR field radio stations will be as "special service aeronautical stations." When requirements preclude prior clearance to operate a field station in a foreign country, the 23 AF unit involved will direct an IMMEDIATE message to the theater commander for the area involved (info 23 AF/SI), requesting clearance be obtained. The message will briefly state why the station is required and why prior coordination could not be made. Lack of official approval after dispatch of a message will not preclude placing a station in operation; however, every effort will be made at the operating site to obtain interim approval through the American Embassy, the Consulate, local officials, corollary SAR agencies or local military. Any direct statement from the representative of a foreign country not to operate a transmitter will be complied with.

10-3. Mobility Radio Operations.

a. Mobility radios are to be used as backup equipment to radios provided by primary communications agencies (AFCC, Joint Communications Support Elements, etc.). This applies to both contingency and wartime operations. Units of 23 AF should deploy with all organic communications assets to act as backup and attrition fill equipment.

b. Mobility radios will be operated IAW ACP 121 and ACP 125. Radio operators (AFSC 292X3) of 23 AF are charged with operational supervision. As pertains specifically to operation of mobility radio equipment, the foregoing does not preclude the operation of the equipment by other than radio operators; however, whenever a mobility HF station is placed in operation, a qualified radio operator will be designated station manager and will be responsible for establishing circuits and assuring that the station is operated IAW applicable ACP and ITU rules. Under the general supervision of a qualified radio operator (not necessarily in his presence), station operation may be conducted by duty controller personnel (officer or airmen) with any one of the following qualifications:

(1) Is a rated pilot or navigator.

(2) Holds or has held an amateur radio license.

(3) Has ever qualified as a radio operator in any of the military services.

(4) Holds an FCC Restricted Radio Telephone Operator's Permit.

(5) Has held a minimum of 3 hours OJT in 23 AF/SAR field radio equipment operation and radio telephone procedures under the supervision of a qualified radio operator.

NOTE: Radio Log (AF Form 35) will be maintained when a field HF system is operated.

10-4. RCC/SAR Communications. AFM 64-2 details the responsibility for and control of SAR communications. It

also provides explicit procedural instructions on the use of SAR communications.

10-5. CAP Communications. AFM 64-2 outlines the extensive ground-based DF facilities available to assist in SAR missions, explains the types of bearings and fixes provided by these facilities, and details the procedures to be used by RCCs and the aircraft in requesting DF service. RCCs should maintain the DF service publications of the agencies that provide DF service in their area of responsibility; for example, the FCC pamphlet "Emergency Procedure, High Frequency Direction Finding, Air or Sea Craft." RCCs should also coordinate with these agencies and establish procedures for alerting and dealerting their facilities.

10-6. Distress Communications. Procedures for distress communications are contained in ACP 136, ICAO Annex 10 and 12, Vol II, in portions of ACPs 119, 131, 136, 165, and 168, and the FLIP Enroute Supplements. Combat SAR procedures are explained in AFR 64-3. Aircrews and RCC controllers should be thoroughly familiar with the appropriate distress communications procedures.

10-7. Jamming and Interference. All aircrews and other radio users will be familiar with the procedures for reporting incidents of meaconing, intrusion, jamming and interference (MIJI). They will report MIJI incidents IAW AFR 55-3 and AFR 700-13. Info 23 AF/SI on all MIJI reports.

a. All 23 AF units will have the MIJI reporting for-

mat immediately available. The format may be extracted from AFR 700-13.

b. Technical assistance for preparing MIJI reports will be provided by AFCC units on request.

c. The AF Special Communications Center. As the joint service focal point for MIJI, prepares a quarterly report which discusses and analyzes significant MIJI reports. Reports affecting 23 AF operations, such as interference on 243.0 MHz, will be briefed to aircrews.

