



**NATIONAL  
SEARCH AND RESCUE  
PLAN**

**AERONAUTICAL RESCUE COORDINATION CENTER  
AND  
MARITIME RESCUE COORDINATION CENTER**

**REPUBLIC OF MALDIVES  
2018**



**NATIONAL  
SEARCH AND RESCUE  
PLAN**

**AERONAUTICAL  
AND  
MARITIME  
SEARCH AND RESCUE COORDINATION CENTER**

**MALE', REPUBLIC OF MALDIVES**

**2018**

**DEVELOPED BY:**

MALDIVES CIVIL AVIATION AUTHORITY  
AND  
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**VALIDATED BY:**

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**BY THE**

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## **ABBREVIATIONS AND ACRONYMS USED IN SAR**

|                |   |
|----------------|---|
| A              | Area or Search Area   |
| ARCC           | Aeronautical Rescue Coordination Center                           |
| ATC            | Air Traffic Control   |
| ATON           | Aids to Navigation  |
| ATS            | Air Traffic Services  |
| C              | Coverage Factor   |
| CG             | Coast Guard   |
| CSP            | Commence Search Point   |
| DF             | Direction Finding   |
| DR             | Dead-Reckoning  |
| DIW            | Dead in Water   |
| DTG            | Date-Time-Group   |
| ELT            | Emergency Locator Transmitter                                     |
| EPA            | Environment Protection Agency                                     |
| EPIRB          | Emergency Position Indicating Radio Beacon                        |
| ETA            | Estimated Time of Arrival   |
| ETD            | Estimated Time of Departure                                       |
| FIR            | Flight Information Region   |
| FLIR           | Forward Looking Infrared  |
| FRS            | Fire and Rescue Service (MNDF)                                    |
| GMDSS          | Global Maritime Distress and Safety System                        |
| GPS            | Global Positioning System   |
| GS             | Ground Speed  |
| HAZMAT         | Hazardous Material  |
| hrs            | hours   |
| JOC            | Joint Operations Center   |
| IAMSAR         | International Aeronautical and Maritime Search and Rescue Manuals |
| ICAO           | International Civil Aviation Organization                         |
| IMO            | International Maritime Organization                               |
| INMARSAT       | International Maritime Satellite Organisation                     |
| JRCC<br>Centre | Joint (aviation and maritime) Rescue Coordination Centre          |
| Kts            | Knots (nautical mile per hour)                                    |
| LKP            | Last Known Position   |
| LW             | Leeway  |
| m              | Metres  |
| M/V            | Merchant Vessel   |
| MARB           | Marine Assistance Request Broadcast                               |
| MCAA           | Maldives Civil Aviation Authority                                 |
| MEDEVAC        | Medical Evacuation  |

|        |  |
|--------|--|
| MinDef | Ministry of Defence and National Security              |
| MNDF   | Maldives National Defence Force                        |
| MPS    | Maldives Police Service                                |
| MRCC   | Maritime Rescue Coordination Centre                    |
| MRO    | Mass Rescue Operation                                  |
| MRSC   | Maritime Rescue Sub-centre                             |
| MSI    | Maritime Safety Information                            |
| NDMC   | National Disaster Management Center                    |
| NM     | Nautical Mile  |
| OSC    | On-scene Coordinator                                   |
| PFD    | Personal Flotation Device                              |
| PIW    | Person/s in Water                                      |
| POBs   | Persons On-board                                       |
| POD    | Probability of Detection                               |
| PR     | Public Relations                                       |
| RCC    | Rescue Coordination Centre                             |
| S      | Track Spacing  |
| SAR    | Search and Rescue                                      |
| SC     | SAR Coordinator  |
| SCC    | Search and Rescue Coordinating Committee               |
| SITREP | Situation Report                                       |
| SMC    | Search and Rescue Mission Coordinator                  |
| SOLAS  | International Convention for the Safety of Life at Sea |
| SOPs   | Standard Operating Procedures                          |
| SOPA   | Senior Officer Present Afloat                          |
| SPOC   | Search and Rescue Point of Contact                     |
| SRR    | Search and Rescue Region                               |
| SRS    | Search and Rescue Sub-region                           |
| SRU    | Search and Rescue Unit                                 |
| SURPIC | Surface Picture  |
| TIW    | Taking in Water  |
| TWC    | Total Water Current                                    |
| UMIB   | Urgent Marine Information Broadcast                    |
| UTC    | Coordinated Universal Time                             |

## GLOSSARY

|  |   |
|--|---|
| <b><u>Alert Phase</u></b>  | A situation wherein apprehension exists as to the safety of an aircraft or marine vessel and of the persons onboard.  |
| <b><u>Ditching</u></b>   | The forced landing of an aircraft on water.   |
| <b><u>Distress Phase</u></b>                                     | A situation where there is a reasonable certainty that a vessel or a person is threatened by grave and imminent danger and requires immediate assistance.   |
| <b><u>Global Maritime Distress and Safety System (GMDSS)</u></b> | A global communications service based upon automated systems, both satellite-based and terrestrial, to provide distress alerting and promulgation of maritime safety information for mariners.                      |
| <b><u>Joint Rescue Coordination Center (JRCC)</u></b>            | A rescue coordination centre responsible for both aeronautical and maritime search and rescue incidents.  |
| <b><u>Mass Rescue Operation (MRO)</u></b>                        | Search and rescue services characterized by the need for immediate response to large numbers of persons in distress, such that the capabilities normally available to search and rescue authorities are inadequate. |
| <b><u>On-Scene Coordinator (OSC)</u></b>                         | A person designated to coordinate Search and Rescue operations within a specified area.   |

**Rescue  
Coordination  
Center (RCC)**

Units responsible for promoting efficient organisation of search and services and for coordinating the conduct of search and rescue operations within a Search and Rescue Region.

**Rescue Sub-  
center (MRSC)**

A unit subordinate to a Rescue Coordination Centre established to compliment the latter in a Rescue Sub-region (SRS) within a Search and Rescue Region.

**Safe Haven**

A place that can accommodate and will accept the safe mooring of the vessel, and has available means of communication, normally a telephone.

**Rescue**

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

**Salvage Diving  
Team**

A team of CG divers trained and specialized to conduct salvage operations at sea.

**Search**

An operation, normally coordinated by a rescue coordination center or rescue sub-center, using available personnel and facilities to locate persons in distress.

**SAR  
Coordinator  
(SC)**

One or more persons or agencies within an administration with overall responsibility for establishing and providing SAR services and ensuring that planning for those services is properly coordinated.

|   |  |
|---|--|
| <b><u>SAR Mission Coordinator (SMC)</u></b>             | The Official temporarily assigned to coordinate response to an actual or apparent distress situation.  |
| <b><u>Search and Rescue Point of Contact (SPOC)</u></b> | RCCs and other established and recognized national points of contact, which can accept responsibility to receive Cospas-Sarsat alert data to enable rescue of persons in distress.   |
| <b><u>Search and Rescue Region (SRR)</u></b>            | An area of defined dimensions within which search and rescue services are provided by the state.   |
| <b><u>Search and Rescue Sub-region (SRS)</u></b>        | An area within a Search and Rescue Region associated with a Rescue Sub-center.   |
| <b><u>Search and Rescue Unit (SRU)</u></b>              | Any sea or air unit specially assigned for the search and rescue activity under the scope of this NSAR Plan, which is the responsibility of the RSC, as referred to in relevant international conventions, local laws and regulations. |
| <b><u>Surface Unit</u></b>                              | Any seagoing SRU.  |
| <b><u>UNCLOS '82</u></b>                                | The United Nations Convention on the Law of the Sea, to which the Maldives ratified on 7 <sup>th</sup> September 2000.   |
| <b><u>Uncertainty Phase</u></b>                         | A situation wherein doubt exists as to the safety of an aircraft or a marine vessel, and of the persons on board   |

# NATIONAL SEARCH AND RESCUE PLAN OF MALDIVES

## CHAPTER 1

### Introduction

1.1- Search and Rescue (SAR) services shall be provided in accordance with international standards and guidelines laid down by the International Maritime Organization (IMO) and the International Civil Aviation Organization (ICAO) of the United Nations. These standards and guidelines are jointly published by the aforementioned two organizations in the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual. The manual is composed of three volumes:

1.1.1- IAMSAR Manual Volume I, Organization and Management: discusses the global SAR system concept, establishment and improvement of national and regional SAR systems and co-operation with neighboring States to provide effective and economical SAR services.

1.1.2- IAMSAR Manual Volume II, Mission Co-ordination: assists personnel who plan and co-ordinate SAR operations and exercises.

1.1.3- IAMSAR Manual Volume III, Mobile Facilities: is intended to be carried aboard rescue units, aircraft and vessels to help with performance of a search, rescue or on-scene coordinator function,

and with aspects of SAR that pertain to their own emergencies.

- 1.2- This National Search and Rescue Plan (NSARP) will not prejudice any of the standards and guidelines stated in the IAMSAR manuals. 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.
- 1.3- For the purpose of this NSARP, the strategic guidelines for SAR services and operations will be issued by the National Search and Rescue Coordinating Committee (NSARCC); of which any SAR case shall be coordinated by these guidelines and policies. The NSARCC shall be the highest advisory body for all relevant stakeholders of the Maldives concerning maritime and aeronautical SAR. The Terms of Reference for the NSARCC is in Appendix-B of this plan.
- 1.4- The guidelines and policies laid down in this plan will not prejudice the legal provisions of the Maldives or any international conventions and obligations adhered by the Maldives. This NSARP will guide all relevant Standard Operating Procedures (SOPs) laid down by the RCCs.
- 1.5- The applicability of this NSARP shall be within the Maldives Search and Rescue Region (SRR) and the Maldives Flight Information Region (FIR). The Maldives SRR and FIR maybe further demarked into SRSs under a designated RSC for ease of operation by SAR Coordinators.

1.6- For the purpose of this NSARP, SAR refers to:

- a. an operation, normally coordinated by an RCC or an RSC, to locate and retrieve persons or property in distress using all available means; and
- b. to provide for their initial medical or other needs; and
- c. to deliver them to a safe-haven.

1.7- All RCCs shall be subordinate to their respective SAR Coordinating Agencies.

1.8- The guidelines for SAR operations are set forth in the National SAR Manual, which is developed and maintained by the NSARCC. Organisational contingency plans and SOPs shall be developed in line with the National SAR Manual.

#### **Relationship between the SAR services**

1.9- A well-coordinated SAR system would be required to provide uniform SAR services to all the far-reaching islands. In order to achieve this goal the SAR service providers would need to adhere to effective coordinating practices. In view of this, all SOPs and Contingency Plans laid down by the SAR service providers shall align with the National SAR Manual and have a defined mechanism for effective and sustainable coordination relevant to SAR.

1.10-All existing and potential SAR services shall have arrangements laid down between them to enhance cooperation with regard to joint SAR operations and training. These shall include sharing of relevant SAR incidents, 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. A sample assistance agreement between the agency responsible for national SAR and official or non-governmental agencies supplying facilities and services to handle SAR cases is in Appendix-C.

1.11-Any legal or geographical overlaps shall be overcome through agreements between the concerned organizations or States. These agreements shall be notified to the NSARCC via the relevant SAR Coordinators in writing. If an agreement is not reached with regards to any legal or geographical overlaps by the concerned organizations or States, they should seek to reach an agreement to the best of their ability under which equivalent overall coordination is provided with a view to effectively utilize SAR resources in saving lives.

### **Government Responsibilities**

1.12-All relevant Conventions oblige the Maldives to arrange effective means to coordinate and rescue persons in distress within its SRR. Responsibility to assist in SAR has been designated to a number of government agencies at regulatory and operational level at varying tiers.

1.13- The government stakeholders concerned with regulation, prevention, coordination, response and investigation on matters related to SAR are stated below:

- a. Communication Authority of Maldives
- b. Maldives Airports Company Limited (Air Traffic Control)

- c. Maldives Civil Aviation Authority
- d. Maldives Meteorological Service
- e. Maldives National Defence Force (Coast Guard)
- f. Maldives Transport Authority
- g. Ministry of Fisheries and Agriculture
- h. Ministry of Tourism
- i. Maldives Police Service
- j. National Disaster Management Center

## CHAPTER 2

### Organization of the National SAR System

2.1- The primary agency charged with facilitating the maritime search and rescue service in the national territory and in its jurisdictional waters, as well as in any other, permanently or temporarily, internationally-agreed area (ie. SRR) is the Maldives National Defence Force. Through its implementation agency, the Maritime Search and Rescue Coordination Centre Male' (MRCC Male') and its subordinate Maritime Search and Rescue Sub-Centers (MRSCs); plans, coordinates and directs the actions to be carried out by the different stakeholders to implement or cooperate in SAR operations.

2.2- The primary agency charged with facilitating the aeronautical search and rescue service in the national territory and in its jurisdictional airspace, as well as in any other, permanently or temporarily, internationally-agreed area (ie. FIR), is the Maldives Civil Aviation Authority. This authority has been designated to the Maldives Airports Company Limited, which, through its implementation agency known as the Aeronautical Search and Rescue Coordination Centre (ARCC) and Aeronautical Search and Rescue Coordination Sub-Centers (ARSCs); plans, coordinates and directs the actions to be carried out by the different participating agencies which implement or cooperate in the tasks.

2.3- The area of responsibility for SAR coordination in the Maldives is the superimposed area of the Flight Information Region (FIR) and the Search and Rescue Region (SRR). The details of the areas are illustrated in detail in Appendix-A of this plan.

2.4- The national laws, decrees, provisions and international agreements which make up the legal basis for search and rescue coordination at the national level and for it to have available its resources, policies and procedures, are the following:

**2.4.1- The Maldives Constitution 2008**

Article 237, which states the responsibilities and duties of the Security Services as following:

'The security services shall protect the nation's sovereignty, maintain its territorial integrity defend the constitution and democratic institutions, maintain and enforce law and order, and render assistance in emergencies'

**2.4.2- Maldives Civil Aviation Act 2/2001**

Article 17(a), which states:

'The Ministry shall prepare regulations and standards to ensure the safety of civil aviation, safety of both passengers and property; and prepare safety procedures and contingencies in relation to the protection of persons from potential aviation incidents'

**2.4.3- Armed Forces Act 1/2008**

Article 7(f), which states SAR as one of the responsibilities of the Armed Forces stating:

'Search and Rescue of persons at sea; and to save lives and property in actual distress at sea and on land.'

**2.4.4- Police Act 7/2008**

Article 6(11), which states:

'Respond to natural disasters and to assist in saving lives and property in other similar dangerous incidents; to assist personnel in distress, to react in emergency cases and to attend distress at sea'

**2.4.5- Disaster Management Act 28/2015**

Article 4(a), which states:

'Within the scope of responsibility towards reducing damage for the loss of lives and property in the event of disaster and hazards, enhance capacity to disaster for disaster recovery, and to create protection and resilience within communities'

**2.4.6- The United Nations Convention on the Law of the Sea**

(Ratified on September 7, 2000 by Maldives)

Article 98(2), Section 1 of Part VII- states:

'Every coastal State shall promote the establishment, operation and maintenance of an adequate and effective search and rescue service regarding safety on and over the sea and, where circumstances so require, by the way of mutual regional arrangements cooperate with neighboring States for this purpose.'

#### **2.4.7- The Convention of Safety of Life at Sea**

(Ratified on April 14, 1981 by Maldives)

Regulation 7 of Chapter V states in part the responsibility of Governments:

'to ensure that necessary arrangements are made for distress communication and coordination in their area of responsibility and for the rescue of persons in distress at sea around its coasts. These arrangements should include the establishment, operation and maintenance of such search and rescue facilities as are deemed practicable and necessary..'

#### **2.4.8- The Convention on International Civil Aviation**

(Accepted on March 12, 1974 by Maldives)

Article 25 of Chapter IV states:

'Each contracting State 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. 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.'

2.5- The basic functions of the national SAR system are intended for all stakeholders to perform them as efficiently as possible using the means and personnel committed for SAR.

2.6- The basic functions of the National SAR System are the following:

2.6.1- Regulate measures and increase awareness on safety of transportation by air and sea.

2.6.2- Develop coordinated, efficient and timely SAR services by air and sea.

2.6.3- Integration of all available SAR resources both civil and government, for greater efficiency and cost-effectiveness.

2.6.4- Ensure the effective use of available resources, mutual assistance and other efforts to enhance SAR coordination and cooperation.

2.6.5- Provide and coordinate SAR services to national and international commitments.

2.6.6- Implement international SAR agreements the Maldives is party to.

2.7- The stakeholders in the NSARP and which, through the corresponding legal roles and responsibilities, in relation to SAR are the following:

2.7.1- **Air Traffic Control-MACL:**

2.7.1-1. Obligated as the ARCC of Maldives to provide SAR coordination with regards to aeronautical incidents within the Maldives FIR.

2.7.1-2. Serve as the national SAR point of contact (SPOC) for receipt of Cospas-Sarsat alerts.

2.7.1-3. Responsible for air traffic services within the Maldives FIR.

