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# The Gazette of the Democratic Socialist Republic of Sri Lanka EXTRAORDINARY

අංක 2347/02 - 2023 අගෝස්තු මස 28 වැනි සඳුදා - 2023.08.28  
No. 2347/02 - MONDAY, AUGUST 28, 2023

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## PART I : SECTION (I) — GENERAL

### Government Notifications

#### CIVIL AVIATION ACT No. 14 OF 2010

RULES made by the Civil Aviation Authority under Section 53 of the Civil Aviation Act, No. 14 of 2010 read with Section 122 of the aforesaid Act.

NIMAL SIRIPALA DE SILVA,  
Minister of Ports, Shipping and Aviation.

Colombo,  
25th August 2023.

#### Rules

1. These Rules may be cited as "the National Aeronautical Search and Rescue Plan Rules, No. 1 of 2023."
2. **National Aeronautical SAR System Organisation**
  - 2.1 International Conventions on SAR



- 2.1.1 The International Civil Aviation Organization (ICAO) and the International Maritime Organization (IMO) of the United Nations set the international requirements in the following conventions, for which signatories shall provide search and rescue (SAR) services:
- Convention on International Civil Aviation (Chicago Convention), 1944, Annex 12
  - United Nations Convention on the Law of the Sea (UNCLOS), 1994
  - Safety of Life at Sea (SOLAS) Convention, 1974 (Under Ratification)
- 2.1.2 The goal of ICAO and IMO is to provide an effective global SAR system, so that wherever people travel, in the air or at sea, SAR services will be available if needed. IMO and ICAO jointly published the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual with the standards and guidelines for which SAR services may be provided.
- 2.1.3 SAR services are defined as the performance of distress monitoring, communication, coordination and search and rescue functions, including provision of medical advice, initial medical assistance, or medical evacuation, through the use of public and private resources, including cooperating aircraft, vessels and other craft and installations.
- 2.1.4 In providing assistance to persons in distress and to survivors of SAR incidents, member States shall do so regardless of the nationality or status of such a person or the circumstances in which that person is found.
- 2.1.5 Accordingly the United Nations Convention on the Law of the Sea (UNCLOS) and the Chicago Convention on International Civil Aviation, has accepted the obligation to provide Aeronautical and Maritime SAR Coordination and Services for its territories, territorial seas, and the high seas within its Search and Rescue Region (SRR).
- 2.2 National SAR Legislation
- 2.2.1 The relevant International Conventions outlined in Section 2.1.1 obligate Sri Lanka to maintain effective means to provide and coordinate Search and Rescue (SAR) to persons in distress within its SRR. Responsibility to assist in SAR has been designated to a number of Government Agencies at the Regulatory and Operational level.
- 2.2.2 Provisions in Air Navigation Regulations of 1955 Section 11 (1) , (2) & (3), Civil Aviation Authority of Sri Lanka Act, No. 34 of 2002 Part II; Section 7 (h), Civil Aviation Act, No. 14 of 2010; Sections 31 (c) & 54, Implementing Standard No. 29 of CAASL promulgating ICAO Annex 12 and Search & Rescue Manual of Sri Lanka (SLCAP 2700 of CAASL) in conjunction with IAMSAR Manual Volumes I, II & III and ICAO Asia-Pacific Regional Mandate as per ICAO APAC SAR Plan 3.0/2019 have formed the basis for the functions and responsibilities in the provision of Aeronautical SAR included in this National Aeronautical SAR Plan.
- 2.3 Sri Lanka's Search and Rescue Region (SRR)
- 2.3.1 The Area of Responsibility for providing and coordinating SAR services is the designated SRR for each nation. This is an area of defined dimensions associated with an RCC.
- 2.3.2 SRRs are established to ensure effective, adequate and primary SAR coordination within the respective regions, including the provision of SAR communications, medical assistance services, efficient distress alert routing and assistance to anyone in distress without regard to nationality or circumstance.
- 2.3.3 The SRR is the boundary designated by ICAO as the Colombo Flight Information Region (FIR).
- 2.3.4 This area is referred to as the Sri Lanka SRR which is illustrated in Annex-1 of this Plan.
- 2.3.5 The delimitation of SRRs is not related to and shall not prejudice the delimitation of any territorial boundaries between Sri Lanka and its neighbouring states. SRRs are established for the sole purpose of SAR coordination.

## 2.4 Sri Lanka SAR Responsibilities

2.4.1 In accordance with Annex 12 of the Convention of International Civil Aviation, the Government, through the Civil Aviation Authority of Sri Lanka (CAASL), accepts responsibility for the provision of SAR services for aircraft in distress within Sri Lanka's SRR. On behalf of the CAASL, the responsibilities for the coordination of Aeronautical SAR response are exercised by Airport and Aviation Services (Sri Lanka)(Pvt) Limited (AASL), through the Aeronautical Rescue Coordination Centre (ARCC).

2.4.2 In accordance with the International Convention on Maritime Search and Rescue, the Government, through the Ministry of Ports and Shipping and Aviation, accepts responsibility for the provision of maritime SAR for persons on or from a vessel at sea in Sri Lanka's SRR. On behalf of the Ministry of Ports and Shipping, the coordination of Maritime SAR response is the responsibility of the Merchant Shipping Secretariat which has been delegated to the Sri Lanka Navy to exercise from the Maritime Rescue Coordination Centre (MRCC).

2.4.3 Each rescue coordination centre is responsible to provide when requested, assistance to other RCCs.

2.4.4 The responsibility of the Civil Aviation Authority on conducting of Investigations into any aircraft incident or accident occurred;

- within the territory of Sri Lanka,
- in respect of any aircraft registered in Sri Lanka; or
- in respect of any aircraft registered in Sri Lanka where an investigation is not conducted by the State of occurrence or the territory where the accident occurred,

is specified in the Aircraft Accident and Incident Investigation Regulation of Sri Lanka.

## 2.5 National Aeronautical SAR Plan (NASARP) of Sri Lanka

2.5.1 The National Aeronautical Search and Rescue Plan (NASARP) is the baseline reference document for use by all organisations with SAR responsibilities in Sri Lanka. The NASARP outlines the National arrangements by which the SAR organisations in Sri Lanka will collectively work together to meet its National and International obligations.

2.5.2 The objectives of the National Aeronautical SAR Plan are to:

- Provide a Plan for coordinating SAR services to meet National requirements and to document National Policies;
- Provide an overall Plan for coordination of Aeronautical SAR operations, effective use of available resources, mutual assistance and efforts to improve such cooperation and services;
- Provide the organizational framework, understanding the general procedures for coordinated, timely and effective response to Aeronautical Search and Rescue incidents; and
- Integrate available SAR resources into a cooperative network for greater protection of life and to ensure greater efficiency and economy.

2.5.3 This Plan is further intended to:

- Provide National guidance for the development of SAR-related systems;
- Describe its participants and their roles in the Sri Lanka SAR system;
- Recognize the lead National agencies for Aeronautical SAR operations and describe SAR responsibilities;

- Account for all operations up to and including providing initial assistance to SAR survivors and delivering them to a place of safety; and
- Cooperate for overall and continual development, coordination and improvement of SAR services.

2.5.4 This National Aeronautical SAR Plan will not, where possible, prejudice any of the standards and guidelines stated in the IAMSAR Manual. This is to ensure the ability for the SAR units and personnel partaking in providing SAR services to be able to work uniformly and effectively in joint SAR operations with other States when and if required.

2.5.5 The guidelines and policies outlined in the National Aeronautical SAR Plan will not prejudice the legal provisions of Sri Lanka or any international conventions and obligations adhered by Sri Lanka.

2.5.6 This National Aeronautical SAR Plan will be applicable to the events of an incident/ accident involving aircraft crashed into sea, any other water body or land area within the Search and Rescue Region (SRR) of Sri Lanka.