10-8. Joint Precedence. The use of common-user communications systems, teletype and voice, is governed by the joint precedence system established by ACP 121 and explained in AFR 700-4, Vol I, and AFR 700-8, Vol I. Precedences will be assigned commensurate with the urgency of the subject matter. IMMEDIATE is the highest precedence that may be used by 23 AF units, except for operational combat messages. The use of IMMEDIATE precedence would be restricted to communications on aircraft movement reports and requests for or directions about distress assistance. Administrative traffic normally uses ROUTINE precedence.

10-9. Programming for Fixed Communications Support. The MAC supplements to AFR 700-3 and AFR 700-4, Vol I, explain procedures to be used by 23 AF units in requesting fixed base communications support. All 23 AF units, although tenants on other major command bases, will use procedures found in the MAC supplements.

SAR FREQUENCIES

Frequency	Usage	Mode	Reference/ Authority
23 AF/ARRS FREQUENCIES			
251.9 MHz	Operational and Training	V	RFA(2)
252.8 MHz	Operational and Training	V	RFA
259.0 MHz	Operational and Training	V	RFA
381.0 MHz	Operational and Training	V	RFA
46.85 FM	Operational and Training	V	RFA

DISTRESS AND EMERGENCY FREQUENCIES

500 KHz	Intl Distress	CW	ACP 135 (3)
2182 KHz	Maritime Mobile Distress	V	ACP 135
2670 KHz	USCG Emergency Coordination	V	AFM 700-14 (3)
3023.5 KHz	Intl Scene of Action SAR	V	ACP 135
4835 KHz	AF Crash Boats, General	V, CW	AFM 700-14
5680 KHz	Intl Scene of Action SAR	V	ACP 135
8364 KHz	Intl Survival Craft and SAR Forces	V	ACP 135
121.5 MHz	Intl Aeronautical Emergency	V	ACP 135
123.1 MHz	NATO/ICAO Scene of Action	V	ACP 135
138.45 MHz	ARRS Scene of Action	V	AFM 700-14
138.78 MHz	Scene of Action (rarely used)	V	ACP 135
156.8 MHz	Intl Maritime Mobile Safety and distress (Channel 16)	VFM	AFM 700-14
243.0 MHz	Intl Aeronautical Emergency	V	ACP 135
282.8 MHz	Intl Scene of Action SAR	V	ACP 135 (6)

AIR/SHIP/AIR CALLING FREQUENCIES

4182 KHz	May Be Used By Any Aircraft to	RR 1178 (4)
6273 KHz	Communicate with Stations (Ships)	RR 1178
8364 KHz	in the Maritime Mobile Service	RR 1178
12546 KHz		RR 1178
16728 KHz		RR 1178
22245 KHz		RR 1178

CITIZEN BAND (CB) RADIO/HF FREQUENCY CONVERSION TABLE (5)

Channel	MHz	Channel	MHz	Channel	MHz	Channel	MHz
1	26.965	11	27.085	21	27.215	31	27.315
2	26.975	12	27.105	22	27.225	32	27.325
3	26.985	13	27.115	23	27.235	33	27.335
4	27.005	14	27.125	24	27.245	34	27.345
5	27.015	15	27.135	25	27.255	35	27.355
6	27.025	16	27.155	26	27.265	36	27.365
7	27.035	17	27.165	27	27.275	37	27.375
8	27.055	18	27.175	28	27.285	38	27.385
9	27.065	19	27.185	29	27.295	39	27.395
10	27.075	20	27.205	30	27.305	40	27.405

NOTES:

1. Mode is voice (V), radio telegraphy (CW) or frequency modulated voice (VFM).
2. The USAF RFA list is the authority for the use of these frequencies. 3. AFM 700-14 and ACP 135 explain the use of these frequencies which are authorized in the RFA or the ITU Radio Regulations (see Note 4).
4. The International Telecommunication Union Convention of 1959 promulgated Radio Regulations (RR 994, 999, 1107, and 1323) which permit the use of frequencies for emergency, distress, and scene of action SAR. RR 1178 lists six HF frequencies for general air-to-ship communications uses.
5. In order to be on the correct frequency, ensure HF equipment is set to AM, not Upper Side Band (USB).
6. HH-53 ARD-21, Electronic Location Finder (ELF), training is authorized on a noninterference basis.