2.7.2- **Communication Authority of Maldives:**

2.7.2-1. Issue radio transmitting station licenses, amateur licenses and radio operator's licenses.

2.7.2-2. Register frequencies in accordance with the specified plans.

2.7.2-3. Provide services of testing the radio equipment.

2.7.2-4. In accordance with 'National Telecommunications Act', the Authority may allocate a special frequency bandwidth for use in times of disasters.

2.7.2-5. Maintain the radio license registry.

2.7.2-6. Conduct ship radio surveying.

2.7.3- **Maldives Meteorological Service:**

2.7.3-1. Weather monitoring.

2.7.3-2. Timely dissemination of weather advisory and alerts.

2.7.3-3. Enable access to meteorological data.

2.7.4- **Maldives Civil Aviation Authority:**

2.7.4-1. Responsible for aircraft registration.

2.7.4-2. Formulate regulations, policies and standards required to ensure security and safety of the civil aviation services in Maldives.

2.7.4-3. Provide technical and administrative support and advice to the government with regards to civil aviation.

2.7.4-4. Facilitate civil aviation in the Maldives in accordance with international conventions related to civil aviation.

2.7.5- **Maldives National Defence Force:**

2.7.5-1. Responsible for national defence.

2.7.5-2. Protection of national interests and sovereignty.

2.7.5-3. Disaster response and relief.

2.7.5-4. Fire and rescue service at sea and on land.

2.7.5-5. SAR of persons and property at sea and on land.

2.7.5-6. Maritime law enforcement.

2.7.5-7. Medical evacuation at sea.

2.7.6- **Maldives Police Service:**

2.7.6-1. Maintain public order.

2.7.6-2. State law enforcement at sea and on land.

2.7.6-3. Rescue of persons in distress.

2.7.6-4. Incident investigation.

2.7.6-5. Ensure the safety and security of public spaces.

2.7.6-6. Disaster response and relief.

2.7.6-7. Response to maritime incidents.

2.7.7- **Maldives Transport Authority:**

- 2.7.7-1. Development of the maritime transport system.
- 2.7.7-2. Formulation of maritime transportation safety regulations.
- 2.7.7-3. Licensing for maritime transportation.
- 2.7.7-4. Maritime vessel registration.
- 2.7.7-5. Surveying of maritime vessels.
- 2.7.7-6. Coordinate and implement port state control.
- 2.7.7-7. Assist in the development of the maritime SAR.
- 2.7.7-8. Investigation of maritime incidents and advice the government based on the outcomes.
- 2.7.7-9. Advice and coordinate with the government in relation to adhering to international maritime conventions and agreements.

2.7.8- **Ministry of Fisheries and Agriculture:**

- 2.7.8-1. Facilitate the development of the fisheries sector.
- 2.7.8-2. Regulation of fishing related activities.
- 2.7.8-3. Support and accelerate the sustainable management of fisheries sector.

2.7.9- **Ministry of Tourism:**

- 2.7.9-1. Regulation of water-sports and live-aboard safety.
- 2.7.9-2. Regulation of all tourism related activities.
- 2.7.9-3. Adoption of environmental principles in tourism development.

2.7.10- **National Disaster Management Center:**

- 2.7.10-1. Disaster response and relief.
- 2.7.10-2. Disaster preparedness and to enhance disaster risk reduction.
- 2.7.10-3. Establish and coordinate in implementing legal and administrative mechanisms within the government and private institutions for disaster risk reduction.
- 2.7.10-4. Organize and coordinate with government agencies to acquire local aid for disaster response.
- 2.7.10-5. Establish a mechanism to work with both governmental and non-governmental agencies to ensure that disaster risk reduction remains a top priority.
- 2.7.10-6. Conduct awareness on disaster risk reduction.

## CHAPTER 3

### Area of Responsibility

- 3.1- 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.
- 3.2- SRRs are established to ensure effective, adequate and primary SAR coordination within the respective regions, including the provision of SAR communications, MEDICO, efficient distress alert routing and assistance to anyone in distress without regard to nationality or circumstance.
- 3.3- The maritime SRR of Maldives has been drawn up and published in the IMO SAR Plan as a reference area for the coordination of SAR services (Illustrated in Appendix-A1 of this plan). The aeronautical SRR is the boundary designated by ICAO as the Maldives FIR (Illustrated in Appendix-A2 of this plan). The superimposed area of the aforementioned regions shall collectively be referred as the Maldives SRR (Illustrated in Appendix-A3 of this plan).
- 3.4- SRRs can be further divided into SRSs designated to an RSC for the ease of coordination and for effective response to SAR incidents.
- 3.5- The delimitation of SRRs is not related to and shall not prejudice the delimitation of any territorial boundaries between the Maldives and its neighboring states. SRRs are established for the sole purpose of SAR coordination.

## CHAPTER 4

### Implementation Agencies

#### National SAR Coordinating Committee:

4.1- The Maldives shall have an established NSARCC for compilation of strategic policies with regards to SAR and prevention of aeronautical and maritime incidents. This Committee shall be established in line with 6.4.3 and Appendix-J of IAMSAR Volume I (Terms of Reference attached in Appendix-B).

4.1.1- The SARCC would made up of members appointed by the following agencies:

4.1.1-1. A representative and an alternate from the Communication Authority of Maldives,

4.1.1-2. A representative and an alternate from the Maldives Meteorological Service,

4.1.1-3. A representative and an alternate from the National Disaster Management Center,

4.1.1-4. A representative and an alternate from the Maldives Airports Company Limited ATC,

- 4.1.1-5. A representative and an alternate from the Maldives Civil Aviation Authority,
  - 4.1.1-6. A representative and an alternate from the Maldives National Defence Force,
  - 4.1.1-7. A representative and an alternate from the MNDF Coast Guard,
  - 4.1.1-8. A representative and an alternate from the Maldives Police Service,
  - 4.1.1-9. A representative and an alternate from the Maldives Transport Authority.
  - 4.1.1-10. A representative and an alternate from the Ministry of Fisheries and Agriculture,
  - 4.1.1-11. A representative and an alternate from the Ministry of Tourism, and
- 4.1.2- The chair of the Committee will be held and rotated among the SAR coordinating agencies after every 24-month period.

## National SAR Coordinating Agencies:

4.2- National SAR coordinating agencies coordinate SAR services within the SRRs of the Maldives in liaison with other stakeholders. They correspond to their respective plans and procedures drafted as per the guidance from the SARCC. The SAR coordinating agencies are as follows:

4.2.1- **Maldives Airports Company Limited** under its established **ARCC** at the INIA-ATC coordinates, plans, prevents, exercises and responds to aeronautical SAR incidents in the FIR. The ARCC is also the designated Search and Rescue Point of Contact (SPOC) for Maldives with regard to Cospas-Sarsat alerting.

4.2.2- The **Maldives National Defence Force** under the established **MRCC** of MNDF Coast Guard and its subordinate RSCs coordinates, prevents and responds to SAR incidents at sea within the SRR. The MNDF Coast Guard has maintained specialized expertise, training, facilities and equipment in responding to maritime distress and other similar situations.

## CHAPTER 5

### SAR Functions and Responsibilities

#### National Search and Rescue Coordinating Agencies

5.1- The national SAR coordinating agencies shall have the overall responsibility to coordinate, establish, manage and maintain their respective RCCs in accordance with international and national SAR obligations, and for arranging respective SAR services within the SRRs.

5.2- To provide SAR services within the Maldives SRR, one ARCC and one MRCC shall be established.

#### SAR Organization Responsibilities

##### 5.3- SAR Coordinators (SC)

SC shall ensure that a SAR operation can be promptly initiated and prosecuted with the efficient use of available SAR resources, until rescue has been completed or until chance of success is no longer a reasonable possibility.

SC have the overall responsibility for establishing, staffing, equipping and managing the SAR system, which includes providing appropriate legal and funding support, establishing an RCC, providing or arranging for SAR assets, coordinating SAR training and developing SAR policies.

#### 5.4- **SAR Mission Coordinators (SMC)**

SMCs shall be designated by the respective SCs within their SRSs for conducting SAR operations. The SMC is responsible for all stages of the SAR system and for efficiently prosecuting a SAR incident using the assets available. Their responsibilities include the prompt dispatch of appropriate and adequate SAR assets and the prosecution of SAR operations until rescue has been completed, or the chance of success is no longer a reasonable possibility.

#### 5.5- **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. Frequent changes of the OSC for a specific case should be avoided.

### **Other Responsibilities**

5.6- **Environment Protection:** SAR incidents may have the potential to damage the fragile environment of the Maldives. In which case it is the responsibility of the SAR Coordinators to ensure that the Environment Protection Agency is notified in due time to manage and advice on such incidents during SAR operations.

- 5.7- **Salvage and Rescue Operations**: Search and Rescue of personnel and property does not include the salvage or rescue of any vessel or aircraft by SAR Coordinators within the SRR. The cost for salvage or rescue of any vessel or aircraft, upon the completion of rescue and recovery of personnel, shall be borne by the owner. In case a particular law/regulation exists on the subject, the provisions of that law/regulation shall be applicable.
- 5.8- **Critical Care and Support**: The Ministry of Health and the Maldivian Red Crescent, depending on the scale and location of the incident, may provide joint critical care and support, first aid or psycho-social support with regards to any SAR incident. Immediate support shall be provided through the SAR Coordinators for that respective incident.
- 5.9- **Mass Rescue Operations**: An MRO may require a number of resources from stakeholders as well as other private and national agencies. SAR Coordinators shall be fluent with resources that may be supplemented from both national and regional sources for MROs. NDMC shall be informed concerning any incident that may have potential graduation to an MRO. Further reference may be derived from the Annex of IMO's 'Guidance for Mass Rescue Operations' (COMSAR/Circ.31).
- 5.10- **Entry of Foreign Aircraft or Vessel During SAR Operations**: The RCC requesting assistance of a foreign aircraft or vessel for SAR shall be responsible for organizing its entry and departure from the Maldivian waters or airspace of foreign aircraft or vessel engaged in SAR operation.

5.11-**Other Assistance**: The participants to this plan are encouraged to support each other and other government agencies with regards to national SAR or other emergency response operations in accordance with applicable legal authority. It is recommended that all stakeholders establish bilateral agreements with relevant organizations and government agencies to enhance better coordination and utilization of SAR services.

5.12-**International Coordination**: The Ministry of Defence and National Security and the Maldives Civil Aviation Authority in liaison with the Ministry of Foreign Affairs requests the assistance of foreign assets and personnel with regards to SAR within the national SRR. Coordination with foreign RCCs shall be represented as follows:

5.11.1- The MRCC established under the MNDF Coast Guard coordinates maritime SAR incidents with adjoining or other foreign MRCCs;

5.11.2- The ARCC established under the Maldives Airports Company Limited coordinates aeronautical SAR incidents with adjoining or other foreign ARCCs;

5.11.3- The Maldives Transport Authority leads and coordinates national participation in IMO's SAR and safety related initiatives;

5.11.4- The Maldives Civil Aviation Authority leads and coordinates national participation in ICAO's SAR and safety related initiatives;

5.13-**Support Outside the Maldives SRR**: Conforming with the principles of assisting persons in distress without regard to nationality or circumstances and of using all available means possible for attending SAR, SAR

Coordinators and stakeholders of this plan shall support SAR operation anywhere in the world, consistent with their expertise, capabilities and legal authority.

5.14- **Cost of SAR Operations**: Unless agreed upon otherwise among the stakeholders or SAR coordinators, each SAR assistance provider shall bear the cost or medical expenses of any respective units or personnel partaking in a SAR incident within the Maldives SRR, regardless of the SAR Coordinator for that specific incident.

5.15- **Documentation**: RCCs shall establish mechanisms to document all incidents coordinated or responded by the RCC and subordinate RSCs. 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.

### **Suspension Authority of SAR Operations**

5.16- SAR operations shall continue until all reasonable hope of rescuing survivors have passed.

5.17- The decision to suspend or terminate a search shall not be made until a thorough review of the search is conducted. The review will focus on the probability:

5.17.1- of there being survivors from the initial incident,

5.17.2- of survival after the incident,

5.17.3- that the survivors were in the search area, and

5.17.4- the effectiveness of the search.

5.18-The responsible RCC/RSC shall decide when to suspend a SAR operation.

5.19-When the RCC/RSC considers, on the basis of reliable information that a rescue operation has been successful, or that the emergency no longer exists.

5.20-Suspension of any MRO or any SAR operation that have extended beyond 72-hrs shall be decided by the RCC.

5.21-If an operation on-scene becomes impracticable and the RCC/RSC concludes that survivors may still be alive; the SC/SMC may temporarily suspend the SAR activities pending further developments.

## CHAPTER 6

### SAR Coordination

#### Determination of Responsible RCC within the Maldives

- 6.1- The primary RCC for the coordination of any aeronautical incident within the Maldives SRR shall be the ARCC; and the primary RCC for the coordination of any maritime incident within the Maldives SRR shall be the MRCC.
- 6.2- The first RCC to become aware of a distress situation shall assume overall coordination responsibility and shall respond to the incident (via the subordinate RSCs) until the appropriate RCC is notified and assumes responsibility.
- 6.3- In the event of an incident involving aircraft ditching into the sea (beyond 1-km off the airport) within the Maldives SRR, SAR coordination may be transferred to MRCC by ARCC; unless otherwise stated by a higher authority if and when a disaster is declared. An incident within 1-km of the airport, the Airport Emergency Plan will come into effect.
- 6.4- Upon transfer of coordination authority by either RCC, the initiating RCC shall provide assistance and advice required by the responsible RCC.
- 6.5- A memorandum of understanding shall be laid down between the ARCC and MRCC in order to delineate the coordination authority and to enhance cooperation between the two RCCs within the Maldives SRR.

## Determination of Responsible RSC

- 6.6- The first agency to become aware of a distress situation is obliged to respond until the appropriate RSC with overall coordination responsibility is in a position to assume that responsibility. It is imperative that the appropriate RSC is notified as soon as possible.
- 6.7- From time to time a SAR operation may be commenced independent of an RSC. Once a relevant RSC is alerted to the incident it is their responsibility to coordinate the activities of the responding assets in order that the integrity of the search is maintained.
- 6.8- Responsibility for SAR coordination and direction may be transferred between RSCs, whenever more accurate knowledge of the distressed craft's position or movements comes to hand, or when it becomes apparent that an RSC other than the one initiating the action is more favorably placed to assume responsibility. This may be due to better communications, closer proximity to the area of search or more readily available facilities.
- 6.9- A transfer of responsibility between RSCs may be effected either by the initiating RSC, inviting another RSC to take over or by another RSC offering to take over. In either case, the following procedure shall be followed:
- 6.9.1- consultation shall take place between the SMCs of both RSCs concerned;
- 6.9.2- the initiating RSC shall retain responsibility until another RSC formally accepts control;

- 6.9.3- full details of action taken by the initiating RSC shall be passed to the RSC taking over;
- 6.9.4- the formal handover/take-over shall be recorded in writing by both SMCs;
- 6.9.5- Respective RCC and any other assets or RSCs concerned shall be advised of the takeover.

### **Transferring Overall Coordination Responsibility**

#### **6.10- Early initiation of effective response:**

It is essential that the SAR Authority with functional responsibility for a distressed vessel, aircraft or person to initiate a specified, early and effective response.

6.10.1- Accordingly, the RSC shall evaluate all available information and intelligence and make an initial assessment of the probable search area and assets required. If the required response is assessed as being beyond the capacity of the authority then that authority should request assistance at an early stage. Delaying requests for assistance, may lead to reduced chances of survival and/or significant increase in the size of the search area.

6.10.2- The coordinating RSC may request the responsible RCC to assist with the provision of SAR advice, including drift calculations, at any stage of the search.

## Cooperation with Foreign Rescue Coordination Centers

6.11- When the area of SAR operations is near or straddles the border between international SRR, the ARCC (for aeronautical emergencies) or MRCC (for maritime emergencies) is to be informed and will take overall coordination.

6.12- The respective SAR coordinators will liaise with adjoining RCCs in accordance with the relevant International SAR Arrangements. In general the following procedures reflect the SAR Arrangements in place.

6.12.1- When the position of a party in distress is known, the responsibility for initiation of SAR action will be that of the RCC in whose SRR the party is located.

6.12.2- The RCC to assume responsibility for conduct of a SAR action when the distressed craft's position is unknown shall be the RCC responsible for:

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

6.12.3- 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.

6.12.4- Alternatively, where search areas are extensive, it may be agreed that the respective RCCs in the Maldives coordinates search efforts in the Maldives SRR and the adjacent foreign RCC coordinates search efforts in the foreign SRR. Should this be considered the preferable strategy, the respective RCC in Maldives may initiate the proposal to its foreign counterpart.

## CHAPTER 7

### SAR Personnel Training Programmes

#### National SAR Exercise:

- 7.1- SAR Coordinators shall conduct periodical trainings and exercises to continuously evaluate the capabilities of respective SAR organisations to revise and enhance the capabilities as necessary.
- 7.2- SAR Coordinators must jointly plan and conduct a national SAREX annually to exercise and evaluate the coordinating agencies and stake-holders. The SAR Coordinators shall implement an impartial mechanism to evaluate, monitor and audit the National SAREX.
- 7.3- Annual SAREX shall include, but is not limited to, a tabletop exercise (TTX) and a full-scale multi-agency exercise at the national level.
- 7.4- SAR Coordinators shall jointly present the details of the National SAREX to the preceding NSARCC meeting, with reviews and recommended evaluations.