2.6 Governance of the National Aeronautical SAR Plan

2.6.1 National Aeronautical SAR Committee (NASC)

2.6.1.1 The National Aeronautical Search and Rescue Committee (NASC) is the Executive body for all SAR related stakeholders of Sri Lanka and issues concerning Aeronautical SAR. The committee shall be responsible for providing the strategic guidance for effective SAR services and Operations within Sri Lanka SRR through the development and maintenance of the National Aeronautical SAR Plan of Sri Lanka and the oversight of its implementation.

2.6.1.2 The Terms of Reference for the NASC are specified in 1.6.2 of this plan.

2.6.1.3 The NASC shall comprise with the following members from the respective Ministries, Authorities, and Organizations which are responsible for regulation, prevention, coordination, response and investigation on matters related to Aeronautical SAR;

- 1) Secretary to the Ministry of Ports, Shipping & Aviation (co-chair)
- 2) Secretary to the Ministry of Defence (co-chair)
- 3) Secretary to the Ministry of Finance, Economic Stabilization and National Policies;
- 4) Secretary to the Ministry of Fisheries;
- 5) Secretary to the Ministry of Health;
- 6) Secretary to the Ministry of Foreign affairs;
- 7) Director General of Civil Aviation Sri Lanka (Secretary)
- 8) Chairman of Airport & Aviation Services (Sri Lanka) (Pvt) Ltd;
- 9) Director General of the Disaster Management Centre;

2.6.1.4 The NASC shall also be responsible for developing and maintaining the National Aeronautical SAR Manual for SAR operations in line with the guidance of the National Aeronautical SAR Plan. This will enable a well-coordinated Aeronautical SAR system that is capable of providing uniform SAR services to the Search and Rescue Region of Sri Lanka.

2.6.2 Terms of Reference for National Aeronautical SAR Committee (NASC) of Sri Lanka

2.6.2.1 The aim of establishing an NASC is to provide strategic coordination, guidance and leadership for Sri Lanka's National Aeronautical SAR system. It is mandatory that the committee should meet at an initiation of Aeronautical

SAR event or else regularly at least once a year. It will report to the Minister of Civil Aviation on an annual basis and for consideration as the situation requires.

2.6.2.2 The NASC shall be co-chaired by the Secretary to the Ministry of Ports, Shipping & Aviation with the Secretary to the Ministry of Defence. The Director General of Civil Aviation shall act as the Secretary to the committee. Rest of the committee membership shall be as specified in 2.6.1.3.

2.6.2.3 The Committee is responsible for the accomplishment of following;

- Provide a standing National forum for co-ordination of administrative and operational Aeronautical SAR matters;
- Develop, maintain and oversee the implementation of the National Aeronautical SAR Plan for Sri Lanka.
- Develop and maintain a National Aeronautical SAR Manual for effective SAR response plans;
- Standardize SAR procedures and training to enable interoperability among Sri Lanka SAR organizations;
- Ensure SAR Service providers have SAR Readiness Plans in place and are exercised regularly, including Mass Rescue Operations required in significant SAR operations.
- Maintain equipment and Systems to enhance the overall effectiveness of efficiency of SAR Services;
- Promote close cooperation and co-ordination among the Ministries, Government departments and other organizations including military authorities for the provision of an effective and efficient SAR service;
- Promote coordination and cooperation among aeronautical, maritime and local SAR entities to enhance effective monitoring mechanism;
- Promote effective use of all available facilities for Aeronautical SAR;
- Determine other ways to enhance the overall effectiveness and efficiency of Aeronautical SAR services;
- Provide an interface with regional and international organizations involved with Aeronautical SAR and emergency services.

