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## Chapter 10. MISSION CONCLUSION STAGE

### 1000 MISSION CONCLUSION STAGE

During this stage participating facilities resume their normal status and SRUs proceed from the safe delivery point to their regular location where they prepare for another mission. This stage is the final stage of the complete SAR cycle. It ends when all participating agencies, facilities, and units have been dealerted and are fully ready to initiate or respond to a new SAR mission cycle.

#### 1001 Mission Conclusion Events

There are six specific events which normally occur sequentially during the mission conclusion stage. These events are: SRUs return to a normally assigned operating base, debriefing of SRU crews, refueling of the SRUs, replenishment of stores, equipment, and other supplies expended during the mission, rested relief crews made available for SRUs, and final documentation of the SAR mission.

#### 1010 SRU RETURN TO BASE

The time required for an SRU to be ready to respond to a new SAR mission is determined primarily by the time it takes it to return to its normally assigned base or operating location. This is generally a function of the readiness of the SAR unit to depart the safe delivery point, the distance between the safe delivery point and the SRU's base, and the speed at which the SRU will return. If the selected safe delivery point had been the SRUs normally assigned operating base, then there will be no time delay due to this factor. However, replenishing and remanning may still delay the availability of the SRU for a new mission.

#### 1020 SRU CREW/TEAM DEBRIEFING

Debriefing is required of all participating SAR unit crews and teams. Debriefing occurs as soon as any SAR unit returns to its staging base or operating base, in order to immediately

determine if additional information is available which the SMC may use in prosecuting the SAR mission. This is particularly important for SAR units assigned to a mission which is still in progress. In these circumstances the debriefing is designed to elicit information from which the SMC could deduce the probable actions of an overdue craft or anticipate problems which may develop during a rescue.

In all cases debriefing is used to upgrade the total SAR system by actively soliciting the help of all participating SAR personnel. By asking the participants in a SAR mission what they thought of the instructions they received, of the coordination and control support that was furnished, of the briefing that was given them, and of any other contact they had with the SAR system, the SAR system will be in a position to improve its operation. Final debriefing during the mission conclusion stage is particularly valuable for this purpose. Figure 9-12 is one form of a SAR unit debriefing form which has been used successfully by some SAR coordinators to insure that adequate debriefing of participating SAR crews was conducted.

#### 1030 SAR UNIT REFUELING/MAINTENANCE

Not only must the returning unit be refueled, but it also must be operated within the established operating limitations governed by maintenance requirements and scheduled equipment checks. For example some aircraft operate approximately 120 flight hours between maintenance checks. These checks may place the SAR aircraft out of commission for 2 to 5 days. Small extensions of the normal operating interval are permitted with the concurrence of the operating agency. However, these extensions are normally only made under circumstances involving safety of life or similar urgent situations. Even with these minor extensions, there are absolute time limits which may not be exceeded.

## **1040 SAR UNIT REPLENISHMENT**

All equipment and supplies which were expended during the mission by the SAR unit must be replaced in order for the SAR unit to be fully equipped for a subsequent SAR mission. This includes such items as pyrotechnics, rafts, droppable supplies, portable radios, SAR datum marker beacons, navigation charts, and other miscellaneous items expended during a mission.

## **1050 SAR UNIT REMANNING**

Operating crews of units engaged in SAR activities may be limited in the number of hours they can safely and efficiently operate their unit. These limitations are established by the operating agencies and services which furnish the units and can be found in their instructions. Such limitations are most often prescribed for flight-crews since the fatigue factor detracts from safety of flight and makes the crew inefficient as a SAR unit.

Accordingly when long missions have been completed, fresh crews should be made available in the event that the SAR unit is dispatched on another case.

## **1060 TIME SCHEDULING/PLANNING**

The SMC must consider the return to base time requirement, refueling and maintenance time requirement, replenishment time requirement, and remaining time limitations before expecting a SAR unit to be ready to respond to another SAR mission. When a mission involves large scale search operations extending over several days, the SMC is continuously faced with the problem of crew availability as well as search craft availability because of these factors. Expecting these time requirements and planning for them will alleviate much of the frustration experienced during SAR missions caused by delays in return of SAR units to the scene when they have been relieved a short time before. Generally the parent agency will be able to provide the SMC with reasonable estimates of the time at which a SAR unit can be expected to be

ready to depart on another search assignment after its return to operating base.

## **1070 DEALERTING**

### **a. Dealerting Participating Agencies**

A SAR mission is still not complete until every participating agency and facility that has been alerted during a mission has been dealerted. The SMC should insure that this is accomplished. Failure to dealert an agency when its services are no longer required may impose unnecessary expense or inconvenience to the agency. The SMC should continually monitor the mission for the purpose of dealerting facilities and agencies which are no longer required in the prosecution of the mission.

### **b. Accident Investigation**

In addition to the de-alerting of participating agencies, the SMC must also inform the appropriate accident investigation authorities when the case involves a casualty to aircraft or marine craft. The SAR coordinator should assist these authorities as much as possible in protecting and gathering evidence.

### **c. Other Post Mission Requirements**

In some cases it may be expedient for other authorities to take followup action, and the SAR system should insure that they are informed of these cases. For instance, the Coast Guard may have to check marine aids to navigation after a grounding, the FAA may have to check aeronautical aids after certain aircraft accidents and the Army Corps of Engineers may have to take action if ships are stranded or wrecked in navigable waters.

## **1080 MISSION DOCUMENTATION**

The final event in the total SAR evolution is the documentation required for permanently recording the SAR mission. Each agency prescribes the degree of documentation required by its facilities. However, regardless of the degree or format of the documentation, all agencies do require some form of final documentation of their participation in the SAR system.

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## Chapter 11. LEGAL ASPECTS OF SAR

### 1100 LEGAL ASPECTS

#### 1101 General

As with any government activity, there are numerous legal questions which affect search and rescue activities. This chapter does not attempt to cover them all but only to provide some general information for operating personnel in respect to those legal questions which experience shows are of significance before, during or after a SAR incident.

#### 1110 INTERNATIONAL TRANSIT OF FACILITIES FOR SAR PURPOSES

#### 1111 SAR Cases Involving the Territory of Foreign Countries

The United States is party to numerous international instruments (treaties, conventions, and agreements) the purposes of which include the promotion of mutual cooperation with other countries in rendering assistance to persons in distress. See appendix B for extracts. When SAR cases arise which may involve the use of U.S. SAR facilities in or over the territory of other countries, questions of international law and protocol arise. The questions generally involve two principles which are sometimes conflicting—the sovereign rights of nations to control and regulate entry into, and operations within, their territorial jurisdiction; and the desirability to relieve distress in the most effective and timely manner. It is one of the purposes of the international instruments previously mentioned to resolve conflicts between these principles. In addition to these international instruments, some countries have unilaterally adopted national policies for the same purposes.

Other factors which enter into the consideration of distress incidents in foreign countries are the responsibilities of commanders for the safety of personnel under their command and the general responsibility of any government

with respect to its own citizens when they are in foreign countries. Within the structure of the U.S. Government organization, the safety of U.S. citizens in foreign countries is primarily the concern of the U.S. Foreign Service of the Department of State. Since this Service does not have facilities with which to relieve distress, any of its posts (Embassies and Consulates) must depend on those facilities provided by the resident country and/or facilities of other U.S. agencies which can be made available. Most Embassies have a U.S. Defense Attaché Office attached which is particularly qualified in dealing with incidents involving U.S. military craft or personnel in need of assistance and in facilitating the necessary arrangements for the entry of U.S. military craft. The attachés assigned to the Defense Attaché Office can also facilitate the obtaining of any necessary permission to engage in operations and can assist in the coordination of U.S. operations with those of the resident country. Direct communications with these attachés and/or foreign service posts shall be used in SAR cases when no other prearranged procedures cover the case. It is, of course, desirable that prearranged procedures be developed for working directly with the SAR authorities of the countries concerned on these questions. The provisions of Annex 12—Search and Rescue—to the Convention on International Civil Aviation provide an international framework for this. However, since questions of domestic law of the nations concerned are involved as well as international law, it should be obvious that SAR coordinators need to be aware of the differing requirements according to the countries with which their facilities might become involved. The U.S. Air Force Foreign Clearance Guide provides guidance for questions of entry of U.S. military aircraft into foreign countries on a worldwide basis and provides for special procedures for SAR missions where these have been

established. U.S. Coast Guard Commandant Instruction 3130.10 series provides guidance for maritime SAR coordinators for countries in or adjacent to the National Maritime SAR Region. The operations plans and other instructions of overseas SAR coordinators may include provisions which have been arranged within their areas of operation. These and other references must be familiar to RCC personnel so that appropriate action is taken as quickly as possible when it is expected that U.S. facilities will be needed to participate in SAR operations in foreign countries.

## **1112 Entry of Foreign Units into the United States for SAR Purposes**

On occasion there may be situations when search and rescue units or other craft of a foreign country will need to, or want to, enter the United States to participate in search and rescue operations. In order to meet international requirements for search and rescue practices which have been established for some of these instances and provide for otherwise urgent cases, the following procedures should be followed:

### **a. Canada**

1. Canadian vessels may render aid and assistance to vessels in the following U.S. waters or on adjacent shores without prior notification to U.S. authorities: the portion of the St. Lawrence River through which the international boundary line extends, Lake Ontario, Lake Erie, Lake St. Clair, Lake Huron, Lake Superior, Niagara River, Detroit River, St. Clair River, St. Marie River, the Sault St. Marie Canals, and on the Atlantic and Pacific Coasts within 30 miles of the international boundaries. As soon as practicable, Canadian vessels rendering such aid and assistance must make a report of the case to the nearest United States Customs office. (U.S./Canada Treaty on Reciprocal Rights in Matters of Conveyance of Prisoners and Wrecking and Salvage (1908), 35 Stat. 2035, TS 502.)

2. Canadian aircraft may engage in SAR missions in the United States (including its territorial sea) under the direction of the appropriate United States Rescue Coordination Center (RCC) which will plan the search and assign

search areas. When such aircraft are used the RCC will furnish, via the quickest available method of communication, to the United States immigration and customs authorities nearest the search area(s) the following information: Details concerning the purpose of the flight and the territory to be searched, the identification markings of each aircraft, the number and the nationality of persons comprising the crew of each aircraft, the possible duration of stay of the aircraft, and the location, if a landing is contemplated. If a landing is made by the Canadian aircraft in the United States, either the RCC or the aircraft pilot must report orally or by telephone to the nearest collector of customs in order that he may assist with any special importation required in the SAR operation. (1949 Agreement between Canada and the United States respecting air search and rescue operations, 63 Stat. 2328, TIAS 1882)

### **b. Mexico**

1. Mexican vessels and aircraft may assist Mexican vessels and aircraft and their crews and passengers in the following U.S. territorial waters or on their shores: (1) within 720 nautical miles of the international boundary on the Pacific coast, and (2) within 200 miles of the international boundary on the coast of the Gulf of Mexico. The point from which such mileage is measured is the point at which the respective boundary intersects the coastline. At the earliest practicable moment, the Commanding Officer, master, or owner of the Mexican vessel or aircraft conducting the assistance activity must send notice of his action or intended action to the competent authorities at the port of entry nearest the scene of distress. Having made this report the Mexican unit or units may continue to assist the distressed vessel or aircraft unless the RCC or other competent authority determines and advises them that adequate assistance is available or that, for any other reason, such assistance is not necessary. Upon departure from the United States territorial waters, the Commanding Officer, master or owner of the vessel or aircraft which entered to render assistance must notify the competent authorities of their departure. (1985 Treaty between Mexico and the United States relating to assistance to or salvage of vessels, 49 Stat. 3359, TS 905)

### c. Other Circumstances

1. If an RCC receives a request from a country other than Canada (or Mexico under the circumstances described in 1112.b.1) to participate in a search and rescue operation in the United States (including the territorial sea) respecting *aircraft of its own registry*, the following procedures shall be followed: Upon receipt of such a request containing full details of the projected mission and the necessity therefor, the RCC shall immediately acknowledge its receipt and inform the military commander responsible for the defense of the area involved and the Department of State, providing the details of the situation and an estimate of the adequacy of U.S. search and rescue forces committed to the operation, and requesting the approval or disapproval of the request. Where overflight of U.S. land areas is involved or landing is made or contemplated, the appropriate immigration authorities shall also be notified. See 1112.c.5 for action with customs authorities. If approval is received from the appropriate military commander and the Department of State, the RCC shall permit the entry, assign search areas, and specify any other conditions under which the operation is to be conducted. If the request is disapproved by the military commander or the Department of State, the request shall be disapproved and the requestor shall be advised that any appeal should be made through diplomatic channels. (Annex 12 to the Convention on International Civil Aviation, 61 Stat. 1180, TIAS 1591, respecting Article 25, *id* at 1186.)

