

**SECTION 4.09**

**SEARCH AND RESCUE**

**PURPOSE**

1. The purpose of the Search and Rescue (SAR) organisation is to provide assistance to aircraft in distress and to search for, provide aid to, and organise the rescue of survivors of aircraft accidents and forced landings.

**RESPONSIBLE AUTHORITY**

2. Airservices Australia is responsible for the provision of a SAR alerting and in-flight emergency response service. AusSAR is responsible for the conduct of SAR for registered aircraft that are reported missing or have crashed and ELT searches within the Search and Rescue Region (SRR) under Australian jurisdiction.

**NOTE:** Under the National Search and Rescue Plan, gyroplanes are considered to be “Unregistered Aircraft”, and as such, the responsibility for SAR for gyroplanes lies with the local State Police.

**ORGANISATION**

3. AusSAR has established an aviation Rescue Coordination Centre (RCC) in Canberra, which is responsible for the coordination of SAR efforts involving registered aircraft within the Australian SRR. The RCC may be contacted on telephone 1 800 815 257.

**PROCEDURES**

4. All ATS Units have been designated as alerting posts and are responsible for the declaration of the appropriate emergency phase. Three phases of emergency have been established. They are: Uncertainty Phase (INCERFA), Alert Phase (ALERFA) and Distress Phase (DETRESFA). The specific emergencies applicable to each phase may be found in the Australian AIP Section GEN 3.6.

**PILOT NOTIFICATION**

5. The efficacy of the SAR action by the local State Police is directly related to the amount and accuracy of details notified by the pilot-in-command. Whilst it is acknowledged that gyroplane pilots rarely file flight plans, or use flight notification or flight notes in association with ATS units, it is

incumbent upon gyroplane pilots to ensure that a responsible person is aware of their intended operation.

**NOTE:** For the purposes of this Section, a responsible person may be:

- a. The Duty Officer appointed in accordance with Section 4.01 of this Manual.
- b. A person who is capable of recognising and exercising their responsibility in the event that SAR action is required.

**NOTE:** Where a responsible person is not in attendance at the time of departure, it is recommended that details of the intended operation are written down and left in a safe, obvious place, such as on the dash of the pilot's vehicle, secured to the gyroplane trailer, in the gyroplane hangar or among easily accessible personal effects.

#### **DETAILS TO BE NOTIFIED**

6. Details to be notified include, but are not limited to:
  - a. gyroplane type and registration markings,
  - b. gyroplane colour and distinguishing markings,
  - c. details of the intended route to be flown, or area of operation,
  - d. expected duration of the sortie,
  - e. endurance on departure,
  - f. persons on board,
  - g. details of emergency signalling equipment carried e.g. ELT, personal strobe light, flares, mobile telephone etc.,
  - h. telephone numbers at intended intermediate landing sites,
  - i. expected time of arrival back at the point of departure.

**DECLARATION OF AN EMERGENCY**

7. Where the safety of the gyroplane or its occupants is in doubt, the pilot-in-command shall declare an emergency using the applicable phraseology on the appropriate ATS or Flightwatch VHF frequency. Where there is doubt that the transmissions were received, the VHF emergency frequency 121.5 MHz shall be used. ELTs should also be activated if possible.

Where the responsible person referred to in paragraph 5 above becomes concerned for the safety of a gyroplane or its occupants, he shall immediately notify the local State Police in the first instance, the nearest ATS unit or the AusSAR RCC.

**REPORTING REQUIREMENTS**

8. Where the pilot-in-command of a gyroplane has declared an emergency, or the appropriate authority has declared an emergency phase relevant to a gyroplane, an Accident/Incident Report shall be furnished in accordance with the provisions of Section 4.08 of this Manual.

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