2.6.3 SAR Organization chart

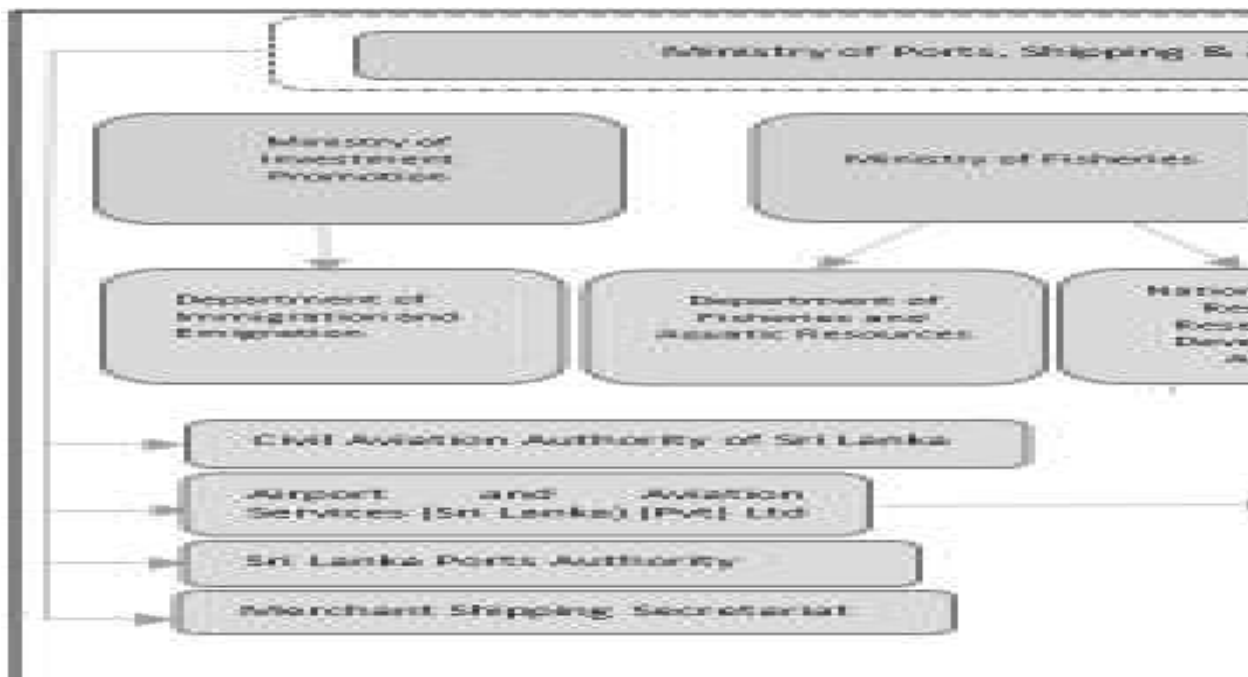


Figure 1: SAR Organization Chart

#### 2.6.4 National Aeronautical SAR Response Mechanism

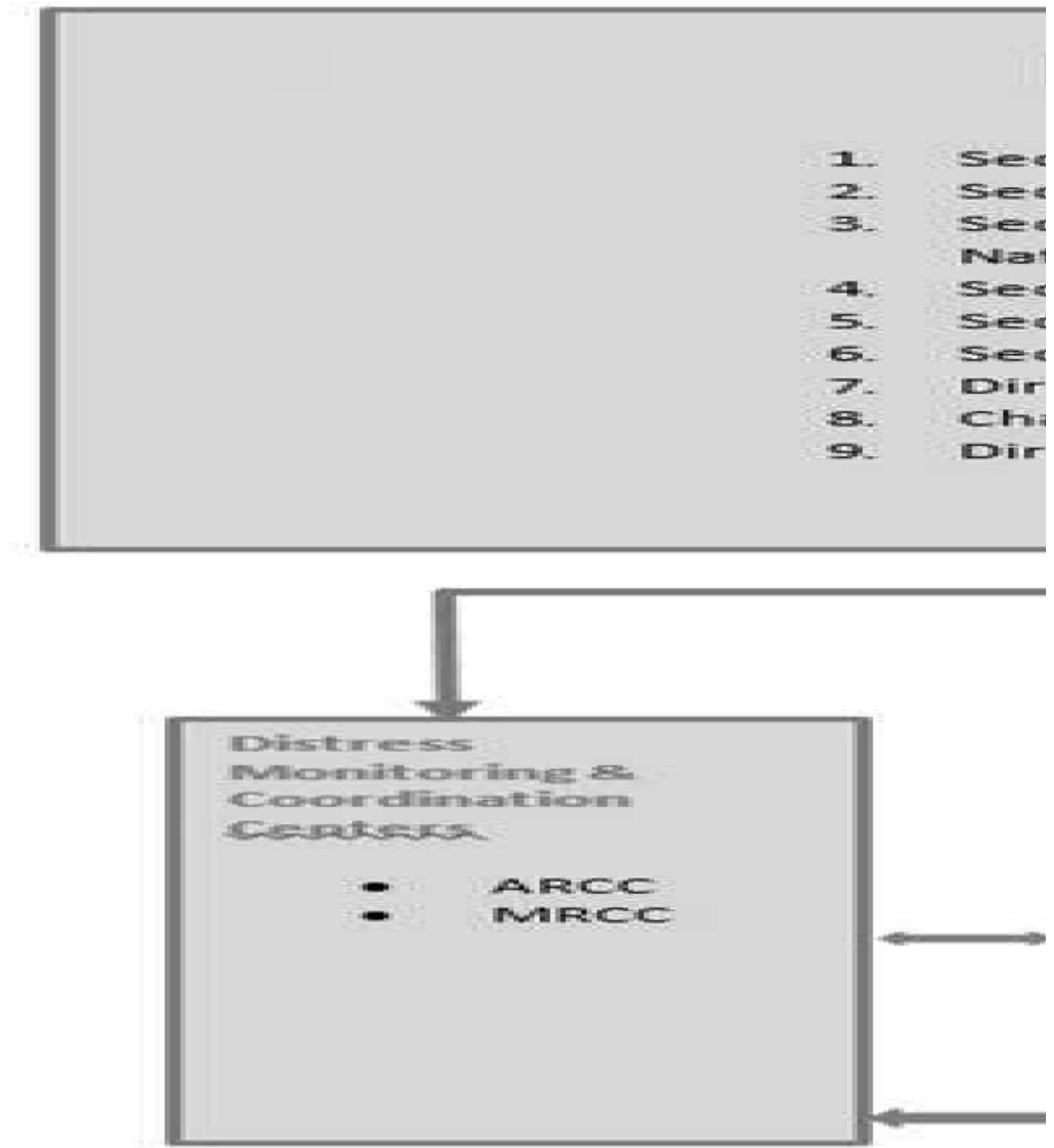


Figure 2: National Aeronautical SAR Response Mechanism

## 2.7 Roles and Responsibilities of the SAR Organisations

Roles and responsibilities of each SAR Organization under this Plan are outlined hereunder while detailed procedure to be followed by each SAR Organization shall be included as an SOP in their respective Operations Manuals:

### 2.7.1 Ministry of Ports, Shipping and Aviation

The Ministry is responsible for formulating and implementing National Policy on SAR as a function under Civil Aviation.

The Ministry is also responsible to,

- a. Develop and implement the National Aeronautical SAR Plan which includes plans for response to Mass Rescue Operations (MROs) integrated with National Disaster Plans, on behalf of the State and delegating the responsibility for search and rescue to the appropriate strategic stakeholders as defined in this National Aeronautical SAR Plan.
- b. Establish National Aeronautical SAR Committee to provide strategic coordination, guidance and leadership for the National Aeronautical SAR system in Sri Lanka and to advise the Minister of Civil Aviation on SAR matters as required and to ensure the maximum practicable cooperation among the State entities.
- c. Provide necessary guidance and mediation in relation to inter-ministerial coordination that may be required in connection with SAR arrangements/missions.
- d. Facilitate under the direction of the Minister, the requisition of any aircraft from local aircraft operators in order to be used in a search and rescue operation.
- e. Establish contingency facilities or procedures for temporary delegation of SAR to another body or State during an event of service disruption to the provision of SAR.
- f. Assist CAASL to enter into agreements with neighbouring States to strengthen Search and Rescue cooperation and coordination, setting forth the conditions for entry of each other's Search and Rescue units into their respective territories.
- g. Ensure the necessary information flows to the public through mass media.

Being the Ministry for overlooking aspects of Ports and Shipping & Aviation affairs of Sri Lanka, the Ministry is also responsible for coordinating and facilitating the required services of agencies, such as Sri Lanka Ports Authority (Defined as a separate stake holder, Ref 2.7.21), Ceylon Shipping Corporation and Merchant Shipping Secretariat; by timely mobilising their equipment and skilled personnel to SAR missions within the SRR.

The MRCC as the entity that co-ordinates all maritime SAR related activities in an event of an emergency, they are vested with the authority to direct merchant ships in the SRR to assist ongoing SAR activities.

The Merchant shipping secretariat, through Sri Lanka Navy, has delegated the authority to MRCC to coordinate SAR related activities in an event of an emergency. Accordingly, MRCC is vested with authority to direct merchant ships in the SRR to assist ongoing SAR activities.

In an event of Aeronautical SAR, Merchant shipping secretariat is responsible for;

- a. Directing Merchant Vessels operating within the SRR of Sri Lanka for commercial purposes, to act as an Alerting Post in Aeronautical accidents occurred over sea.

- b. Acquiring the support of Merchant Ships in Aeronautical SAR operations over sea.
- c. Rendering any other support required by MRCC in carrying out SAR operations over sea.
- d. Notifications to the flag states of the merchant ships that involve in the SAR operation, as applicable; and direct and assist, merchant ships involved in SAR operation, as applicable.

#### 2.7.2 Ministry of Defence (MOD)

- a. Provide strategic coordination, guidance and leadership for the National Aeronautical SAR system in Sri Lanka and to advise the Minister of Defence on SAR matters as required and to ensure the maximum practicable cooperation among the entities under the purview of the MOD.
- b. Provide the security clearance for foreign aircraft to enter into and land at Sri Lanka.
- c. Provide required authorization to bring in foreign SAR equipment as necessitated by the circumstances during a SAR event or operation.
- d. Prompt coordination for the mobilization of SAR units belonging to security forces and other entities under the administrative preview of MOD to assist aircraft in distress and the survivors of an aircraft accident.

The roles and responsibilities of those entities which are under the purview of MOD are given in 2.7.6, 2.7.7, 2.7.8, 2.7.9 and 2.7.10.

#### 2.7.3 Civil Aviation Authority of Sri Lanka (CAASL)

As per Civil Aviation Authority of Sri Lanka Act, No. 34 of 2002, PART II Section 7 (h), Civil Aviation Authority of Sri Lanka under the direction of the Director General of Civil Aviation shall “initiate investigations on aircraft accidents and any other related incidents, arrange for the establishment and provision of search and rescue operations and conduct inquiries with regard to any flight safety hazards and take remedial action”.

The CAASL is also responsible to;

- a. Assist the Ministry of Civil Aviation for developing and implementing the National Aeronautical SAR Plan and Contingency Plans.
- b. Make necessary arrangements for the establishment and prompt provision of Aeronautical Search and Rescue (SAR) services to ensure that assistance is rendered to aircraft in distress and to the survivors of aircraft accidents.
- c. Make arrangements for the use of SAR units and other available facilities to assist any aircraft or its occupants who are, or appear to be in a state of emergency.
- d. Publishing relevant information pertaining to SAR in appropriate aeronautical publications.
- e. To coordinate the development and maintaining of a current, comprehensive electronic list of State SAR facilities, SAR equipment and SRUs.
- f. Establish, implement and maintain a regulatory framework and oversight the Aeronautical SAR service provider, to the scale and complexity of the National Aeronautical SAR requirement of Sri Lanka.
- g. Engage in the on-site SAR oversight activities.
- h. Enter into agreements with neighbouring States to strengthen Search and Rescue cooperation and coordination, setting forth the conditions for entry of each other's Search and Rescue units into their respective territories.