2. In order to *save life*, an RCC may request or permit nearby foreign vessels or aircraft to proceed to any distressed vessel or aircraft located within U.S. territory or territorial sea to assist in the rescue of persons. In such an instance, the RCC shall immediately notify the military commander responsible for the defense of the area and the Department of State. Where overflight of U.S. land areas is involved, the appropriate immigration authorities shall also be notified. See 1112.c.5 for action with customs authorities.

3. Except as specified in subparagraphs 1112.a.1 and 1112.b.1, no foreign vessel may undertake to *salvage* any vessel or aircraft in U.S. territory or territorial sea unless an application

completely describing the operation is approved by the Commissioner of the Customs. (46 USC 316, 19 CFR 4.97)

4. An RCC may request or permit nearby foreign vessels or aircraft to assist in a *search* for a missing or distressed unit within U.S. territory or territorial sea, under its direction and control. Before assigning search areas to these units, the approval of the appropriate military commander shall be obtained. The Department of State shall be kept advised. Where overflight of U.S. land areas is involved, the appropriate immigration authorities shall also be notified. See 1112.c.5 for action with customs authorities.

5. Except as specified in subparagraphs 1112.a.2 and 1112.b.1, before an aircraft enters the United States, including its territorial sea and the airspace over the United States and its territorial sea, or as soon thereafter as possible, and in every case before the expiration of 10 days after entry, a report shall be made to the nearest customs officer stating the character, quantity, destination and use to be made of the aircraft. If practicable, the aircraft shall be exported under customs supervision. In any other case a report shall be made as soon as possible after exportation to the customs officer to whom the arrival was reported, stating the character, quantity and circumstances of the exportation. The reports described in this subparagraph are required, in the first instance, of the person in charge of sending the aircraft from the foreign country, or by the person for whose account it was brought into the United States and, in the second instance, by the person in charge of exportation. The reports may be made by the appropriate RCC on behalf of the parties.

### d. Landing of Foreign Units

1. In any case, when it becomes necessary for foreign units to land in the United States for search and rescue purposes, the RCC shall notify interested authorities including the Bureau of the Customs, the Immigration and Naturalization Service, the Public Health Service, the Department of Agriculture, etc. and request that they facilitate their procedures due to the temporary and emergency nature of the situation.

## **1120 DISPOSAL OF HUMAN REMAINS**

### **1121 General**

The careful preservation of human remains has important implications for accident investigations, legal requirements and humanitarian purposes. Medical examination of bodies may lead to important conclusions by accident investigators. State and local law usually require official determination of cause of death. Certification of death is of great importance to settlement of estates and insurance claims. And relatives are deeply concerned with the final disposition of remains.

### **1122 Removal of Remains**

#### **a. On Land**

The remains of military personnel, or civilian personnel employed by the military, shall be removed only upon the approval of a medical officer. In the absence of a medical officer, clearance for removal may be obtained by the SMC and relayed to the SRU on the scene. The remains of other civilian personnel on land should be removed in accordance with the applicable laws of the area. Authority for removal can usually be obtained through the police authority for the area.

#### **b. At sea**

The remains shall be recovered whenever possible and preserved for delivery ashore.

### **1123 Disposal of Remains**

Remains of military personnel, and civilian personnel employed by the military, shall be delivered to a medical officer of the parent service. Remains of other civilian personnel shall be delivered to the local coroner or medical examiner. In each case a written receipt shall be obtained from the person accepting custody of the remains.

### **1124 Removal of Remains Across International Borders**

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 removal, U.S. diplomatic officials in the coun-

tries concerned shall be consulted and the necessary clearances obtained for the operation.

## **1130 PRIVATE PROPERTY**

### **1131 Entering Private Property**

Trespass is the entry without right on land which belongs to another. As a general practice, SAR personnel and land SAR units shall obtain the private property owner's or occupant's permission prior to entry when engaged in a SAR mission.

Trespass by SAR personnel is excused or justified if it is required by necessity. For example, it is permissible for SAR personnel to go on another's property to save human life, to go on another's beach to remove a boat in danger of being washed out to sea, to moor a boat at another's pier or wharf in order to save life and property in a storm, to land on another's property in case of a disabled helicopter, or to lay a firehose across another's land. Naturally in these circumstances, every effort must be made to avoid damage or to minimize damage to the private property.

### **1132 Handling Private Property**

Private property such as boats, equipment, and other personal property which comes into the possession of the SAR system, should be safeguarded, inventoried, returned to its owner, and a receipt obtained.

If the owner can not be immediately found, the SAR unit shall take the property to the command gathering together the property, or to its own command, and turn it over to the comptroller, finance officer, supply officer, or other staff officer designated by the command. The comptroller shall report to his headquarters via the chain of command as required by the directives of his agency. Ultimate disposal may be accomplished by the General Services Administration. Some SAR coordinators have authorized certain categories of recovered private personal property to be delivered direct to local police authorities.

### **1133 Unclaimed/Abandoned Property**

Unclaimed property is property not called for by the owner.

Abandoned property is property which the owner has voluntarily relinquished with the intent of giving up ownership, with no intent of vesting title in anyone else. There must be —

1. An intent to abandon, and
2. An act by which the intent is implemented.

Vessels which have been abandoned by their registered owners are not necessarily completely and legally abandoned. Insurance underwriters, owners of cargo aboard the vessel, and others may have to declare abandonment for the vessel to be totally abandoned.

## **1140 CHARGES FOR SERVICES**

Usually, no charge is made by agencies involved in search and rescue for saving lives. However, in some cases charges may be levied for saving or assisting property. Since each agency is governed by different statutes in this respect, the statutes, policies and procedures of the agency concerned shall be followed.

## **1150 LEGAL ACTION SUBSEQUENT TO A SAR INCIDENT**

Personnel engaged in SAR activities may become involved with certain legal actions after some incidents. Operating personnel are not expected to know the legalities of the questions which might be raised in such cases. Suffice it to say that, if the primary purpose of SAR—the saving of life and property—is carried out with

professional care, good judgment and common-sense, operating personnel will be on firm ground if legal questions are later raised.

Usually legal action which may involve personnel engaged in SAR are civil suits against the government and criminal or civil action by the government against other parties who may have broken a law or regulation, or caused injury to government personnel or damage to government property.

In cases where legal action occurs subsequent to a SAR incident, operating personnel may be called upon as witnesses and documentation may be required by attorneys. When this occurs, the legal aspects for the government are handled by government attorneys who provide the necessary guidance to operating personnel.

A general prudential rule for operating personnel, if a question of liability is raised during or following an operation, is to make no statement which might be construed as admitting fault on the part of government personnel or facilities.

In some instances, citizens, private attorneys, life insurance companies, government agencies, etc., may seek information about a SAR case in order to assist in settling estates of persons missing after casualties. SAR agencies do not issue statements of presumptive death in these cases but merely provide a factual account of the action taken. All such accounts shall be cleared by a legal officer before release.

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## Chapter 12. SAR PUBLIC INFORMATION

### 1200 SAR PUBLIC INFORMATION

The primary objective of SAR public information is to keep the public informed of the efforts and actions of the SAR System. In obtaining this objective, both individual service efforts and the total SAR System are publicized. In addition the public's help can be solicited in resolving a mission in which only a few facts are known.

The success of the SAR public information program is highly dependent on the attitude of every SAR coordinator, SMC, OSC, and SAR participant. Recognition of this by each of these levels results in cordial and mutually beneficial relations with the civil population and news media representatives. In addition, each member of the SAR forces benefits by this recognition to the extent that he understands the importance of SAR, and his role within the SAR System. This understanding is then communicated to the public. Public information is a function of command, and the SMC, OSC, and SAR participant should make every reasonable effort to discharge this obligation. This element includes the area of community relations, media relations, and internal relations. Through newspapers, magazines, radio stations, television stations, civil organizations, veterans organizations, and the various military station and ship newspapers, the search and rescue story can be told, must be told, if the public's active assistance and cooperation is to be gained.

### 1201 Accountability to the Public

Within the limits of security, the American public is entitled to the fullest progress reports on what the SAR System is accomplishing with public funds appropriated for its operations. A negative attitude in this respect can be very detrimental. A SAR mission information officer

(SMIO), and his assistants, must earn and scrupulously maintain a reputation for integrity. The SMIO is in effect, a coordinator of information. He must keep himself informed concerning the SAR mission's progress to insure that the material released to the public is accurate. SAR public information does not include excusing a poorly executed mission or coloring facts to mitigate the services' mistakes. Its purpose is to report the facts honestly, and never to make conjectures or hide human errors.

### 1202 Cooperation With News Media

Since news media usually prefer to get their own news, the SMIO will spend a good part of his time answering queries and assisting news men. In all contacts with either newsmen or the public, good judgment and good manners are the primary requisites. Contacts should always be friendly, fair, frank, and factual. If the news media representative feels that he has received genuine cooperation, his understanding of any problems will be much greater.

### 1203 Impartiality/Exclusives

Information concerning the activities of a SAR mission must be released to all news media on an impartial basis, and never on an exclusive basis. All interested media should receive the release as simultaneously as possible. When time of release favors one media, such as an evening newspaper, consideration should be given to the timing of a subsequent release to favor the other medium such as a morning newspaper.

Information concerning the SAR System or specific SAR activities may be provided on an exclusive basis when a reporter makes a specific request for information which has not previously been requested by another media. If similar inquiries are received from other re-

porters prior to the time the information is furnished, the following procedures may be used:

(a) Each reporter who has placed a request should be informed of the fact that another request for the same information has been received. Neither reporter should be advised of the other's identity or the media represented.

(b) If requests for similar information have been received from not more than three reporters, the information should be provided simultaneously to each.

(c) If more than three requests are received for similar information, requesting media should be advised that the information can not be provided on an exclusive basis and that the information requested will be provided in an official release.

## **1210 SAR MISSION INFORMATION**

SAR mission information is available from a wide variety of sources and the information officer should consider each of these sources in the pursuit of his objective. SAR mission information may be obtained from:

- (a) SAR mission coordinator.
- (b) RCC personnel.
- (c) On-Scene Commander's news releases.
- (d) SITREPS.
- (e) RCC mission log.
- (f) Interviews with rescued personnel.

In addition to the above-listed sources, a dedicated press channel may be established between the SMC and the OSC during large missions where news media personnel are on scene. Photographs play an important role in delivering news to the public. Photographs should be considered for use in every SAR news release. The early pickup of undeveloped film should be considered. This may be accomplished by helicopter or by HC-130 surface to air recovery.

Adequate research should not be neglected by the information officer. This should be accomplished before calling news media with the first release, so that queries can be intelligently answered. News people always want descriptive information on a distressed craft. For example motor vessel type, tonnage, length, etc., can be obtained from Lloyd's Register of Shipping, while naval vessel and aircraft data can be obtained from Jane's publications.

## **1211 SAR Mission Releases**

Every attempt should be made to make early releases concerning a mission. This is the newness or timeliness of news. The early release of information will frequently aid in preventing time consuming requests from news media concerning the mission. In cases where extensive searches are being conducted for missing boats or missing aircraft, release of the information to the public may bring important leads to the SMC concerning the missing aircraft or vessel. As the mission progresses, releases should be made periodically to keep the public updated on the progress that is being made in the mission. A final release should be made when the case is concluded. This release should summarize the activities conducted during the mission giving full particulars on the efforts expended to locate and rescue the distressed persons. The concluding releases should be complete stories of the case within themselves, giving a summary of the entire mission.

## **1212 Joint Mission Releases**

A joint USN/USAF/USA/USMC/USCG service agreement on news releases has established that when only one service is involved in a SAR mission, release of information to news media will be in accordance with that service's directives. However when two or more services are involved, the policies of the joint agreement will apply to USN, USAF, USA, USMC, and USCG personnel, and to any civilians employed by or accompanying them.

The following basic policies were established for releasing information on missions involving vessels, aircraft, or other facilities of any jointly participating service:

1. In joint operations, inquiries from the public made to one service concerning the activities of another service will be directed or referred to the joint commander.
2. In missions involving a military mishap, the first announcement of the incident will originate with the parent service of the vessel, aircraft or personnel involved in the mishap, if representatives of that service are present.
3. If representatives of the parent service are not immediately available for comment, and certain facts are obvious, any other service di-

rectly involved in the incident may give as much assistance as possible to news media representatives who are requesting information. This assistance will include a statement that an accident or incident has occurred, the location of the incident, the time it was reported or occurred, and information concerning the queried service's own operations and accomplishments in assistance and rescue.

4. As a matter of standard procedure, the queried service should make an explanatory statement that a board of officers will be appointed to investigate and determine the exact cause of the incident.

5. After an official release of information to the public by the parent service of the unit involved in the incident is made, other services participating in the SAR mission may release a full description of their own operations and accomplishments for that mission.