#### SAR Training Programme:

- 7.5- SAR Coordinators must conduct courses and certify its staff with regard to regulations laid down by the Government of Maldives.

7.6- Staff manning the RCCs and its subordinate RSCs shall be sufficiently trained in accordance with Chapter 3 of IAMSAR volume 1.

**Courses Offered on SAR:**

**7.7- Coast Guard Basic Course:**

- 7.7.1- The Coast Guard Training School conducts this course.
- 7.7.2- All MNDF personnel inducted into Coast Guard after completing the basic military training (boot camp) must undergo this training.
- 7.7.3- The duration of the training is 3-months.
- 7.7.4- The syllabus contains an introduction to the SAR system and its basics.
- 7.7.5- The SAR component in the training is considered as the stepping stone into maritime SAR.

**7.8- Coast Guard Search and Rescue Course:**

- 7.8.1- The Coast Guard Training School conducts this course.
- 7.8.2- This course is open to allotments for all SAR service providers in Maldives including the ARCC, MRCC and MPS.
- 7.8.3- The duration of the course is 1-month.
- 7.8.4- The syllabus contains SAR system, legal provisions,

SAR planning and practical on-the-job training (OJT).

7.8.5- This training is mandatory for watch-standers who man the RCCs and its subordinate RSCs.

## CHAPTER 8

### Agreements with Support Organizations

(Overleaf)

SAR Agreement between Ministry of Defence and Maldives Civil Aviation Authority (21 Oct 2010)

SAR Agreement between the Ministry of Defence and Maldives Airports Company Limited (28 Oct 2010)

SAR Agreement between the Ministry of Defence and Maldives Ports Limited (12 Oct 2010)

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**MEMORANDUM OF UNDERSTANDING**

**BETWEEN**

**CIVIL AVIATION DEPARTMENT**

**AND**

**MINISTRY OF DEFENCE AND NATIONAL SECURITY  
ON CO-OPERATION IN SEARCH AND RESCUE OPERATIONS  
IN THE MALDIVES SEARCH AND RESCUE REGION**

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**MEMORANDUM OF UNDERSTANDING BETWEEN**  
**CIVIL AVIATION DEPARTMENT**  
**AND**  
**MINISTRY OF DEFENCE AND NATIONAL SECURITY**  
**ON CO-OPERATION IN SEARCH AND RESCUE OPERATIONS**  
**IN THE MALDIVES SEARCH AND RESCUE REGION**

The Civil Aviation Department (CAD) and the Ministry of Defence and National Security of the Republic of Maldives (herein after referred to as Contracting Parties)

**WISHING** to improve the mutual relationship between the two organizations and enhance the search and rescue capacity, on the basis of equality and common benefit.

**CONSIDERING** the particular necessity of improving both safety of navigation in the Maldives Search and Rescue Region (SRR) and response activities to any emergency situation at sea in accordance with the provisions of international conventions, relevant local laws and regulations.

**IN EXECUTION** of Article 7(f) and Article 23 of the Armed Forces Act 1/2008, Article 98 of UNCLOS '82, Annex 10, 11, 12 and 15 to the CICA '44 and Annex 11 and 12 of MCAR,

have agreed as follows:

**Article 1**

In this Memorandum of Understanding

- 1- The term 'distress' shall mean a situation where there is a reasonable certainty that an aircraft is threatened by grave and imminent danger and requires immediate assistance.
- 2- The term 'Competent Authority' means – Ministry of Transport and Communication and Ministry of Defence and National Security
- 3- The term 'Search and Rescue Region' shall denote an area of defined dimensions within the Maldives Flight Information Region (FIR) and the Maldives SRR.
- 4- The term 'Maritime Rescue Co-ordination Centre' (MRCC) shall denote units responsible for promoting efficient organization of maritime search and rescue services and for coordinating the conduct of maritime search and rescue operations within a Search and Rescue Region.
- 5- The term 'Aeronautical Rescue Co-ordination Centre' (ARCC) shall denote units responsible for promoting efficient organization of aeronautical search and rescue services and for



coordinating the conduct of aeronautical search and rescue operations within a Search and Rescue Region.

- 6- The term 'Maritime Rescue Sub-centre' (MRSC) refers to a unit subordinate to a Rescue Coordination Centre established to compliment the latter according to particular provisions of the responsible authorities.
- 7- The term 'On Scene Coordinator' (OSC) refers to a person designated to coordinate Search and Rescue operations within a specific area.
- 8- The term 'UNCLOS '82' refers to the United Nations Convention on the Law of the Sea, to which the Maldives ratified on 7<sup>th</sup> September 2000.
- 9- The term 'CICA '44' refers to the Convention on International Civil Aviation also known as the Chicago Convention, to which the Maldives ratified on 12<sup>th</sup> March 1974.
- 10- The term 'MCA' refers to the Maldives Civil Aviation Regulations.
- 11- The term 'Search and Rescue Sub-Region' (SRS) refers to an area within a Search and Rescue Region associated with a Rescue Sub-center.
- 12- The term 'Search and Rescue Unit' (SRU) means any sea or air unit specially assigned for the search and rescue activity of which is the responsibility of the MRCC or ARCC as referred to in the international conventions, relevant local laws and regulations.
- 13- The term 'Sea or Air Unit' refers to any vessel or aircraft (not limited to an SRU) which can be used in a search and rescue operation.
- 14- The term 'Surface Unit' refers to any sea going SRU.
- 15- The term 'Asset' is a collective term for SRUs and 'Sea or Air Units'.
- 16- The term 'Standard Operating Procedures of the MRCC' (SOP of MRCC) refers to MRCC guidelines laid down for effective and timely response to maritime Search and Rescue operations
- 17- The term 'Common Drills' refers collectively to collaborative Search and Rescue training exercises and operations between MPL and the MRCC
- 18- The term 'Ordinary meetings' refers to meetings conducted at operational level.
- 19- The term 'Extraordinary meetings' refers to meetings conducted at strategic level.
- 20- The term 'Relevant International Conventions, Local Laws and Regulations' refers to all legal provisions to which the Maldives and both the Contracting Parties are bound to in relation to maritime operations.

**Article 2**

The Memorandum of Understanding governs the mutual rights and obligations of the Competent Authorities of the Republic of Maldives in respect of aeronautical and maritime search and rescue.

**Article 3**

This Memorandum of Understanding shall not supersede any present or future engagement taken by each Contracting Party, concerning the United Nations Convention on the Law of the Sea of 1982, the Convention on International Civil Aviation of 1944, or the authority and jurisdiction of each Contracting Party.

**Article 4**

- 1- Each Contracting Party shall within a period of thirty days upon signing this Memorandum of Understanding notify the other Contracting Party as to the point of contact for search and rescue, names of responsible point of contacts and as to the method of establishing communication between responsible point of contacts.
- 2- Each Contracting Party shall notify the other Contracting Party on the condition of their operational capabilities and locations of the assets within the period outlined in Clause 1 of this Article.
- 3- In the event of any change to the information referred to in Clauses 1 and 2 of this Article, the other Contracting Party will inform without delay of such change.

**Article 5**

- 1- The Civil Aviation Department shall designate a functioning ARCC under their legal authority, in conformity with ICAO standards.
- 2- The Ministry of Defence and National Security shall designate a functioning MRCC under their legal authority, in conformity with IMO standards.
- 3- The Contracting Parties agree that the MRCC will co-ordinate search and rescue operations, in collaboration with the ARCC, in the event of an aircraft ditched at sea within the Search and Rescue Region.
- 4- The Contracting parties may establish a Joint Rescue Coordination Center (JRCC) in order to ensure effective cooperation, planning, execution, conclusion and evaluation of search and rescue operations within the SRR of Maldives.

- 5- The Contracting Parties herewith agree and authorize their respective Rescue Co-ordination Centres to make direct arrangements with a view to secure the co-ordination of search and rescue operations to assist a distressed aircraft, if this is needed by any circumstances.

#### Article 6

The Search and Rescue Region of the Republic of Maldives designated by IMO for Maldives are outlined with the following co-ordinates:

1. 08 00N 073 00E
2. 06 00N 078 00E
3. 02 00S 078 00E
4. 06 00S 075 00E
5. 06 00S 068 00E
6. 00 00S 068 00E

The Flight Information Region for Maldives are outlined with the following co-ordinates:

1. 07 30N 070 00E
2. 07 30N 074 00E
3. 06 00N 074 00E
4. 06 00N 078 00E
5. 02 00S 078 00E
6. 06 00S 075 00E
7. 06 00S 068 00E
8. 00 00N 068 00E
9. 03 00N 070 00E

(Charts attached on annex-1)

#### Article 7

- 1- The Contracting Parties are prepared within their own power, to assist the other Contracting Party in the event of performing search and rescue.
- 2- Each Contracting Party shall authorize its own RCC to seek assistance directly from the Rescue Co-ordination Centre of the other Contracting Party.

- 3- Each Contracting Party shall authorize its Rescue Co-ordination Centre to send, upon request and within the limits of its possibilities, its own SRUs or assets to provide assistance to the other Contracting Party.

#### **Article 8**

- 1- Both Contracting Parties have agreed that the persons in charge of the respective Rescue Co-ordination Centres and Competent Authorities shall meet at least once a year in order to improve their collaboration.
- 2- Both Contracting Parties have agreed to form; a National Search and Rescue Coordination Committee (NSARCC), to propose composition of members for the Committee and to outline objectives and pertinent functions of the Committee.
- 3- Both Contracting Parties have agreed to formulate a National Search and Rescue Plan in accordance with international and national legal provisions for search and rescue
- 4- Both Contracting Parties agree to train, plan, carry out and evaluate common drills in practicing emergency rescue operations in accordance with the National Search and Rescue Plan and SOPs of the Rescue Co-ordination Centres.

#### **Article 9**

- 1- In the course of common search and rescue operations, response activities to any emergency situation, common drills and during ordinary and extraordinary meetings, Dhivehi shall be used as language of communication until otherwise agreed by both Contracting Parties.

#### **Article 10**

- 1- The Memorandum of Understanding has been concluded for an unlimited period of time.

#### **Article 11**

- 1- This Memorandum of Understanding can be altered or amended upon demand made by any Contracting Party. Amendments to this Memorandum of Understanding shall become effective 30 days following the date upon which both Contracting Parties have accepted the amendments and have accordingly notified the other Contracting Party through their respective Competent Authorities.

**Article 12**

- 1- Upon signing this Memorandum of Understanding, CAD agrees to provide technical support both in terms of facilitating training and logistical support to Ministry of Defense and National Security in enhancing its search and rescue capability and capacity.

**Article 13**

- 1- This Memorandum of Understanding may be terminated in writing through respective Competent Authority at any time by any Contracting Party.
- 2- This Memorandum of Understanding shall be terminated upon expire of a period of 180 days, as of the date of the receipt of the notice of termination by the other Contracting Party.

In witness thereof the undersigned Representatives have signed the present Memorandum of Understanding.

Done at Male', Maldives on 21<sup>st</sup> October 2010 in two originals, each in English language. In case of divergence on interpretation to Dhivehi, the English text shall prevail.

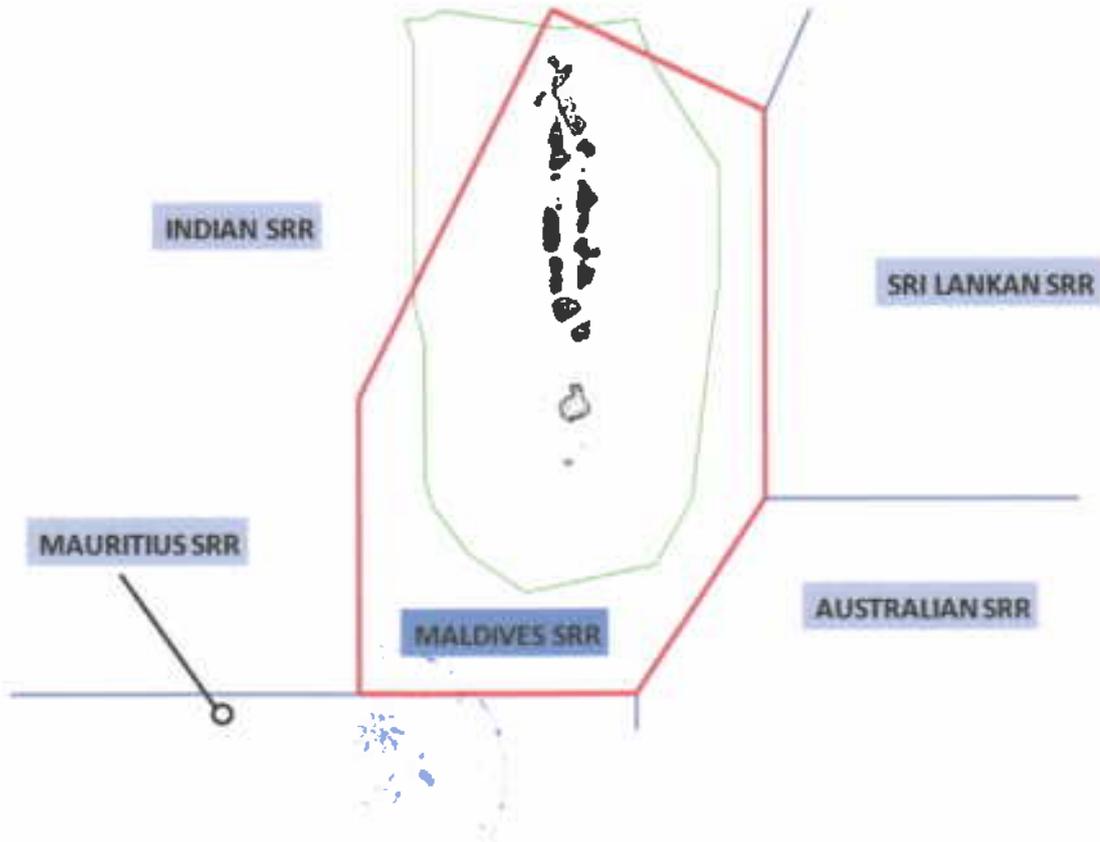
  
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For Ministry of Defence and National Security



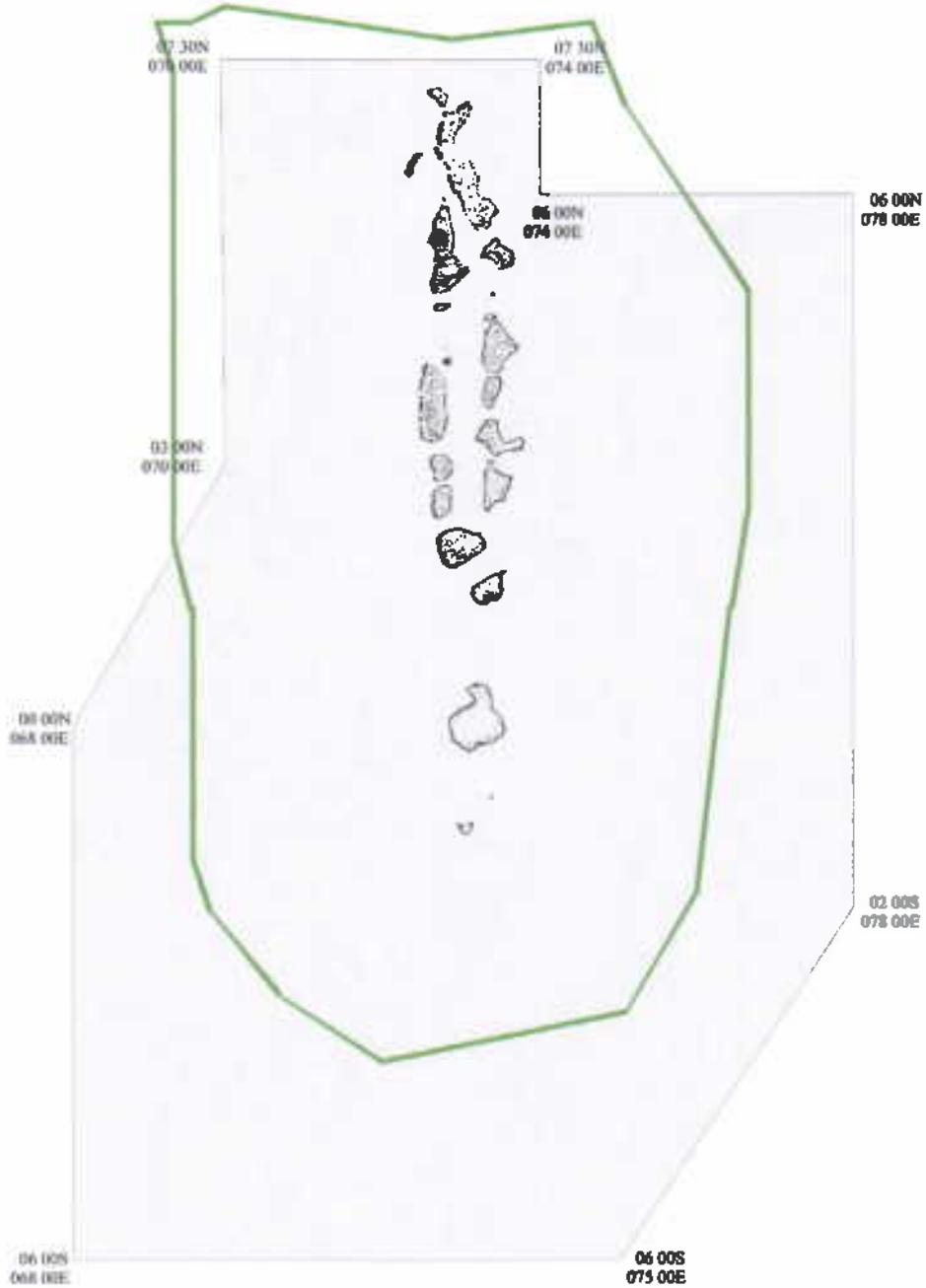
  
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For Civil Aviation Department



Maldives SRR designated by IMO (Green line resemble the unofficial EEZ)



Maldives FIR designated by ICAO (Green line resemble the unofficial EEZ)



# **MEMORANDUM OF UNDERSTANDING**

**BETWEEN**

**MALDIVES AIRPORTS COMPANY LIMITED  
(MACL)**

**AND**

**MINISTRY OF DEFENCE AND NATIONAL SECURITY  
(MOD)**

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**ON CO-OPERATION IN SEARCH AND RESCUE OPERATIONS**

**IN THE MALDIVES SEARCH AND RESCUE REGION**

**28 October 2010**

**MEMORANDUM OF UNDERSTANDING BETWEEN**  
**MALDIVES AIRPORTS COMPANY LIMITED**  
**AND**  
**MINISTRY OF DEFENCE AND NATIONAL SECURITY**  
**ON CO-OPERATION IN SEARCH AND RESCUE OPERATIONS**  
**IN THE MALDIVES SEARCH AND RESCUE REGION**

The Maldives Airports Company Limited (MACL) and the Ministry of Defense and National Security of the Republic of Maldives (herein after referred to as Contracting Parties)

**WISHING** to improve the mutual relationship between the two organizations and enhance the search and rescue capacity, on the basis of equality and common benefit.