- i. Initiate investigations on Aircraft accidents and any other related incidents which require SAR response.
- j. Provide required authorization for foreign aircraft to land at appropriate aerodromes and join SAR operations as and when required.
- k. Facilitate the requests that may be made by SAR operational personnel for additional SAR assets from other Contracting States.

#### 2.7.4 Airports & Aviation Services (Sri Lanka) (Pvt) Limited (AASL)

AASL being the statutory ANS Provider of Sri Lanka, through its Aeronautical Rescue Coordination Centre (ARCC) holds the responsibility of coordinating Aeronautical SAR Operations and maintaining the necessary infra-structure, qualified and trained SAR personnel together with updated current procedures for the execution of the effective coordination of SAR missions within SRR of Sri Lanka, and also to extend the assistance to SAR missions undertaken by the adjacent SRRs to their best ability and capability.

In addition, AASL is also responsible to,

- a. Maintain fully equipped ARCC of sufficient size with adequate provision of operational positions and SAR human resource requirements.
- b. Enter into an operational coordination agreement (OCA) with SL Navy maintained MRCC for sharing of operational information on aeronautical SAR events.
- c. Provide adequate supervisory ATC resources to allow timely SRR alerts and information to ARCC.
- d. Provide sufficient ARCC staff to serve on a 24 hour basis.
- e. Provide sufficient number of trained specialist ARCC officers including SARO's and Assistant SARO's.
- f. Empower the SMCs with the authority to adequately carry out their responsibilities.
- g. Ensure the availability of a pool of ARCC support (SARO's) staff who are familiar with ARCC operations.
- h. Develop SAR personnel position description detailing responsibilities and eligibility criteria.
- i. Develop a comprehensive training programme that includes SAR Training for ARCC personnel.
- j. Ensure the ARCC personnel involved in the conduct of radiotelephony communications maintain at ICAO English Language Proficiency Level 4 as minimum and facilitate to be proficient in English Language.
- k. Make arrangements for Regular liaison visits by ARCC personnel to other RCCs, Airline operating Centres and RCCs of neighbouring States.
- l. Implementation of SAR system improvement and assessment measures including Safety Management and QA systems.
- m. Conduct an annual or more frequent analysis of the current SAR system to identify specific gaps in capability (Internal Audits etc.)
- n. Arrange SAR exercises (SAREXs) on predetermined regular intervals with the participation of stakeholders of SAR in Sri Lanka.
- o. Facilitate the movements of the foreign SAR assets through civilian airports.

#### 2.7.5 Aeronautical Rescue Coordination Centre (ARCC)

The Colombo Aeronautical Rescue Coordination Centre (ARCC) is based at the Colombo International Airport Ratmalana adjacent to the Colombo Area Control Centre.

The ARCC is the primary point of contact for reports of an aeronautical SAR incident in the Sri Lanka Search and Rescue Region. Information relevant to such aeronautical events may come from the public or directly from an Air Traffic Control Centre.

The ARCC is responsible to;

- a. Act as the focal point for receiving information on aircraft distresses which would eventually develop into a SAR event.
- b. For events over sea, coordinate with MRCC as appropriate to alert the MRCC and request assistance in order to locate where the incident has taken place.
- c. For events over land, coordinate with DMC as appropriate to alert their network of rescue units to provide required assistance.
- d. Notify the occurrence to the National Aeronautical SAR Committee.
- e. Assume the Role of SMC for the coordination of the conduct of SAR operation.
- f. Determining the Search datum of the ill-fated aircraft.
- g. Determine the Search area and the Search patterns to be executed.
- h. Activate the SOP for Search planning & Rescue operations.
- i. Reporting the conclusion of the Aeronautical SAR event.

In addition to the operational requirements mentioned above, the ARCC is also responsible to;

- j. Develop and maintain the Aeronautical SAR Operations Manual, which shall serve to demonstrate how Rescue Coordination Centres will comply with the requirements set out in the local regulations.
- k. Develop SAR operational Plans & procedures, communication and reporting mechanism and the provision of support to other SRUs.
- l. Make arrangements for the establishment of an internet - based SAR information sharing system.
- m. Establish Communication channels with DMC for providing information and coordinating rescue operations during an Aeronautical SAR event occurred within land.
- n. Develop and maintain a current, comprehensive, electronic list of State SAR facilities, SAR equipment and SRUs.
- o. Ensure the closest practicable coordination, consistency and cooperation with MRCC.
- p. Establish SAR distress Alerting procedures with RSCs and other information sources available.
- q. Establish procedures and necessary infrastructure to coordinate distress beacon alert responses.
- r. Maintain a current list of distress beacons registered within the SRR Colombo.
- s. Development of Contingency plans & procedures and establishment of contingency facilities for partial or total service disruptions to the provision of SAR services.
- t. Conduct regular SAREXs to test and evaluate coordination procedures, data and information sharing and SAR responses.

The following Institutions mentioned in 2.7.6, 2.7.7, 2.7.8, 2.7.9 and 2.7.10 which are under the purview of the Ministry of Defence are entrusted with roles and responsibilities to provide Search & Rescue Units to promptly assist aircraft in distress and to survivors of aircraft accidents.

#### 2.7.6 Sri Lanka Navy (SLN)

The SLN is the primary SRU provider of Sri Lanka's Maritime and aeronautical SAR efforts within the oceanic portion of SRR of Sri Lanka.

The Sri Lanka Navy is responsible to,

- a. Establish and maintain Maritime Rescue Coordination Centre (MRCC).
- b. Enter into an operational coordination agreement (OCA) with AASL maintained ARCC for sharing of operational information on aeronautical SAR events.
- c. Respond with Maritime assets to Aeronautical SAR occurrence taking place within the oceanic portion of Sri Lanka SRR.
- d. Respond with SAR assets to Aeronautical SAR occurrence taking place within a water body in the island.
- e. Carryout Search operations with search patterns described as per standards to locate survivors and the wreckages of occurrence.
- f. Deploy trained personal to SAR operations with essential SAR equipment including divers as and when appropriate.
- g. Make arrangements for rescue of injured personnel from inaccessible or remote land areas, or areas accessible by water but not accessible by land.
- h. Coordinate real time Marine assistance to respond to aircraft in distress and rescue the survivors of aircraft accidents.

#### 2.7.7 Maritime Rescue Coordination Centre (MRCC)

MRCC is the SAR Coordinator for maritime SAR in Sri Lanka and as such is responsible for implementing the maritime elements of the National Aeronautical SAR Plan to respond to an aeronautical SAR event known to them or notified by the ARCC.

Responsibilities of the MRCC relevant to Aeronautical SAR are as follows;

- a. Receive distress alerts or any pertinent information regarding an aircraft in distress over sea, from an alerting post or any other source and relay that to ARCC and other relevant SRUs.
- b. Activate the SOP for in relation to aircraft in distress over sea.
- c. Assume the role of SMC for the Aeronautical SAR event in agreement with ARCC
- d. Facilitate the required information flow in regard of an aeronautical SAR event taking place over the ocean.

In addition to the main operational responsibilities, the MRCC is also responsible to:

- e. Provide a continuous marine radio distress listening service;
- f. Develop and maintain the SAR Operations Manual, which includes SOPs detailing operational Plans & procedures, communication & reporting mechanism and the provision of support to other SRUs in order to respond to SAR events.

- g. Ensure the closest practicable coordination, consistency and cooperation with the ARCC.
- h. Establish SAR distress Alerting procedures with RSCs and other information sources available in the ocean including Merchant ships and fishing community.
- i. Maintain fully equipped RCC with adequately trained staff.
- j. Develop comprehensive training programmes for MRCC personnel.
- k. Ensure the MRCC personnel involved in the conduct of radiotelephony communications are proficient in English Language.
- l. Make arrangements for Regular liaison visits by MRCC personnel to other RCCs, Airline operating Centres and RCCs of neighbouring States.
- m. Conduct regular SAREXs to test and evaluate coordination procedures, data and information sharing and SAR responses.
- n. Implementation of SAR system improvement and assessment measures including Safety Management and QA systems.