## **1213 Releasing Names**

### **a. Casualties**

The names of military casualties of a SAR incident will be released only by the service to which the casualties belong, and will be in accordance with the individual's service directives. These directives are quite specific and in all cases require notification of next of kin prior to releasing the names. Where facts of the incident are obvious to the public, another service participating in the mission may when queried, release the number of deceased, the number of survivors, and the number of injured survivors. However, whenever circumstances permit, such queries should be referred to the service to which the casualties belong.

Requirements concerning civilian casualties are not so clear cut and are usually based on State, county, and municipal requirements. Although there are no specific instructions concerning the release of names of civilian casualties or prior notification of their next of kin, the SMIO should use humane judgment in releasing the names of casualties. Every reasonable effort should be made to notify the next of kin as soon as possible. This can usually be accomplished with the assistance of local police, local clergymen, or local American Red Cross chapters.

### **b. Survivors**

The names and addresses of survivors shall not be released until a positive check and identification have been accomplished. Generally survivor information shall not be released prior to the release of casualty information, although circumstances may dictate some departure from this procedure. Survivors shall be encouraged to contact their own families as soon as possible and all reasonable assistance towards accomplishing this shall be provided. Controlling the dissemination of information by survivors is difficult and requires tactful briefing. Whenever possible the SMIO should brief survivors on what information may be released.

### **c. SAR Unit Crews**

The names of personnel assigned to SAR unit crews may be released to news media unless it is specifically prohibited by their parent service regulations.

## **1214 Requesting Public Assistance**

The news media may be used to request assistance from the general public. This is particularly useful in cases involving an extensive area that is thinly populated. The news release can request anyone having any information such as leads, sightings, unusual occurrences, etc., to please notify the SMC. The reporting method such as the RCC telephone number should be included as part of the release.

## **1220 MISSION INFORMATION ORGANIZATION**

The SAR mission information team usually consists of a SAR mission information officer, journalists, and photographers.

## **1221 SAR Mission Information Officer (SMIO)**

### **a. Designation**

The SMIO is the official designated for co-ordinating, controlling, and disseminating news releases concerning a specific SAR mission. Each SAR mission has an SMIO. He may be the SMC or one of his assistants, or he may be a specially trained information officer assigned to that mission. If an information officer is not

specifically designated for a particular mission, the SMC will perform all of his duties. The SMIO is normally designated by name and rank.

#### **b. Qualifications**

Major military commands which may be assigned SAR mission coordination responsibilities will usually have a staff officer already designated as public information officer, public affairs officer, information officer, or a similar title. The professional knowledge qualifications of an SMIO should include knowledge about search and rescue, and knowledge about the techniques of public information.

#### **c. Authority**

The authority of the SMIO while assigned to a mission is derived from the authority of the SMC. The SMIO will normally be authorized to release information concerning the mission without approval of higher authority. However, this may be modified as necessary to meet the requirements of particular missions.

#### **d. Responsibilities**

The SMIO is responsible for efficiently disseminating releases to news media. The commercial distribution of news is highly competitive. Therefore the SMIO must be impartial in his method and timing of releasing information to news media. He must play no favorites. SMIO's will be guided in the release of information by specific service directives.

#### **e. Duties**

The SMIO is concerned with the collection, preparation, and dissemination of information concerning a SAR mission to the various news media. Specifically, the SMIO will perform the following duties:

1. Collect mission information from the SMC, RCC personnel, OSC news releases, SITREPS, RCC operations log, SAR mission log, and interviews with rescued personnel, if available.

2. Make proper and full use of existing news media such as press, radio, television, wire services, etc., to disseminate mission information.

3. Establish liaison with all news media early in the mission in order to prevent the SMC from being flooded with requests for information as the mission progresses.

4. Keep well informed on the procedures and techniques being used in the mission and in which stage the SAR System is functioning at any particular time.

5. Be constantly on the alert for newsworthy material that may be useable as feature items.

6. Have an ample supply of previously prepared photographs of RCC and SRU action scenes which would be suitable for disseminating with news releases.

7. Immediately process and review for newsworthiness all photographs taken of mission activities.

8. Have a supply of prepared statements from the SAR coordinator that can be quoted and included in news releases.

### **1222 Journalist**

The SMIO may appoint as many journalist assistants as necessary to effectively carry out his responsibilities. This occurs frequently for missions that continue beyond 1 day. The SMIO and his journalist then set up a watch schedule assigning themselves 8- or 12-hour watch periods, coordinated with the SMC's and assistant SMC's watch schedule. During his watch periods, the journalist performs all the duties of the SMIO. When practicable, the journalist assigned should be trained in preparing releases for the news media, and have a working knowledge of the operational stages of the SAR system.

### **1223 Photographer**

The SMIO may appoint as many photographer assistants as necessary to effectively carry out his responsibilities in the mission. The photographer may be used to travel with search units taking photographs of SAR operations, wreckage sites, survivors, etc. The photographer should be knowledgeable of the operational stages of the SAR system.

### **1230 NEWSWORTHINESS**

The gathering of news is a highly competitive business in which timeliness, accuracy, and truthfulness are the all important factors. This means that the SMIO, who provides newsworthy material has a ready market. His success in keeping the SAR mission before the pub-

lic through the news media is dependent upon his strict adherence to these requirements.

There are 10 basic elements of news. It is possible to judge the newsworthiness of a mission by the degree to which these elements are present:

1. *Immediacy*.—This is the recency or timeliness of news. The best time to release a newsworthy item is within a few hours of its occurrence.

2. *Proximity*.—This element concerns the individual reader and involves his personal interest in himself, his family, his friends, or his community. This is the element upon which the hometown news release program draws for success.

3. *Consequence*.—This is the measurement of the effect an event may exert upon the public. The more people affected, the greater the news value.

4. *Prominence*.—This is simply another way of saying "names make news."

5. *Drama*.—Humor, tragedy, and drama all appeal to the imagination. A rooftop helicopter rescue, a survivor rescued at sea, a search craft locating a survivor against all odds are typical dramatic SAR operations.

6. *Oddity*.—Departure from the usual also excites the curiosity.

7. *Conflict*.—This element of news frequently has drama. It is struggle, found in nearly all survival and rescue stories.

8. *Beauty*.—A pretty girl is a good news element in a photograph. If survivors include a pretty girl insure that the photograph is used with the news release.

9. *Emotions*.—This is the element in a human interest story. Stories about children and animals generally appeal to the emotions. Survival against overwhelming odds has tremendous emotional interest.

10. *Progress*.—Promotions, new developments, new SAR techniques, improvements in existing SAR equipment, or the use of it all reflect progress.

## **1240 TYPES OF RELEASES**

There are four main types of news releases: spot news, feature news, advanced news, and memorandum or fact sheet. All SAR mission information released to the public is usually in the form of one of these types, and is issued in

accordance with the parent service's regulations. News releases should not be issued to compete with other material prepared by the news media themselves. All types of official releases may be issued in written form or orally. An oral release is any public statement made by a member of the SAR system. Oral releases made by the SMIO should be recorded when possible and verbatim copies retained by the command in the same manner as written releases.

### **1241 Spot News Release**

Issued immediately upon the occurrence of an event of immediate news interest. When urgency demands, a spot news release may be issued in bulletin (memorandum) form as facts become available and need not contain complete information concerning the event. Spot news shall always be issued "for immediate release."

### **1242 Feature News Release**

Issued to provide information to media concerning significant occurrences or events taking place or planned for the SAR system or a specific mission. A feature release does not contain the element of immediacy associated with spot news releases and may or may not carry a specific release date and time.

### **1243 Advance News Release**

Advanced news releases are usually issued to provide advanced information to news media concerning scheduled events. While seldom of real value in a SAR mission, it may be used to publicize planned events such as demonstrations of SAR equipment and the conduct of SAR exercises. Generally, advanced news releases are issued on a "Hold for release" basis to prevent premature dissemination of information or to provide for the simultaneous release of information to all interested media. An advance release may be a feature news release or a memorandum release.

### **1244 Memorandum Release/Fact Sheets**

Issued to provide news media with a brief factual account of events or occurrences considered of significant interest to the public. Memorandum releases may also be employed to inform media of future events and, when so

used, usually include an invitation to assign reporters for direct coverage.

## 1250 NEWS RELEASE CONTENTS

News releases should be written following the time-proven format of who, what, where, when, why, and how. In drafting a release all six of these items should be covered in paragraph one. Subsequent paragraphs can provide additional detailed information concerning one or more of these questions. By drafting releases in this fashion the news media will be able to chop portions of the release in order to meet their space requirements without damaging the overall story.

A good news release will be well written, factual, and newsworthy. It should not contain personal opinion, judgements, elaboration, coloring, or any classified material. Newsworthiness may be tested by asking the following questions:

- (a) Is story still timely?
- (b) Are the people involved known to the public?
- (c) Is story unusual?
- (d) Is locality within the range of the news media's interest?
- (e) Does story have general interest?
- (f) Has it a personal or human interest appeal to many people?

## 1260 NEWS RELEASE DRAFTING

The following rules are suggested for drafting releases acceptable to news media:

1. Double space all typewritten copy and use only one side of the page. On page 1 of the release leave the top third of the page open; all other pages will be full. Number pages at the bottom.

2. At the top of page 1 show the full name of the service, the address of the place of origin, the day and date the information may be published, the SMIO's telephone number and extension and, if desired, the rank and full name of an individual who is authorized to discuss the released information upon query. At the left hand bottom corner of the story, type the initials of the person who prepared the release and the date in numeral form, such as "CCH 6-16-69."

3. Do not consistently break sentences from one page to the next. If possible start each page with a new paragraph.

4. If the release is longer than one page, the word "more" should be typed at the bottom of all pages except the last. The last page should carry "END", "-30-", "-USCG-", "-USN-", "# # #" as dictated by individual service practices.

5. Releases should be numbered serially and copies filed in the SAR mission log.

## 1270 SAR MISSION PHOTOGRAPHS

All newspaper issues and nearly all magazines contain a number of still pictures designed to tell a story quickly and clearly. The news story most likely to receive wide attention is the one based on good photographs. News photos and feature page pictures outrank all other contents of a newspaper in compelling reader interest. For these reasons, photography is and will remain an important aspect of SAR mission information procedures.

A larger number of SAR mission photographs released to media are rejected. While most photographers can mechanically take a good picture, the lack of the professional news touch and imagination in the picture may make it useless for publication. Correct exposure, proper developing, and professional printing do not make a news photograph. All too frequently key personnel or even the subject is looking the other way or has his eyes closed, the subject is in the background or surrounded by personnel that have nothing to do with the story, the subject is "mugging" the camera, or the elements of action are missing. Action (actual or implied), naturalness, balance, and effective use of natural or artificial lighting are among the considerations the photographer must keep in mind. The best way for photographers to become aware of good news photography is through study of the pictures that are used by newspapers and leading magazines.

Good on-scene photographs will also prove valuable to accident analysis investigation boards. This should be accomplished automatically by SAR units arriving at the scene of an aircraft or marine disaster. In fact, photographic coverage should be commenced as soon as possible by all SRU's participating in any SAR mission.

## 1271 Photograph Pooling

When an event is of special importance and where time is limited, arrangements may be made to use wire service or newspaper facilities to expedite the processing and distribution of official SAR mission photographs. This is referred to as "pooling." Where a pooling arrangement is used, the SMIO or his representative should be physically present at the pooling facility to insure constant control of the release and distribution of the photographs. These photographs should be released impartially to all who request them and carry an official credit line.

## 1272 Photograph Sources

The SMIO can obtain photographs from several sources. Generally he should select action type photographs which fit the contents of the news release.

Most primary SAR facilities have cameras on board. Each SAR unit should have an individual trained to take SAR photographs. This involves not only technically good photographs, but also some knowledge of what makes a good news photograph. Every effort should be made to obtain on-scene photographs.

Official service photographic files frequently contain photographs of the various types of units that may be engaged in SAR missions. When on-scene photographs will not be available for an extended period of time, these canned photographs can frequently be used to depict the story released to the public.

A supply of previously taken photographs of RCC/RSC operations should be maintained. Pictures of an RCC controller plotting on charts, correcting status boards, telephoning, etc., with the RCC as a background are useful for this purpose.

Rapid processing is a must for news photographs. If the story is to be timely, then the photographs must be rapidly available. This can usually be accomplished by use of either service photographic laboratories or by pooling arrangements.

## 1280 TYPES OF NEWS MEDIA

Newspapers, radio, television, wire services, magazines, and books are all types of news

media and they are all business enterprises. Sales depend upon providing reading material of the widest possible interest. While many possibilities exist within the SAR system for stories that appeal to a large segment of the public, the material must come up to definite professional standards, and these standards are high.

## 1281 News Wire Services

The wire services provide just about all of the international, national, and local news to almost all daily newspapers, radio stations, and television stations. They have large staffs, and furnish feature services, still picture services, motion picture services, and TV motion picture services, in addition to news services.

