

**GEN 3.6 搜寻和救援****GEN 3.6 SEARCH AND RESCUE (SAR)****GEN 3.6.1 搜寻和救援****GEN 3.6.1 SEARCH AND RESCUE (SAR)****1. 负责机构**

1.1 中华人民共和国搜寻援救区内，陆上搜寻援救工作，由各省、市、自治区人民政府和当地军事当局负责；海上搜寻援救工作，由全国海上安全指挥部负责。全国海上安全指挥部在中国沿海主要港口均设有分部，具体组织对遇难航空器、人员进行统一搜寻援救指挥。

1.2 中国民用航空局空中交通管理局运行管理中心管制运行监控室是中国民航负责日常协调搜寻和援救工作的机构。

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1.3 采用的国际民用航空组织文件

附件 12 搜寻和援救；

附件 13 航空器事故调查；

文件 7030 地区补充程序。

**2. 负责区域**

中华人民共和国境内及其附近的海域上空划分十一个搜寻援救区。搜寻援救区的范围与中华人民共和国的飞行情报区和责任区的范围相同（详见 GEN 3.6-7 页）。各搜寻援救区内援救协调中心的工作，目前暂由有关的空中交通管制部门兼任。

**1. Responsible services**

1.1 The people's government of each province, municipality and autonomous region as well as the local military authorities are responsible for search and rescue over land areas within the search and rescue regions of the People's Republic of China. The China Maritime Search and Rescue Center is responsible for search and rescue over maritime areas, with its sub-centers in major seaports along the China coast, organizing specific search and rescue, under unified direction, for the aircraft and personnel in distress.

1.2 Operations Supervisory Office of Operations Management Center of ATMB, CAAC is the standing body of Civil Aviation of China which is responsible for the coordination of search and rescue.

Operations Supervisory Office

Operations Management Center

Air Traffic Management Bureau

Civil Aviation Administration of China

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1.3 Applicable ICAO documents

Annex 12 Search and Rescue;

Annex 13 Aircraft Accident Investigation;

Doc 7030 Regional Supplementary Procedures.

**2. Areas of responsibility**

The airspace over the territory of the People's Republic of China and its adjacent sea areas are delineated into eleven search and rescue regions, the boundaries of which are coincident with those of Flight Information Regions and Area of Responsibility of the People's Republic of China (Ref. page GEN 3.6-7 for full details). The functions of each search and rescue coordination center within the search and rescue regions are performed temporarily by the respective air traffic control units.

### 3. 服务类型

3.1 在中华人民共和国搜寻援救区内遇险、失事的航空器，不论其属于何国国籍，中国的搜寻援救部门均予以搜寻援救。援救单位详见 GEN 3.6-5 页。

3.2 进行搜寻援救工作时，中国民用航空局的空中交通管制部门和中国海上安全指挥部及其它有关的搜寻援救部门将进行密切合作。

3.3 搜寻援救部门可以动用消防救护队、中短程飞机、直升飞机、救生船艇及其它设备进行搜寻援救工作，并提供通信、医疗等保障（详见 GEN 3.6-5 页）。

3.4 用下述方法进行搜寻和运送援救人员及物资、设备到遇险现场：

3.4.1 用航空器或船舶进行空中和海上搜寻；

3.4.2 用航空器、救生船（艇）运送援救人员和物资、设备；

3.4.3 利用车辆或其它交通工具。

3.5 执行援救任务的航空器载有必要的救助物资和设备，在条件许可时，可以空投救助物资、设备和撤离遇险人员。

3.6 外国航空器、船、艇及其它设备、人员，需要通过外交途径申请，取得许可后，方可进入中华人民共和国境内包括领海从事搜寻援救工作。

### 4. 搜寻和援救协议

作为国际民用航空公约的缔约国，中华人民共和国对规定区域内的国际民用航空器提供 24 小时的搜寻和援救服务。

### 5. 可用条件

中国的搜寻援救服务及有关的设备在本国没有进行搜寻和援救的时候，邻国可通过外交途经申请使用。

### 3. Types of service

3.1 The China search and rescue organization provides search and rescue service to the distressed or crashed aircraft occurring within the search and rescue regions of the People's Republic of China, regardless of the nationality to which such aircraft belong. The rescue units are detailed on page GEN 3.6-5.

