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REPUBLIEK VAN SUID-AFRIKA

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No. 24248

THE PRESIDENCY

No. 94 15 January 2003

It is hereby notified that the President has assented to the following Act, which is hereby published for general information:—

No. 44 of 2002: South African Maritime and Aeronautical Search and Rescue Act, 2002.

DIE PRESIDENSIE

No. 94 15 Januarie 2003

Hierby word bekend gemaak dat die President sy goedkeuring geheg het aan die onderstaande Wet wat hierby ter algemene inligting gepubliseer word:—

No. 44 van 2002: Wet op Suid-Afrikaanse Maritieme en Lugvaart-soek-en-redding, 2002.



AIDS HELPLINE: 0800-123-22 Prevention is the cure

*(English text signed by the President.)
(Assented to 30 December 2002.)*

ACT

To incorporate the International Convention on Maritime Search and Rescue, 1979, and Annex 12 to the Convention on International Civil Aviation, 1944, into South African law; to establish the South African Maritime and Aeronautical Search and Rescue Organisation; and to provide for matters connected therewith.

BE IT ENACTED by the Parliament of the Republic of South Africa, as follows:—

Definitions

1. In this Act, unless the context indicates otherwise, any word or expression to which a meaning is ascribed in the Conventions bears the same meaning and—
 - “**aircraft**” means any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth’s surface;
 - “**Department**” means the Department of Transport;
 - “**Director-General**” means the Director-General: Transport;
 - “**executive committee**” means the executive committee of SASAR contemplated in section 5(2)(a);
 - “**head of SASAR**” means an official of the Department appointed in terms of section 5(7)(a);
 - “**International Civil Aviation Organisation**” means the specialised agency of the United Nations responsible for formulating standards and recommended practices for the purposes of civilian international air transport, established in terms of Article 43 of the Convention on International Civil Aviation, in Chicago on 7 December 1944;
 - “**International Maritime Organisation**” means the specialised agency of the United Nations responsible for formulating standards for civilian maritime transport and for the safety of life at sea, established in terms of the Convention on International Maritime Organisation, in Geneva on 6 March 1948;
 - “**Minister**” means the Minister of Transport;
 - “**person**” includes any institution or organisation equipped to assist in a search and rescue operation, an organ of state, a government and an agency of the government of a foreign country;
 - “**prescribed**” means prescribed by regulation;
 - “**rescue**” includes the provision of the initial medical treatment of a person rescued;
 - “**rescue co-ordination centre**” means an institution responsible for promoting the efficient organisation of search and rescue services and for co-ordinating the conduct of search and rescue operations within a search and rescue region;
 - “**rescue subcentre**” means a suitably appointed unit tasked to carry out duties of a rescue co-ordination centre in instances where the rescue co-ordination centre cannot exercise direct and effective control over search and rescue facilities in certain parts of a search and rescue region;
 - “**SASAR**” means the South African Search and Rescue Organisation established by section 4;

WET OP SUID-AFRIKAANSE MARITIEME EN
LUGVAART-SOEK-EN-REDDING, 2002

Wet No. 44, 2002

(Engelse teks deur die President geteken.)
(Goedgekeur op 30 Desember 2002.)

WET

Om die Internasionale Konvensie oor Maritieme Soek en Redding, 1979, en Aanhangel 12 van die Konvensie oor Internasionale Burgerlike Lugvaart, 1944, by die Suid-Afrikaanse reg in te lyf; om die Suid-Afrikaanse Maritieme en Lugvaart-soek-en-reddingsorganisasie in te stel; en om voorsiening te maak vir aangeleenthede wat daarmee in verband staan.

DAAR WORD BEPAAL deur die Parlement van die Republiek van Suid-Afrika, soos volg:—

Woordomskrywing

1. In hierdie Wet, tensy uit die samehang anders blyk, het enige woord of uitdrukking waaraan 'n betekenis in die Konvensies geheg word, daardie betekenis en beteken— 5
 - “Departement” die Departement van Vervoer;
 - “die Konvensies”—
 - (a) die Internasionale Konvensie oor Maritieme Soek en Redding, op 27 April 1979 deur die Maritieme Veiligheidskomitee van die Internasionale Maritieme Organisasie aangeneem; en 10
 - (b) Aanhangel 12 by die Konvensie oor Internasionale Burgerlike Lugvaart op 7 Desember 1944 te Chicago aangeneem;
 - “Direkteur-generaal” die Direkteur-generaal: Vervoer;
 - “hierdie Wet” ook die regulasies;
 - “hoof van SASER” ’n beamppte van die Departement ingevolge artikel 5(7)(a) 15 aangestel;
 - “Internasionale Maritieme Organisasie” die gespesialiseerde agentskap van die Verenigde Nasies op 6 Maart 1948 te Genève ingevolge die Konvensie oor die Internasionale Maritieme Organisasie ingestel en verantwoordelik vir die formulering van standarde vir burgerlike maritieme vervoer en vir die beveiliging 20 van menselewens ter see;
 - “lugvaartuig” ’n masjien wat in die atmosfeer deur die reaksie van die lug, behalwe die reaksie van die lug teen die aarde se oppervlak, steun kan kry;
 - “Minister” die Minister van Vervoer;
 - “Organisasie vir Internasionale Burgerlike Lugvaart” die gespesialiseerde 25 agentskap van die Verenigde Nasies ingestel op 7 Desember 1944 te Chicago ingevolge Artikel 43 van die Konvensie oor Internasionale Burgerlike Lugvaart en verantwoordelik vir die formulering van standarde en aanbevole gebruike vir die doeleindes van internasionale burgerlike lugvervoer;
 - “persoon” ook ’n instansie of organisasie wat toegerus is om met ’n soek-en-reddingsoperasie te help, ’n staatsorgaan, ’n regering en ’n agentskap van die regering van ’n vreemde land; 30
 - “redding” ook die verskaffing van die aanvanklike mediese behandeling van ’n persoon wat gered is;
 - “reddingskoördineringsentrum” ’n instansie verantwoordelik daarvoor om die 35 doeltreffende reëling van soek-en-reddingsdienste te bevorder en om die uitvoer van soek-en-reddingsoperasies binne ’n soek-en-reddingstreek te koördineer;

“search and rescue region” means a region contemplated in section 11(1)(c) in which the co-ordination of search and rescue operations is effected by a single rescue co-ordination centre;

“the Conventions” means—

(a) the International Convention on Maritime Search and Rescue adopted on 27 April 1979 by the Maritime Safety Committee of the International Maritime Organisation; and 5

(b) Annex 12 to the Convention on International Civil Aviation adopted on 7 December 1944 at Chicago;

“this Act” includes the regulations; 10

“vessel” means any water-navigable craft of any type, whether self-propelled or not.