## 1282 Newspapers

Because nearly every adult in the United States reads a newspaper, this is probably the foremost medium for furnishing information to the public. Newspapers originate almost all of the news that is not originated by the wire services.

## 1283 Radio

Radio broadcasting has long been a major news media. The Nation is well covered by frequent news transmissions from large and small stations, and practically all of the population has access to radio receivers. Radio stations receive national and State news from the wire services; local news gathered by the station news staff, or in many cases from an affiliated local newspaper. Radio is particularly useful in the rapid dissemination of spot news, details of which are supplied by other media.

## 1284 Television

Television has the advantages of radio plus the visual impact. Television programs and television time are extremely costly. When shooting motion pictures of a SAR mission for release to TV, use color film which can be processed quickly and locally. Different cities have different preferences. The information officer should check with local TV stations well in advance so that the proper film will be on hand when needed.

## 1285 Magazines and Books

Magazines and books offer the advantages of a more complete coverage, a more wide spread distribution, and a longer life for the SAR story than it would receive in any other news media. Newspapers are usually limited to local distribution; they are read once and then thrown away. Magazines, however, are frequently kept, reread and passed along to other readers. Books become more or less permanent possessions and are always available for

reference. In the United States, more than a thousand monthly magazines, a large number of weeklies, and numerous trade and institutional magazines are printed. At least 50 of the magazines have circulations of over a million copies. Approximately 10,000 books are printed each year in this country. A magazine article or book has time and space to give the whole story and fill in pertinent background information. For this reason, the material in magazines and books carries more prestige and authority.

**APPENDIX A**  
**SEARCH AND RESCUE AGREEMENTS**

# NATIONAL SEARCH AND RESCUE PLAN—1969

(Corrected to Change No. 7)

*"To provide an over-all Search and Rescue Plan for effective utilization of all available facilities to include provisions for the control and coordination of all types of search and rescue."*

*—Civil Air Policy, May 1954, page 44.*

## 1. PURPOSE

The purpose of this plan is to continue by inter-agency agreement, the effective utilization of all available facilities in all types of search and rescue missions. The National Search and Rescue Plan—1961 is superseded by this agreement.

## 2. DEFINITION

Search and Rescue (SAR) is defined as the employment of available personnel and facilities in rendering aid to persons and property in distress.

## 3. OBJECTIVE

To provide a National Search and Rescue Plan which will integrate into a cooperative network available U.S. Search and Rescue facilities which will be coordinated in any one area by a single federal agency in order to afford greater protection of life and property and insure greater efficiency and economy. It is not the intent for the plan to contravene or conflict in any way with search and rescue responsibilities agreed to by the contracting states of the International Civil Aviation Organization (ICAO).

## 4. SCOPE

The provisions of this National Search and Rescue Plan are applicable to all Federal agencies signatory hereto. Established State search and rescue organizations may wish to retain their established SAR responsibilities within their boundaries which result from activities which are primarily local or intra-state in character. In such cases, appropriate agreements will be made between the regional SAR coordinator and the respective state organization to accomplish this end.

## 5. FACILITIES AND SUPPORT ACTIVITIES

#% (a) The agencies of the Department of Transportation carry out the Department's broad responsibilities in the field of transportation safety. The U.S. Coast Guard has statutory responsibility for developing, establishing, maintaining and operating rescue facilities for the promotion of safety on, under and over the high seas and waters subject to the jurisdiction of the United States. The Coast Guard also has respon-

sibility for safety inspection of most merchant vessels and for investigation of marine casualties. The Federal Aviation Administration has air traffic control and flight service facilities available to assist in search and rescue operations.

(b) Department of Defense components provide search and rescue facilities in support of their own operations; these facilities are used to meet civil needs on a basis of noninterference with military missions.

\*\* (c) Components of the Department of Commerce participate in or support SAR operations. The Maritime Administration operates a fleet of merchant ships for Government use and is responsible for promoting a safe Merchant Marine. The National Oceanic and Atmospheric Administration (NOAA) provides nautical and aerouautical charting, information on tides and tidal currents, and marine environmental forecasts and warnings for the high seas and for coastal and inland waterways.

\*\* (d) The Federal Communications Commission promulgates rules and regulations for the non-government use of wire and radio facilities for the purpose of promoting safety of life and property, and through its long-range direction finder network cooperates in SAR operations.

(e) The National Aeronautics and Space Administration (NASA) has aircraft and world-wide tracking, data acquisition and communications networks which could be used to assist in SAR operations. NASA will support SAR objectives through research and development or application of aerospace technology to search, rescue, survival, and recovery related equipment such as location tracking systems, transmitters and antennas capable of locating aircraft, ships, spacecraft, or individuals in distress.

## (f) Land managing components of the Department of the Interior (DOI) provide search and rescue service on lands and waters administered by the DOI and may assist in operations on adjacent jurisdictions. The degree of responsibility assumed in each DOI field area depends upon the legislative and jurisdictional character of the bureau and field area. Thus, response may range from support of law enforcement authorities or other locally organized units to primary SAR coordination and execution. Similarly, components assume varying degrees of responsibility for preventative measures designed to afford greater protection to the visiting public.

% (g) The National Transportation Safety Board provides investigative services and determines probable cause in aircraft, marine, highway, railroad, and pipeline accidents and recommends improvements to prevent SAR incidents.

% (h) Certain States, local governments, and civil organizations have organized facilities which contribute to the effectiveness of the over-all SAR network.

## 6. THE PLAN

### a. Coordination of Agencies

# # The Interagency Committee on Search and Rescue will, consistent with applicable laws and executive orders, coordinate the implementation of the plan. It will review search and rescue matters affecting more than one agency, including recommendations presented by participating agencies for revision or amendment of the plan and will make appropriate recommendations. It will endeavor to encourage federal, state, local and private agencies to develop equipment and procedures which will enhance the national SAR capability, and will promote the coordinated development of all national SAR resources.

### b. Definition of SAR Regions

SAR Regions are defined as follows:

(1) **Inland region.** The inland areas of Continental United States, except the inland area of Alaska and waters under the jurisdiction of the United States.

(2) **Maritime region.** The waters subject to the jurisdiction of the United States; the State of Hawaii; the territories and possessions of the United States (except the Canal Zone) and the high seas as shown on the attached chart.

(3) **Overseas regions.** Overseas unified command areas, including the inland area of Alaska, which are not included within the Inland region or the Maritime region as defined above.

### c. Designation of Regional SAR Coordinators

The below-named Federal agencies are separately designated regional SAR coordinators for the SAR regions indicated:

**The Inland Region.** The Air Force.

**The Maritime Region.** The Coast Guard.

**The Overseas Regions.** The overseas unified command in each Overseas region as defined above.

### d. Organization of Basic SAR Network

(1) The regional SAR coordinator will, consistent with applicable laws and executive orders, undertake to organize existing agencies and their facilities through suitable agreements in a basic network for rendering assistance to military and nonmilitary persons and property in distress and to carry out the U.S. SAR obligations under the ICAO Convention within such SAR region.

(2) Agreements between a regional SAR coordinator and the Army, Navy, Air Force, JCS Unified

Command, or Coast Guard will provide for the fullest practicable utilization of the facilities of such agencies in regional SAR missions under the regional SAR coordinator, consistent with statutory responsibilities and authorities and assigned functions of such agencies, and will provide that such agencies delegate to the regional SAR coordinator authority for the coordination of their facilities committed to such missions.

(3) Agreements between the regional SAR coordinator and civil agencies of the Federal Government will provide for the fullest practicable cooperation of such agencies in regional SAR missions under the regional SAR coordinator, consistent with the statutory responsibilities and authorities and assigned functions of such agencies, and will provide for such coordination by the regional SAR coordinator of their facilities committed to such missions as may be necessary and practicable.

(4) Agreements between the regional SAR coordinator and State, local, and private agencies will provide for the fullest practicable cooperation of such agencies in SAR missions under the regional SAR coordinator, consistent with the willingness and ability of such agencies to engage in SAR, and will provide for such coordination by the regional SAR coordinator of their facilities committed to such missions as may be necessary and practicable.

(5) The regional SAR coordinator will maintain files of such agreements and lists of such agencies and of the location of their SAR facilities.

(6) The regional SAR coordinator may subdivide the region for the advantageous execution of this plan and will designate an appropriate officer of his service or, by mutual agreement, an officer of any other participating agency, to be SAR coordinator in the region or each subdivision thereof. U.S. SAR region or subdivision boundaries should coincide with the boundaries of any pertinent ICAO SAR area boundaries; where technical or operational requirements make this impossible or impracticable, appropriate amendments to the ICAO boundaries should be proposed to ICAO, through the proper channels, by the agency primarily concerned.

\* (7) It is not intended that regional SAR coordinators be responsible for SAR in foreign territory. However, it is intended that the regional SAR coordinator or his designated subordinate act as the appropriate U.S. official for overseeing the coordination of all U.S. SAR interests in such territory which lies within his region.

### e. Conduct of SAR Operations

(1) The regional SAR coordinator will develop plans and procedures for the effective utilization of all available SAR facilities in the region or subdivisions thereof. The regional SAR coordinator will develop plans and procedures to carry out the objectives of this plan in the event military forces are withdrawn from the region because of a military emergency or a change in the military missions.

(2) The regional SAR coordinator may be assisted by, or may request assistance from, interested Federal agencies having SAR capabilities within the region.

(8) Rescue Coordination Centers having ICAO responsibilities will conform to the SAR procedures which have been established as standards through ICAO unless differences have been filed by the United States pursuant to article 38 of the Chicago Convention.

(4) The SAR coordinator in a region or subdivision thereof, through an appropriate Rescue Coordination Center, will coordinate and as appropriate, direct the operations of SAR facilities committed to any SAR mission therein, consistent with the provisions of sub-paragraphs d (2), (3), and (4) above, and will otherwise act to implement the plans of the regional SAR coordinator.

(5) The SAR coordinator may delegate "on-scene" coordination and direction to any appropriate unit participating in a particular incident under his cognizance.

(6) SAR coordinators of adjacent regional subdivisions of the same or different SAR regions will maintain liaison with and will support each other in SAR operations as necessary and practicable. Liaison and cooperation in SAR will be afforded to the SAR forces of other nations as necessary and feasible.

#### **f. General Provisions**

(1) The regional SAR coordinator will encourage the development and maintenance of proficiency in SAR techniques and procedures by participating agencies and will assist therein as appropriate and practicable.

(2) The regional SAR coordinator will encourage the continued development of State and local SAR facilities as appropriate.

(3) Boundaries of SAR regions established by or under this plan are not to be construed as barriers to effective SAR operations or to the exercise of initiative and judgment.

(4) No provision of this plan or any supporting plan is to be construed as an obstruction to prompt and effective action by any agency or individual to relieve distress whenever and wherever found.

(5) No provisions of this plan or any supporting plan are to be construed in such a way as to contravene the responsibilities and authorities of any participating agency as defined by statutes, executive orders or international agreements, or the established

responsibilities of other agencies and organizations which regularly assist persons and property in distress resulting from activities of a local nature.

(6) This plan does not encompass SAR for such activities as: salvage operations, military undersea rescue, special or unusual operations of the Armed Forces, rescue of person or property in outer space, emergencies affecting the public welfare occurring as a result of enemy attack, insurrections, civil disturbances, earthquake, fire, flood, or other public disasters or equivalent emergencies which endanger life and property or disrupt the usual process of government. However, the SAR organization and its facilities should be utilized to the maximum extent feasible in connection with the above activities.

(7) Although Federal leadership in the search and rescue field may generally be recognized, the Federal Government holds no mandate to compel state, local, or private agencies to conform to a national search and rescue plan. The desires of state and local agencies to direct and control their own facilities in SAR missions resulting from the intra-State or local activities within their boundaries must be respected and insured. Cooperation, therefore, must be sought through liaison and agreements.

JOHN A. VOLPE,  
*Secretary of Transportation*

July 24, 1969.

MELVIN R. LAIRD,  
*Secretary of Defense*,  
August 11, 1969.

MAURICE H. STANS,  
*Secretary of Commerce*,  
August 4, 1969.

T. O. PAYNE,  
*Administrator, National Aeronautics and  
Space Administration*,  
September 23, 1969.

ROSEL H. HYDE,  
*Chairman, Federal Communications  
Commission*,  
August 11, 1969.

CECIL D. ANDREUS,  
*Secretary of the Interior*,  
July 19, 1978.

\*Change No. 8-29 October 1978.

\*\*Change No. 4-22 July 1974.