SAR AIRBORNE TRACKING/HOMING CAPABILITY

	Freq Range	Acft	Type	Equip
L F / M F	90-1750 KHz 100-3000 KHz 190-1750 KHz 190-1750 KHz 190-1750 KHz 2000-3500 KHz	HC-130 UH-1N UH-1P H-3 H-53 HC-130	LF Homing ADF ADF ADF ADF LF Homing	DFA 730 ARN-89 ARN-83 ARN-59 ARN-59 DFA 730
V H F	116-151.95 MHz 116-151.95 MHz	HC-130H/P HC-130N	DF DF	ARA-25 ARA-50
U H F	225-300 MHz 225-399.9 MHz 225-399.975 MHz 225-399.975 MHz 225-399.975 MHz 225-399.975 MHz 243.0 MHz 282.8 MHz 243.0 MHz	HC-130 H-1N H-3 H-53 HC-130H/P HC-130N H-53* H-53* HH-1H	Tracker DF DF DF DF DF ELF ELF DF	ARD-17 ARA-50 ARA-25 ARA-25 ARA-25 ARA-50 ARD-21 ARD-21 ARA-50
S B A N D	1030/1090 MHz 2225-2300 MHz	HC-130 HC-130	IFF Inter- rogator S-Band Tracker	APX-65 ARD-17

*Combat Configured H-53s Only

SAR OPERATIONS WITHIN THE CUBAN ADIZ

13-1. On several occasions, SAR missions have been flown in or near Cuban airspace. These missions have raised several questions concerning rescue operations in this area. This Attachment expands the 23 AF policy and that of the Foreign Clearance Guide (FCG). Refer to the FCG, Central and South American Booklet, Cuba Section, both classified and unclassified documents, prior to responding to any SAR mission within the Cuban FIR. Note that section One, of the unclassified FCG pertains to Air Weather Service (AWS) reconnaissance only. The 30 mile restriction for AWS aircraft and the 41 RWRW weather reconnaissance no-fly-line does not apply to rescue operations.

13-2. Unless restricted by local operating procedures or higher headquarters, SAR aircraft are authorized to enter, with Havana ATC approval, the Cuban FIR to remain outside the inner ADIZ, and proceed to a point no closer than 12 miles from the nearest land mass. If the SAR objective is between the 12 mile and 3 mile limit, approval to continue the mission will be given by the 23 AF/DO. NOTE: The United States diplomatically recognizes a 3 mile territorial limit for Cuba, while Cuba claims a 12 mile limit.

13-3. If a SAR mission opens, tasking will be through normal command and control channels. Section Two of the unclassified FCG further states that flights into Cuba (except Guantanamo Bay) are not authorized without coordination through HQ USAF/International Negotiation Division (HQ USAF/XOXXI). Prior to any SAR launch into the Cuban FIR, all telecon coordination with XOXXI will be done

through the 23 AF Operations Center. This call does not constitute diplomatic clearance, but only provides notification to Air Staff. The Air Staff will notify the State Department who will monitor the mission and be prepared to respond through diplomatic channels if necessary. In addition, recommend each aircrew review current intelligence summaries for Cuba and the Contingency Reference Book: Cuba, Part I. This document is classified and is available through the host base intelligence office.

13-4. The United States Coast Guard, 7th District, Miami RCC, controls all rescue missions in the Cuban area. Coast Guard regulations differ from Air Force and may or may not assure that Air Force procedures are followed. The tasked unit is ultimately responsible for ensuring compliance with all Air Force regulations.

13-5. Normal SAR procedures will be followed on all operational missions to include, if necessary, overwater HC-130 escort of helicopters. In the event of inflight emergency requiring immediate landing, you may make an emergency landing on Cuban soil as an aircraft in distress. In such event, notify the Miami RCC and comply with all Havana ATC instructions. The Miami RCC will notify CINCLANT and JRCC Key West.