**CONSIDERING** the particular necessity of improving both safety of navigation in the Maldives Search and Rescue Region (SRR) and response activities to any emergency situation at sea in accordance with the provisions of international conventions, relevant local laws and regulations.

**IN EXECUTION** of Article 7(f) and Article 23 of the Armed Forces Act 1/2008, Article 98 of UNCLOS '82, Annex 10, 11, 12 and 15 to the CICA '44 and Annex 11 and 12 of MCAR,

have agreed as follows:

**Article 1**

In this Memorandum of Understanding

- 1- The term 'distress' shall mean a situation where there is a reasonable certainty that an aircraft is threatened by grave and imminent danger and requires immediate assistance.
- 2- The term 'Competent Authority' means – Department of Civil Aviation of Ministry of Transport and Ministry of Defence and National Security
- 3- The term 'Search and Rescue Region' shall denote an area of defined dimensions within the Maldives Flight Information Region (FIR) and the Maldives SRR.
- 4- The term 'Maritime Rescue Co-ordination Centre' (MRCC) shall denote units responsible for promoting efficient organization of maritime search and rescue services and for coordinating the conduct of maritime search and rescue operations within a Search and Rescue Region.
- 5- The term 'Aeronautical Rescue Co-ordination Centre' (ARCC) shall denote units responsible for promoting efficient organization of aeronautical search and rescue services and for



coordinating the conduct of aeronautical search and rescue operations within a Search and Rescue Region.

- 6- The term 'Maritime Rescue Sub-centre' (MRSC) refers to a unit subordinate to a Rescue Coordination Centre established to compliment the latter according to particular provisions of the responsible authorities.
- 7- The term 'On Scene Coordinator' (OSC) refers to a person designated to coordinate Search and Rescue operations within a specific area.
- 8- The term 'UNCLOS '82' refers to the United Nations Convention on the Law of the Sea, to which the Maldives ratified on 7<sup>th</sup> September 2000.
- 9- The term 'CICA '44' refers to the Convention on International Civil Aviation also known as the Chicago Convention, to which the Maldives ratified on 12<sup>th</sup> March 1974.
- 10- The term 'MCAR' refers to the Maldives Civil Aviation Regulations.
- 11- The term 'Search and Rescue Sub-Region' (SRS) refers to an area within a Search and Rescue Region associated with a Rescue Sub-center.
- 12- The term 'Search and Rescue Unit' (SRU) means any sea or air unit specially assigned for the search and rescue activity of which is the responsibility of the MRCC or ARCC as referred to in the international conventions, relevant local laws and regulations.
- 13- The term 'Sea or Air Unit' refers to any vessel or aircraft (not limited to an SRU) which can be used in a search and rescue operation.
- 14- The term 'Surface Unit' refers to any sea going SRU.
- 15- The term 'Asset' is a collective term for SRUs and 'Sea or Air Units'.
- 16- The term 'Standard Operating Procedures of the MRCC' (SOP of MRCC) refers to MRCC guidelines laid down for effective and timely response to maritime Search and Rescue operations
- 17- The term 'Common Drills' refers collectively to collaborative Search and Rescue training exercises and operations between MACL and the MRCC
- 18- The term 'Ordinary meetings' refers to meetings conducted at operational level.
- 19- The term 'Extraordinary meetings' refers to meetings conducted at strategic level.
- 20- The term 'Relevant International Conventions, Local Laws and Regulations' refers to all legal provisions to which the Maldives and both the Contracting Parties are bound to in relation to maritime operations.

## Article 2

The Memorandum of Understanding governs the covenants and obligations of the competent authorities of the Republic of Maldives in respect of search and rescue at sea and air.



### Article 3

This Memorandum of Understanding shall not supersede any present or future engagement taken by each Contracting Party, concerning the United Nations Convention on the Law of the Sea of 1982, the Convention on International Civil Aviation of 1944, or the authority and jurisdiction of each Contracting Party.

### Article 4

- 1- Each Contracting Party will within a period of thirty days upon signing this Memorandum of Understanding shall notify the other Contracting Party as to the point of contact for search and rescue, names of responsible points of contacts and as to the method of establishing communication between responsible points of contacts.
- 2- Each Contracting Party shall notify the other Contracting Party on the condition of their operational capabilities and locations of the Assets within the period outlined in Section 1 of this Article.
- 3- The Contracting Parties will in the event of alteration of the data as referred in Section 1 and Section 2 of this Article advice, as soon as possible, the other Contracting Party on the above alterations.

### Article 5

- 1- The Contracting Parties agree that the MRCC established in the MNDF Coast Guard will co-ordinate search and rescue operations, in collaboration with the ARCC, in the event of an aircraft ditched at sea within the Search and Rescue Region.
- 2- The Contracting parties may establish a Joint Rescue Coordination Center (JRCC) in order to ensure effective cooperation, planning, execution, conclusion and evaluation of search and rescue operations within the SRR of Maldives
- 3- The Contracting Parties herewith agree and authorize the other Contracting Party to make direct arrangements with a view to secure the co-ordination of search and rescue operations to assist a distressed aircraft, if this is needed by any circumstances

### Article 6

The Search and Rescue Region of the Maldives are outlined with the following co-ordinates:

1. 08 00N  
073 00E
2. 06 00N  
078 00E



3. 02 00S  
078 00E
4. 06 00S  
075 00E
5. 06 00S  
068 00E
6. 00 00S  
068 00E

The Flight Information Region for Maldives are outlined with the following co-ordinates:

1. 07 30N  
070 00E
2. 07 30N  
074 00E
3. 06 00N  
074 00E
4. 06 00N  
078 00E
5. 02 00S  
078 00E
6. 06 00S  
075 00E
7. 06 00S  
068 00E
8. 00 00N  
068 00E
9. 03 00N  
070 00E

(Charts attached on annex-1)

#### Article 7

- 1- The Contracting Parties agree to grant permission to obligate their respective Search Mission Coordinators (SMC) to notify directly the SMC of the other Contracting Party, on the possibility that, in the course of search and rescue operations, rescue personnel and units from each Contracting Party may be utilized without declaring its operational cost in accordance with Article 23 of Armed Forces Act 1/2008.



- 2- The Contracting Parties agree that if damage is done on the basis of a human error or on the basis of a natural cause to an uninsured SRU, during a search and rescue operation, the Contracting Party who holds the ownership of the uninsured SRU shall bear the cost of its repair.
- 3- The Contracting Parties agree that if an employee of either Contracting Party, without the fault, negligence, non-compliance of standard operating procedure or any regulatory requirement by the injured employee, is injured during a search and rescue operation, and if the said employee is assisted on request of the other Contracting Party, the requesting Contracting Party shall bear the cost of his medicare related to the injury.

### Article 8

To facilitate the identification of surface units (vessels, tug-boats...etc) of the Contracting Parties, unclassified radio call signs of available units shall be composed as follows:

|  |           |
|--|-----------|
| 1. Rescue Vessels (MRCC)                                     | Call Sign |
| - Harbour Craft (HC103) employed by MRSC Uligan              | HC 103    |
| - Harbour Craft (HC106) employed by MRSC Madivaru            | HC 106    |
| - Harbour Craft (HC107) employed by MRCC Male'               | HC 107    |
| - Harbour Craft (HC102) employed by MRCC Male'               | HC 102    |
| - Harbour Craft (HC104) employed by MRCC Male'               | HC 104    |
| - Shallow Water Rescue Craft (SWRC01) employed by MRCC Male' | SWRC 01   |
| - Harbour Craft (HC101) employed by MRSC Kaddhoo             | HC 101    |
| - Harbour Craft (HC105) employed by MRSC Kaadeddhoo          | HC 105    |
| - Harbour Craft (HC108) employed by MRSC Gan                 | HC 108    |
| <br>   |           |
| 2. Rescue Vessels (ARCC)                                     | Call Sign |
| - Jet ski one 60 / Petrol                                    | JS 01     |
| - Jet ski two 60 / Petrol                                    | JS 02     |
| - Jet ski three 60 / Petrol                                  | JS 03     |
| - Rescue Boat  | RB 01     |
| - Norsafe one 110L / Diesel                                  | NS 01     |

### Article 9

- 1- The Contracting Parties are prepared within their own power, to assist the other Contracting Party in the event of performing search and rescue.



- 2- Each Contracting Party shall authorize its own SMCs to seek assistance directly from the SMCs of the other Contracting Party.
- 3- Each Contracting Party shall authorize its SMC to send, upon request and within the limits of its possibilities, its own SRUs or assets to provide assistance to the other Contracting Party.

#### Article 10

- 1- Both Contracting Parties have agreed that the persons in charge of the Contracting Parties and Competent Authorities shall meet at least once a year in order to improve their collaboration.
- 2- Both Contracting Parties agree to train, plan and carry out common drills in practicing emergency rescue operations in accordance with the National Search and Rescue Plan and SOPs of the Contracting Parties at their own cost.

#### Article 11

In the course of common search and rescue operations, response activities to any emergency situation, common drills and during ordinary and extraordinary meetings, Dhivehi shall be used as language of communication until otherwise agreed by both Contracting Parties. Exceptions shall be made where appropriate by mutual agreement of the Contracting Parties.

#### Article 12

The Memorandum of Understanding has been concluded for an unlimited period of time.

#### Article 13

This Memorandum of Understanding can be altered or amended upon demand made by any Contracting Party. Amendments to this Memorandum of Understanding shall become effective 30 days following the date upon which both Contracting Parties have accepted the amendments and have accordingly notified the other Contracting Party through their respective Competent Authorities.

#### Article 14

Upon signing this Memorandum of Understanding, MACL agrees to provide technical support both in terms of training and logistical support to Ministry of Defence and National Security in enhancing its search and rescue capability and capacity.



**Article 15**

- 1- This Memorandum of Understanding may be terminated in writing through respective Competent Authority at any time by any Contracting Party.
- 2- This Memorandum of Understanding shall be terminated upon expire of a period of 180 days, as of the date of the receipt of the notice of termination by the other Contracting Party.

**Article 16**

All or any dispute/s arising out of or in relation to or in complying with the provisions of this Memorandum of Understanding shall be settled through mutual discussions between the Contracting Parties.

In witness thereof the undersigned Representatives have signed the present Memorandum of Understanding.

Done at MALE' on 28-10-2010 in two originals, each in English language. In case of divergence on interpretation to Dhivehi, the English text shall prevail.

  
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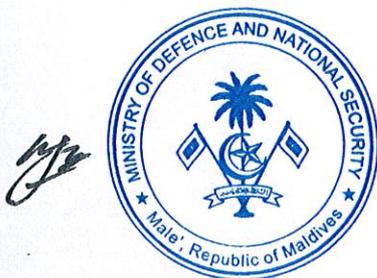
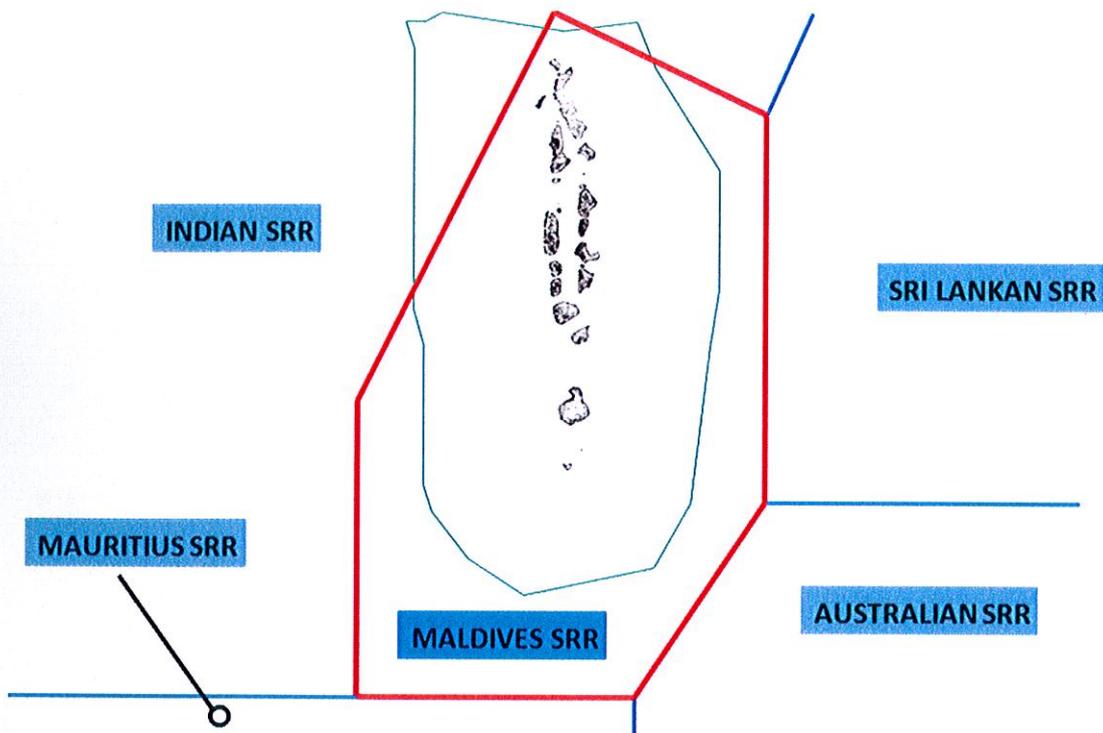

For Ministry of Defense and National Security  
Mohamed Muiz Adnan  
Minister of State for Defense & National Security  
Date: 28-10-2010