Principal objects of Act

2. (1) The principal objects of this Act are to—

(a) incorporate the Conventions into South Africa law; and 15

(b) establish the South African Search and Rescue Organisation to act on behalf of the Department as the authority responsible for the application of the Conventions as well as other conventions binding on the Republic regarding maritime and aeronautical search and rescue operations.

(2) For purposes of subsection (1)(b) the expression “other conventions” includes— 20

(a) the Convention on the High Seas, 1958; and

(b) the International Convention for the Safety of Life at Sea, 1974.

Incorporation of Conventions

3. (1) The Conventions contained in Schedules 1 and 2 are hereby enacted into law in the Republic. 25

(2) (a) Subject to paragraph (b), the Minister may from time to time by notice in the *Gazette* amend Schedules 1 and 2 to reflect any changes made to the Conventions by the International Maritime Organisation or the International Civil Aviation Organisation, as the case may be.

(b) The Minister may only amend Schedules 1 and 2 if the changes made by the two Organisations are binding on the Republic in terms of section 231(2) of the Constitution or are self-executing as contemplated in section 231(4) of the Constitution. 30

Establishment and object of South African Search and Rescue Organisation

4. (1) The South African Search and Rescue Organisation is hereby established.

(2) (a) The object of SASAR is to ensure a co-ordinated and effective maritime and aeronautical search and rescue service within the South African search and rescue regions. 35

(b) Any person appointed in terms of this Act or concerned with the carrying out of the provisions thereof must perform his or her functions pursuant to the object of SASAR.

Composition of SASAR

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5. (1) SASAR is made up of representatives from those government departments and commercial and voluntary organisations which are signatories to the SASAR manual, contemplated in section 15, and which are able to contribute services and facilities for use by SASAR, including representatives of—

(a) the Department; 45

(b) the South African Maritime Safety Authority;

(c) the South African Civil Aviation Authority;

(d) the Air Traffic and Navigation Services Company Limited;

(e) the South African National Defence Force;

(f) the South African Police Service; 50

(g) the National Port Authority;

“reddingssubsentrum” ’n paslik toegeruste eenheid met die opdrag om die pligte van ’n reddingskoördineringsentrum uit te voer in gevalle waar die reddingskoördineringsentrum nie regstreekse en doeltreffende beheer oor soek-en-reddingsfasiliteite in sekere dele van ’n soek-en-reddingstreek kan uitvoer nie; 5
 “SASER” die Suid-Afrikaanse Soek-en-reddingsorganisasie ingestel by artikel 4;
 “soek-en-reddingstreek” ’n streek in artikel 11(1)(c) beoog, waarin die koördineringsentrum van soek-en-reddingsoperasies deur ’n enkele reddingskoördineringsentrum gedoen word;
 “uitvoerende komitee” die uitvoerende komitee van SASER beoog in artikel 5(2)(a); 10
 “vaartuig” ’n vaartuig van enige aard hoegenaamd gebruik vir vaart op water, hetsy selfaangedrewe al dan nie; en
 “voorgeskrif” by regulasie voorgeskryf.

Hoofopmerke van Wet

2. (1) Die hoofopmerke van hierdie Wet is— 15
 (a) om die Konvensies by die Suid-Afrikaanse reg in te lyf; en
 (b) om die Suid-Afrikaanse Soek-en-reddingsorganisasie in te stel om ten behoeve van die Departement op te tree as die owerheid verantwoordelik vir die toepassing van die Konvensies asook ander konvensies rakende maritieme en lugvaart-soek-en-reddingsoperasies wat vir die Republiek bindend is. 20
 (2) By die toepassing van subartikel (1)(b) beteken die uitdrukking “ander konvensies” ook—
 (a) die Konvensie oor die Oop See, 1958; en
 (b) die Internasionale Konvensie vir die Beveiliging van Menselewens op See, 1974. 25

Inlywing van Konvensies

3. (1) Die Konvensies vervat in Bylaes 1 en 2 word hierby in die Republiek tot wet verorden.
 (2) (a) Behoudens paragraaf (b) kan die Minister Bylaes 1 en 2 van tyd tot tyd by kennisgewing in die *Staatskoerant* wysig om enige wysigings aan die Konvensies aanbring deur die Internasionale Maritieme Organisasie of die Organisasie vir Internasionale Burgerlike Lugvaart, na gelang van die geval, te weerspieël. 30
 (b) Die Minister kan Bylaes 1 en 2 slegs wysig indien die wysigings deur die twee organisasies aanbring, bindend is vir die Republiek ingevolge artikel 231(2) van die Grondwet of direk uitvoerbaar is soos beoog in artikel 231(4) van die Grondwet. 35

Instelling en oogmerk van Suid-Afrikaanse Soek-en-reddingsorganisasie

4. (1) Die Suid-Afrikaanse Soek-en-reddingsorganisasie word hierby ingestel.
 (2) (a) Die oogmerk van SASER is om ’n gekoördineerde en doeltreffende maritieme en lugvaart-soek-en-reddingsdiens in die Suid-Afrikaanse soek-en-reddingstreke te verseker. 40
 (b) Enige persoon ingevolge hierdie Wet aangestel of gemoeid met die toepassing van die bepalinge daarvan, moet sy of haar werksaamhede ooreenkomstig die oogmerk van SASER verrig.

Samestelling van SASER

5. (1) SASER bestaan uit verteenwoordigers van die staatsdepartemente en handels- en vrywilligersorganisasies wat ondertekenaars is van die SASER-handleiding beoog in artikel 15 en wat dienste en geriewe vir gebruik deur SASER kan bydra, met inbegrip van verteenwoordigers van — 45
 (a) die Departement;
 (b) die Suid-Afrikaanse Maritieme Veiligheidsowerheid; 50
 (c) die Suid-Afrikaanse Burgerlike Lugvaartowerheid;
 (d) die Lugverkeers- en -navigasiedienstemaatskappy Beperk;
 (e) die Suid-Afrikaanse Nasionale Weermag;
 (f) die Suid-Afrikaanse Polisie; en
 (g) Die Nasionale Hawe-owerheid; 55

(h) the Department of Provincial and Local Government.

(2) SASAR has—

- (a) an executive committee;
- (b) a maritime committee; and
- (c) an aeronautical committee.

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(3) The executive committee consists of—

- (a) the persons appointed in terms of subsection (7); and
- (b) if necessary, such other members as may be nominated by the head of SASAR, and appointed by the Director-General either permanently or on an *ad hoc* basis.