#### 2.7.8 Sri Lanka Air Force (SLAF)

The SLAF is the primary source of providing airborne SRUs for Aeronautical SAR events occurring within Sri Lanka SRR.

Following are the main responsibilities of SLAF in an event of Aeronautical SAR event;

- a. Establish Communication channels to receive information on SAR events.
- b. Deploy airborne SRUs to conduct the search operations to locate the survivors and wreckages of aeronautical SAR events.
- c. Provide airborne SRUs engage in SAR operations.
- d. Deploy trained personnel to SAR operations with appropriate SAR equipment.
- e. Relay the real time information regarding SAR events to the appropriate rescue coordination centres.
- f. Provide aerial surveillance to the SAR events to direct SRUs to the location of the event.
- g. Facilitate the urgent transportation needs of survivors to safe locations.
- h. Locating survival equipment suitably packed at appropriate aerodromes to be dropped by aircraft to the survivors of aircraft emergencies.

#### 2.7.9 Sri Lanka Army (SLA)

The SLA is the main SAR asserts provider for the land based SAR operations taking place beyond the responding areas of established aerodromes. The SLA performs an integral part with responsibilities of coordinating and attending to rescue and relief operations over land areas within Sri Lanka.

The SLA is responsible for:

- a. Deploying troops equipped to carry out search and rescue operations. This shall include Mass Rescue Operations (MROs) over land.
- b. Facilitate initial medical assistants to the survivors.

#### 2.7.10 Sri Lanka Coast Guard (SLCG)

The Sri Lanka coast guard is responsible for participating in Search & Rescue Operations and rendering necessary assistance to the main SAR Units in rescue operations during an Aeronautical SAR event at sea.

The SLCG is responsible for;

- a. Acting as an Alerting Post for Aeronautical SAR events.
- b. Rendering assistance to Aeronautical SAR events through the established Rescue Sub Centre Network along the Coastline of Sri Lanka.
- c. Deploying available SAR assets to Aeronautical SAR occurrence taking place within the oceanic portion of SRR Sri Lanka.
- d. Deploy trained personnel to SAR operations with essential SAR equipment including the divers as and when appropriate.
- e. Provision of necessary security for aircraft debris that may be found within the territorial waters of Sri Lanka.

The following Institutions mentioned in 2.7.11, 2.7.12, 2.7.13 and 2.7.14 are entrusted with roles and responsibilities to provide Search & Rescue Units to promptly assist aircraft in distress and to survivors of aircraft accidents.

#### 2.7.11 Disaster Management Centre (DMC)

DMC being the State Constituted Institution for responding to Natural Disasters and National Emergencies with established Island wide network of Government Administrators, is responsible to:

- a. Incorporate the response for aircraft incidents and accidents into the available SOPs of DMC associated with National Emergencies.
- b. Establish Communication channels to receive information from ARCC on Aeronautical SAR events.
- c. Ensure efficient, effective, timely and rapid coordination of SAR Operations and Management of relief activities through the Island wide network of Government Authorities and Agencies established under DMC.
- d. Coordinating the conduct of Mass Rescue Operations (MROs) during Aeronautical SAR incidents within the land area of Sri Lanka.

#### 2.7.12 Sri Lanka Police

During an event of Aeronautical SAR, the Sri Lanka police is responsible to,

- a. Act as an Alerting Post within Sri Lanka Aeronautical SAR system to notify the Rescue Coordination Centres promptly and directly of aircraft accidents or aircraft emergencies over land.
- b. Provide necessary trained SAR teams, including the deployment of Special Task Force officers for conducting SAR operations as appropriate.
- c. Assume the security responsibility within the area of Aircraft accident/ incident.
- d. Provide security for the accident/ incident site including the debris.
- e. Act as the law enforcement authority.

- f. Establish an unobstructed flow of emergency and other supporting vehicles in/out of the site.
- g. Control the public influx to the incident site and prominently display the possible hazards within the area.

#### 2.7.13 Department of Meteorology (DOM)

The Department of Meteorology being the National Aviation Meteorological Service provider, is responsible for providing weather related data and information such as on-scene weather conditions, weather reports and forecasts for Aeronautical SAR operations over the sea, the DOM is also responsible for providing the following according to the availability of the data,

- Wind Direction and Speed – At surface and upper levels
- Ceiling of the search area ( Important data for Search asset deployment)
- Visibility and temperature of the search area
- CB's, Rain and any other special weather condition or development.

#### 2.7.14 Department of Immigration and Emigration Sri Lanka

The Department of Immigration and Emigration is responsible for;

- a. The department may issue a temporary visa to surviving passengers who forgo the connection flights due to an aircraft accident. The department may coordinate with respective airlines where necessary.
- b. Where the intended route / destination is different, surviving passengers may not be properly documented to Sri Lanka; the department may facilitate to issue a temporary visa and other forms of facilitation in these circumstances.
- c. The department may issue an Identity Certificate to the surviving foreign passengers whose travel documents are destroyed due to an air crash or whatsoever. It may be processed after confirming the nationality through the Ministry of foreign Affairs, if his/her respective foreign mission does not exist in Sri Lanka.
- d. When arriving the authorized representatives of the carrier/operator, technical experts, foreign investigators, interpreters and other necessary personnel for (Search and Rescue) SAR operation in Sri Lanka, the department may issue a required visa and visa extension considering the gravity of the issue.
- e. The department may assist to investigate any national security concerned matters in relation to the crashed aircraft by providing necessary details to the local and foreign investigators.
- f. The department may maintain a rapport with all respective entities which support for humanitarian operation at the time of aircraft crash.

#### 2.7.15 Ministry of Health

Being the State Ministry for Health having the control of all Government Health Bodies and Agencies, the Ministry of Health is responsible for:

- a. Organizing the Medical Response for an SAR event immediately with the receipt of such request or information from a reliable source.
- b. Prompt deployment of trained skilled medical personnel and equipment in Rescue operations during an Aeronautical SAR event.
- c. Provision of medical evacuation, initial medical assistance and medical advice.

- d. Ensure adequate human resources including Doctors, Nurses and other supporting staff are available to respond for an SAR event.
- e. Ensure the Ambulances and other mobile healthcare facilities are readily available for the prompt response of any Mass Rescue Operations.

#### 2.7.16 Ministry of Foreign Affairs

The ministry of foreign affairs, as the line Ministry for inter-State coordination, in relation to Aeronautical SAR events is responsible for;

- a. Coordinating with Diplomatic missions of other countries to acquire support for SAR operations when such requirements exist.
- b. Coordinating and facilitating International Logistic requirements for SAR operations.
- c. Facilitating the overflying/ landing of foreign aircraft joining SAR missions in consultation with other line agencies.
- d. Facilitating the arrivals of foreign experts of SAR and Accident/ Incident Investigations.
- e. Facilitating the establishment of SAR agreements with neighbouring States by providing clearance to texts of such agreements.

#### 2.7.17 Ministry of Finance, Economic Stabilization and National Policies.

The Ministry of Finance will assist for providing necessary consultation for determining the Compensation in respect of requisition of any aircraft and payment to persons whose services were called out to facilitate any air search or rescue operations, requisition of any civil aircraft from its owner or operator and also call out for services of any person whose services may become essential to assist in air search or rescue operations.

Consent of the Ministry of Finance is necessary for authorizing in respect of any payments made for SAR assets deployed in an Aeronautical SAR operation mentioned above.