  
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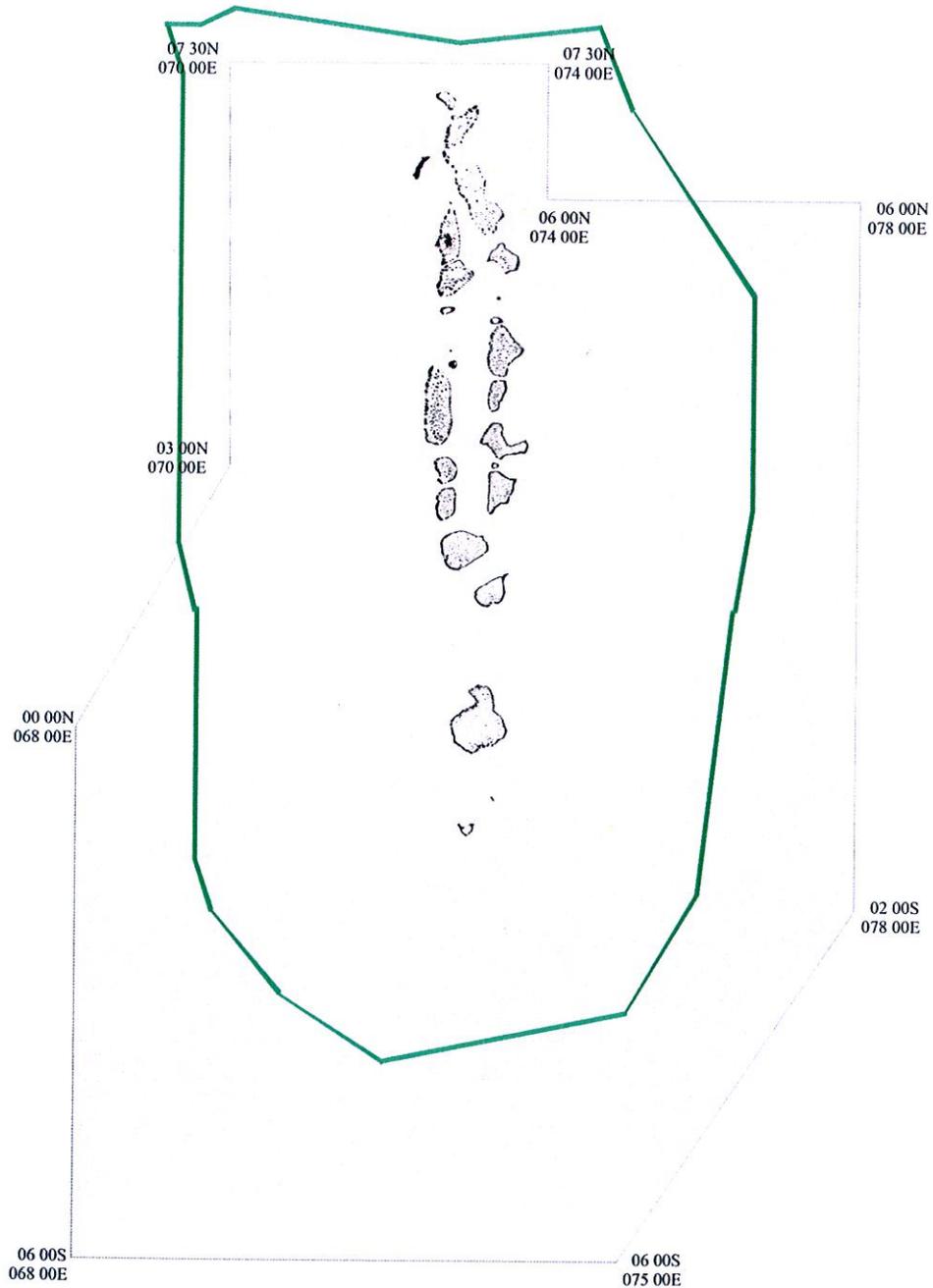

For Maldives Airports Company Limited  
Mohamed Ibrahim  
CEO & Managing Director  
Date:

**Annex-1**

Maldives SRR designated by IMO (Green line resemble the unofficial EEZ)



Maldives FIR designated by ICAO (Green line resemble the unofficial EEZ)



**MEMORANDUM OF UNDERSTANDING BETWEEN**  
**MALDIVES PORTS LIMITED**  
**AND**  
**MINISTRY OF DEFENCE AND NATIONAL SECURITY**  
**ON CO-OPERATION IN SEARCH AND RESCUE OPERATIONS**  
**IN THE MALDIVES SEARCH AND RESCUE REGION**

The Maldives Ports Limited (MPL) and the Ministry of Defence and National Security (herein after referred to as the Contracting Parties).

**WISHING** to improve the mutual relationship between the two organizations and enhance the search and rescue capacity, on the basis of equality and common benefit.

**CONSIDERING** the particular necessity of improving both safety of navigation in the Maldives Search and Rescue Region and response activities to any emergency situation at sea in accordance with the provisions of international conventions, relevant local laws and regulations.

**IN EXECUTION** of Article 7(f) and Article 23 of the Armed Forces Act 1/2008 and Article 98 of UNCLOS '82,

have agreed as follows:

**Article 1**

In this Memorandum of Understanding

- 1- The term 'distress' shall mean a situation where there is a reasonable certainty that a vessel or a person is threatened by grave and imminent danger and requires immediate assistance.
- 2- The term 'Search and Rescue Region' shall denote an area of defined dimensions within which maritime search and rescue services are provided.
- 3- The term 'Maritime Rescue Co-ordination Centre' (MRCC) shall denote units 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.
- 4- The term 'Maritime Rescue Sub-centre' (MRSC) refers to a unit subordinate to a Maritime Rescue Coordination Centre established to compliment the latter in a Rescue Sub-region (RSR) within a Search and Rescue Region.

- 5- The term 'On Scene Coordinator' (OSC) refers to a person designated to coordinate Search and Rescue operations within a specified area.
- 6- The term 'UNCLOS '82' refers to the United Nations Convention on the Law of the Sea, to which the Maldives ratified on 7<sup>th</sup> September 2000.
- 7- The term 'Search and Rescue Sub-Region' (SRS) refers to an area within a Search and Rescue Region associated with a Rescue Sub-center.
- 8- The term 'Search and Rescue Unit' (SRU) means any sea or air unit specially assigned for the search and rescue activity of which is the responsibility of the MRSC, as referred to in relevant international conventions, local laws and regulations.
- 9- The term 'Sea or Air Unit' refers to any vessel or aircraft (not limited to an SRU) which can be used in a search and rescue operation.
- 10- The term 'Surface Unit' refers to any sea going SRU.
- 11- The term 'Asset' is a collective term for SRUs and 'Sea or Air Units'.
- 12- The term 'MPL employee' refers to any temporary or permanent person legally employed by the Maldives Ports Limited.
- 13- The term 'Search and Rescue Point of Contact' (SAR PoC) means the designated Search Mission Coordinator (SMC) in the MRCC/MRSC and designated authorized person from MPL to co-ordinate with the MRCC/MRSC in the event of a search and rescue operation.
- 14- The term 'Standard Operating Procedures of the MRCC' (SOP of MRCC) refers to MRCC guidelines laid down for effective and timely response to maritime Search and Rescue operations
- 15- The term 'Common Drills' refers collectively to collaborative Search and Rescue training exercises and operations between MPL and the MRCC
- 16- The term 'Ordinary meetings' refers to meetings conducted at operational level.
- 17- The term 'Extraordinary meetings' refers to meetings conducted at strategic level.
- 18- The term 'Relevant International Conventions, Local Laws and Regulations' refers to all legal provisions to which the Maldives and both the Contracting Parties are bound to in relation to maritime operations.

#### **Article 2**

This Memorandum of Understanding governs the mutual rights and obligations of the competent authorities of the Republic of Maldives in respect of search and rescue at sea.

#### **Article 3**

This Memorandum of Understanding shall not prejudice any present or future engagement taken by each Contracting Party, concerning the United Nations Convention on the Law of the Sea of 1982, or the authority and jurisdiction of each Contracting Party.

#### Article 4

- 1- Each Contracting Party will within a period of thirty days upon signing this Memorandum of Understanding shall notify the other Contracting Party as to the point of contact for search and rescue, names of responsible persons and as to the method of establishing contact between responsible persons.
- 2- MPL shall notify the MRCC on the condition of their operational capabilities and locations of the assets within the period outlined in Clause 1 of this Article.
- 3- In the event of any change to the information referred to in Clauses 1 and 2 of this Article, MPL will inform without delay to the MRCC of such change.

#### Article 5

- 1- The Contracting Parties agree that the MRCC established in the MNDF Coast Guard will co-ordinate search and rescue operations and assistance to vessels and/or personnel in distress within the Search and Rescue Region of the Republic of Maldives.
- 2- The Contracting parties authorize the SMC to contact directly to the SAR PoC in MPL, as appropriate, in respect of search and rescue in the Maldives Search and Rescue Region.
- 3- The Contracting Parties herewith agree and authorize MPL to make direct arrangements with a view to secure the co-ordination of search and rescue operations to assist personnel in imminent distress, if this is needed by circumstances, until guidance is given by a designated SMC or the presence of an On Scene Coordinator from the MRCC or its subordinate MRSC.

#### Article 6

The Search and Rescue Region of the Republic of Maldives are outlined with the following co-ordinates:

1. 08 00N 073 00E
2. 06 00N 078 00E
3. 02 00S 078 00E
4. 06 00S 075 00E
5. 06 00S 068 00E
6. 00 00S 068 00E

(Chart attached on annex-1)

**Article 7**

- 1- The Contracting Parties agree to grant permission that the MRCC will obligate their respective Search Mission Coordinators (SMC) to notify directly to the MPL SAR PoC on the possibility that, in the course of search and rescue operations, rescue personnel and units from MPL may be utilized without declaring its operational cost in accordance with Article 23 of the Armed Forces Act 1/2008.
- 2- The Contracting Parties agree that if an MPL employee is injured during a search and rescue operation, and if the employee assisted on request from the MRCC, the MRCC shall bear the cost of his/her medicare related to the injury.

**Article 8**

To facilitate the identification of surface units (vessels, tug-boats...etc) of the MPL, the radio call signs of such units shall be composed as follows:

1. Dhoanis
  - 
  -
2. Tug Boats
  - 
  -
3. Speed Boats
  - 
  -
4. Dinghies (or RHIBs)
  - 
  -

**Article 9**

- 1- Each Contracting Party is prepared to assist the other Contracting Party to the extent of its powers and capabilities in performing search and rescue at sea.
- 2- Each Contracting Party shall authorize its own SAR PoC to seek assistance directly from the SAR PoC of the other Contracting Party.
- 3- Each Contracting Party shall authorize its SAR PoC to send, upon request and within the limits of its capabilities, its own SRUs or assets to provide assistance to the other Contracting Party.

**Article 10**

- 1- Both Contracting Parties have agreed that the persons in charge of the Contracting Parties will meet at least once a year in order to improve their collaboration.
- 2- Both contracting parties agree to train, plan and carry out drills in practicing emergency rescue operations at sea in accordance with the Standard Operating Procedures of the MRCC.

**Article 11**

- 1- In the course of common search and rescue operations, response activities to any emergency situation, common drills and during ordinary and extraordinary meetings, Dhivehi shall be used as the language of communication until otherwise agreed by both Contracting Parties.

**Article 12**

- 1- This Memorandum of Understanding has been concluded for an unlimited period of time.

**Article 13**

- 1- This Memorandum of Understanding can be altered or amended upon demand made by any Contracting Party. Amendments to this Memorandum of Understanding shall become effective one month following the date upon which both Contracting Parties have accepted the amendments and have accordingly notified the other Contracting Party through their respective Competent Authorities.

**Article 14**

- 1- This Memorandum of Understanding may be terminated in writing through respective Competent Authority at any time by any Contracting Party.
- 2- This Memorandum of Understanding shall be terminated upon expire of a period of six months, as of the date of the receipt of the notice of termination by the other Contracting Party.

In witness thereof the undersigned Representatives have signed this Memorandum of Understanding.

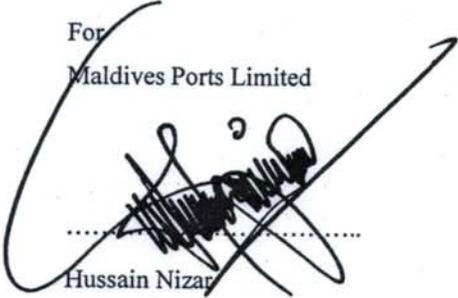
Done at Male' on 12<sup>th</sup> October 2010 in two originals, each in English language. In case of divergence on interpretation to Dhivehi, the English text shall prevail.

For  
Ministry of Defence and National Security



.....  
Mohamed Muizzu Adnan  
Minister of State for Defence and  
National Security

For  
Maldives Ports Limited



.....  
Hussain Nizar  
Chairman





## **CHAPTER 9**

### **International Agreements (Overleaf)**

SAR Agreement between the Maldives and Australia (13 Apr 2006)

SAR Agreement between the Maldives and Sri Lanka (25 June 2014)

Memorandum of Understanding between the Maldives and IORA (15 Dec 2020)

IMO

Ref.: T2-OSS/2.6 SAR.6/Circ.28 14 June 2006

## AREA SEARCH AND RESCUE PLANS

Notification of an Arrangement on Search and Rescue Regions and  
co-ordination of search and rescue services in accordance with  
paragraph 2.1.4 of the Annex to the International Convention  
on Maritime Search and Rescue, 1979, as amended

Notification by Australia and the Republic of Maldives

1 The Secretary-General of the International Maritime Organization has the honour to transmit herewith the text of an Arrangement on maritime search and rescue concluded between the Governments of Australia and the Republic of Maldives and submitted in accordance with paragraph 2.1.4 of the Annex to the 1979 SAR Convention, as amended.

2 The Secretary-General would be grateful if steps could be taken to bring this information to the attention of the appropriate authorities.

\*\*\*

SAR.6/Circ.28

**ARRANGEMENT**

**BETWEEN**

**AUSTRALIA**

**AND**

**THE REPUBLIC OF MALDIVES**

**FOR**

**THE CO-ORDINATION**  
**OF SEARCH AND RESCUE SERVICES**

**ARRANGEMENT  
BETWEEN  
AUSTRALIA  
AND  
THE REPUBLIC OF MALDIVES  
FOR THE  
COORDINATION OF SEARCH AND RESCUE SERVICES**

The Australian Maritime Safety Authority and the Government of the Republic of Maldives, (the Parties)

RECOGNISING the importance of co-operation in aeronautical and maritime search and rescue and the need to ensure expeditious and effective search and rescue services, and

NOTING the relevant provisions of the standards and recommended practices contained in Annex 12 to the Convention on International Civil Aviation 1944, the Annex to the International Convention on Maritime Search and Rescue 1979, the International Convention on Safety of Life at Sea 1974, and Article 98 of the United Nations Convention on the Law of the Sea 1982,

Subject to the legislation of each Party, have made the following Arrangement:

**1. IMPLEMENTING AGENCIES**

The Coast Guard Section of the National Security Service of the Ministry of Defence and National Security and the Maldives Airports Company Limited of the Government of the Republic of Maldives and the Australian Maritime Safety Authority of Australia are the National Search and Rescue Agencies that will implement this Arrangement. Hereafter the term Rescue Coordination Centre, (RCC) covers the terms Maritime Rescue Co-ordination Centre (MRCC) or Aeronautical Rescue Co-ordination Centre (ARCC), where appropriate. The RCCs of the Parties involved by this Arrangement will be:

|                               |  |
|-------------------------------|--|
| For Australia:                | RCC Australia                                      |
| For the Republic of Maldives: | ARCC Male  |
|                               | MRCC Male<br>(Coast Guard Operations Centre, Male) |

**2. SCOPE OF THE ARRANGEMENTS**

The RCCs of both Parties will:

- 2.1 Promptly and regularly exchange Search and Rescue (SAR) information concerning an actual distress or a potential distress situation;
- 2.2 Assist each other, to the extent possible, in the conduct of SAR missions in their respective Search and Rescue Regions (SRRs) and across their common SRR boundaries;

- 2.3 Take appropriate measures for the use of facilities in each other's SRRs while engaged on a SAR mission;
- 2.4 Exchange information on current SAR resources available to ensure mutual knowledge of each other's SAR capabilities;
- 2.5 Conduct communications checks with each other to ensure the efficiency and effectiveness of SAR communications links;
- 2.6 Conduct periodic SAR exercises to test their ability to conduct a SAR response across their common SRR region boundary;
- 2.7 Without prejudicing the ownership of intellectual property and copyright, exchange SAR operational and procedural manuals with ongoing amendments, and form documents, to develop procedures and practices as nearly common as possible.

### **3. SEARCH AND RESCUE REGIONS**

The contact area between the Australian aeronautical and maritime SRRs and the aeronautical and maritime SRRs of the Republic of Maldives is delineated by the following points:

- A: 06° 00' South 75° 00' East
- B: 02° 00' South 78° 00' East

### **4. STANDARD OPERATING PROCEDURES FOR THE RESCUE COORDINATION CENTRES**

The following procedures will be followed:

#### **4.1 Determination of Responsible RCC**

While the responsibility for declaring an aeronautical emergency phase and initiating local action rests with the relevant aeronautical authority, or, in the case of a marine emergency, with the relevant maritime authority, the responsibility for initiating all subsequent SAR action rests with the RCC. The RCC responsible for SAR action will be determined as follows:

4.1.1 When the position of the ship or aircraft needing assistance in distress is known, action will be initiated by the RCC in whose SRR the aircraft or ship is located and this RCC will remain the responsible RCC.

4.1.2 When the position of the ship or aircraft is unknown, SAR action will be initiated by the RCC which first becomes aware that the ship or aircraft may need assistance. The RCC initiating a SAR operation will remain in charge of the mission until the responsible RCC takes over. The responsible RCC will be either:

- 4.1.2.1 The RCC in whose SRR the aircraft or ship was operating when the last contact was made; or

- 4.1.2.2 The RCC into whose SRR the aircraft or ship was proceeding if the last contact was made on the common SRR boundary.