# Change No. 5-24 January 1975.

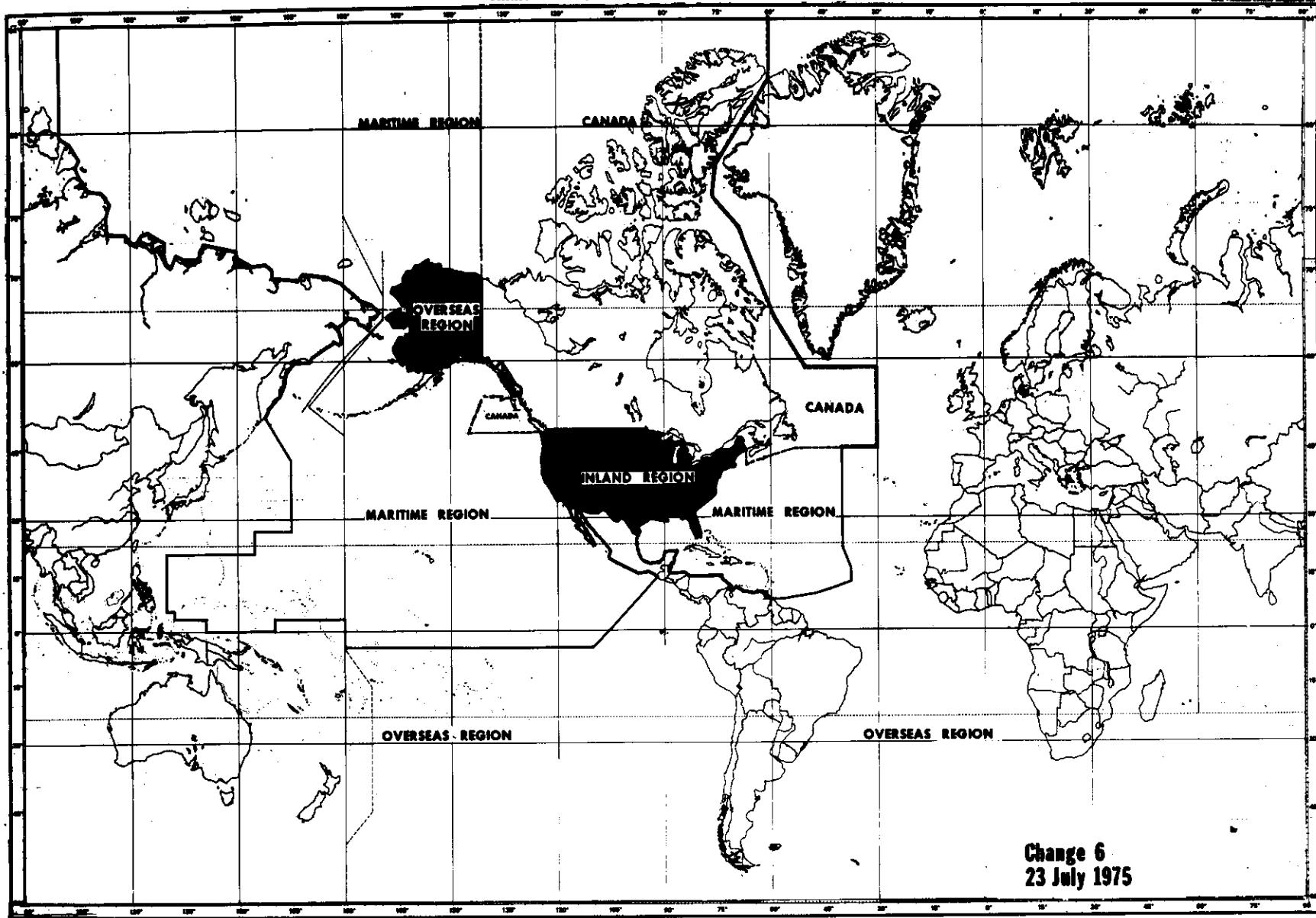
% Change No. 6-28 July 1975.

# # Change No. 7-19 July 1978.

CHART - NATIONAL SEARCH AND RESCUE PLAN

MINISTRY OF  
TRANSPORT  
SEARCH & RESCUE

APPENDIX 4



Change 6  
23 July 1975

**NATIONAL SAR PLAN OCEANIC BOUNDARY LINE BETWEEN  
THE MARITIME AND OVERSEAS REGIONS**

The following description of the oceanic boundary line between the Maritime and Overseas Regions is provided for ease in reproducing the National SAR Plan Chart.

**Pacific**

14-38N 92-18W to 05-00S 110-00W  
to 05-00S 180-00 to 03-30N 180-00  
to 03-30N 160-00E to 00-00 160-00E  
to 00-00 141-00E to 09-30N 141-00E  
to 09-30N 182-00E to 06-00N 182-00E  
to 06-00N 180-00E to 21-00N 180-00E  
to 21-00N 155-00E to 27-00N 155-00E  
to 27-00N 165-00E to 43-00N 165-00E  
to 51-00N 158-00E.

**Atlantic**

65-30N 58-30W to 59-00N 50-00W  
to 59-00N 30-00W to 45-00N 80-00W  
to 45-00N 40-00W to 22-18N 40-00W  
to 17-00N 37-30W to 13-30N 37-30W  
to 10-00N 48-00W to 09-20N 54-00W  
to 08-55N 57-00W to 08-55N 60-50W.

**Arctic**

65-30N 58-30W to 78-00N 67-00W to  
74-00N 68-18W to 76-00N 76-00W to  
78-00N 75-00W to 82-00N 60-00W ;  
thence due north to the north pole ;  
thence due south along meridian  
100-00E.

**Caribbean**

15-00N 88-00W to 15-00N 74-00W  
to 14-20N 74-00W to 12-30N 71-25W.

**AGREEMENT ON INTERAGENCY COMMITTEE ON SEARCH  
AND RESCUE**

**\*1. Purpose.** This agreement establishes the Interagency Committee on Search and Rescue.

**2. Background.** The National Search and Rescue Conference of 1973, when considering the need to establish a continuing interagency group to oversee the National Search and Rescue Plan, recommended that the signatories to the National Search and Rescue Plan establish a standing interagency committee to oversee the Plan and to act as a coordinating forum for national search and rescue matters.

**3. Objectives.** The objectives of the Committee are:

- a. To provide a standing committee to oversee the National Search and Rescue Plan and coordinate interagency search and rescue matters.
- b. To provide a forum for preliminary development of interagency positions in search and rescue matters.

c. To provide for an interface with other national agencies involved with emergency services.

d. To provide a forum for the coordinated development of policy, procedures and compatible equipment, all designed to provide increased effectiveness and standardization in national SAR endeavors.

**4. Committee Membership.**

a. The Committee shall consist of representatives of the Departments of Transportation, Defense, Commerce and Interior, the National Aeronautics and Space Administration, and the Federal Communications Commission.

b. An alternate member should be designated by each participating Department or Agency.

c. The Chairman of the Committee shall be the member (or alternate) of the Coast Guard representing the Department of Transportation.

d. Each member may call upon officials from his Department or Agency to serve as advisors and to participate in the meetings of the Committee.

e. Others may be invited with the approval of the Chairman or the Committee to participate as observers or serve as advisors on an ad hoc basis.

**5. Authority and Procedures.**

a. The Chairman shall report to the Secretary of Transportation through the Commandant of the Coast Guard.

b. Those policy issues or plans which require the attention or approval of the signatories will be submitted by the Chairman with recommendations for action. In such cases the views of each committee member shall be included.

c. The Chairman and any signatory authority may call a meeting when deemed necessary.

**6. Sponsorship.** The Commandant of the U.S. Coast Guard is designated as sponsor for the Committee. He is authorized to appoint a Committee Secretary and shall insure that the Committee and its officers operate according to the policy and procedure contained in current directives.

**\*7. Termination.** On 30 June 1975 and biennially thereafter, the Commandant of the Coast Guard will review the activities and progress with the Committee to determine if it should be continued, realigned, or terminated and make appropriate recommendations to the signatory agencies through the Secretary of Transportation. By 1 January of those years, the Chairman shall call for the views of member agencies to be submitted in writing for consideration at the first quarterly meeting.

/s/ Claude S. Brinegar

For the Department of Transportation

Date: 8/5/74

/s/ **Frank A. Shrontz**

For the Department of Defense

Date: 12/28/78

/s/ **Frederick B. Dent**

For the Department of Commerce

Date: 12/21/78

/s/ **Dean Burch**

For the Federal Communications Commission

Date: 12/27/78

/s/ **James C. Fletcher**

For the National Aeronautics and Space

Administration

Date: 12/21/78

/s/ **Cecil D. Andrus**

For the Department of the Interior

Date: 7/19/78

\*Change No. 1—7/19/78.

## APPENDIX B

### TREATIES AND OTHER INTERNATIONAL INSTRUMENTS IN FORCE BETWEEN THE UNITED STATES AND OTHER COUNTRIES REGARDING SAR

The following is a brief summary of relevant provisions of treaties and other international agreements of the United States regarding search and rescue.

#### MULTILATERAL

*Convention on International Civil Aviation, done at Chicago December 7, 1944*  
(61 Stat. 1180; TIAS 1591).

Under article 25 of this convention, each contracting party "Undertakes to provide such measures of assistance to aircraft in distress in its territory as it may find practicable, and to permit, subject to control by its own authorities, the owners of the aircraft or authorities of the State in which the aircraft is registered to provide such measures of assistance as may be necessitated by the circumstances." That article also provides that "Each Contracting State, when undertaking search for missing aircraft, will collaborate in coordinated measures which may be recommended from time to time pursuant to this Convention."

Article 37 provides that the International Civil Aviation Organization (referred to as ICAO) shall, with a view to securing the highest practicable degree of uniformity in aviation matters, adopt and amend from time to time international standards and recommended practices and procedures dealing with various matters, including "(K) Aircraft in distress and investigation of accidents." Provision is made in Article 38 for States finding it impracticable to comply in all respects with any such standard or procedure to give the Organization notification to that effect.

Pursuant to the above-mentioned provisions of the Convention, ICAO has from time to time adopted and amended various International Standards and Recommended Practices, including those on Search and Rescue printed as Annex 12 to the Convention. That Annex, as stated in the Foreword thereto, is "applicable to the establishment, maintenance and operation of search and rescue services in the territories of Contracting States and over neighboring seas, and to the coordination of such services with those of neighboring States." As also indicated in the Foreword, *Standards* are specifications "for physical characteristics, configuration, material, personnel, or procedure, the uniform application of which is recognized as necessary for the safety or regularity of international air navigation and to which Contracting States will conform in

accordance with the Convention. In the event of impossibility of compliance, notification to the Council is compulsory under Article 38." Recommended Practices are also specifications, etc., "the uniform application of which is recognized as desirable in the interests of safety, regularity or efficiency of international air navigation, and to which Contracting States will endeavor to conform in accordance with the Convention."

Under the Standards in Annex 12, Contracting States are required in providing assistance to aircraft in distress and to survivors of aircraft accidents to do so regardless of their nationality; subject to the control of their own authorities, to permit immediate entry of aircraft, equipment and personnel necessary to search for aircraft in distress or rescue survivors of aircraft accidents; and to coordinate their search and rescue organizations with those of neighboring Contracting States. They are required to delimit, either separately or jointly, search and rescue areas and establish in each a rescue coordination center equipped with rapid and reliable communication. Rescue units are to be designated and provided with suitable equipment for the region and for giving prompt assistance in the event of an accident. Preparatory procedures for rescue coordination centers and the operating procedures to be followed by all concerned in connection with search and rescue are specified.

*Convention with respect to assistance and salvage at sea, signed at Brussels September 23, 1910*  
(87 Stat. 1658; TS 576).

Along with provisions regarding remuneration in connection with assistance and salvage at sea, this convention contains the provision, in article II thereof, that "Every master is bound, so far as he can do so without serious danger to his vessel, her crew and passengers, to render assistance to everybody, even though an enemy, found at sea in danger of being lost."

*Convention on the High Seas, done at Geneva April 29, 1928*  
(13 UST 2812; TIAS 5200; 450 UNTS 82).

Article 12 of this treaty provides that every State shall require the master of a ship sailing under its flag, in so far as he can do so without serious danger to the ship to render assistance to any person at sea in danger of being lost, to proceed with all possible

speed to the rescue of persons in distress if informed of their need of assistance, insofar as such action may reasonably be expected of him, and to render, after a collision, assistance to another ship, her crew and passengers, and where possible, inform the other ship of the name of his own ship, her port of registry and the nearest port of call.

The article also requires every coastal State to promote the establishment and maintenance of an adequate and effective rescue service and—where circumstances so require—by way of mutual regional arrangements cooperate with neighboring States for this purpose.

*International Convention for the Safety of Life at Sea, 1960, signed at London June 17, 1960*  
(16 UST 185; TIAS 5780; 536 UNTS 27).

Regulation 10 of chapter V of the regulations annexed to this Convention (TIAS 5780, p. 820) requires that the master of a ship at sea, on receiving a message from any source that a ship or aircraft or survival craft thereof is in distress, is bound to proceed with all speed to the assistance of the persons in distress informing them, if possible, that he is doing so.