#### 2.7.18 Sri Lanka Customs

Sri Lanka Customs which is under the purview of the Ministry of Finance, Economic Stabilization and National Policies, is responsible for:

- a. Facilitating Aeronautical SAR events by expediting customs clearance involving SAR equipment to be utilised, which are intended to be exported from other countries, whenever requested by SAR units.
- b. The expedite clearance of equipment as well as consumables, would be possible on provisional basis where the party concerned is required to subsequently submit related documents to Customs for finalization of the Customs formalities.
- c. When such goods are to be re-exported, the requirements under the Customs Law have to be fulfilled and the re-exportation has to be made within one year from the date of importation.
- d. Whether the articles/goods salvaged from the distressed aircraft are destined to Sri Lanka or otherwise, the process of disposal of the same will be under the purview of Sri Lanka Customs.

## 2.7.19 Ministry of Fisheries

Ministry of Fisheries is responsible for directing the Department of Fisheries & Aquatic Resources, which is under its purview, to obtain support for Aeronautical SAR operations by;

- a. Notifying the occurrences of Aeronautical SAR events over sea, received through the Local Fishing Community to the relevant authorities.
- b. Obtaining support from the local fishing community for SAR operations undertaken at sea.
- c. Department of Fisheries & Aquatic Resources is responsible for rapid exchange of information with ARCC regarding any aeronautical emergency in the SRR, received through multiday fishing vessels.
- d. Making all multiday sailors and crew aware of the aeronautical SAR operation procedures.
- e. Providing training and awareness to radio communication officers of Department of Fisheries & Aquatic Resources on aeronautical SAR operations.

## 2.7.20 National Aquatic Resources Research and Development Agency (NARA)

The National Aquatic Resources Research and Development Agency (NARA), is the national institute mainly responsible for carrying out and coordinating research, development and management activities on the subject of aquatic resources in Sri Lanka.

In relation to the Aeronautical SAR events, the National Hydrographic and National Institute of Oceanographic Marine Sciences of NARA is responsible for providing:

- a. Sea level data including sea current and tides, which will be an important factor in plotting search areas;
- b. Data on depths in the sea areas of interest which will be important for maritime search activities.
- c. Data relating to inland water bodies such as rivers, lakes, tanks and reservoirs which will aid in search and rescue efforts within the country.
- d. Assist ARCC to locate the search and rescue area, using ocean modelling to minimise the search time.

## 2.7.21 Sri Lanka Ports Authority

Sri Lanka Ports Authority is the state owned operator of all the major ports in Sri Lanka. SLPA is identified as an asset provider for the national aeronautical search and rescue operations at sea. The expertise and trained staff will be vital in providing and assisting search and rescue operations and salvage operations of distressed aircraft when required. The responsibilities of SLPA would be;

- a. To provide assistance and aid for search and rescue operations at sea.
- b. To provide assistance for salvage operations and oil pollution control at sea.

## 2.8 Terms of Cooperation

### 2.8.1 The SAR organisations agree to support the National Aeronautical SAR Plan to ensure that:

- a) Sri Lanka's obligations under international conventions and agreements relating to search and rescue are fulfilled;
- b) The National approach to Aeronautical Search and Rescue coordination is continued and strengthened;



- c) Mechanisms are in place to facilitate cooperative decision making; and
- d) The obligations of Sri Lanka under this arrangement are met.

2.8.2 All existing and potential SAR services agree to enhance cooperation with regard to joint SAR operations and training. This shall include sharing of relevant SAR incident information, available means for assistance during a SAR incident, mutual training opportunities related to SAR and the mechanism of SAR coordination at any given incident where more than one SAR service provider is authorized to attend and coordinate.

## 2.9 Resourcing Agreement between SAR Organisations

2.9.1 The SAR organisations should take such action required to achieve the objectives of the National Aeronautical SAR Plan in accordance with the Roles and Responsibilities described.

2.9.2 The SAR organisations should plan for necessary resources required for search and rescue responsibilities as set out in the National Aeronautical SAR Plan.

## 2.10 Charging of Aeronautical SAR Services

2.10.1 In accordance with customary international laws, when a nation requests help from another nation to assist a person(s) in danger or distress, if such help is provided, it will be done voluntarily, and Sri Lanka will neither request nor pay reimbursement of cost for such assistance.

2.10.2 Participants agree that SAR services they provide to persons in danger or distress will be without subsequent cost-recovery from the person(s) assisted.

2.10.3 Participants are to fund their own activities in relation to this Plan unless otherwise arranged by the Participants in advance, and will not allow a matter of reimbursement of cost among them to delay response to any person in danger or distress.

2.10.4 The Civil Aviation Authority that may hire or request privately owned facilities for an Aeronautical SAR operation will, unless otherwise agreed upon, bear any costs of hiring or payment of compensation for such requisitioning.

## 3. Aeronautical Sar Operations

The overall responsibility for the initiation and execution of an Aeronautical SAR operation lies with the Aeronautical Rescue Coordination Centre (ARCC) manned by Airport & Aviation Services (Sri Lanka) (Pvt) Ltd. Nevertheless, for Aeronautical SAR occurrences over sea, this responsibility can be mutually exchanged between ARCC and MRCC.

### 3.1 Roles and Responsibilities during an Aeronautical SAR Operation

Following operational roles are specified demarcating the operational responsibilities during an Aeronautical SAR event.

#### 3.1.1 SAR Mission Coordinators (SMC)

SMC shall be designated either by ARCC or MRCC as the case may be within the SRR for conducting Aeronautical SAR operations. The SMC is responsible for all stages of the SAR operation and for efficiently executing a SAR operation using the assets available. SMC's responsibilities include the prompt dispatch of appropriate and adequate SAR assets and execution of SAR operations until rescue has been completed or the chance of success is no longer a reasonable possibility.

### 3.1.2 SAR Liaison Coordinator

The SAR Liaison Coordinator should be a senior official either from ARCC or MRCC depending on the SAR occurrence who will coordinate resources of each SRU to the SMC.

### 3.1.3 On - Scene Coordinators (OSC)

The OSC is the most senior and capable person allocated on-scene for a specific SAR case. The Commanding Officer/ Officer-In-Charge of an SRU is usually designated as the OSC by the SMC. When a number of SAR assets are working together on the same SAR mission in the same location, there may be an advantage if one unit is assigned to coordinate the activities of all participating assets.

The OSC shall be the most capable person available, taking into consideration SAR training; communications capabilities of the asset; and the length of time that the asset the OSC is aboard can stay in the search area.

## 3.2 Stages of a Search and Rescue Response

3.2.1 The response to a SAR incident usually proceeds through a sequence of five stages.

3.2.2 These stages are groups of activities typically performed by the SAR system in responding to a SAR incident from the time the system becomes aware of the incident until its response to the incident is concluded.

3.2.3 The response to a particular SAR incident may not require the performance of every stage. For some incidents, the activities of one stage may overlap the activities of another stage such that the portions of two or more stages are being performed simultaneously.

3.2.4 The five SAR stages are:

- a) Awareness  
Knowledge by any person or agency in the SAR system that an emergency situation exists or may exist.
- b) Initial Action  
Preliminary action taken to alert SAR assets and obtain more information. The stage may include evaluation and classification of the information, alerting of SAR assets, communication checks and, in urgent situations, immediate performance of appropriate activities from other stages.
- c) Planning  
The development of operational plans including plans for search, rescue and final delivery of survivors to medical facilities or other places of safety as appropriate.
- d) Operations  
Dispatching SAR assets to the scene, conducting searches, rescuing survivors, assisting distressed aircraft, providing necessary emergency care of survivors and delivering casualties to medical facilities.
- e) Conclusion  
Return of SRUs to a location where they are debriefed, refuelled, replenished and prepared for other missions, return of SAR assets to their normal activities and completion of all required documentation.

## 3.3 SAR System Alerting and Emergency Phases

### 3.3.1 The Three Phases of an Aircraft Emergency

3.3.1.1 Three phases of aircraft emergency have been established for classifying incidents and determining the actions to be taken for each particular incident.

3.3.1.2 They are, in order of progression:

Uncertainty phase	INCERFA
Alert phase	ALERFA
Distress phase	DETRESFA

3.3.1.3 The emergency phase may be reclassified as the situation develops.

3.3.1.4 All reports concerning an incident must be carefully evaluated to determine their validity, the urgency for action, and the extent of the operation required.