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(4) The executive committee must—

- (a) determine and put into effect the policy of SASAR; and
- (b) determine the size and composition of the other committees of SASAR depending on the areas of speciality of the different members of SASAR.

(5) The maritime and the aeronautical committees must assess the policy of SASAR and make recommendations to the executive committee whenever any change is necessary.

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(6) The executive committee is accountable to the Minister and the other committees of SASAR are accountable to the executive committee.

(7) The Director-General must appoint suitable persons from among the members of SASAR to serve as—

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- (a) the head of SASAR, who is the chairperson of the executive committee and responsible for search and rescue operations by SASAR;
- (b) the head of aeronautical search and rescue operations who is the chairperson of the aeronautical committee;
- (c) the head of maritime search and rescue operations, who is the chairperson of the maritime committee.

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(8) The different heads contemplated in subsection (7) must ensure that search and rescue operations are conducted in accordance with laid down standards and recommended practices as reflected in the SASAR Manual and as considered the norm in terms of international agreements.

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Functions of SASAR

6. (1) SASAR must within its means and capabilities co-ordinate its resources to—

- (a) search for, assist and, where appropriate, effect a rescue operation for—
 - (i) survivors of aircraft crashes or forced landings;
 - (ii) the crew and passengers of vessels in distress;
 - (iii) survivors of maritime accidents or incidents; and
 - (iv) survivors of any military aircraft or vessel accident or incident if such aircraft or vessel is not engaged in an act of war; and
- (b) co-ordinate the evacuation of a seriously injured or ill person from a vessel at sea where the person's condition is such that he or she must obtain medical treatment sooner than that vessel would be able to get him or her to a suitable medical facility.

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(2) The functions set out in subsection (1)(a) exclude salvage operations.

(3) SASAR, with the concurrence of the Minister, may call on any provider of a public switched telecommunication service as contemplated in the Telecommunications Act, 1996 (Act No. 103 of 1996), or the entity contemplated in section 41(11) of that Act, to lease or otherwise make available telecommunication facilities.

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(4) SASAR must perform its functions in a manner which promotes efficient, economic and effective use of all resources.

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(5) In performing its functions, SASAR must endeavour to co-operate with disaster management agencies established in terms of any law providing for the management of disasters.

(6) SASAR may perform its functions outside the Republic.

Meetings of SASAR

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7. (1) SASAR must meet at such times as the executive committee may determine in order to—

- (a) discuss proposals and take decisions regarding the effective application of this Act;

WET OP SUID-AFRIKAANSE MARITIEME EN
LUGVAART-SOEK-EN-REDDING, 2002

Wet No. 44, 2002

- (h) die Departement van Provinsiale en Plaaslike Regering.
- (2) SASER het—
- (a) 'n uitvoerende komitee;
 - (b) 'n maritieme komitee; en
 - (c) 'n lugvaartkomitee. 5
- (3) Die uitvoerende komitee bestaan uit—
- (a) die persone wat ingevolge subartikel (7) aangestel is; en
 - (b) waar nodig, ander lede wat deur die hoof van SASER benoem word, en op 'n permanente of *ad hoc*-grondslag deur die Direkteur-generaal aangestel word. 10
- (4) Die uitvoerende komitee moet—
- (a) die beleid van SASER stel en uitvoer; en
 - (b) die grootte en samestelling van die ander komitees van SASER bepaal op grond van die spesialiteitssterreine van die onderskeie lede van SASER.
- (5) Die maritieme en die lugvaartkomitees moet die beleid van SASER evalueer en aanbevelings aan die uitvoerende komitee doen wanneer 'n verandering ook al nodig is. 15
- (6) Die uitvoerende komitee moet verantwoording doen aan die Minister en die ander komitees van SASER moet verantwoording doen aan die uitvoerende komitee.
- (7) Die Direkteur-generaal moet geskikte persone uit die geledere van SASER aanstel om te dien as—
- (a) die hoof van SASER, wat die voorsitter van die uitvoerende komitee is en 20 verantwoordelik is vir soek-en-reddingsoperasies deur SASER;
 - (b) die hoof van lugvaart-soek-en-reddingsoperasies, wat die voorsitter van die lugvaartkomitee is;
 - (c) die hoof van maritieme soek-en-reddingsoperasies, wat die voorsitter van die maritieme komitee is. 25
- (8) Die onderskeie hoofde beoog in subartikel (7) moet toesien dat soek-en-reddingsoperasies uitgevoer word ooreenkomstig vasgestelde standaarde en aanbevole gebruike wat in die SASER-handleiding uiteengesit word en wat as die norm ingevolge internasionale ooreenkomste beskou word.

Werkzaamhede van SASER

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6. (1) SASER moet binne sy middele en vermoë sy hulpbronne koördineer ten einde—
- (a) te soek na, bystand te verleen aan en, waar gepas, 'n reddingsoperasie uit te voer vir—
 - (i) oorlewendes van lugvaartuigongelukke of noodlandings; 35
 - (ii) die bemanning en passasiers van vaartuie wat in nood verkeer;
 - (iii) oorlewendes van maritieme ongelukke of voorvalle; en
 - (iv) oorlewendes van 'n ongeluk of voorval waarby 'n militêre lugvaartuig of vaartuig betrokke is, indien sodanige lugvaartuig of vaartuig nie met 'n oorlogsdaad besig was nie; en 40
 - (b) die ontruiming van 'n ernstig beseerde of siek persoon van 'n vaartuig ter see te koördineer indien die persoon se toestand sodanig is dat hy of sy vroeër mediese behandeling moet ontvang as wat daardie vaartuig hom of haar by 'n geskikte mediese fasiliteit kan besorg.
- (2) Die werkzaamhede in subartikel (1)(a) uiteengesit, sluit bergingsoperasies uit. 45
- (3) SASER, met die instemming van die Minister, kan 'n beroep doen op enige verskaffer van 'n publieke skakeltelekommunikasiediens beoog in die Telekom-munikasiewet, 1996 (Wet No. 103 van 1996), of die entiteit beoog in artikel 41(11) van daardie Wet, om telekommunikasiegeriewe te verhuur of andersins beskikbaar te stel.
- (4) In die verrigting van sy werkzaamhede moet SASER poog om saam te werk met 50 rampsbestuuragentskappe wat ingestel is ingevolge enige wet wat voorsiening maak vir die bestuur van rampe.
- (5) SASER kan sy werkzaamhede buite die Republiek verrig.