Regulation 15 of the same chapter requires each government party to the Convention to ensure that any necessary arrangements are made for coast watching and rescue of persons in distress at sea round its coasts. The regulation specifies that such arrangements should include the establishment, operation and maintenance of such maritime safety facilities as are deemed practicable and necessary having regard to the density of the seagoing traffic and navigational dangers and should, so far as possible, afford adequate means of locating and rescuing such persons. Each contracting government undertakes to make available information concerning its existing facilities and plans for changes therein if any.

Regulation 16 specifies life-saving signals that are to be used.

*International Regulations for Preventing Collisions at Sea, 1960*  
(16 UST 794; TIAS 5813)

Rule 31 of these regulations specify the distress signals that are to be used or displayed by a vessel or seaplane that is in distress on the water and requires assistance from other vessels or from the shore.

*Recommendations of the First Antarctic Treaty Consultative Meeting, adopted at Canberra July 24, 1961*  
(13 UST 1349; TIAS 5094).

Recommendation I-X, which along with other recommendations, was adopted in accordance with article IX of the Antarctic Treaty signed December 1, 1959 (12 UST 794; TIAS 4780; 402 UNTS 71) and which became effective on April 30, 1962, provides as follows:

"The Representatives affirm the traditional Antarctic principle that expeditions render all assistance feasible in the event of an emergency request for help and recommend to their Governments that consideration be given to arranging consultations among them, and to

the matter being discussed at the appropriate time at any meeting of experts qualified to discuss it."

*International Telecommunications Convention signed at Montreux November 21 1965*  
(18 UST 575; TIAS 6267).

Article 39 specifies that the international telecommunications services must give absolute priority to all telecommunications concerning safety of life at sea, on land, in the air and outer space, as well as to epidemiological telecommunications of exceptional urgency of the World Health Organization.

Article 49 specifies that:

"Radio stations shall be obliged to accept, with absolute priority, distress calls and messages regardless of their origin, to reply in the same manner to such messages, and immediately to take such action in regard thereto as may be required."

Note: The radio regulations annexed to the Convention specify the communication procedures to be followed in distress and emergency cases.

*Treaty on principles governing the activities of States in the exploration and use of outer space, including the moon and other celestial bodies, signed at Washington, London and Moscow on January 27, 1967*  
(18 UST 2410; TIAS 6347).

This treaty was brought into force on October 10, 1967 with the deposit on that date of the required ratifications including the ratification of the United States.

Article V of the treaty provides as follows:

"States Parties to the Treaty shall regard astronauts as envoys of mankind in outer space and shall render to them all possible assistance in the event of accident, distress, or emergency landing on the territory of another State Party or on the high seas. When astronauts make such a landing, they shall be safely and promptly returned to the State of registry of their space vehicle."

"In carrying on activities in outer space and on celestial bodies, the astronauts of one State Party shall render all possible assistance to astronauts of other States Parties."

"States Parties to the Treaty shall immediately inform the other States Parties to the Treaty or the Secretary-General of the United Nations of any phenomena they discover in outer space, including the moon and other celestial bodies, which could constitute a danger to the life or health of astronauts."

*Agreement on the Rescue of Astronauts, the Return of Astronauts and the Return of Objects Launched into Outer Space, done at Washington, London and Moscow April 22, 1968*  
(19 UST 7570; TIAS 6599)

Article 2 of the Agreement specifies:

"If, owing to accident, distress, emergency or unintended landing, the personnel of a spacecraft land in territory under the jurisdiction of a Contracting Party, it shall immediately take all possible steps to rescue them and render them all necessary assistance. It shall inform the launching authority and also the Sec-

Secretary-General of the United Nations of the steps it is taking and of their progress. If assistance by the launching authority would help to effect a prompt rescue or would contribute substantially to the effectiveness of search and rescue operations, the launching authority shall cooperate with the contracting party with a view to the effective conduct of search and rescue operations. Such operations shall be subject to the direction and control of the Contracting Party, which shall act in close and continuing consultation with the launching authority."

Article 3 of the Agreement specifies:

"If information is received or it is discovered that the personnel of a spacecraft have alighted on the high seas or in any other place not under the jurisdiction of any State, those Contracting Parties which are in a position to do so shall, if necessary, extend assistance in search and rescue operations for such personnel to assure their speedy rescue. They shall inform the launching authority and the Secretary-General of the United States of the steps they are taking and of their progress."

## BILATERAL

### Canada

*Treaty regarding reciprocal rights for the United States and Canada in the matters of conveyance of prisoners and wrecking and salvage, signed at Washington May 18, 1908*  
(35 Stat. 2035; TS 502).

Article II of this treaty permits vessels and wrecking appliances, either from the United States or from Canada, to save property wrecked and to render aid and assistance to any vessels wrecked, disabled, or in distress in that portion of the St. Lawrence River through which the international boundary line extends; Lake Ontario, Lake Erie, Lake St. Clair, Lake Huron, and Lake Superior; the Niagara, Detroit, St. Clair and Ste Marie Rivers, Canals at Sault Ste Marie; and on the shores and in the waters of the other country along the Atlantic and Pacific Coasts within a distance of 30 miles from the international boundary on those coasts.

The reciprocal wrecking and salvage privileges include all necessary towing incident thereto, and nothing in the Customs, Coasting or other laws or regulations of either country is to restrict in any manner the salving operations of vessels or wrecking appliances.

Vessels from either country employed in salving in the waters of the other are required, as soon as practicable afterwards, to make full report at the nearest custom house in the country in those waters the salvaging takes place.

*Agreement regarding air search and rescue operations, effected by exchange of notes signed at Washington January 24 and 31, 1949*  
(63 Stat. 2328; TIAS 1882).

Under this agreement public aircraft of either country which are engaged in emergency air search and rescue operations may enter or leave either country without being subject to immigration or customs formalities normally required, provided that the Rescue Coordination Center involved in the search or rescue assumes the responsibility for informing by telephone or telegraph:

(a) The immigration office at the point of entry nearest the territory over which any search or rescue is to be instituted, of the intended operation, furnishing details concerning purpose of the flight, identification marking of each aircraft and number of persons in the crew.

(b) The customs office nearest to the territory over which any search or rescue is to be instituted, of the intended operation giving details concerning the territory to be searched; the possible duration of the stay of the aircraft; the identification markings of each aircraft, and the number of persons in the crew.

In case of a landing of such aircraft of one country in the territory of the other country in the course of such emergency search or rescue, an oral or telephonic report must be made to the nearest collector of customs so that he may assist in any way possible with any special importation required in the search and rescue operations.

### Honduras

*Exchange of notes regarding rescue coordination facilities in Honduras, effected by exchange of notes dated at Teguigalpa November 7 and 25, 1958*

Under this exchange of notes, which took place before Honduras became a member of the International Civil Aviation Organization, the U.S. Government was informed by the Honduran Government that, with respect to the activities of the Rescue Coordination Center, set up at the Air Force Base at Albrook, Panama, the Honduran Bureau of Civil Aeronautics had made provision for Search and Rescue Flights to be allowed to enter the country immediately without any requirement other than that of requesting clearance from their Flight Control Center for the sole purpose of being able to coordinate their activities with ours and to be able to furnish more effective assistance for the search and rescue missions.

### Jamaica

*Authorization for aircraft engaged in search and rescue operations to fly over and land in Jamaica, 1950*

By an order issued March 21, 1950, the Governor of Jamaica authorized state aircraft of the United States of America, Colombia and Venezuela while engaged in search and rescue operations and which aircraft have been assigned for such purposes by the Rescue Coordinating Centers of the Caribbean Area, established in accordance with the Convention on International Civil Aviation, to fly over and land in the Island of Jamaica and its dependencies and the territorial waters adja-

cent thereto. (Note No. 203 dated April 25, 1950 from the British Ambassador to the Secretary of State with an enclosed copy of the Jamaican "Colonial Foreign State Aircraft (Search and Rescue) Authorization, 1950."

This arrangement is considered as having continued in force following the attainment by Jamaica on August 6, 1962 of fully responsible status within the British Commonwealth. Jamaica adhered to the Convention on International Civil Aviation on March 26, 1963 and thereupon became a separate member of the International Civil Aviation Organization.

### **Mexico**

*Treaty to facilitate assistance to and salvage of vessels in territorial waters, signed at Mexico City June 18, 1935*  
(49 Stat. 8359; T.S. 905).

Under this treaty vessels and rescue apparatus, public or private of either country, may aid or assist vessels of their own nationality, including the vessels and crews thereof, which may be disabled or in distress on the shores or within the territorial waters of the other country:

(a) Within a radius of 720 nautical miles of the intersection of the international boundary line and the coast of the Pacific Ocean, or;

(b) Within a radius of 200 nautical miles of the intersection of the international boundary line and the coast of the Gulf of Mexico (article I).

The commanding officer, master or owner of a vessel or rescue apparatus of either country entering or intending to enter the territory or territorial waters of the other to assist a distressed vessel, is required, at the earliest possible moment, to send notice of such action to the authorities of that other country nearest the scene of distress. Such vessel or apparatus may freely proceed to, and assist the distressed vessel unless advised by the authorities that adequate assistance is

available, or that, for any other reason, such assistance is not considered necessary (article II).

Notification is necessary upon departure of a vessel or apparatus of one country from the territory or waters of the other country entered for the purpose of rendering assistance. Private vessels which have entered, as well as private distressed vessels and their cargo, equipment, stores, crew and passengers thereof, are subject to the laws in force in the country in whose territorial waters such assistance is rendered.

The word "assistance" as used in the treaty means any act necessary or desirable to prevent injury, arising from a marine peril, of persons or property, and the word "vessel" includes aircraft, as well as every kind of conveyance used or capable of being used for transportation on water (article III).

### **Union of Soviet Socialist Republics**

*Air Transport Agreement with Annex, and supplementary exchange of notes signed at Washington November 4, 1966*  
(17 U.S.T. 1909; TIAS 6185).

Article 11 of this agreement provides for the measures that may be taken and the procedures to be followed in the event of a forced landing, accident or other incident involving an aircraft of the designated airline of one contracting party within the territory of the other contracting party.

Article I of the supplementary agreement requires, among other things, that each contracting party shall provide within its territory "search and rescue facilities".

Such provisions are not normally included in bilateral air transport agreements concluded by the United States because other countries with which such agreements are concluded are members of the International Civil Aviation Organization which, as indicated under "Multilateral" above, has established search and rescue Standards. The U.S.S.R. was not a member of the Organization in 1966 but is now.

## APPENDIX C

### DISTRESS AND EMERGENCY SIGNALS

Many signals have been devised over the years to signal a condition of distress or other emergency status. Those listed in this appendix are those which are most common, have been accepted by international agreement or national custom, or which may be significant for occasional use by SAR units.

Because of the large number of possible signals of various types that may be used to indicate an emergency condition or may be used for emergency communication, this list is not all inclusive.

#### INTERNATIONAL DISTRESS SIGNALS

1. A gun or other explosive signal fired at intervals of about a minute.
2. A continuous sounding with any fog-signaling apparatus.
3. Rockets or shells, throwing red stars fired one at a time at short intervals.
4. A signal made by radiotelegraphy or by any other signaling method consisting of the group SOS in the Morse code.
5. A signal sent by radiotelephony consisting of the spoken word "Mayday".
6. The International Code Signal of distress indicated by the code group NC. (See the International Code of Signals—H.O. 102 for other code groups with emergency significance.)
7. A signal consisting of a square flag having above or below it a ball or anything resembling a ball.
8. Flames on a vessel (as from a burning tar barrel, oil barrel, etc.).
9. A rocket parachute flare or a hand flare showing a red light.
10. A smoke signal giving off a volume of orange-colored smoke.
11. Slowly and repeatedly raising and lowering arms outstretched to each side.
12. The radiotelegraph alarm signal, which is designed to actuate the radiotelegraph auto alarms of vessels so fitted, consisting of a series of 12 dashes, sent in 1 minute, the duration of each dash being 4 seconds, and the duration of the interval between 2 consecutive dashes being 1 second.
13. The radiotelephone alarm signal consisting of 2 tones transmitted alternately over periods of from 80 seconds to 1 minute.
14. Signals transmitted by Emergency Position indicating Radio Beacons (see page C-5 for character-

istics) (includes Emergency Locator Transmitters and similar aeronautical emergency radio equipment).

NOTE.—Other internationally accepted emergency signals are contained in the International Code of Signals (H.O. 102). That publication also contains a color plate of the international flags and pennants. SAR units in maritime areas should carry a copy of it.