13-6. The above procedures provide specific guidance, but do not replace common sense or usurp the aircraft commander's responsibility for safety of flight.

RCC AND RESCUE MANAGEMENT PERSONNEL MANNING CRITERIA

Key (J)RCC positions are identified below: (Asterisk items are considered mandatory qualifications, all other items desired.)

- a. **(J)RCC Officer/NCO Controller:**
 - (1) *Knowledge of deployment/employment concepts of SAR forces.
 - (2) *Be a graduate of the National Search and Rescue School or possess 3 years operational rescue experience (pilot, navigator).
 - (3) Completion of AGOS. (N/A for NCO)—If school slots are available.
 - (4) *Be a rated officer in the grade of captain or higher. (N/A for NCO)
 - (5) Knowledge of SAR force capabilities.
 - (6) RCC exercise participation (FTX/CPX).
 - (7) Knowledge of theater command and control indoctrination.
 - (8) NCOs should be experienced 274XX with rescue/RCC background, exercise experience or equivalent.
- b. **Provisional Group:**
 - (1) *Commander should be an O-6.
 - (2) Group should consist of operations logistics, and intelligence personnel.
 - (3) Possess in-depth knowledge of rescue operations/theater requirements.
 - (4) Possess previous exercise participation.
- c. **Regional Command Element (RCE):**
 - (1) *Commander/Chief of the RCE should be an O-5 (duties parallel to those of provisional group during certain situations) with rescue experience.
 - (2) RCE should consist of rescue experienced operations and intelligence personnel.
- d. **Search and Rescue Duty Officer (SARDO):**
 - (1) *Completion of AGOS or participation in two exercises that SARDO training had been received. (Waivable in peacetime exercises.)
 - (2) Be a graduate of the National Search and Res-

cue School or possess 3 years operational rescue experience.

- (3) Be a rated officer in the grade of Captain or higher.

- e. **Search and Rescue Liaison Officer (SARLO):**
 - (1) *Completion of AGOS or participates in two exercises that SARLO training had been received. (waivable in peacetime exercises)
 - (2) *Be a graduate of the National Search and Rescue School or complete 1 year of operational (J)RCC/RCC duty.
 - (3) Three years experience in rescue operations/crew duties.
 - (4) *Be a rated officer in the grade of Captain or higher.
 - (5) *When required, possess proper language requirements.

- f. **Provisional Group Operations Planning Cell:**
 - (1) Cell made up of rescue experience or exercise experienced crewmembers.
 - (2) Three years experience as a pilot or navigator in a rescue unit. (N/A for NCO)
 - (3) NCOs should be experienced 274s with rescue/RCC background, exercise experience or equivalent.
- g. **Chief of RCC:**
 - (1) *Be a graduate of the National Search and Rescue School.
 - (2) Be a certified SAR controller and meet the minimum requirements of the personnel supervised.
 - (3) Must be a rated officer in the grade of Major or higher.
 - (4) *Satisfactorily completed the local SMC training.

h. **Security Clearance:** All personnel assigned RCC duties will possess at least a Secret clearance. The chief of the RCC will determine the number of personnel that require a Top Secret clearance.