Vergaderings van SASER

7. (1) SASER vergader op die tye wat die uitvoerende komitee bepaal ten einde— 55
- (a) voorstelle te bespreek en besluite te neem met betrekking tot die doeltreffende toepassing van hierdie Wet;
 - (b) moontlike voorstelle aan die Minister te bespreek met betrekking tot wysigings aan hierdie Wet; of

- (b) discuss possible proposals to the Minister regarding amendments to this Act; or
- (c) discuss any other matter which the executive committee deems necessary.

(2) The head of SASAR must preside at any meeting of SASAR.

(3) The executive committee must determine the rules of procedure at any meeting of SASAR.

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Meetings of committees

8. (1) The first meeting of any committee of SASAR after the commencement of this Act must be held at the time and place determined by the Director-General and all meetings thereafter must be held at the times and places that the committee determines.

(2) The chairperson of a committee may at any time call a special meeting of the committee to be held at the time and place determined by the chairperson.

(3) All members of a committee must be notified in writing of any meeting of that committee.

(4) A majority of the total number of members forms a quorum at any meeting of a committee and a decision agreed on by a majority of the members present at a duly constituted meeting of a committee is a decision of that committee.

(5) In the event of an equality of votes on any matter, the chairperson of the relevant meeting has a casting vote in addition to a deliberative vote.

(6) The chairperson of a committee must designate a person to act as chairperson if he or she is unable to act as chairperson.

(7) Each committee must meet at least twice a year.

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Personnel

9. All administrative work in connection with the performance of the functions of SASAR must be carried out by officers in the Department designated for that purpose by the Director-General.

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Search and rescue regions

10. (1) The Minister must, by notice in the *Gazette* as well as in relevant maritime and aeronautical publications, publish the search and rescue regions within which search and rescue services will be provided.

(2) The search and rescue regions contemplated in subsection (1) must cover the area of responsibility of the Republic laid down by the International Civil Aviation Organisation and the International Maritime Organisation.

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Rescue co-ordination centres and subcentres

11. (1) Subject to subsection (2), the Minister must designate—

(a) organisations or institutions to act as maritime or aeronautical rescue co-ordination centres;

(b) organisations or institutions to act as maritime or aeronautical rescue subcentres under the auspices of rescue co-ordination centres;

(c) a maritime or aeronautical search and rescue region for which each rescue co-ordination centre is responsible; and

(d) organisations or institutions to act as registrars and custodians of registers of emergency beacons contemplated in section 17.

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(2) Any designation contemplated in subsection (1) must be—

(a) done in accordance with an agreement reached with the applicable organisation or institution; and

(b) published by the Minister by notice in the *Gazette* as well as in relevant maritime and aeronautical publications.

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(3) The organisations or institutions designated in terms of subsection (1)(a) and (b) must, with the concurrence of the executive committee of SASAR, appoint their respective chiefs.

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(4) Each chief of a rescue co-ordination centre or rescue subcentre must establish and preside over an operational committee to discuss, evaluate and effect operational procedures.

- (c) enige ander aangeleentheid te bespreek wat die uitvoerende komitee nodig ag.
- (2) Die hoof van SASER sit voor by enige vergadering van SASER.
- (3) Die uitvoerende komitee moet die prosedurereëls vir enige vergadering van SASER bepaal.

Vergaderings van komitees

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8. (1) Die eerste vergadering van enige komitee van SASER na die inwerkingtreding van hierdie Wet moet op die tyd en plek gehou word soos deur die Direkteur-generaal bepaal en alle daaropvolgende vergaderings moet gehou word op die tye en plekke soos deur die komitee bepaal.

(2) Die voorsitter van 'n komitee kan te eniger tyd 'n spesiale vergadering van die komitee belê wat gehou moet word op die tyd en plek deur die voorsitter bepaal. 10

(3) Alle lede van 'n komitee moet skriftelik in kennis gestel word van enige vergadering van daardie komitee.

(4) Die meerderheid van die totale getal lede maak 'n kworum uit tydens enige vergadering van 'n komitee en 'n besluit wat geneem is deur die meerderheid van die lede teenwoordig by 'n behoorlik gekonstitueerde vergadering van 'n komitee is 'n besluit van daardie komitee. 15

(5) In die geval van 'n staking van stemme oor enige aangeleentheid het die voorsitter van die betrokke vergadering 'n beslissende stem benewens 'n beraadslagende stem. 20

(6) Die voorsitter van 'n komitee moet 'n persoon aanwys om as voorsitter waar te neem indien hy of sy nie in staat is om as voorsitter op te tree nie.

(7) Elke komitee moet minstens twee maal per jaar vergader.

Personeel

9. Al die administratiewe werk verbonde aan die verrigting van die werksaamhede van SASER word gedoen deur beamptes van die Departement wat deur die Direkteur-generaal vir daardie doel aangewys is. 25

Soek-en-reddingstreke

10. (1) Die Minister moet by kennisgewing in die *Staatskoerant* asook in gepaste maritieme en lugvaartpublikasies die soek-en-reddingstreke bekendmaak waarin soek-en-reddingsdienste gelewer sal word. 30

(2) Die soek-en-reddingstreke beoog in subartikel (1) moet die verantwoordelikhedsgebied van die Republiek dek soos bepaal deur die Organisasie vir Internasionale Burgerlike Lugvaart en die Internasionale Maritieme Organisasie.

Reddingskoördineringsentrums en reddingssubsentrum

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11. (1) Behoudens subartikel (2) moet die Minister—

(a) organisasies of instansies aanwys om as koördineringsentrums vir maritieme of lugvaartreddings op te tree;

(b) organisasies of instansies aanwys om as subsentrum vir maritieme of lugvaartreddings onder beskerming van reddingskoördineringsentrums op te tree; 40

(c) 'n maritieme of lugvaart-soek-en-reddingstreek aanwys waarvoor elke reddingskoördineringsentrum verantwoordelik is; en

(d) organisasies of instansies aanwys om as registrateurs en bewaarders op te tree van die registers van noodbakens beoog in artikel 17. 45

(2) 'n Aanwysing beoog in subartikel (1) moet—

(a) geskied ooreenkomstig 'n ooreenkoms aangegaan met die betrokke organisasie of instansie; en

(b) deur die Minister by kennisgewing in die *Staatskoerant* en in gepaste maritieme en lugvaartpublikasies bekendgemaak word. 50

(3) Die organisasies of instansies aangewys ingevolge subartikel (1)(a) en (b) moet met die instemming van die uitvoerende komitee van SASER hulle onderskeie hoofde aanstel.