#### **4.2 Transferring Overall Coordination Responsibility or Responsibility for Part of a SAR Mission**

4.2.1 When a transfer of responsibility for overall SAR coordination is proposed, either from the subsequent establishment of the aircraft's or ship's position or movement, or because an RCC other than the one initiating the action is more favourably placed to assume control of the mission by reason of better communications, proximity to the search area, more readily available SAR units or facilities, or any other reasons, the following procedures will be adopted:

4.2.1.1 Direct discussions or communications will be conducted between the Search and Rescue Mission Coordinators (SMCs) concerned, to agree on the best course of action.

4.2.1.2 If it is decided that a transfer of responsibility is appropriate for the whole mission, full details of the previous action taken will be exchanged.

4.2.1.3 The initiating RCC will retain responsibility until the accepting RCC formally advises the initiating RCC that it has assumed responsibility for overall SAR coordination.

4.2.2 The same procedure will be followed where the responsible RCC wishes to transfer responsibility for part of the SAR mission to the other RCC.

#### **4.3 SAR Missions in Adjacent SRRs**

4.3.1 Each Party will recognise the established interest of the other Party whose aircraft or ship is *the subject of*, or participating in a SAR mission. Either Party will be notified without delay about any SAR mission by SAR units of the other Party into its search and rescue region to render assistance.

4.3.2 If it becomes necessary for an RCC to deploy SAR units into the SRR of the other Party, the SMC will deploy such units for the mission without delay. Simultaneously the adjacent RCC will be advised by written message providing the following information.

- .1 SAR mission identification
- .2 SAR units identification and type
- .3 Callsigns and names
- .4 Point of departure, route and destination
- .5 Assigned search tasks
- .6 Number of persons on board
- .7 Communications frequencies in use
- .8 Relevant equipment carried
- .9 Range and endurance

4.3.3 The SMC at the counterpart RCC will, on receipt, send an acknowledgment to the initiating RCC and indicate the conditions, if any, under which the intended mission is to be undertaken. All practicable assistance will be rendered to enable the SAR mission to be carried out successfully.

4.3.4 Search units will not enter an Air Defence Identification Zone (ADIZ) until approval is notified by the appropriate RCC.

#### **4.4 Promulgation of Search Areas**

When the responsible RCC has been determined in accordance with Paragraphs 4.1 and 4.2, that RCC will determine the area of probability and establish the search area(s). The responsible RCC and the counterpart RCC will, if appropriate, arrange for the promulgation of a Notice to Airmen (NOTAM) defining the search area(s) and any associated Restricted or Danger area(s) within their respective SRR, and will issue any necessary safety message(s) to shipping.

#### **4.5 Liaison During a SAR Mission**

During the course of a SAR mission, the RCCs concerned will maintain close liaison in order to ensure the smooth and successful execution of the SAR mission. The RCC responsible for overall SAR coordination will keep the other RCC informed at regular intervals of the number of SAR units involved in the mission, areas to be searched, actions taken to date, and the decision to suspend or terminate the SAR mission. This notification will take the form of situation reports (SITREPs) at least daily or at any time of significant change to the situation. Direct discussion between the SMCs of both RCCs should be undertaken whenever necessary.

### **5. USE OF OTHER PARTY'S FACILITIES BY SAR UNITS**

5.1 SAR units assigned by one Party to the RCC of the other Party which is responsible for overall coordination of the SAR mission will be placed under the direction of the relevant SMC for the period of their assignment, except that military aircraft, ships or personnel will remain under the command of the military headquarters of their State. As far as direct communications are possible, the responsible RCC will send directly to the SAR unit all instructions and information relative to the operation and the mission requested. The SAR unit will report directly to the responsible RCC.

5.2 The RCC of the Party requesting assistance in the form of SAR units or facilities of the other Party will provide all pertinent details of the type and scope of the assistance or facilities required.

5.3 A SAR unit of a Party participating in a SAR operation coordinated by the RCC of the other Party will without special request be authorised to enter into or over the territorial sea of this last Party. Except if the RCC in

overall co-ordination already has accurate information about the position of this unit, the SAR unit will notify this RCC with the time and position of its entry into the territorial sea.

- 5.4 A SAR unit of a Party participating in a SAR operation coordinated by the RCC of the other Party will be authorised to call into appropriate ports or aerodromes of this last Party. The RCC of this Party will make necessary arrangements, including assistance with logistical support, with public services and other bodies to facilitate this call and will transmit any useful information to the unit involved.

**6. SAR OPERATIONAL EXPENSES**

The respective Parties will be responsible for expenses incurred by their own units deployed during a SAR mission.

**7. RECOVERY OF SUPPLIES AND EQUIPMENT**

Recovery of re-useable supplies and survival equipment will be arranged between respective RCCs. When practicable, recovered items will be returned to their owners unless other arrangements for their disposal are mutually determined in specific instances.

**8. AMENDMENTS**

This Arrangement may be amended by mutual decision of the Parties by exchange of letters.

**9. SETTLEMENT OF DISPUTES**

Any disputes between the Parties arising out of the interpretation or implementation of this Arrangement will be settled amicably by consultation between the Parties.

10. **COMMENCEMENT AND DURATION**

This Arrangement will come into effect on signature of both Parties.

This Arrangement may be terminated at any time by mutual consent or by either Party upon giving ninety (90) days notice in writing.

In accordance with the provisions of the International Convention on Maritime Search and Rescue, 1979, the Secretary-General of the International Maritime Organization will be notified of this Arrangement. Similarly, the Secretary-General of the International Civil Aviation Organization will be notified of this Arrangement.

In witness whereof the undersigned, being duly authorised by their respective Governments, conclude this Arrangement.

CHIEF EXECUTIVE OFFICER  
AUSTRALIAN MARITIME  
SAFETY AUTHORITY



Signed in triplicate This 3<sup>rd</sup> day of March, 2006

DIRECTOR GENERAL COAST GUARD  
MINISTRY OF DEFENCE AND NATIONAL SECURITY  
REPUBLIC OF MALDIVES



Signed in triplicate This 13<sup>th</sup> day of April, 2006

MANAGING DIRECTOR  
MALDIVES AIRPORTS COMPANY LIMITED  
REPUBLIC OF MALDIVES



Signed in triplicate This 13<sup>th</sup> day of April, 2006

ARRANGEMENT  
BETWEEN  
THE REPUBLIC OF MALDIVES  
AND  
THE DEMOCRATIC SOCIALIST REPUBLIC OF SRI LANKA  
FOR THE  
COORDINATION OF SEARCH AND RESCUE SERVICES

The Government of the Democratic Socialist Republic of Sri Lanka represented by the Civil Aviation Authority and the Government of the Republic of Maldives represented by the Ministry of Defense and National Security and the Maldives Civil Aviation Authority (the Parties)

RECOGNISING the importance of co-operation in aeronautical and maritime search and rescue and the need to ensure expeditious and effective search and rescue services, and

NOTING the relevant provisions of the standards and recommended practices contained in Annex 12 to the Convention on International Civil Aviation 1944, the International Convention on Safety of Life at Sea 1974, and Article 98 of the United Nations Convention on the Law of the Sea 1982,

Desiring to coordinate Search & rescue services, mutually arrange the following;

**1. IMPLEMENTING AGENCIES**

The Ministry of Defense and National Security and the Maldives Civil Aviation Authority of the Government of the Republic of Maldives and the Civil Aviation Authority of the Government of the Democratic Socialist Republic of Sri Lanka are the National Search and Rescue Agencies that will implement this Arrangement.

Hereafter the term Rescue Coordination Centre, (RCC) covers the terms Maritime Rescue Co-ordination Centre (MRCC) or Aeronautical Rescue Co-ordination Centre (ARCC), where appropriate. The RCCs of the Parties involved in this Arrangement will be:

|                               |              |
|-------------------------------|--------------|
| For Sri Lanka:                | ARCC Colombo |
| For the Republic of Maldives: | ARCC Male'   |
|                               | MRCC Male'   |

**2. SCOPE OF THE ARRANGEMENTS**

The RCCs of both Parties will:

- 2.1 Promptly and regularly exchange Search and Rescue (SAR) information concerning an actual distress or a potential distress situation;

- 2.2 Assist each other, to the extent possible, in the conduct of SAR missions in their respective Search and Rescue Regions (SRRs) and across their common SRR boundaries;
- 2.3 Take appropriate measures for the use of facilities in each other's SRRs while engaged on a SAR mission;
- 2.4 Exchange information on current SAR resources available to ensure mutual knowledge of each other's SAR capabilities;
- 2.5 Conduct communications checks with each other to ensure the efficiency and effectiveness of SAR communications links;
- 2.6 Conduct periodic SAR exercises to test their ability to conduct a SAR response across their common SRR region boundary;
- 2.7 Without prejudicing the ownership of intellectual property and copyright, exchange SAR operational and procedural manuals with ongoing amendments, and form documents, to develop procedures and practices as nearly common as possible.

### 3. SEARCH AND RESCUE REGIONS

The contact area between the Sri Lankan aeronautical and maritime SRRs and the aeronautical and maritime SRRs of the Republic of Maldives is delineated by the following points:

- A: 06° 00' North 78° 00' East
- B: 02° 00' South 78° 00' East

### 4. STANDARD OPERATING PROCEDURES FOR THE RESCUE COORDINATION CENTRES

The following procedures will be followed:

#### 4.1 Determination of Responsible RCC

While the responsibility for declaring an aeronautical emergency phase and initiating local action rests with the relevant aeronautical authority, or, in the case of a marine emergency, with the relevant maritime authority, the responsibility for initiating all subsequent SAR action rests with the RCC. The RCC responsible for SAR action will be determined as follows:

- 4.1.1 When the position of the ship or aircraft needing assistance in distress is known, action will be initiated by the RCC in whose SRR the aircraft or ship is located and this RCC will remain the responsible RCC.
- 4.1.2 When the position of the ship or aircraft is unknown, SAR action will be initiated by the RCC which first becomes aware that the ship or aircraft

may need assistance. The RCC initiating a SAR operation will remain in charge of the mission until the responsible RCC takes over. The responsible RCC will be either

4.1.2.1 The RCC in whose SRR the aircraft or ship was operating when the last contact was made; or

4.1.2.2 The RCC into whose SRR the aircraft or ship was proceeding if the last contact was made on the common SRR boundary.

#### 4.2 Transferring Overall Coordination Responsibility or responsibility for part of a SAR mission

4.2.1 When a transfer of responsibility for overall SAR coordination is proposed, either from the subsequent establishment of the aircraft's or ship's position or movement, or because an RCC other than the one initiating the action is more favorably placed to assume control of the mission by reason of better communications, proximity to the search area, more readily available SAR units or facilities, or any other reasons, the following procedures will be adopted:

4.2.1.1 Direct discussions or communications will be conducted between the Search and Rescue Mission Coordinators (SMCs) concerned, to agree on the best course of action.

4.2.1.2 If it is decided that a transfer of responsibility is appropriate for the whole mission, full details of the previous action taken will be exchanged.

4.2.1.3 The initiating RCC will retain responsibility until the accepting RCC formally advises the initiating RCC that it has assumed responsibility for overall SAR coordination.

4.2.2 The same procedure will be followed where the responsible RCC wishes to transfer responsibility for part of the SAR mission to the other RCC.

#### 4.3 SAR Missions in Adjacent SRRs

4.3.1 Each Party will recognize the established interest of the other Party whose aircraft or ship is *the subject of*, or participating in a SAR mission. Either Party will be notified without delay about any SAR mission by SAR units of the other Party into its SRR to render assistance.

4.3.2 If it becomes necessary for an RCC to deploy SAR units into the SRR of the other Party, the SMC will deploy such units for the mission without delay. Simultaneously the adjacent RCC will be advised by written message providing the following information.

1. SAR mission identification
2. SAR units identification and type
3. Call signs and names
4. Point of departure, route and destination
5. Assigned search tasks
6. Number of persons on board
7. Communications frequencies in use
8. Relevant equipment carried
9. Range and endurance
10. Recovery plan

4.3.3 The SMC at the counterpart RCC will, on receipt, send an acknowledgment to the initiating RCC and indicate the conditions, if any, under which the intended mission is to be undertaken. All practicable assistance will be rendered to enable the SAR mission to be carried out successfully.

4.3.4 Search units will not enter an Air Defense Identification Zone (ADIZ) until approval is notified by the appropriate RCC.

#### 4.4 Promulgation of Search Areas

When the responsible RCC has been determined in accordance with Paragraphs 4.1 and 4.2, that RCC will determine the area of probability and establish the search area(s). The responsible RCC and the counterpart RCC will, if appropriate, arrange for the promulgation of a Notice to Airmen (NOTAM) defining the search area(s) and any associated Restricted or Danger area(s) within their respective SRR, and will issue any necessary safety message(s) to shipping.

#### 4.5 Liaison during a SAR Mission

During the course of a SAR mission, the RCCs concerned will maintain close liaison in order to ensure the smooth and successful execution of the SAR mission. The RCC responsible for overall SAR coordination will keep the other RCC informed at regular intervals of the number of SAR units involved in the mission, areas to be searched, actions taken to date, and the decision to suspend or terminate the SAR mission. This notification will take the form of situation reports (SITREPs) at least daily or at any time of significant change to the situation. Direct discussion between the SMCs of both RCCs should be undertaken whenever necessary.

### 5. USE OF OTHER PARTY'S FACILITIES BY SAR UNITS

5.1 SAR units assigned by one Party to the RCC of the other Party which is responsible for overall coordination of the SAR mission will be placed under the direction of the relevant SMC for the period of their assignment, except that military aircraft, ships or personnel will remain under the command of the military headquarters of their State. As far as direct communications are possible, the responsible RCC will send directly to the SAR unit all instructions and information relative to the operation and the mission

requested. The SAR unit will report directly to the responsible RCC.

5.2 The RCC of the Party requesting assistance in the form of SAR units or facilities of the other Party will provide all pertinent details of the type and scope of the assistance or facilities required.

5.3 A SAR unit of a Party participating in a SAR operation co-ordinated by the RCC of the other Party will without special request be authorized to enter into or over the territorial sea of this last Party. Except if the RCC in overall co-ordination already has accurate information about the position of this unit, the SAR unit will notify this RCC with the time and position of its entry into the territorial sea.

5.4 A SAR unit of a Party participating in a SAR operation co-ordinated by the RCC of the other Party will be authorized to call into appropriate ports or aerodromes of this last Party. The RCC of this Party will make necessary arrangements, including assistance with logistical support, with public services and other bodies to facilitate this call and will transmit any useful information to the unit involved.

## 6. SAR OPERATIONAL EXPENSES

The respective Parties will be responsible for expenses incurred by their own units deployed during a SAR mission.

## 7. RECOVERY OF SUPPLIES AND EQUIPMENT

Recovery of re-useable supplies and survival equipment will be arranged between respective RCCs. When practicable, recovered items will be returned to their owners unless other arrangements for their disposal are mutually determined in specific instances.

## 8. AMENDMENTS

This Arrangement may be amended by mutual decision of the Parties by exchange of letters.

## 9. SETTLEMENT OF DISPUTES

Any disputes between the Parties arising out of the interpretation or implementation of this Arrangement will be settled amicably by consultation between the Parties.

## 10. COMMENCEMENT AND DURATION

This Arrangement will come into effect on signature of both Parties.

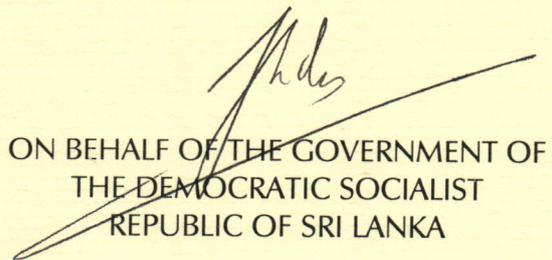
This Arrangement may be terminated at any time by mutual consent or by either Party upon giving ninety (90) days notice in writing.

In accordance with the provisions of the International Convention on Maritime Search and Rescue, 1979, the Secretary-General of the International Maritime Organization will be notified of this Arrangement. Similarly, the Secretary-General of the International Civil Aviation Organization will be notified of this Arrangement.

In witness whereof the undersigned, being duly authorized by their respective Governments, conclude this Arrangement in duplicate, on 25th day of June 2014.



ON BEHALF OF THE  
GOVERNMENT OF THE  
REPUBLIC OF MALDIVES



ON BEHALF OF THE GOVERNMENT OF  
THE DEMOCRATIC SOCIALIST  
REPUBLIC OF SRI LANKA



**This Addendum adds the Republic of Maldives as a Signatory to the Memorandum of Understanding between the Governments of the Member States of the Indian Ocean Rim Association (IORA) for the Coordination and Cooperation of Search and Rescue Services in the Indian Ocean Region.**

**ADDENDUM II**

**NOTING** that the Republic of Maldives signed the Instrument of Acceptance at the Nineteenth Council of Ministers meeting held in Abu Dhabi, United Arab Emirates on the 7th of November 2019 and has been included as a member of the IORA.

A handwritten signature in blue ink is positioned above a dotted line. The signature is stylized and appears to be the name of the Minister of Transport and Civil Aviation.