3.2 The air traffic control units of the Civil Aviation Administration of China, the China Maritime Search and Rescue Center and other search and rescue organizations concerned will be in close cooperation in search and rescue operations.

3.3 The search and rescue organizations may use fire brigades, ambulance corps, medium and short range aircraft, helicopters, rescue vessels (boats) and other equipment for search and rescue operations and will provide communication and medical services, etc. (Ref. page GEN 3.6-5 for full details).

3.4 The following methods may be used for the conduct of search activities and for the carriage of rescue personnel, supplies and equipment to the scene of distress:

3.4.1 Conduct of air and maritime search activities by aircraft or vessels;

3.4.2 Carriage of rescue personnel, supplies and equipment by aircraft and rescue vessels(boats);

3.4.3 Utilization of vehicles or other means of transportation.

3.5 If conditions permit, aircraft on rescue mission carrying essential rescue supplies and equipment may be used for dropping the said rescue supplies and equipment and for evacuating and transporting personnel in distress.

3.6 Foreign aircraft, vessels (boats) and other equipment as well as personnel may enter the territory including territorial waters of the People's Republic of China to be engaged in SAR operation, only after application has been filled through diplomatic channels and permission obtained.

### 4. SAR agreements

As a Contracting State under the Convention on International Civil Aviation, China is committed to providing search and rescue service for international civil aviation throughout defined areas on a 24 hour basis.

### 5. Conditions of availability

The search and rescue service and facilities in the People's Republic of China are available to neighbour States upon request through diplomatic channel at all times when they are not engaged in search and rescue operations in their home territory.

## 6. 搜寻和援救工作程序及信号

6.1 在中华人民共和国境内及其附近海域飞行的外国民用航空器，如果发生严重危及航空器和机上人员安全，并且需要立即援救时，其机组应当在当时使用的地空通信频率上向中国民用航空局有关的空中交通管制部门报告或发出遇险信号，话用“MAYDAY”，报用“SOS”。同时装有应答机的航空器，应当将其置于模式 A、编码 7700。情况许可时，还应报告航空器呼号、遇险性质、现在的位置、高度、航向和机长的意图，以及所需要的援救。在海上飞行时，如果有可能，还应当用 500 千赫或者 2182 千赫频率发出。

6.2 其它航空器的机组，在飞行中听到航空器遇险信号应当暂时停止使用无线电发信，必要时协助遇险航空器发出遇险报告。

6.3 中国民用航空局有关的空中交通管制部门收到航空器遇险信号时，空中交通管制员将迅速判明遇险航空器的位置和遇险性质，并立即通知有关搜寻援救单位组织援救，同时采取下列措施：

6.3.1 立即开放所有可利用的通信、导航和雷达设备搜寻；

6.3.2 指挥空中有关航空器避让；通知遇险航空器改用紧急频道或通知其它航空器暂时减少通话或者改用备用频率，以保证遇险航空器的安全与联络畅通；

6.3.3 根据航空器遇险的性质和处境，及时发给该航空器有关保障安全的指令，协助机组迅速脱险。

6.4 如果遇险航空器在预计到达时间后三十分钟内尚未到达降落机场，又无消息时，或者已经取得着陆许可，但在预计降落时间五分钟内尚未着陆，也未取得联络时，空中交通管制员将立即通知搜寻援救单位采取搜寻援救措施。

6.5 如果航空器在场外迫降时，航空器接地前，空中交通管制员将与航空器保持通信联络；接地后迅速查明迫降地点和有关情况。

## 6. SAR operating procedures and signals

6.1 When a foreign civil aircraft flying within the territory of the People's Republic of China and its adjacent sea areas finds itself in emergency where the safety of aircrew and passengers are endangered and immediate assistance is required, the aircrew should report on the air/ground frequency in use at the time, to the relevant ATC unit of the Civil Aviation Administration of China, or transmit a distress call "MAYDAY" if radiotelephony, or "SOS" if radiotelegraphy. In the meanwhile, they shall operate the SSR transponder on mode A, code 7700. If conditions permit, they shall also report aircraft identification, nature of the distress, present position, level, heading, pilot's intentions and kind of assistance required. When flying over maritime areas such transmissions shall also be made on 500KHz or 2182KHz, whenever practicable.