(4) Elke hoof van 'n reddingskoördineringsentrum of reddingssubsentrum moet 'n operasionele komitee instel om operasionele prosedures te bespreek, te evalueer en in werking te stel, en moet as voorsitter van daardie komitee optree. 55

Act No. 44, 2002 SOUTH AFRICAN MARITIME AND AERONAUTICAL
SEARCH AND RESCUE ACT, 2002

(5) Operational committees must consist of persons representing organisations controlling the resources available to that rescue co-ordination centre or rescue subcentre.

Functions of rescue co-ordination centres and subcentres

12. (1) A chief of a rescue co-ordination centre or any person authorised by him or her is responsible for co-ordinating available resources for the purpose of searching, assisting and, where appropriate, effecting a rescue operation in its search and rescue region. 5

(2) A chief of a rescue subcentre must support the chief of a rescue co-ordination centre in carrying out assigned duties in a particular area or instance. 10

(3) The designation of a search and rescue region contemplated in section 11(1)(c) does not preclude a rescue co-ordination centre from—

- (a) operating in another region; or
- (b) performing the tasks of another rescue co-ordination centre.

Requisitioning of aircraft and vessels 15

13. (1) Subject to subsection (2), the Minister may for purposes of any aeronautical or maritime search and rescue operation—

- (a) requisition any civil aircraft or vessel;
- (b) request the assistance of any military aircraft or vessel; or
- (c) instruct any holder of a South African aircraft flight crew licence or the master of a vessel to assist in the operation. 20

(2) In a case where the Minister contemplates requisitioning a civilian aircraft or vessel or instructing a civilian holder of a South African aircraft flight crew licence or the master of a vessel, the Minister may do so only if—

- (a) human life is in immediate and grave danger; and 25
- (b) there are no other means available to conduct the operation.

(3) Any person who, without lawful reason, fails to give effect to a requisition or to comply with an instruction contemplated in subsection (1) is guilty of an offence and liable on conviction to a fine or to imprisonment for a period not exceeding five years.

Recovery of certain expenses 30

14. (1) If any search and rescue operation is undertaken by SASAR in connection with any occurrence caused by the unlawful act or omission of any person, the Minister may recover from that person the whole or any portion of the expenses incurred by SASAR in connection with that operation.

(2) The Minister may, after having recovered the expenses contemplated in subsection (1), compensate any person who has incurred any loss or damage as a result of the operation. 35

SASAR manual, and responsibilities of signatories thereto

15. (1) SASAR must compile a manual regarding search and rescue services and operations and matters connected therewith and keep that manual up to date. 40

(2) The responsibilities of the signatories to the SASAR manual contemplated in section 5(1) must be set out in the manual and be executed in accordance with it.

Search and rescue measures regarding aircraft and vessels

16. (1) Subject to this Act, any search and rescue action must be undertaken in accordance with the SASAR manual. 45

(2) Where an aircraft has failed to reach its destination or is reported missing, SASAR must forthwith institute search and rescue action if the flight plan was filed prior to departure and the flight in question was—

WET OP SUID-AFRIKAANSE MARITIEME EN
LUGVAART-SOEK-EN-REDDING, 2002

Wet No. 44, 2002

(5) Operasionele komitees moet bestaan uit persone wat organisasies verteenwoordig wat die hulpbronne beheer wat tot beskikking van daardie reddingskoördineringsentrum of reddingssubsentrum is.

Werkzaamhede van reddingskoördineringsentrums en reddingssubentrums

12. (1) 'n Hoof van 'n reddingskoördineringsentrum of iemand deur hom of haar gemagtig, is daarvoor verantwoordelik om beskikbare hulpbronne te koördineer ten einde te soek, bystand te verleen en, waar gepas, 'n reddingsoperasie uit te voer in die betrokke lugvaart-soek-en-reddingstreek. 5

(2) 'n Hoof van 'n reddingssubsentrum moet die hoof van 'n reddingskoördineringsentrum ondersteun in die uitvoering van toegewese pligte in 'n bepaalde gebied of geval. 10

(3) Die aanwysing van 'n soek-en-reddingstreek beoog in artikel 11(1)(c) verhinder nie 'n reddingskoördineringsentrum om —

(a) in 'n ander streek op te tree nie; of

(b) die take van 'n ander reddingskoördineringsentrum te verrig nie. 15

Kommandering van lugvaartuie en vaartuie

13. (1) Behoudens subartikel (2) kan die Minister met die oog op enige lugvaart- of maritieme soek-en-reddingsoperasie—

(a) enige burgerlike lugvaartuig of vaartuig kommandeer;

(b) die bystand versoek van enige militêre lugvaartuig of vaartuig; of 20

(c) opdrag gee aan enige houer van 'n Suid-Afrikaanse lugvaartuig-bemanningslisensie of die gesagvoerder van 'n vaartuig om behulpsaam te wees met die operasie.

(2) Wanneer die Minister beoog om 'n burgerlike lugvaartuig of vaartuig te kommandeer of opdragte te gee aan 'n burgerlike houer van 'n Suid-Afrikaanse lugvaartuigbemanningslisensie of die gesagvoerder van 'n vaartuig, kan die Minister dit slegs doen indien— 25

(a) menselewens in onmiddellike en ernstige gevaar is; en

(b) daar geen ander middele beskikbaar is om die operasie uit te voer nie.

(3) Enige persoon wat sonder 'n wettige rede versuim om uitvoering te gee aan 'n kommandering of om te voldoen aan 'n opdrag beoog in subartikel (1), is skuldig aan 'n misdryf en by skuldigbevinding strafbaar met 'n boete of met gevangenisstraf vir 'n tydperk van hoogstens vyf jaar. 30

Verhaling van sekere onkoste

14. (1) Indien SASER 'n soek-en-reddingsoperasie onderneem in verband met 'n voorval veroorsaak deur 'n wederregtelike handeling of versuim deur enige persoon, kan die Minister die geheel of 'n gedeelte van die onkoste deur SASER aangegaan met betrekking tot daardie operasie, van daardie persoon verhaal. 35

(2) Die Minister mag, na die verhaal van uitgawes in subartikel (1) beoog, enige persoon vergoed wat as gevolg van die operasie enige verlies of skade gely het. 40

SASER-handleiding, en verantwoordelikhede van ondertekenaars daarvan

15. (1) SASER moet 'n handleiding betreffende soek-en-reddingsdienste en -operasies en aangeleenthede wat daarmee in verband staan, opstel en byhou.

(2) Die verantwoordelikhede van die ondertekenaars van die SASER-handleiding beoog in artikel 5(1), moet in die handleiding uiteengesit word en dienoreenkomstig nagekom word. 45

Soek-en-reddingsmaatreëls betreffende lugvaartuie en vaartuie

16. (1) Behoudens hierdie Wet moet enige soek-en-reddingsoptrede uitgevoer word ooreenkomstig die SASER-handleiding.