GLOSSARY

ALCC	Airlift Control Center
AFRCC	Air Force Rescue Coordination Center
ARF	Air Reserve Forces (includes AFRES/ANG)
ADIZ	Air Defense Identification Zone
CAP	Civil Air Patrol
CP	Command Post
ELF	Electronic location finder
ELT	Emergency locator transmitter
ETA	Estimated Time of Arrival
ETD	Estimated Time of Departure
ETIC	Estimated Time in Commission
EXCOM	Extended Communications Search
FECA	Federal Employees Compensation Act
FSS	Flight Service Station
HRR	High resolution radar
ICAO	International Civil Aviation Organization
IR	Infrared radiation
ITU	International Union
JRCC	Joint Rescue Coordination
MACOPS	MAC operational consoles
MAIRS	Military Air Integrated Reporting System (aircraft movement reports)
MAST	Military Assistance to Safety and Traffic
MEDEVAC	Medical evacuation
MIJI	Meaconing, intrusion, jamming and interference
MSN	Mission
NCO	Noncommissioned Officer
OC	Operations Center
OIC	Officer in charge
OPREP-3	Operational Report
OSC	On-scene commander
POL	Petroleum, oil lubricants
QRC	Quick Reaction Checklist
RCC	Rescue Coordination Center
RFA	Radio frequency authorization
SAR	Search and rescue
SARDAB	Search and rescue data base
SMC	SAR Mission Coordinator
TACS	Tactical Air Control System
UNITREP	Unit Status and Identity Report
USB	Upper side band

SEARCH AND RESCUE DEFINITIONS

1. **General.** The following SAR definitions are applicable when preparing/transmitting SAR related reports/documentation.
2. **Incident.** Any notification to the AFRCC and/or overseas/theater RCC involving a possible life threatening situation which may require the dispatch of SAR forces. Incidents are further defined as:
 - a. **Combat Incident.** Situations resulting from hostile actions or occurring in a hostile environment.
 - b. **Noncombat Incident.** Any situation which does not meet the criteria of a combat incident.
3. **Mission.** An operational effort involving the dispatch of SAR forces to include all 23 AF forces whether by direction or as a spontaneous response to an emergency, as well as other SAR forces when dispatched at the direction/request of a RCC or JRCC.
4. **Mission Phase.** A SAR Mission Phase represents an opening-closing, opening-suspending, reopening-closing or reopening-suspending of a mission. Missions closed or suspended and later reopened will retain the original mission identifier.
5. **Mission Control.** 23 AF units, and other designated agencies, that are exercising primary mission coordination responsibility in the prosecution of Search and Rescue operations. Normally applies to overseas RCCs/JRCCs. However, the AFRCC may elect to maintain this responsibility when a military aircraft is the objective of the search effort.
6. **Mission Assists.** Missions for which an RCC has been requested to provide assistance in a supporting role to another designated agency, which is primarily responsible for the coordination of a specific SAR operation.
7. **Type of Mission.** The primary mission purpose for which SAR forces were dispatched. Mission types are separated into three basic categories.
 - a. **Emergency Missions.** Missions where aircraft or persons are assumed to be in distress and require immediate assistance. Emergency missions are further defined as:
 - (1) **Search.** The effort to locate an objective in distress.
 - (2) **Rescue/Recovery.** Locating and/or recovery of personnel aerospace hardware.
 - (3) **Medical Evacuation (MEDEVAC).** Transporting a sick or injured person between medical facilities or from a known accident site to a medical facility as requested by a competent civil authority, civil medical authority or DOD medical personnel.
 - (a) **MEDEVAC Routine.** Transporting a patient to medical facilities when the condition of the patient is normally stabilized prior to mission opening. Routine patient transfer; however, does not fall within the RCC's coordination responsibility. All requests should be referred to the local medical evacuation system.
 - (b) **MEDEVAC Emergency.** Transporting a patient to medical facilities for emergency treatment. In some cases, a routine medical evacuation may be reported as an emergency medical evacuation.
 - (c) **MEDEVAC/Combat.** Transporting wounded or injured personnel for emergency treatment from the scene of an active military engagement.
 - (d) **MEDEVAC/Civilian Assist.** Missions where the primary purpose is in support of civilian interests; for example, Military Assistance to Safety in Traffic (MAST) programs.
 - (e) **Medical/Mercy Missions** in which the primary purpose is delivering medical supplies or emergency relief supplies, as in the case of natural disasters or interhospital transfers where expeditious transport is required.
 - (4) **Precautionary Mission.** Dispatching or positioning forces to place them in a more favorable position to render assistance in the event of an emergency. Also includes assistance (23 AF only) given in response to stated requirements from command or other USAF agencies. Precautionary missions are further defined as:
 - (1) **Orbit.** Prepositioning SAR aircraft at designated points to provide navigational, communications and rescue assistance as needed.
 - (2) **Intercept.** Dispatching aircraft to locate and escort distressed aircraft in flight. This includes scrambling helicopters to provide coverage for distressed aircraft in the vicinity of the airfield.
 - (3) **Escort.** Accompanying other aircraft by 23 AF aircraft on aerial movement.
 - (4) **Strip Alert.** Rescue aircraft and aircrews standing by on the ground ready for immediate take-off in the event rescue service is needed (i.e., Duckbutt Strip Alert, strike coverage at forward bases, etc.)
 - (5) **Support.** Dispatch of 23 AF aircraft for the primary mission purposes of:
 - (a) Airlift of additional personnel or material required to participate in an active SAR mission.
 - (b) Deployment to/from other stations for 23 AF unit augmentation if in support of an active SAR mission.
 - c. **False Missions.** A mission later proved unnecessary when SAR response has proven a lack of a valid objective or a lack of an emergency situation.
 8. **Closed Mission.** A mission which resulted in locating the objective and no further requirements exist for securing survivors or providing them with a means of survival or, when assisting another controlling agency, for which augmentation is no longer required.
 9. **Suspended Mission.** A mission where SAR forces have been dispatched, search has been conducted with negative results, and SAR operations have been discontinued.
 10. **Mission/Report Number.** An identification provided by the controlling coordination RCC to insure uniqueness and continuity within the system. The controlling/coordinating agency will number each report chronologically, (01-99).
 11. **Rescue of Opportunity.** Any incident offering an opportunity to recover a person in distress. This does not apply in incidents where there are no survivors or where none can be located. A survivor must be known to exist for a rescue opportunity. Personnel involved in false missions do not constitute a rescue of opportunity.
 12. **Save.** A save is the preservation of a human life as the result of actions taken by SAR forces. The determination as to whether or not a save is made rests with the reporting