#### PYROTECHNIC LIGHT SIGNALS

One red, or a succession of reds.	I am in distress and require immediate assistance. By Sub: Attempting emergency surfacing, keep clear. By Pararescue: Impossible to proceed as planned.
Two red-----	By Pararescue: Survivor injured, need doctor and medical kit.
One red, one green--	By Pararescue: Radio inoperative, drop another.
One green-----	By Aircraft: Request permission to land. (Used near airport.) By Sub: Have fired exercise torpedo. By Pararescue: Initial notification, all is well.
Two green-----	By Pararescue: Survivor ready for pickup as arranged. By SAR Aircraft or SAR Vessel: I have sighted survivors.
One green every 5 to 10 minutes.	By SAR Aircraft or SAR Vessel: Request distressed crew fire red pyro. (Interval halved when red pyro sighted.)
Succession of greens--	By Aircraft: Have urgent message to transmit.
One white-----	By Aircraft: Sub is below me. By Ship: Man overboard. By Pararescue: Ready for floatation kit, or aero-kite drop.
Two white-----	By Pararescue: Ready for MA-1 kit drop.
Two whites, 8 minutes apart.	By Sub: Am surfacing, keep clear.

Series of whites, 10 seconds apart. By Ship or Aircraft: Alter your heading to avoid restricted area.

Succession of whites. By Aircraft: In difficulty and must land.

One white, one green. By Pararescue: Ready for raft drop.

One white, one red. By Pararescue: Flotation device damaged. Drop another.

Two whites, one green. By SAR Aircraft: Rescue successful.

Two whites, one red. By SAR Aircraft: Rescue unsuccessful.

One yellow. By Sub: Ascending to periscope depth.

### PYROTECHNIC SMOKE SIGNALS

Orange smoke..... I am in distress and require immediate assistance.

Red smoke..... By Sub: Attempting emergency surfacing. Keep clear.

Two orange smoke, few seconds apart. By SAR Aircraft: I have survivors in sight.

Two white or two yellow, 3 seconds apart. By Sub: Am surfacing. Keep clear.

Series of black or white smoke bursts, 10 seconds apart. By Ship: Alter your reading to avoid restricted area.

### Ground-Air Visual Signal Code for Use by Survivors

No.	Message	Code Symbol	No.	Message	Code Symbol
1	Require doctor - serious injuries		10	Will attempt take-off	>
2	Require medical supplies		11	Aircraft seriously damaged	□
3	Unable to proceed	✗	12	Probably safe to land here	△
4	Require food and water	F	13	Require fuel and oil	└
5	Require firearms and ammunition	▽▽	14	All well	LL
6	Require map and compass	□	15	No	N
7	Require signal lamp with battery and radio		16	Yes	Y
8	Indicate direction to proceed	K	17	Not understood	└└
9	Am proceeding in this direction	↑	18	Require engineer	W

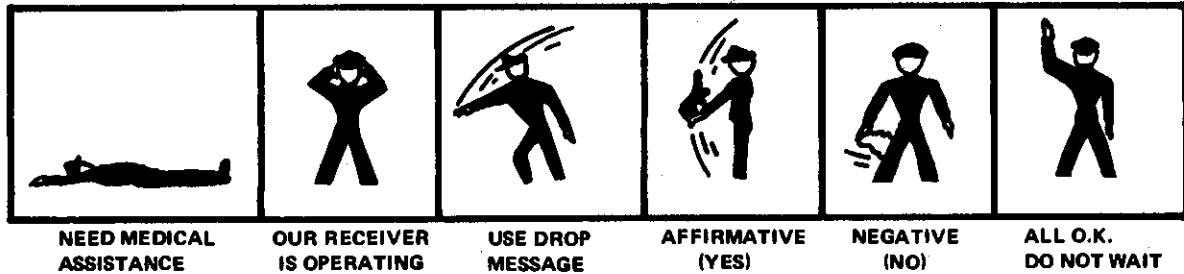
FIGURE C-1

## Ground-Air Visual Signal Code for Use by Rescue Units

No.	Message	Code Symbol	No.	Message	Code Symbol
1	Operation completed	LLL	5	Have divided into two groups. Each proceeding in direction indicated	← →
2	We have found all personnel	LL	6	Information received that aircraft is in this direction	→ →
3	We have found only some personnel	+	7	Nothing found. Will continue to search	NN
4	We are not able to continue. Returning to base	XX			

FIGURE C-2

### BODY SIGNALS



NEED MEDICAL  
ASSISTANCE

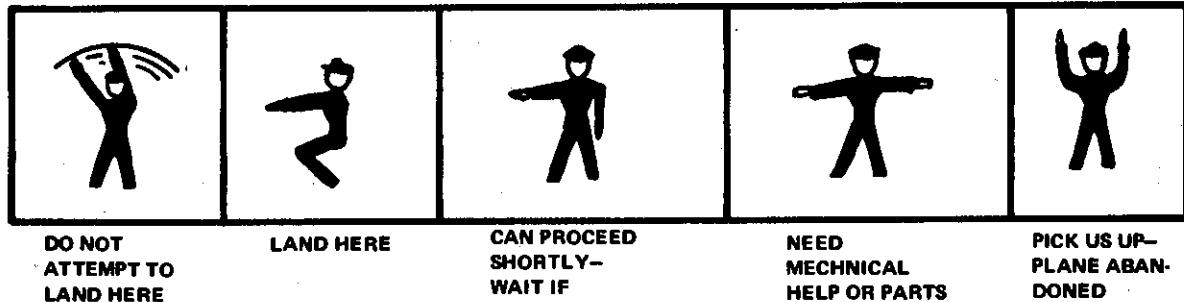
OUR RECEIVER  
IS OPERATING

USE DROP  
MESSAGE

AFFIRMATIVE  
(YES)

NEGATIVE  
(NO)

ALL O.K.  
DO NOT WAIT



DO NOT  
ATTEMPT TO  
LAND HERE

LAND HERE

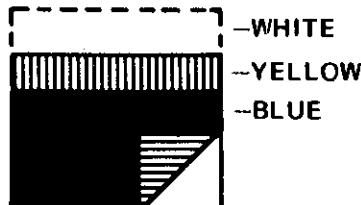
CAN PROCEED  
SHORTLY-  
WAIT IF  
PRACTICAL

NEED  
MECHANICAL  
HELP OR PARTS

PICK US UP-  
PLANE ABAN-  
DONED

FIGURE C-3

## COLORED DIAGRAMS



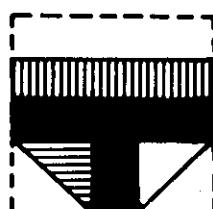
--WHITE  
--YELLOW  
--BLUE

ON LAND: WALKING IN  
THIS DIRECTION  
AT SEA: DRIFTING

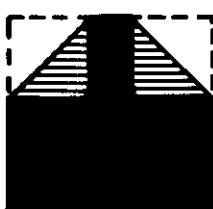
### PANEL SIGNALS

SURVIVORS USE LIFERAFT  
SAILS TO CONVEY SIGNALS

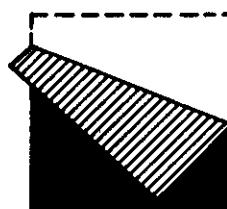
NOTE: ANY SQUARE PIECE OF CLOTH  
OR CANVAS WITH EACH SIDE OF  
CONTRASTING COLORS CAN BE USED



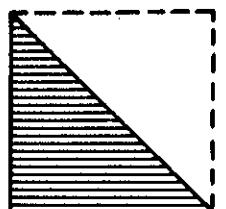
ON LAND: WALKING IN THIS  
DIRECTION  
AT SEA: DRIFTING



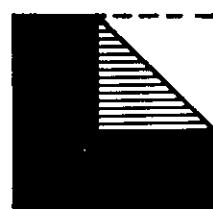
ON LAND: NEED WARM  
CLOTHING  
AT SEA: NEED EXPOSURE  
SUIT OR CLOTHING  
INDICATED



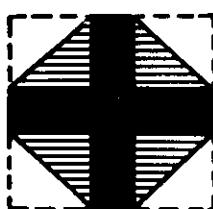
ON LAND: PLANE FLY  
& ABLE, NEED  
AT SEA: TOOLS



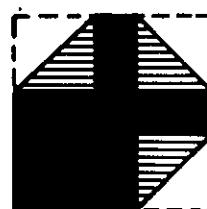
ON LAND: NEED FOOD  
& WATER  
AT SEA:



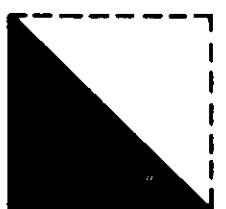
ON LAND: NEED GAS AND  
OIL, PLANE IS  
FLYABLE.



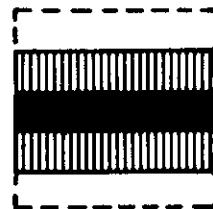
ON LAND: NEED MEDICAL  
& ATTENTION  
AT SEA:



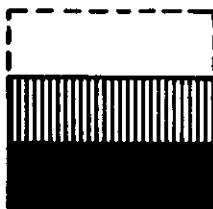
ON LAND: NEED FIRST AID  
& SUPPLIES  
AT SEA:



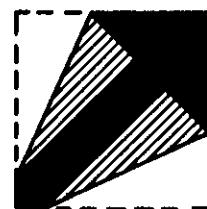
ON LAND: NEED EQUIPMENT  
& AS INDICATED.  
AT SEA: SIGNALS FOLLOW



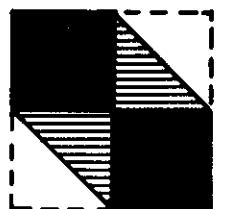
ON LAND: INDICATE DIREC-  
TION OF NEAREST  
CIVILIZATION.  
AT SEA: INDICATE DIREC-  
TION OF RESCUE  
CRAFT.



ON LAND: SHOULD WE WAIT  
FOR RESCUE PLANE?  
AT SEA: NOTIFY RESCUE  
AGENCY OF MY  
POSITION



ON LAND: O.K. TO LAND,  
& ARROW SHOWS  
AT SEA: LANDING DIREC-  
TION



ON LAND: DO NOT  
& ATTEMPT  
AT SEA: LANDING

FIGURE C-4

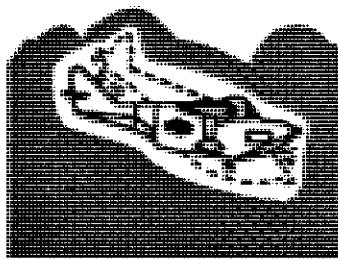
## STANDARD AIRCRAFT ACKNOWLEDGEMENT



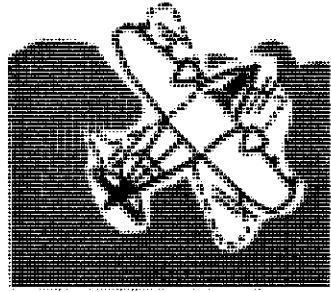
MESSAGE RECEIVED AND UNDERSTOOD



MESSAGE RECEIVED AND NOT UNDERSTOOD



AFFIRMATIVE



NEGATIVE

FIGURE C-5

### MISCELLANEOUS EMERGENCY SIGNALS

The following signals are sufficiently used so that SAR personnel should have some knowledge of them:

#### 1. Visual

(a) Inverted U.S. flag. Used as a distress signal by marine craft in the United States.

(b) A surface-to-air distress recognition signal used in some areas of the world is a piece of orange-colored (may be red) cloth or canvas which may have either a black square and circle or other appropriate symbol (for identification from the air). When spread horizontally or waved the signal indicates that this is the unit in need of assistance.

(c) Dye marker.

(d) Flashes as from a signal mirror.

(e) Smoke from signal fires. Note.—Three signal fires arranged in a triangular pattern is a positive signal of distress.

#### 2. Radar

(a) IFF/SIF (or civilian counterpart) code 7600—Lost radio communications.

(b) IFF/SIF (or civilian counterpart) code 7700—Distress.

(c) Radar chaff—Distress.

#### 3. Emergency Position Indicating Radiobeacon Signals

(a) VHF/UHF (121.5 and 243 MHz). A distinctive audio characteristic achieved by modulating the carrier by an audio frequency sweeping downwards over a range of not less than 700 MHz within the range of 1000 to 300 MHz, with a repetition rate of between two and four sweeps per second.

(b) HF (2182 kHz). The characteristics of the signals are as follows:

(1) *Low power beacons*.—A single tone of between one and five seconds interrupted by periods of silence of similar duration, transmitted continuously;

(2) *High power beacons*.—As in (1); or the radio telephone alarm signal followed by the Morse letter "B" and/or the call sign of the ship to which the radio beacon belongs;

(3) The signals specified in (2) may be transmitted with a continuous cycle which consists of the tone signals for between thirty and fifty seconds followed by a period of silence of approximately similar duration;

(4) Certain types of beacons, both low and high power, may incorporate a facility enabling the cycle to be interrupted for speech transmission.

Note.—In the United States both the aeronautical beacon (ELT) and the marine beacon (EPIRB) are of the type described in 3(a). Federal regulations permit short bursts on these beacons for operational testing within the first five minutes of any hour. These tests should not be any longer than three audio sweeps.