(2) Wanneer 'n lugvaartuig nie sy bestemming bereik het nie of as vermis aangemeld word, moet SASER sonder versuim met soek-en-reddingsoptrede begin indien die vlugplan voor vertrek ingedien is en die betrokke vlug— 50

Act No. 44, 2002 **SOUTH AFRICAN MARITIME AND AERONAUTICAL
SEARCH AND RESCUE ACT, 2002**

- (a) between aerodromes where air traffic services are provided, unless otherwise indicated on the flight plan or through aeronautical publications or notices;
 - (b) conducted in airspace within which air traffic control services are provided, except for flights crossing a route at right angles; or
 - (c) a flight to an aerodrome where air traffic services are not provided, if search and rescue action is specifically requested by the pilot-in-command. 5
- (3) Search and rescue action must be instituted in respect of all flights for which flight plans were filed in flight when such action is specifically requested by the pilot-in-command.
- (4) Search and rescue action may be instituted— 10
- (a) in respect of a flight for which no flight plan has been filed, when information that the aircraft is overdue or missing is received from any source;
 - (b) for any aircraft which is believed to be in need of assistance.
- (5) In an event contemplated in subsection (4), authorisation by the head of SASAR or his or her assignee must be obtained prior to the commencement of a search and rescue operation and he or she must be kept informed of the progress made and the termination of the search and rescue action. 15
- (6) SASAR must forthwith institute search and rescue action where a vessel is reported missing or in distress.

Registration of emergency beacons 20

17. (1) The owner of any aircraft or vessel required to carry emergency locator beacons in terms of the Merchant Shipping Act, 1951 (Act No 57 of 1951) or the South African Civil Aviation Authority Act, 1998 (Act No 40 of 1998), as the case may be, must register such emergency locator beacons with the organisations or institutions designated in terms of section 11(1)(d). 25

(2) The owner of any aircraft or vessel registered or licensed in the Republic and which carries emergency locator beacons although not required to do so by law, must register such emergency locator beacons with the organisations or institutions designated in terms of section 11(1)(d).

Filing of disaster management and aerodrome emergency plans 30

18. (1) All aerodrome managers must file their emergency plans and any amendments thereto with the aeronautical rescue co-ordination centre.

(2) All heads of disaster management agencies established in terms of any law providing for the management of disasters must file their emergency plans in respect of aircraft incidents, and any amendments thereto, with the aeronautical rescue co-ordination centre. 35

Reporting of aircraft or vessel in distress

19. (1) Any person who knows or has reason to believe that an aircraft or vessel is in distress must report the occurrence at the police station nearest to that person or at such other office or facility or to a dedicated emergency number as the executive committee may determine. 40

(2) The Minister must publish the addresses and telephone numbers of the offices or facilities contemplated in subsection (1)—

- (a) by notice in the *Gazette*; and
- (b) by means of the printed and electronic media so as to ensure wide publicity. 45

Co-operation between aeronautical rescue co-ordination centre and maritime rescue co-ordination centre

20. (1) The aeronautical rescue co-ordination centre and the maritime rescue co-ordination centre must exchange information freely and regularly to ensure effective and efficient provision of a search and rescue service. 50

(2) The aeronautical rescue co-ordination centre and the maritime rescue co-ordination centre must, with the prior approval of the executive committee of SASAR, hold joint exercises at least once a year to—

WET OP SUID-AFRIKAANSE MARITIEME EN
LUGVAART-SOEK-EN-REDDING, 2002

Wet No. 44, 2002

- (a) tussen vliegvelde was waar lugverkeersdienste gelewer word, tensy anders op die vlugplan of deur lugvaartpublikasies of kennisgewings aangedui;
 - (b) onderneem is in lugruim ten opsigte waarvan lugverkeersbeheerdienste gelewer word, buiten vlugte wat 'n lugroete reghoekig kruis; of
 - (c) 'n vlug was na 'n vliegveld waar lugverkeersdienste nie gelewer word nie, indien seek-en-reddingsoptrede spesifiek deur die vlieënier-gesagvoerder versoek word. 5
- (3) Daar moet met seek-en-reddingsoptrede begin word ten opsigte van alle vlugte waarvoor vlugplanne in vlug ingedien is indien sodanige optrede spesifiek versoek word deur die vlieënier-gesagvoerder. 10
- (4) Daar kan met seek-en-reddingsoptrede begin word—
- (a) ten opsigte van 'n vlug waarvoor geen vlugplan ingedien is nie, indien inligting uit enige bron ontvang word dat die lugvaartuig laat is of vermis word; en
 - (b) ten opsigte van enige lugvaartuig wat vermoedelik bystand nodig het. 15
- (5) In 'n geval beoog in subartikel (4) moet magtiging van die hoof van SASER of iemand wat in opdrag van hom of haar handel, verkry word voor die aanvang van 'n seek-en-reddingsoperasie, en hy of sy moet op die hoogte gehou word van die vordering wat gemaak word en van die beëindiging van die seek-en-reddingsoptrede.
- (6) SASER moet sonder versuim met seek-en-reddingsoptrede begin wanneer 'n vaartuig as vermis aangemeld word of in nood verkeer. 20

Registrasie van noodopspoorderbakens

17. (1) Die eienaar van enige lugvaartuig of vaartuig wat 'n noodopspoorderbaken moet dra ingevolge die Handelskeepvaartwet, 1951 (Wet No. 57 van 1951), of die Wet op die Suid-Afrikaanse Burgelike Lugvaartowerheid, 1998 (Wet No. 40 van 1998), na gelang van die geval, moet sodanige noodopspoorderbakens registreer by die organisasies of instansies ingevolge artikel 11(1)(d) aangewys. 25
- (2) Die eienaar van enige lugvaartuig of vaartuig wat in die Republiek geregistreer is en wat noodopspoorderbakens dra, moet sodanige noodopspoorderbakens registreer by die organisasies of instellings ingevolge artikel 11(1)(d) aangewys. 30

Indiening van rampbestuurs- en vliegveldnoodplanne

18. (1) Alle vliegveldbestuurders moet hulle noodplanne en enige wysigings daaraan by die lugvaart-reddingskoördineringsentrum indien.
- (2) Alle hoofde van rampbestuursagentskappe ingestel ingevolge enige wet wat voorsiening maak vir die bestuur van rampe, moet hulle noodplanne betreffende lugvaartuigvoorvalle en enige wysigings daaraan by die lugvaart-reddingskoördineringsentrum indien. 35

Aanmelding van lugvaartuig of vaartuig wat in nood verkeer

19. (1) Enigeen wat bewus is daarvan of rede het om te glo dat 'n lugvaartuig of vaartuig in nood verkeer, moet die gebeurtenis aanmeld by die naaste polisiekantoor aan hom of haar of by 'n ander kantoor of fasiliteit of by 'n toegewyde noodnommer deur die uitvoerende komitee bepaal. 40
- (2) Die Minister moet die adresse en telefoonnommers van die kantore of fasiliteite in subartikel (1) beoog, publiseer—
- (a) by kennisgewing in die *Staatskoerant*; en 45
 - (b) deur middel van die gedrukte of elektroniese media sodat wye publisiteit verseker word.