3.3.1.5 The circumstances of occurrences that warrants each of these three Emergency Phases as appropriate shall be clearly described together with the sequence of actions required by the SAR Organizations in the SAR Operations Manual of ARCC, MRCC, DMC and all SRUs.

#### 3.4 Search and Rescue Planning and Operations

Descriptive procedures for Search Planning, Rescue Planning and execution of SAR Operations in accordance with IAMSAR Manual shall be included in the SAR Operations manuals of ARCC and MRCC.

#### 3.5 Suspension or Termination of Operations

3.5.1 The responsible RCC (as mutually agreed between ARCC and MRCC) shall decide when to suspend an Aeronautical SAR operation.

3.5.2 SAR operations shall continue until all reasonable hope of rescuing survivors has passed.

3.5.3 The decision to suspend or terminate a SAR Operation shall not be made until a thorough review of the search is conducted.

3.5.4 The review will focus on the probability:

- 1) of there being survivors from the initial incident,
- 2) of survival after the incident,
- 3) that the survivors were in the search area, and,
- 4) the effectiveness of the search.

3.5.5 When an RCC considers, on the basis of reliable information that a rescue operation has been successful, or that the emergency no longer exists, it shall terminate the SAR operation and promptly so inform the NASC and other applicable facility or service which has been activated or notified.

3.5.6 If the continuation of an SAR operation becomes impracticable due to circumstances & adverse weather conditions and the respective RCC concludes that survivors may still be alive, the SMC may temporarily suspend the SAR activities pending further developments. Information subsequently received shall be evaluated and operations resumed when justified on the basis of such information.

### 3.6 SAR Incident Documentation

- 3.6.1 RCCs shall establish mechanisms to document all incidents coordinated or responded by the respective RCC. The documents shall be kept safely as reference for a period of 10 years. Statistical data and records of all incidents coordinated or responded by the RCC shall be made available for the public.

## 4. International and Regional Cooperation

### 4.1 SAR Agreements

- 4.1.1 Policies on rendering assistance in foreign territories or territorial waters must balance concerns for saving lives, sovereignty and national security. Provisions for territorial entry, as necessary, should be addressed in International Civil SAR Agreements and care should be taken to ensure that such Agreements are compatible with National Policies in this regard.

- 4.1.2 Any such international agreement may not be signed or otherwise concluded without prior consultation with the Ministry of Foreign Affairs.

- 4.1.3 Bilateral or multilateral SAR agreements with other Sri Lankan agencies or organizations, or with international authorities or organizations of other nations, may be of practical value for SAR by:

- Helping to fulfil Sri Lanka domestic obligations and needs;
- Enabling more effective use of all available SAR resources;
- Better integration of Sri Lanka SAR services within the global SAR system;
- Building mutual commitment to support Aeronautical SAR;
- Resolving SAR procedures and sensitive matters in advance of time-critical distress situations; and
- Identifying types of cooperative matters and efforts which may enhance or support SAR operations (i.e., access to medical or fuelling facilities, training and exercises, meetings, information exchanges, use of communications capabilities and joint research and development projects etc.).

- 4.1.4 Negotiation and conclusion of such agreements should consider matters such as:

- Which authorities of the Government, agencies or organizations concerned should be involved with the agreement;
- Consistency with international and domestic civil SAR principles or policies;
- Whether other treaties, agreements exist which should be superseded or accounted for in preparation of a new agreement; and
- Relevant guidance of the IAMSAR Manual, National Aeronautical SAR Plan and other pertinent directives.

- 4.1.5 Participants who develop any agreement concerning Aeronautical SAR shall ensure that such efforts are coordinated with other interested Participants.

### 4.2 Cooperation with neighbouring SAR Authorities

- 4.2.1 When the area of SAR operations is near or at the boundary between international Search and Rescue Regions (SRRs), the Civil Aviation Authority of Sri Lanka (CAASL) and the Merchant Shipping Secretariat Shall be informed. Upon

so informed, Civil Aviation Authority of Sri Lanka through ministry of foreign affairs will liaise with neighbouring foreign RCCs in accordance with the relevant International SAR Arrangements and a determination made to best placed SAR Authority to assume overall coordination. In general, the following procedures reflect the international agreed approach to coordination near and across SAR boundaries in SAR Arrangements.

4.2.2 When the position of the aircraft in distress is known, the responsibility for the initiation of SAR action will be that of the International RCC in whose SRR the aircraft is located.

4.2.3 The International RCC to assume responsibility for conduct of a SAR action when the distressed aircraft's position is unknown shall be the RCC responsible for:

- The SRR in which the aircraft was operating according to its last reported position; or
- The SRR to which the aircraft was proceeding if the last reported position was at the boundary of two SRRs; or
- The SRR to which the aircraft was destined if it was not equipped with suitable two-way radio communication equipment or not under obligation to maintain radio communication.

4.2.4 If, after a SAR action has been initiated, it is determined that the area of probability lies across the boundaries of two or more adjoining SRRs, the initiating RCC shall normally remain the responsible SAR Authority.

4.2.5 Alternatively, where search areas are extensive, it may be agreed that ARCC/MRCC as the case may be coordinates search efforts in the Sri Lanka SRR and the adjacent International RCC coordinates search efforts in the foreign SRR. Should this be considered the preferable strategy, ARCC/MRCC may initiate the proposal to appropriate adjacent International RCC.

4.3 Provision of entry of foreign aircraft during SAR operations

4.3.1 The Ministry of Foreign Affairs shall take responsibility for organising the entry into and departure from the Sri Lanka SRR, of foreign aircraft engaged in SAR operations. If another SAR Authority becomes aware of a foreign aircraft being tasked to conduct SAR operations in the Sri Lanka region, they should inform the Ministry of Foreign Affairs immediately who will organise approvals and diplomatic clearances as necessary.

4.4 Requests for Assistance from Foreign RCCs

4.4.1 The Civil Aviation Authority of Sri Lanka (CAASL) being the Aeronautical SAR Authority or the Merchant Shipping Secretariat being the Maritime SAR Authority of Sri Lanka or the Ministry of Foreign Affairs may receive requests from foreign RCCs for the assistance of Sri Lanka in SAR operations. If requests are received via other foreign organisations, the above relevant Maritime or Aviation SAR Authority of Sri Lanka shall immediately establish communications with the RCC responsible for the area in which the incident has occurred to establish and arrange any assistance that may be required, whilst simultaneous action is taken to inform the Ministry of Civil Aviation, Ministry of Foreign Affairs and the Ministry of Defence as a matter of equal priority.

## 5. **Training and Exercises**

5.1 Training requirements of SAR coordinators and responders

5.1.1 Overview

5.1.1.1 Training of key SAR personnel is an essential component of contingency planning and preparedness. All personnel involved in SAR response should be trained to an established baseline. Basic subjects should include:

- Navigation;
- Charting;
- Drift Theory; and
- SAR Patterns.

5.1.1.2 Ideally they should have sufficient training to fully understand their responsibilities during a SAR response.

5.1.1.3 Individual members will be given training tailored to their specific responsibilities in the team, from management level to equipment operator level.

#### 5.1.2 SAR Coordinator Training

5.1.2.1 SAR mission coordinators and SARO's (AASL and SLN) must conduct courses and certify its staff with regard to regulations laid down by the Sri Lanka Government.

5.1.2.2 Staff manning the RCCs shall be sufficiently trained in accordance with Chapter 3-IAMSAR Vol. 1.

#### 5.1.3 SAR Responder Training

5.1.3.1 The following topics are a guide to the types of training that are available to SAR responders.

Overview of National & International SAR Organization Structure and positional responsibilities;

- Incident Action Plans and the planning process cycle;
- Tactical operations planning;
- Introduction to the National Aeronautical SAR Plan (NASARP);
- Emergency Response organization structure and duties;
- Reporting procedures, requirements and responsibilities;
- Communications procedures during SAR response;
- Safe rescue helicopter operation including personnel safety, internal loading and slinging operations, hand signals and radio communication;
- Safe working practices on small boats;
- First aid; and
- Confidentiality of information and discussion with the media.