agency on the recommendation of the appropriate aircraft commander or by the receiving/attending physician. Normally, a save will be credited to the element of the SAR force effecting the recovery; however, search aircraft, such as Airborne Mission Command (AMC) aircraft, may be credited with a save if the AMC aircraft singularly locates the SAR objective and directs the recovery effort to a successful conclusion. Although considerable latitude is allowed in determining save credit, some element of jeopardy to the life of the individual must be present either by reason of the individual's physical condition or the situation from which the individual is rescued, or both.

13. Incident Site. The specific location where the objective of the SAR effort was located or predicted to be.

14. Recovery Site. The specific location, as established by geographical coordinates, where the objective of the SAR effort was recovered.

15. Search Area. A defined area where search operations will be conducted that includes the most probable position of the incident or survivors.

16. Hostile Area. A land area and adjacent coastal waters where there are military forces unfriendly to the US Areas

on the high seas may also be included if unfriendly Navy units are operating in the vicinity.

17. Sortie. For purposes of 23 AF operational reporting, each type of rescue activity, as defined by mission symbol in AFR 60-1 and supplements, will be reported as a separate sortie even though there has been no intervening landing. For example, diversion from precautionary orbit to emergency SAR. Similarly, the amount of flying time devoted to each type of flight activity will also be separated.

18. Rescue Cycle. Represent successful launch of an aircraft in support of an active combat incident, penetration of the search area, incident site or recovery site and return to recovery base for recycle or termination of the mission.

19. Delay. The unplanned occurrence of one or more factors which:

a. Precludes launch of any of the available SAR forces.

b. Forces a complete temporary withdrawal of all the SAR force from the search area, incident site or recovery site.

20. SAR Personnel. Those personnel dispatched in support of the SAR objective.