Samewerking tussen lugvaartreddingskoördineringsentrum en maritieme reddingskoördineringsentrum

20. (1) Die lugvaartreddingskoördineringsentrum en die maritieme reddingskoördineringsentrum moet inligting vryelik en gereeld uitruil ten einde die lewering van 'n doeltreffende en effektiewe seek-en-reddingsdiens te verseker. 50
- (2) Die lugvaartreddingskoördineringsentrum en die maritieme reddingskoördineringsentrum moet, met die vooraf verkreeë goedkeuring van die uitvoerende komitee van SASER, minstens een maal per jaar gesamentlike oefeninge hou ten einde— 55

Act No. 44, 2002**SOUTH AFRICAN MARITIME AND AERONAUTICAL
SEARCH AND RESCUE ACT, 2002**

- (a) foster and maintain close co-operation; and
- (b) test SASAR's capability to deal with search and rescue operations of any magnitude.

(3) The exercises contemplated in subsection (2) may be extended to include search and rescue organisations or services of foreign countries. 5

(4) The head of SASAR must ensure that the exercises contemplated in subsection (3) are organised in conjunction with both the aeronautical rescue co-ordination centre and the maritime rescue co-ordination centre.

Delegation and assignment

21. The Minister may— 10

- (a) delegate any power conferred or assign any duty imposed upon the Minister by this Act to an officer of the Department, except the power to publish notices or to make regulations; and
- (b) at any time, withdraw a delegation or assignment effected in terms of this section. 15

Report

22. (1) SASAR must furnish the Minister with a report on its activities—

- (a) at least once a year; and
- (b) whenever required by the Minister.

(2) The Minister must table a copy of SASAR's annual report in Parliament within 30 20 days after it has been received by him or her if Parliament is then sitting and if Parliament is not sitting, within 14 days after the start of the next sitting.

Regulations

23. (1) The Minister may, by notice in the *Gazette*, make regulations regarding—

- (a) the conditions which must be complied with when a person from another 25 country which is a party to the conventions wishes to enter the Republic for purposes of any search and rescue operation;
- (b) anything which must or may be prescribed in terms of this Act;
- (c) any matter which it is necessary or expedient to prescribe for the effective carrying out or implementation of this Act. 30

(2) Any regulation made under subsection (1)(a) must be made with the concurrence of the Minister of Home Affairs.

Transitional provisions

24. (1) Any person who occupied a post or served in a particular capacity in the institution known as the South African Search and Rescue Organisation immediately 35 prior to the commencement of this Act continues to occupy or to serve in the corresponding post or capacity in SASAR.

(2) Any person who received any allowance, remuneration or other benefit or privilege by virtue of a post or capacity contemplated in subsection (1) must continue to receive such allowance, remuneration or other benefit or privilege from the same source 40 and in the same manner after the commencement of this Act.

(3) Unless otherwise provided for in this Act, any committee or subcommittee of the institution known as the South African Search and Rescue Organisation which existed immediately prior to the commencement of this Act continues to exist as if it were a committee referred to in section 5(2). 45

(4) Anything done in terms of a law repealed by section 25 and which could have been done in terms of this Act, is regarded as having been done in terms of this Act.

WET OP SUID-AFRIKAANSE MARITIEME EN
LUGVAART-SOEK-EN-REDDING, 2002

Wet No. 44, 2002

- (a) noue samewerking te bevorder en in stand te hou; en
- (b) SASER se vermoë te toets om seek-en-reddingsoperasies van enige omvang te behartig.
- (3) Die oefeninge beoog in subartikel (2) kan uitgebrei word sodat dit seek-en-reddingsorganisasies of -dienste van vreemde lande insluit. 5
- (4) Die hoof van SASER moet toesien dat die oefeninge beoog in subartikel (3) gereël word in samewerking met sowel die lugvaart-reddingskoördineringsentrum as die maritieme reddingskoördineringsentrum.

Delegering en toewysing

- 21. Die Minister kan— 10
 - (a) enige bevoegdheid aan hom of haar verleen of enige plig hom of haar opgelê by hierdie Wet, aan 'n beampte van die Departement deleger of toewys, behalwe die bevoegdheid om kennisgewings te publiseer of regulasies uit te vaardig; en
 - (b) te eniger tyd 'n delegering of toewysing ingevolge hierdie artikel gedoen, 15 intrek.

Verslag

- 22. (1) SASER moet—
 - (a) minstens een maal per jaar;
 - (b) wanneer die Minister dit versoek, 20
 die Minister voorsien van 'n verslag oor sy bedrywighede.
 - (2) Die Minister moet 'n eksemplaar van SASER se jaarverslag in die Parlement ter tafel lê binne 30 dae nadat dit deur hom of haar ontvang is indien die Parlement in sitting is, en indien die Parlement nie in sitting is nie, binne 14 dae na die begin van die volgende sitting. 25

Regulasies

- 23. (1) Die Minister kan by kennisgewing in die *Staatskoerant* regulasies uitvaardig betreffende—
 - (a) die voorwaardes waaraan voldoen moet word wanneer 'n persoon van 'n ander land wat 'n party is by die Konvensies, die Republiek wil binnekom met die oog op 'n seek-en-reddingsoperasie; 30
 - (b) enigiets wat ingevolge hierdie Wet voorgeskryf moet of voorgeskryf kan word;
 - (c) enige aangeleentheid wat nodig of dienstig is om voor te skryf vir die doeltreffende uitvoering of toepassing van hierdie Wet. 35- (2) Enige regulasie uitgevaardig kragtens subartikel (1)(a) moet uitgevaardig word met die instemming van die Minister van Binnelandse Sake.