#### 5.2 Exercising the National Aeronautical SAR Plan

5.2.1 Search and Rescue Exercises (SAREXs) evaluate the thoroughness and effectiveness of the National Aeronautical SAR Plan under simulated conditions. They also provide a learning experience to improve liaison and coordination

skills. Exercises, conducted on a realistic basis, help to demonstrate and assess the true effectiveness of training and the operational efficiency and competence of the National Aeronautical SAR System. Exercises will reveal deficiencies that may exist in the National Aeronautical SAR Plan and enable them to be improved.

5.2.2 Important elements of capability to be tested are;

- Practicality (structure and organization);
- Communications;
- Equipment capability and response times;
- Adequacy of action plan; and
- Public, industry and media relations.

5.2.3 ARCC and MRCC shall conduct periodical training and exercises to continuously evaluate the capabilities of respective SAR organisations to revise and enhance the capabilities as necessary.

5.2.4 ARCC and MRCC shall jointly plan and conduct a national SAREX annually to exercise and evaluate the coordinating agencies and organisations with SAR responsibilities. The SAR Coordinators shall implement an impartial mechanism to evaluate, monitor and audit the National SAREX.

5.2.5 ARCC and MRCC shall jointly present the details of the National SAREX to the preceding NASC meeting, with reviews and recommended evaluations.

5.2.6 Types of exercises to be considered include:

- Call-out of personnel who would be involved or contacted during a SAR case (including other government, non-government and department officers); and
- Table Top, Functional, and Full scale multi-agency exercises.

5.2.7 SAREXs involving tasking of assets will be conducted at sea or on-site using the resources that would be used in an actual SAR incident. Hands-on experience with search patterns and techniques will be used where practical.

#### **Annex 1: Sri Lanka Search and Rescue Region (SRR)**

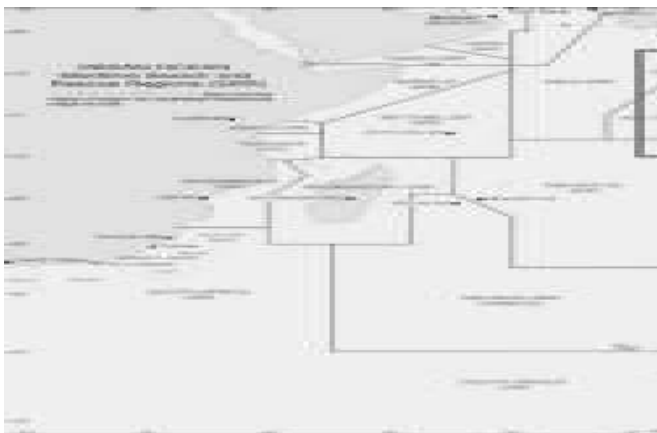


Figure 3 : Regional SRRs



*Figure 4 : Sri Lanka SRR*

Boundaries of Colombo FIR/SRR

100000N 0800000E -100000N 0820000E  
060000N 9200000E -020000S 0920000E  
020000S 0780000E - 060000N 0780000E

**Annex 2: Contact Details of MRCC, ARCC and The National Aeronautical SAR Committee.**

- (a) Maritime Rescue Coordinating Centre (MRCC), Sri Lanka  
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- (i) Airport & Aviation Services Sri Lanka (Pvt) Ltd  
The Chairman  
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Telephone: 0112264444  
Email: chairman@airport.lk & comments@airport.lk,
- (j) Disaster Management Centre  
Director General  
Vidya Mawatha, Colombo 07  
Telephone (General): 112 136 136, Emergency: 0112 136 222 / 0112 670 002  
Email: dg@dmc.gov.lk
- (k) Ministry of Fisheries  
The Secretary  
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#### Abbreviations

AASL	-	Airport & Aviation Services (Sri Lanka) (Pvt) Ltd
AIP	-	Aeronautical Information Publication
ARCC	-	Aeronautical Rescue Coordination Centre
CAASL	-	Civil Aviation Authority of Sri Lanka
DGCA	-	Director General of Civil Aviation
ELT	-	Electronic Locator Beacon
IAMSAR	-	International Aeronautical and Maritime Search and Rescue
ICAO	-	International Civil Aviation Organization
MRCC	-	Maritime Rescue Coordination Centre
MRO	-	Mass Rescue Operation
NOTAM	-	Notice to Airmen
NASC	-	National Aeronautical Search and Rescue Committee
RCC	-	Rescue Coordination Centre
RSC	-	Rescue Sub Centre
SAR	-	Search and Rescue
SARO	-	Search and Rescue Officer
SAREx	-	Search and Rescue Exercise
SCPP	-	SAR Capability Partnership Programme
SMC	-	SAR Mission Coordinator
SRR	-	Search & Rescue Region
SRU	-	Search and Rescue Unit
UTC	-	Coordinated Universal Time

## Glossary

When the following terms are used in this document, they have the following meanings;

**Accident:** An occurrence associated with the operation of an aircraft which takes place between the times any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, in which:

(a) a person is fatally or seriously injured as a result of

- being in the aircraft, or
- direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or
- direct exposure to jet blast,

except when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew; or

(b) The aircraft sustains damage or structural failure which:

- adversely affects the structural strength, performance or flight characteristics of the aircraft, and
- would normally require major repair or replacement of the affected component,

except for engine failure or damage. when the damage is limited to the engine, its cowlings or accessories: or for damage limited to propellers, wing tips, antennas, tires, brakes, fairings, small dents or puncture holes in the aircraft skin: or

(c) The aircraft is missing or is completely inaccessible.

**Alerting post:** Any facility intended to serve as an intermediary between a person reporting an emergency and a rescue coordination centre or rescue sub centre.

**Alert phase:** A situation wherein apprehension exists as to the safety of an aircraft and its occupants.

**Distress phase:** A situation wherein there is a reasonable certainty that an aircraft and its occupants are threatened by grave and imminent danger and require immediate assistance.

**Ditching:** The forced landing of an aircraft on water.

**Emergency phase:** A generic term meaning, as the case may be, uncertainty phase, alert phase or distress phase.

**Incident:** An occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation.

**Operator:** A person, organization or enterprise engaged in or offering to engage in an aircraft operation.

**Pilot-in-command:** The pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight.

**Rescue:** An operation to retrieve persons in distress, provide for their initial medical or other needs, and deliver them to a place of safety.

**Rescue coordination centre (RCC):** A unit responsible for promoting efficient organization of search and rescue services and for coordinating the conduct of search and rescue operations within a search and rescue region.

**Rescue sub-centre (RSC):** A unit subordinate to a rescue coordination centre, established to complement the latter according to particular provisions of the responsible authorities.

**Search:** An operation normally coordinated by a rescue coordination centre or rescue sub-centre using available personnel and facilities to locate persons in distress.

**Search and rescue aircraft:** An aircraft provided with specialized equipment suitable for the efficient conduct of search and rescue missions.

**Search and rescue facility:** Any mobile resource, including designated search and rescue units, used to conduct search and rescue operations.

**Search and rescue service:** The performance of distress monitoring, communication, coordination and search and rescue functions, initial medical assistance or medical evacuation, through the use of public and private resources, including cooperating aircraft, vessels and other craft and installations.

**Search and rescue region (SRR):** An area of defined dimensions, associated with a rescue coordination centre, within which search and rescue services are provided.

**Search and rescue unit:** A mobile resource composed of trained personnel and provided with equipment suitable for the expeditious conduct of search and rescue operations.

**State of Registry:** The State on whose register the aircraft is entered.

**Uncertainty phase:** A situation wherein uncertainty exists as to the safety of an aircraft and its occupants.

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