## **INTERNATIONAL AIRCRAFT TO SURFACE CRAFT SIGNALS**

The following maneuvers performed in sequence by an aircraft mean that the aircraft wishes to direct a surface craft towards an aircraft or a surface craft in distress:

- a. circling the surface craft at least once;
- b. crossing the projected course of the surface craft close ahead at low altitude and:
  1. rocking the wings; or
  2. opening and closing the throttle; or
  3. changing the propeller pitch.

c. heading in the direction in which the surface craft is to be directed.

The following maneuver by an aircraft means that the assistance of the surface craft is no longer required:

a. crossing the wake of the surface craft close astern at a low altitude and:

1. rocking the wings; or
2. opening and closing the throttle; or
3. changing the propeller pitch.

Note: In the above signals, opening and closing the throttle and changing the propeller pitch are considered to be alternative signals to that of rocking the wings.

## APPENDIX D

### CANADIAN SAR ORGANIZATION

The following pages in this appendix are extracts from Search and Rescue Orders and Procedures—Canadian Forces (CFP 209).

#### **ORGANIZATION AND FUNCTION**

##### **401. Division of Responsibilities**

**1. Organization.** SAR organization and policy in the Canadian Forces are the responsibility of CFHQ.

**2. Operational Control.** Canada has been divided into four specific SAR areas of responsibility (as outlined by the map at Annex H and described in detail in Appendix 1 to Annex H) in which RCCs and Rescue Squadrons have been established. Operational control in each area is the responsibility of the following:

- (a) Commander Maritime Command—Halifax SRR.
- (b) Commander Air Transport Command—Trenton SRR.
- (c) Commander Air Transport Command—Edmonton SRR.
- (d) Commander Maritime Forces Pacific—Victoria SRR.

**3. Functional and Administrative Control.** The Commander ATC will have functional and administrative control of all Rescue Squadrons in Canada. In addition, he will be responsible to provide SAR training for these units including Searchmaster training and conversion training for float plane, SAR helicopter, and ski plane operations.

**4. Special Training.** The Commander Training Command will be responsible to provide SAR para rescue and ground search training.

##### **402. Formations Within SAR Areas**

**1. Halifax SRR.** Formations within the Atlantic SAR area are:

- (a) ROC, Halifax, NS; and
- (b) 443 Transport and Rescue Squadron, Summerside, P.E.I.

**2. Trenton SRR.** Formations within the Eastern SAR area are:

- (a) RCC, Trenton, Ont.; and
- (b) 424 Transport and Rescue Squadron, Trenton, Ont.

**3. Edmonton SRR.** Formations within the Western SAR area are:

- (a) RCC, Edmonton, Alberta;
- (b) 440 Transport and Rescue Squadron, Edmonton, Alberta.

**4. Victoria SRR.** Formations within the Pacific SAR area are:

- (a) RCC Victoria, B.C.; and
- (b) 442 Transport and Rescue Squadron, Comox, B.C.

##### **403. SAR Services**

1. The functions of the SAR Organization are:

(a) The coordination and provision of SAR services for aircraft in distress within the Canadian area of responsibility through the appropriate RCC;

(b) The coordination of all marine SAR services through its RCCs at Halifax, Trenton, and Victoria and participation with those Canadian Forces facilities primarily established for aircraft incidents;

(c) The operation of RCCs;

(d) The provision of humanitarian services, best performed by SAR aircraft and facilities, as outlined in CFAO 23-1;

(e) The provision of SAR training as per para 401;

(f) The evaluation of SAR equipment and procedures; and

(g) The mutual cooperation and co-ordination in SAR operations between Canada and the United States in accordance with existing agreements.

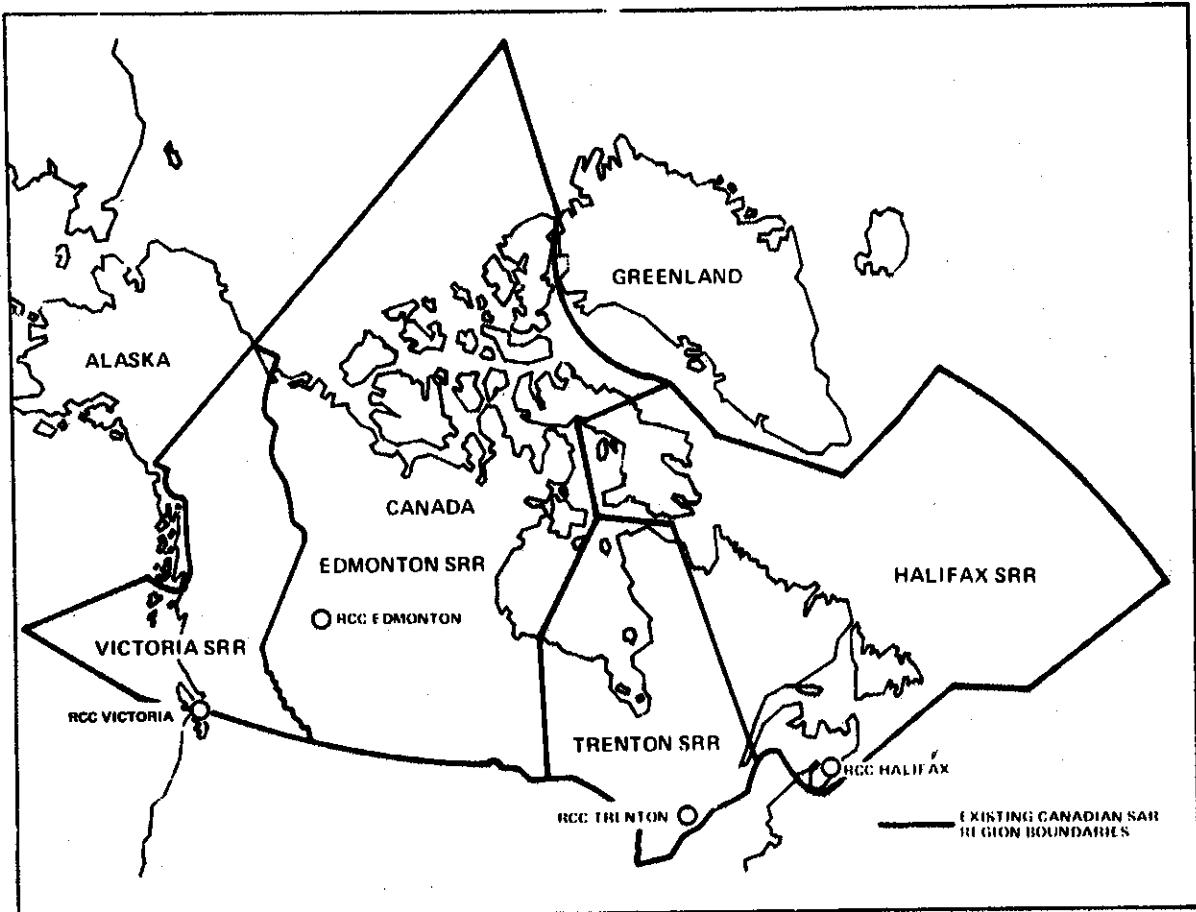


FIGURE D-1

### SAR AREAS OF RESPONSIBILITY

#### Victoria SRR

7000N 13500W, 13500W and the MacKenzie River, along the MacKenzie River to 12000W, MacKenzie River and 12000W to the BC/Alberta Border, along the BC/Alberta Border to the Canada/USA Border to 4820N 12500W, 4820N 12800W, 4820N 14200W, 5435N 13480W, 5430N 13400W, 5442N 13086W, along the Canada/Alaska Border to 7000N, 7000N 13500W.

#### Edmonton SRR

7000N 8000W, 6400N 8000W, 5701N 9000W, 4802N 9000W, Westerly along the Canada/US Border to the Alberta/British Columbia Border, along the Alberta/BC Border to 6000N 12000W, to 12000W and the

MacKenzie River, Northerly along the MacKenzie River to 13500W, 7000N 13500W, West to the Canada/Alaska Border and all the Canadian Arctic area North of the 70th parallel.

#### Trenton SRR

6400N 8000W, 6200N 7000W, 4842N 7000W, Westerly along the Canada/US Border to 4802N 9000W, 5701N 9000W, 6400N 8000W.

#### Halifax SRR

6400N 8000W, 7000N 8000W, 7000N 6300W, 6530N 5889W, 5900N 5000W, 5900N 3000W, 4500N 3000W, 4500N 5300W, 4886N 6000W, 4152N 6700W, North to the Canada/US Border, Westerly along the Canada/US Border to the 70th meridian, Northerly along the 70th meridian 6200N 7000W, 6400N 8000W.

## APPENDIX E

### SAMPLE REGULATION/INSTRUCTION LOCAL SEARCH AND RESCUE REQUIREMENTS

#### **1. PURPOSE**

To establish Basic Search and Rescue (SAR) Requirements for all (insert appropriate commands or activities), in support of reference (a).

#### **2. REFERENCES**

(a) National Search and Rescue Manual (AFM 64-2, CG-808, FM 20-150, NWP-37(B)).

#### **3. BACKGROUND**

Reference (a) delineates the broad SAR plan for effective use of all available Federal facilities, including provision for the control and coordination of all types of search and rescue and establishes detailed standard procedures for effectively handling a SAR mission.

#### **4. RESPONSIBILITIES**

All Commanding Officers will assist the overall SAR mission within their capability. The specific role of any command will be determined by mutual agreement with appropriate SAR coordinators. No agreement will be construed to limit the prerogatives of the command to initiate SAR activities for incidents occurring in their local areas. Agreements need not necessarily be in writing.

#### **5. REQUIREMENTS**

Each Commanding Officer of commands listed in paragraph one above will:

(a) Designate and establish a Rescue Sub-Center (RSC). Reference (a) specifies recommended RSC outfitting and should be compiled with as closely as possible. Locating the RSC within an already established operations center or command post is recommended.

(b) Designate at least one officer and two alternates as SAR officers. The SAR officers will thoroughly familiarize themselves with reference (a) and will be

ready to act as SAR mission coordinator (SMC), On-Scene Commander (OSC), RSC controller, briefing/debriefing officer or liaison officer at any time. The SAR officer will direct all local SAR operations and will act as liaison between the local command and the SAR coordinator for search and rescue matters. This designation will be an additional duty and generally will be performed by operations staff personnel.

(c) Establish and publish supporting local SAR operating procedures and instructions.

(d) Provide suitable search craft and crews for SAR missions within own capability. Approval of (insert name of appropriate higher command) is not required prior to committing available forces to SAR missions.

(e) Insure that personnel assigned to SAR duties are instructed and trained in the procedures and techniques of reference (a).

(f) Insure that the RSC keeps the SAR coordinator's Rescue Coordination Center (RCC) informed of:

(1) All requests from outside agencies for SAR assistance and any local action taken.

(2) All changes in local SAR assisting capabilities.

(3) All changes in contact telephone numbers or other communication contacts.

(4) SAR mission progress as detailed in reference (a).

(g) Provide facilities for the briefing and debriefing of crews engaged in a SAR mission.

#### **6. COMMAND AND CONTROL**

Search craft dispatched on a SAR mission will remain under the control of the craft's parent command while en route to and from the scene of SAR operations. The craft will be under the operational control of the designated OSC while in the SAR area. The parent command may withdraw his forces as he deems necessary anytime during a SAR mission.

#### **7. REPORTS**

As required by issuing authority.

## APPENDIX F

### SAMPLE LOCAL SEARCH AND RESCUE ORGANIZATION

1. The local SAR plan should be varied to cope with the local situations for crashes or other disasters occurring within the local area of the organization. The following organizational outline is designed to assist

commands in developing their local SAR plan. It will support both local SAR forces and/or additional transient SAR forces.

#### SAR MISSION COORDINATOR (SMC)

**(Must have direct communication with three major sections)**

**SUPPORT:** (Base and assisting forces.)    **RESCUE SUB-CENTER:** (Operations, MAINTENANCE: (Ready status of all briefing, debriefing, reports, planning.)    **SAR units.**)

**Medical:**

Hospital.  
Ambulance.  
Morgue.

**Aircraft:**

Fixed wing.  
Helicopters.

**Transient Maintenance:**

Mechanical.  
Avionics.

**Communication:**

Landlines, radio.  
Commercial.

**Vessels:**

Ships.  
Boats.  
Special.

**Servicing:**

Fuel-oil.  
Special requirements.

**Security:**

Crowd control.  
Perimeter guard.  
Traffic.

**Vehicles:**

Fire trucks.  
Transports.  
Land search.

**Parking:**

Securing.  
Launching.

**Administration:**

Orders and watches.  
Billeting.  
Messing.  
Public information.

**Personnel:**

Land parties.  
Scanners.

**Equipment:**

Rescue.  
Special.  
Personnel.

Red Cross