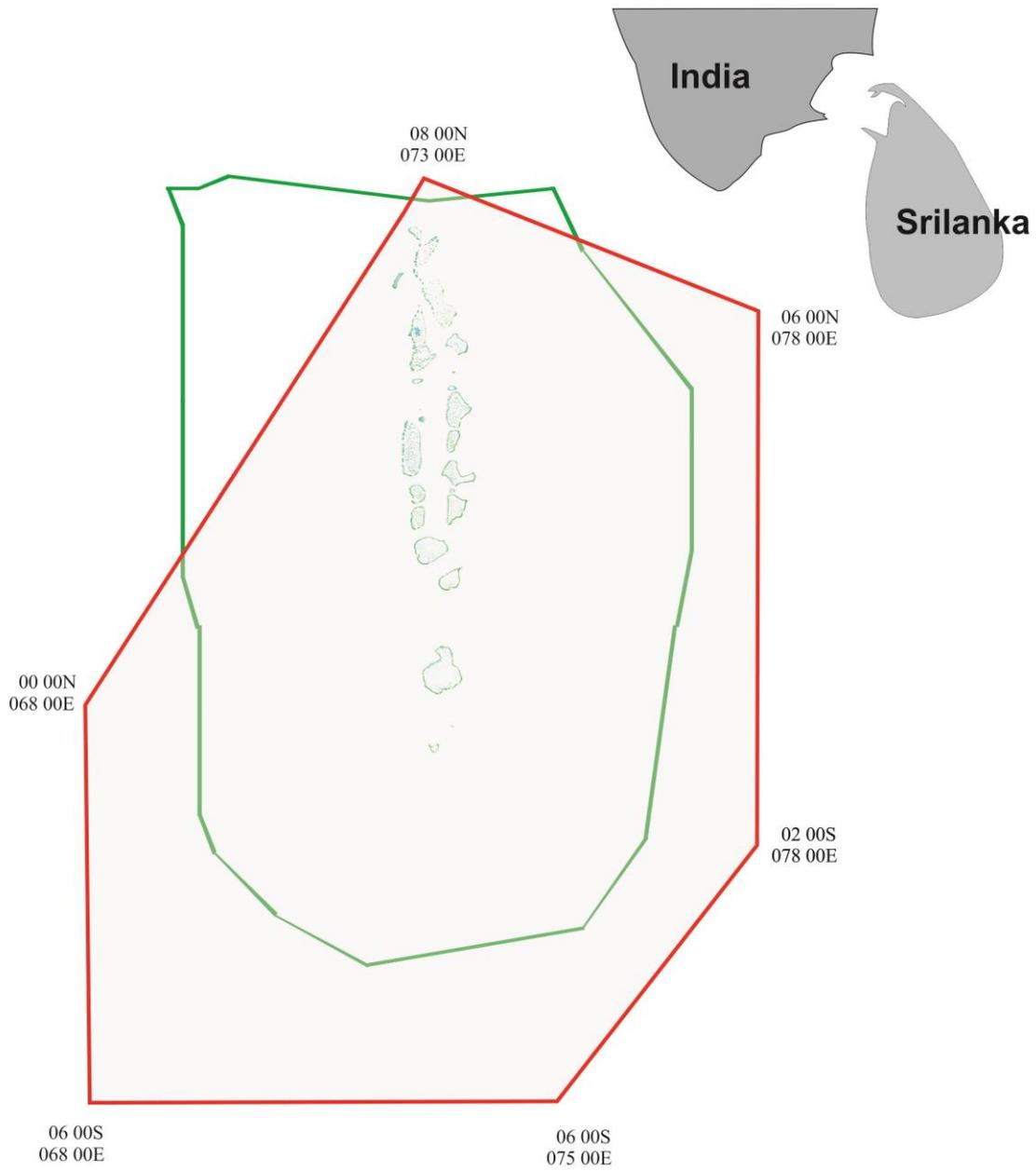
**Minister of Transport and Civil Aviation**

**Done at Male', Republic of Maldives on the 15<sup>th</sup> of December 2020**

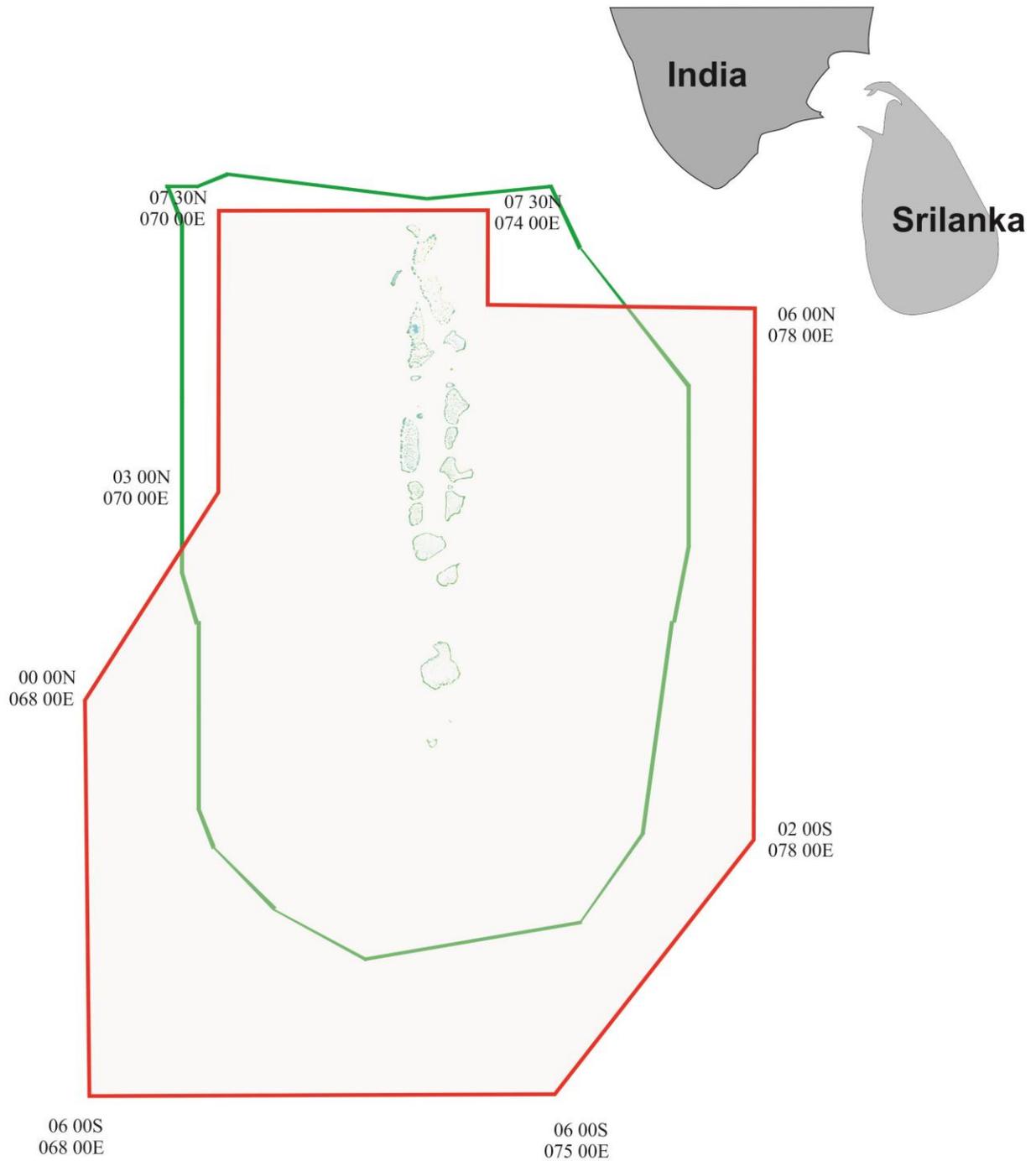
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A1

**Maritime SRR**

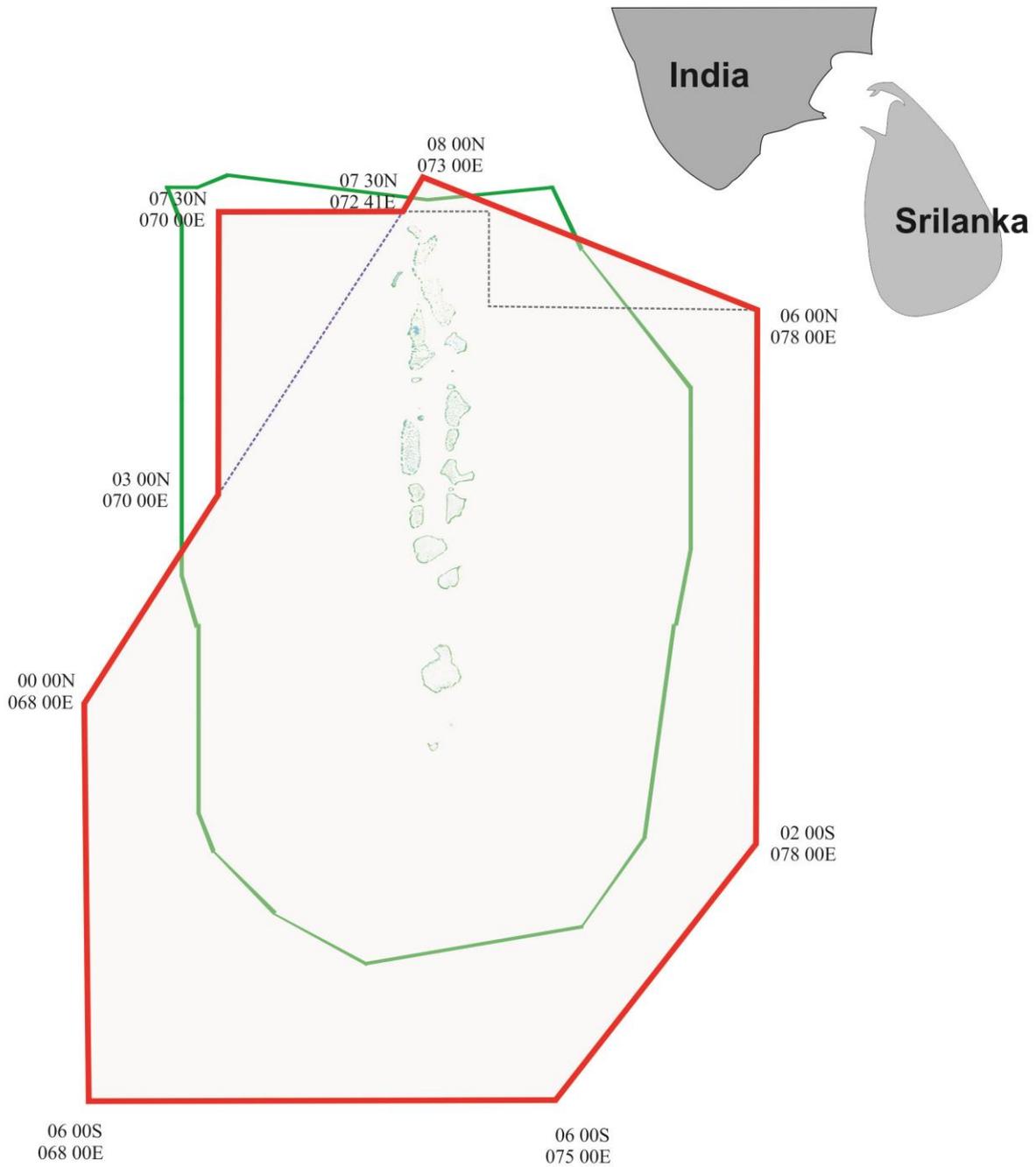


\*\*Maritime SRR is highlighted within the RED grid, while the green boundary denotes the Maldives EEZ.

**Aeronautical SRR (FIR)**

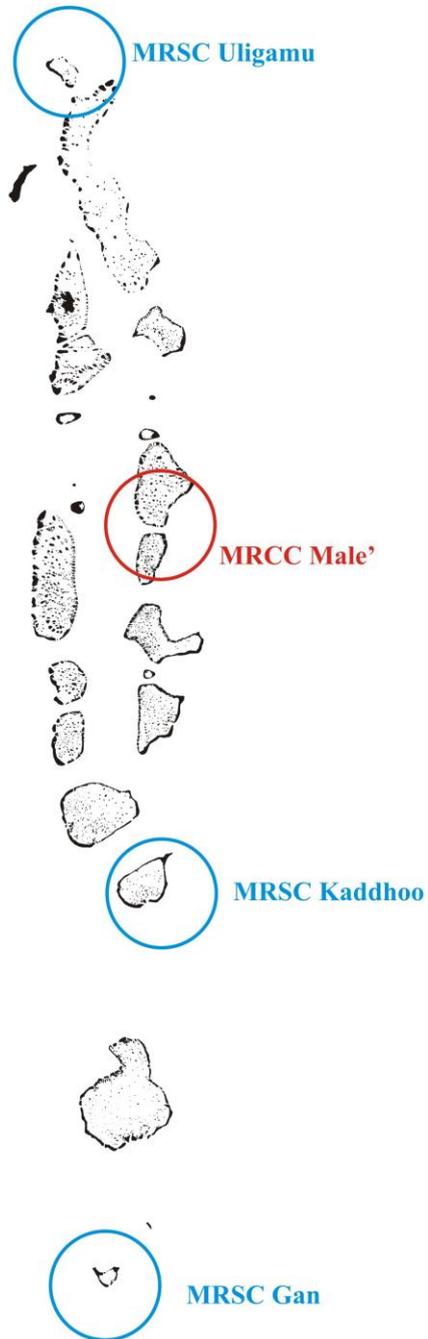
\*\*Aeronautical SRR (FIR) is highlighted within the RED grid, while the green boundary denotes the Maldives EEZ.

**Maldives SRR**

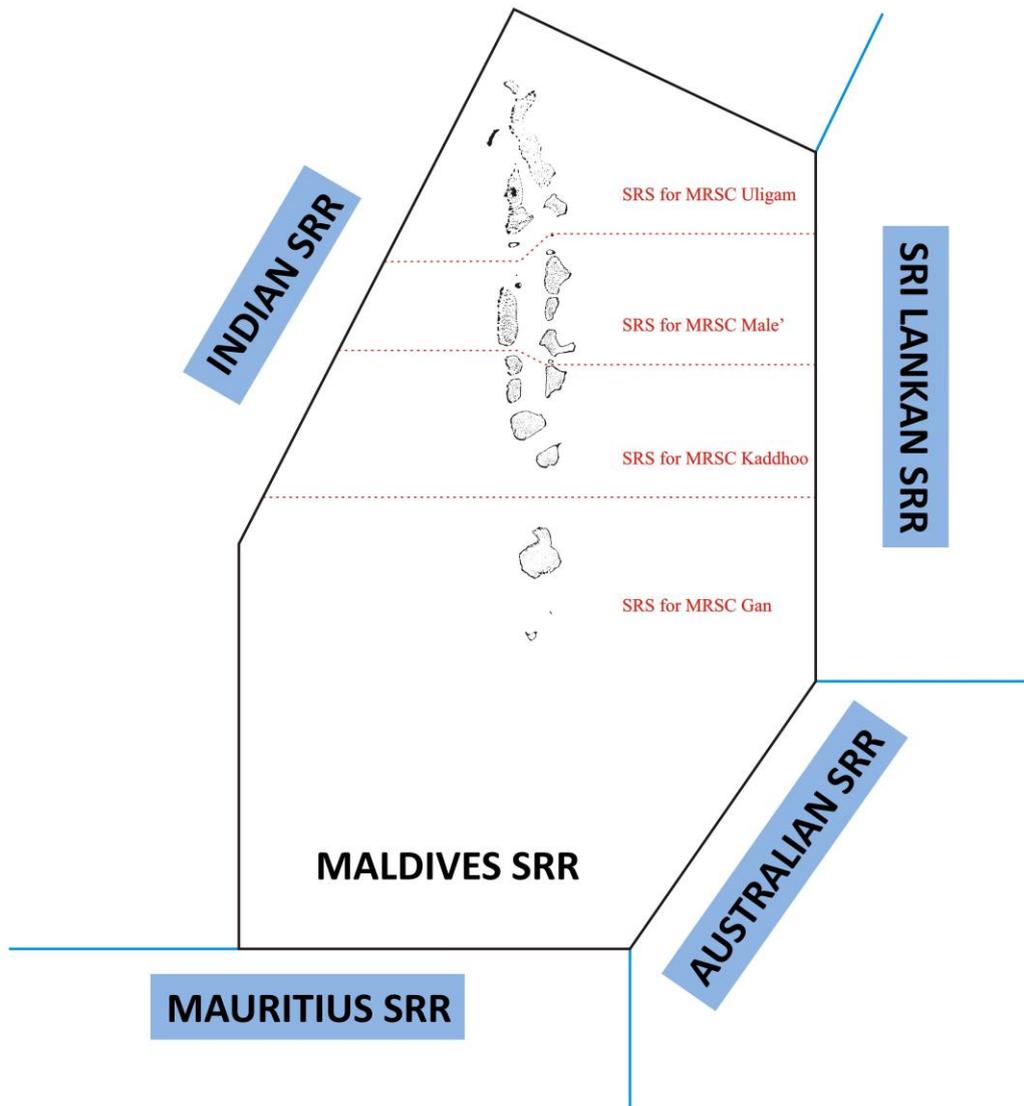


\*\*Maldives SRR (superimposed area of the aeronautical and maritime SRR) is highlighted within the RED grid, while the green boundary denotes the Maldives EEZ.