6.2 When the aircrew of other aircraft hears a distress call during flight, they should temporarily cease radio transmission and, if necessary, assist the distressed aircraft in transmitting a distress message.

6.3 When the relevant ATC unit of the Civil Aviation Administration of China receives a distress call from an aircraft, the ATC controller will promptly ascertain the position of the aircraft in distress and nature of the distress and immediately inform the relevant SAR unit to organize rescue operation. Meanwhile he will take the following measures:

6.3.1 Turn on all available communication, navigation and radar facilities for search activities;

6.3.2 Direct all aircraft concerned to clear the area, notify the aircraft in distress to change over to emergency frequency, or notify other aircraft to reduce radiotelephony transmissions or change over to the alternate frequency temporarily, so as to assure safety of the aircraft in distress and to maintain communications without interference;

6.3.3 According to the nature and situation of the aircraft in distress, issue to the aircraft timely instruction relating to the safe conduct of the flight and assist the aircrew in getting away from the distress situation as soon as possible.

6.4 When an aircraft in distress fails to arrive at the aerodrome of intended landing within 30 minutes after the estimated time of arrival and no new message has been heard from it or, when an aircraft in distress has been cleared to land but fails to do so within 5 minutes after estimated time of landing and no contact has been re-established, the ATC controller will immediately inform SAR unit to take necessary SAR measures.

6.5 Should an aircraft be forced to make an off-field landing, the ATC controller should maintain radio contact with the aircraft before it touches down and after touchdown immediately ascertain the place of the forced landing and circumstances relating to the landing.

6.6 空中交通管制员可视情况指挥在遇险地点附近飞行的其他航空器进行空中侦察, 或经批准后派遣其他航空器搜寻和援救。

6.7 搜寻援救信号: 地对空和空对地目视信号, 见国际民用航空公约附件 12, 附录 A 第 2 和第 3 节。

6.6 The ATC controller may in the light of circumstances direct other aircraft operating in the vicinity of the distress site to conduct an air reconnaissance or dispatch other aircraft to conduct SAR operation if so authorized.

6.7 SAR Signals. For the ground-to-air or air-to-ground signals, please refer to those prescribed in ICAO Annex 12, Appendix A, paragraphs 2 and 3.

#### 援救单位 Rescue units

名称 Name	位置 Location	设施 Facilities	附注 Remarks
北京援救协调中心 BEIJING RCC	BEIJING/Capital Aerodrome	Medium range aircraft Short range aircraft	
	TIANJIN/Binhai Aerodrome	Rescue vessels	
广州援救协调中心 GUANG-ZHOU RCC	GUANGZHOU/Baiyun Aerodrome	Medium range aircraft Short range aircraft Rescue vessels	
	SHANTOU	Rescue vessels	
	ZHANJIANG	Rescue vessels	
昆明援救协调中心 KUNMING RCC	KUNMING/Wujiaba Aerodrome	Short range aircraft	
兰州援救协调中心 LAN-ZHOU RCC	LANZHOU/Zhongchuan Aerodrome	Short range aircraft	
三亚援救协调中心 SANYA RCC	SANYA	Rescue vessels	
上海援救协调中心 SHANGHAI RCC	FUZHOU	Rescue vessels	
	LIANYUNGANG	Rescue vessels	
	QINGDAO	Rescue vessels	
	SHANGHAI/Hongqiao Aerodrome	Medium range aircraft Short range aircraft Rescue vessels Rescue boats	
	WENZHOU	Rescue vessels	
	XIAMEN	Rescue vessels	
	YANTAI	Rescue vessels	
沈阳援救协调中心 SHENYANG RCC	DALIAN	Rescue vessels	
	QINGHUANGDAO	Rescue vessels	
	SHENYANG/Taoxian Aerodrome	Short range aircraft	
乌鲁木齐援救协调中心 URUMQI RCC	URUMQI/Diwopu Aerodrome	Short range aircraft	
武汉援救协调中心 WUHAN RCC	WUHAN	Short range aircraft	
香港援救协调中心 HONG KONG RCC	见中国香港航行资料汇编 See AIP Hong Kong, China.		
台北援救协调中心 TAIBEI RCC	见中国台湾航行资料汇编 See AIP Taiwan, China.		