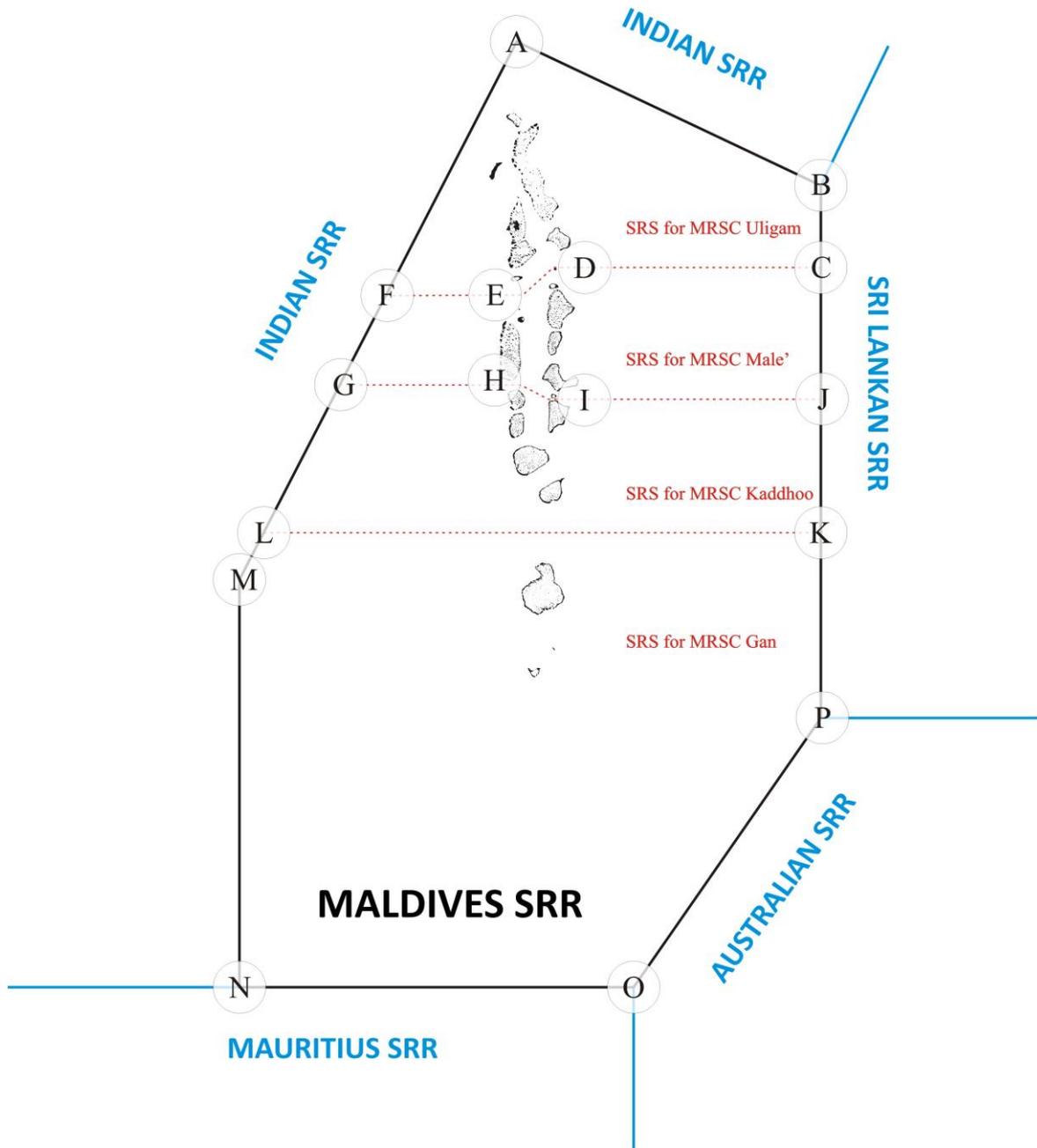
MRCC and its Subordinate MRSCs



**MALDIVES SRR, SRSs AND ADJOINING SRRs**



**MALDIVES SRR and SRS-COORDINATES OF DEMARKATION**



| <b>Letter</b> | <b>Coordinates</b> |
|---------------|--------------------|
| A             | 08°00'N , 073°00'E |
| B             | 06°00'N , 078°00'E |
| C             | 04°58'N , 078°00'E |
| D             | 04°58'N , 073°26'E |
| E             | 04°38'N , 072°57'E |
| F             | 04°38'N , 070°53'E |
| G             | 03°24'N , 070°06'E |
| H             | 03°24'N , 072°59'E |
| I             | 03°12'N , 073°23'E |
| J             | 03°12'N , 078°00'E |
| K             | 01°21'N , 078°00'E |
| L             | 01°21'N , 068°51'E |
| M             | 00°00'S , 068°00'E |
| N             | 06°00'S , 068°00'E |
| O             | 06°00'S , 075°00'E |
| P             | 02°00'S , 078°00'E |

**TERMS OF REFERENCE FOR**  
**THE NATIONAL SAR COORDINATING COMMITTEE**  
**OF THE MALDIVES**

**1 BACKGROUND:** The National SAR Plan for Maldives provides for establishment of a National SAR Coordinating Committee on a national level.

**2 OBJECTIVES:** The establishment of the National SAR Coordinating Committee is intended to accomplish the following:

- (a) Provide a standing national forum for co-ordination of administrative and operational SAR matters;
- (b) Develop policies of the National SAR system of the Maldives;
- (c) Develop, maintain and oversee the implementation of the National SAR Plan for the Maldives.
- (d) Develop and maintain a National SAR Manual to describe the common operational protocols and standard operating procedures for effective SAR response plans;
- (e) Standardize SAR procedures and training to enable interoperability among the Maldivian SAR organizations;
- (f) Maintain equipment and systems to enhance overall effectiveness and efficiency of SAR services;

- (g) Improve co-operation among aeronautical, maritime and land SAR communities for the provision of effective SAR services;
- (h) Promote effective use of all available facilities for SAR;
- (i) Determine other ways to enhance the overall effectiveness and efficiency of SAR services; and
- (j) Provide an interface with regional and international organizations involved with SAR and emergency services.

**3 MEMBERSHIP:** Members will be made up of a senior representative designated by each stake-holder to the National SAR Plan (Para 4.1.1 of Nat'l SAR Plan).

In addition:

- a) The Parties will each designate an alternate representative; and
- b) Representatives will be responsible for any appropriate co-ordination and assistance with interested agencies within their respective organizations.

**4 PROCEDURES:**

- a) General meetings of the Committee, which will be held at least once per year, will be open to designated observers, advisors and visitors.

- b) Executive meetings may also be held as necessary, and working groups may be established to handle detailed work and bring proposals to the Committee.
- c) The Chairperson or any representative may call a special committee meeting when necessary.
- d) The Committee Chairperson will be rotated after every two years among the representatives from a SAR Coordinating Authority. The Civil Aviation Authority of Maldives shall provide secretariat services for the Committee.

**AGREEMENT FOR SUPPORT:** Upon the endorsement of the National SAR Plan of Maldives by the Government of Maldives, each Party agrees to fully support the National Search and Rescue Coordinating Committee within its means.

**SAMPLE ASSISTANCE AGREEMENT BETWEEN THE AGENCY  
RESPONSIBLE FOR NATIONAL SAR AND OFFICIAL OR NON-  
GOVERNMENTAL AGENCIES SUPPLYING FACILITIES AND  
SERVICES TO HANDLE SAR CASES**

**Note:** *Depending on the administrative procedures of each State, an agreement of this type, or such as the one proposed by the IAMSAR Manual, Volume I, Appendix I, could be entered into at the level of the agency responsible for expediting search and rescue services nationally.*

**OPERATIONAL AGREEMENT**

*Between the (National SAR coordination committee or agency responsible for SAR) and (official agency/non-governmental organization)*

**1. INTRODUCTION**

1.1 Pursuant to the Standards and Recommended Practices of the International Civil Aviation Organization (ICAO)/International Maritime Organization (IMO), adopted by [State], concerning the provision of assistance among national agencies supplying services and installations to handle search and rescue cases, the (official agency or non-governmental organization) agrees to provide assistance whenever the (National SAR Coordination Committee or agency responsible for SAR) requests such assistance due to some emergency.

## **2. SCOPE OF THE ASSISTANCE**

2.1 Both agencies agree to combine the means which, after prior evaluation, might be of use to support SAR missions within the Maldives Search and Rescue Region (SRR) whose jurisdiction, including the respective ground and maritime areas, falls under the purview of the (name) Rescue Coordination Centre.

## **3. TERMS OF THE AGREEMENT**

3.1 The (*official or non-governmental providing agency*) shall, at all times, supply the (name) RCC with updated information regarding the availability of those services and facilities which could support a SAR mission at a given moment.

3.2 Upon the occurrence of a SAR incident which for humanitarian reasons requires, or could require, the immediate support of (*official or non-governmental providing agency or the facility assigned by the providing agency to supply the assistance*), the (name) RCC shall immediately supply information to the (*official or non-governmental providing agency*).

## **4. SPECIAL PROVISIONS**

4.1 The (name) RCC and the (*facility assigned by the providing agency*) shall set up mechanisms to coordinate possible mutual assistance actions which might be advisable for a prompt response in the SAR cases in which it is deemed convenient to implement the present mutual assistance Operational Agreement.

4.2 The coordination mechanisms and the list of facilities and/or services supplied by *(facility assigned by the providing agency)* shall appear as numbered Attachments to the present SAR Operational Agreement, in keeping with the minimum requirements stipulated in the related legal provisions and shall form part of the Operations Plan (Operational Guide) of the *(name)* RCC.

4.3 The *(facility assigned by the providing agency)* accepts to participate in exercises at regular intervals organised by *(National SAR Coordination Committee or agency responsible for SAR)* and coordinated by the *(name)* RCC.

**5. RELATIONSHIP BETWEEN THE *(name)* RCC AND *(facility assigned by the providing agency)***

5.1 The authorities of the *(name)* RCC and *(facility assigned by the providing agency)*, or the officials appointed by them are authorized, within the framework of the present SAR Operational Agreement, to communicate directly so as to coordinate and deal with all matters in common concerning SAR cooperation between their respective agencies.

5.2 These authorities and those of SAR-related services and facilities shall meet at least once a year (or, in special cases, after a 72-hour notice) to discuss the results of the operations and exercises of the previous year and, if necessary, to propose those changes deemed convenient to optimize the present agreement.

5.3 The *(National SAR Coordination Committee or the agency responsible for SAR)* shall be responsible for advising the other official and/or private sources forming part of the

Maldives National SAR Plan of the existence of the present SAR Operational Agreement and shall seek the possibility of setting up similar methods with other national or local providers.

Signed in .....on the .....day  
of the Month of ..... of 20..

For (*National SAR Coordination Committee or the agency responsible for SAR*):

For (*official or non-governmental providing agency*):

## ATTACHMENT 1

To the SAR Letter of Operational Agreement signed between  
(National SAR Coordination Committee or the agency responsible  
for SAR) and (official or non-governmental providing agency)

Note: Full text suggested for the drafting of Attachment 1  
to the Agreement of Assistance between National Official or  
Non-Governmental Agencies providing facilities and services to  
handle SAR cases. The final listing must only reflect exactly  
the resources and/or facilities committed.

Listing of facilities and/or services that (the providing  
facility) will supply to the (name) RCC to handle SAR cases in  
the (name) SRR:

### 1. **Transportation media**

1.1 Airborne (fixed wings): Provide data on range of action  
(R/A) and search reserve hours (HB)

- ELR (extremely large range of action): (R/A) 1500NM + 2.30  
(HB) (indicate number of aircraft, hours available,  
acronyms, type, base of operations and estimated time  
before they can be available to the RCC)
- VLR (very large range of action): (R/A) 1000NM + 2.30 (HB)  
(indicate number of aircraft, hours available, acronyms,  
type, base of operations and estimated time before they  
can be available to the RCC)

- LRG (large range of action): (R/A) 750NM + 2.30 (HB)  
(indicate number of aircraft, hours available, acronyms, type, base of operations and estimated time before they can be available to the RCC)
- MRG (medium range of action) (R/A) 400NM + 2.30 (HB)  
(indicate number of aircraft, hours available, acronyms, type, base of operations and estimated time before they can be available to the RCC)
- SRG (small range of action) (R/A) 150NM + ½ (HB)  
(indicate number of aircraft, hours available, acronyms, type, base of operations and estimated time before they can be available to the RCC)

1.2 Aircraft (amphibian): List those air vehicles, capable of landing on water, air cushion vehicles to operate in plains, swampy areas, hovercraft, etc. (indicate number of aircraft, hours available, acronyms, type, base of operations and estimated time before they can be available to the RCC)

1.3 Aircraft (rotary wing): Provide data on range of action (R/A) and capacity to evacuate (CE) people (P).

- HEL-L (maximum R/A): 100NM - CE 1 to 5 P: (indicate number of helicopters, hours available, acronyms, type, base of operations and estimated time before they can be available to the RCC)

- HEL-M (average R/A): 100-200 - CE 6 to 15 P: (indicate number of helicopters, hours available, acronyms, type,

*base of operations and estimated time before they can be available to the RCC)*

*-HEL-H (high R/A): + than 200NM - CE + than 15 P:  
(indicate number of helicopters, hours available,  
acronyms, type, base of operations and estimated time  
before they can be available to the RCC)*

1.4 Waterborne: Provide data on range of action (R/A) and capacity to evacuate (CE) people (P).

*- RB (small R/A): coastal and/or river craft (indicate number of craft, hours available, acronyms, type, base of operations and estimated time before they can be available to the RCC)*

*- RV (high R/A): seagoing ship (indicate number of craft, hours available, acronyms, type, base of operations and estimated time before they can be available to the RCC)*

1.5 Overland:

*- Small hardy vehicles: (indicate number available, license plates, data on drives, additional gear such as communications and first aid equipment, home base, and estimated time before they can be available to the RCC)*

*- Medium-capacity pick-up trucks: (indicate number available, license plates, data on drives, additional gear such as communications and first aid equipment, home base, and estimated time before they can be available to*

the RCC)

- Large-capacity trucks: (indicate number available, license plates, data on drives, additional gear such as communications, first aid and refrigeration equipment, home base, and estimated time before they can be available to the RCC)
- Ambulances: (indicate number available, license plates, data on first aid equipment, medical instruments, communication equipment, home base, and estimated time before they can be available to the RCC)

1.6 Communication equipment: List the facilities which offer the possibility of being used for COMM facility and service purposes:

- ATS networks and military networks, private organisation networks;
- Telephone, telex, fax, radio direction finding services;
- Coastal stations;
- Meteorological networks.

(indicate type of networks, operating hours, frequencies available to SAR, quantity of equipment, types of fixed, portable equipment, personnel to install, operate and provide maintenance to the equipment on site, base of operations, estimated time before they can be available to the RCC).

1.7 Medical assistance:

- Emergency medical assistance (provide data on the location of available personnel and equipment)
- Facilities for on-site medical assistance
- Medical evacuation (overland; airborne)
- Hospitalisation (provide data on the evaluation made as to the available resources, assistance capability by medical specialisation, availability of a blood bank, morgue capacity, estimated warning time required to get ready to receive patients)

1.8 Specialised personnel: (provide data on the availability of specialised personnel which could be placed at the disposal by the providing agency, number of people, hours/days available, areas to which they would be assigned, advance notice required from the RCC to get ready and available)

- Rescue unit, with the necessary equipment for airborne, overland or waterborne operations; and
- Para-SAR, Heli-SAR, diving teams.

1.9 Stocks of crated emergency and survival equipment in suitable airports, ready to be dropped to survivors:

- List storage areas and availability. Appoint some person in charge of prompt delivery of orders (24 hours

a day).

1.10 Fuel supply services for transportation resources participating in a SAR mission:

- List places and persons to be contacted, maximum quantity of liters or gallons which can be cleared per day of operations. Appoint people responsible for keeping control of supplies. Determine whether some type of form or voucher is to be used.

1.11 Preventive maintenance: Indicate the possibilities for:

- Airborne, overland and waterborne transportation resources;
- Communication equipment; and
- Other emergency equipment.

1.12 Other types of SAR assistance: Indicate the availability of:

- Groups of rescue volunteers specialising in coastal, water zone, etc. operations;
- Fire-fighting, aeronautical, maritime, forestry and urban services.

1.13 Cooperation: List the possibilities for support in the following specialised areas:

- Aircraft accident investigation
- AVSEC
- Radioactive prevention
- Disaster relief
- Environmental pollution, and
- Technical documentation.

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