Oorgangsbepalings

- 24. (1) Enige persoon wat 'n betrekking beklee het of in 'n bepaalde hoedanigheid gedien het in die instansie bekend as die Suid-Afrikaanse Soek-en-reddingsorganisasie onmiddellik voor die inwerkingtreding van hierdie Wet, gaan voort om in SASER die ooreenstemmende betrekking te beklee of in die ooreenstemmende hoedanigheid te dien. 40
- (2) Enige persoon wat 'n toelae, besoldiging of 'n ander voordeel of voorreg ontvang het uit hoofde van 'n betrekking of hoedanigheid beoog in subartikel (1), gaan voort om na die inwerkingtreding van hierdie Wet sodanige toelae, besoldiging of ander voordeel of voorreg uit dieselfde bron en op dieselfde wyse te ontvang. 45
- (3) Tensy hierdie Wet anders bepaal, bly enige komitee of subkomitee van die instansie bekend as die Suid-Afrikaanse Soek-en-reddingsorganisasie wat bestaan het onmiddellik voor die inwerkingtreding van hierdie Wet, voortbestaan asof dit 'n komitee bedoel in artikel 5(2) is. 50
- (4) Enigiets gedoen ingevolge 'n wet herroep by artikel 25 wat ingevolge hierdie Wet gedoen kon gewees het, word geag ingevolge hierdie Wet gedoen te wees.

Act No. 44, 2002 SOUTH AFRICAN MARITIME AND AERONAUTICAL
SEARCH AND RESCUE ACT, 2002

Repeal of legislation

25. The laws mentioned in Schedule 3 are hereby repealed to the extent indicated in the third column of that Schedule.

Short title

26. This Act is called the South African Maritime and Aeronautical Search and Rescue Act, 2002. 5

Herroeping van wetgewing

25. Die wette genoem in Bylae 3 word hierby herroep in die mate in die derde kolom van daardie Bylae aangedui.

Kort titel

26. Hierdie Wet heet die Wet op Suid-Afrikaanse Maritieme en Lugvaart-soek-en-redding, 2002. 5

SCHEDULE 1**(Section 3)****INTERNATIONAL CONVENTION ON
MARITIME SEARCH AND RESCUE, 1979****THE PARTIES TO THE CONVENTION**

NOTING the great importance attached in several conventions to the rendering of assistance to persons in distress at sea and to the establishment by every coastal State of adequate and effective arrangements for coast watching and for search and rescue services,

HAVING CONSIDERED Recommendation 40 adopted by the International Conference on Safety of Life at Sea, 1960, which recognizes the desirability of co-ordinating activities regarding safety on and over the sea among a number of inter-governmental organizations,

DESIRING to develop and promote these activities by establishing an international maritime search and rescue plan responsible to the needs of maritime traffic for the rescue of persons in distress at sea,

WISHING to promote co-operation among search and rescue organizations around the world and among those participating in search and rescue operations at sea,

HAVE AGREED as follows:

Article I*General obligations under the Convention*

The Parties undertake to adopt all legislative or other appropriate measures necessary to give full effect to the Convention and its Annex, which is an integral part of the Convention. Unless expressly provided otherwise, a reference to the Convention constitutes at the same time a reference to its Annex.

Article II*Other treaties and interpretation*

(1) Nothing in the Convention shall prejudice the codification and development of the law of the sea by the United Nations Conference on the Law of the Sea convened pursuant to resolution 2750 (XXV) of the General Assembly of the United Nations nor the present or future claims and legal views of any State concerning the law of the sea and the nature and extent of coastal and flag State jurisdiction.

(2) No provision of the Convention shall be construed as prejudicing obligations or rights of vessels provided for in other international instruments.

Article III*Amendments*

(1) The Convention may be amended by either of the procedures specified in paragraphs (2) and (3) hereinafter.

(2) Amendment after consideration within the Inter-Governmental Maritime Consultative Organization (hereinafter referred to as the Organization):

- (a) Any amendment proposed by a Party and transmitted to the Secretary-General of the Organization (hereinafter referred to as the Secretary-General), or any amendment deemed necessary by the Secretary-General as a result of an amendment to a corresponding provision of Annex 12 to the Convention on International Civil Aviation, shall be circulated to all Members of the Organization and all Parties at least six months prior to its consideration by the Maritime Safety Committee of the Organization.

BYLAE 1
(Artikel 3)**INTERNATIONAL CONVENTION ON
MARITIME SEARCH AND RESCUE, 1979****THE PARTIES TO THE CONVENTION**

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Act No. 44, 2002 SOUTH AFRICAN MARITIME AND AERONAUTICAL
SEARCH AND RESCUE ACT, 2002

- (b) Parties, whether or not Members of the Organization, shall be entitled to participate in the proceedings of the Maritime Safety Committee for the consideration and adoption of amendments.
 - (c) Amendments shall be adopted by a two-thirds majority of the Parties present and voting in the Maritime Safety Committee on condition that at least one third of the Parties shall be present at the time of adoption of the amendment.
 - (d) Amendments adopted in accordance with sub-paragraph (c) shall be communicated by the Secretary-General to all Parties for acceptance.
 - (e) An amendment to an Article or to paragraphs 2.1.4, 2.1.5, 2.1.7, 2.1.10, 3.1.2 or 3.1.3 of the Annex shall be deemed to have been accepted on the date on which the Secretary-General has received an instrument of acceptance from two thirds of the Parties.
 - (f) An amendment to the Annex other than to paragraphs 2.1.4, 2.1.5, 2.1.7, 2.1.10, 3.1.2 or 3.1.3 shall be deemed to have been accepted at the end of one year from the date on which it is communicated to the Parties for acceptance. However, if within such period of one year more than one third of the Parties notify the Secretary-General that they object to the amendment, it shall be deemed not to have been accepted.
 - (g) An amendment to an Article or to paragraphs 2.1.4, 2.1.5, 2.1.7, 2.1.10, 3.1.2 or 3.1.3 of the Annex shall enter into force:
 - (i) with respect to those Parties which have accepted it, six months after the date on which it is deemed to have been accepted;
 - (ii) with respect to those Parties which accept it after the condition mentioned in sub-paragraph (e) has been met and before the amendment enters into force, on the date of entry into force of the amendment;
 - (iii) with respect to those Parties which accept it after the date on which the amendment enters into force, 30 days after the deposit of an instrument of acceptance.
 - (h) An amendment to the Annex other than to paragraphs 2.1.4, 2.1.5, 2.1.7, 2.1.10, 3.1.2 or 3.1.3 shall enter into force with respect to all Parties, except those which have objected to the amendment under sub-paragraph (f) and which have not withdrawn such objections, six months after the date on which it is deemed to have been accepted. However, before the date set for entry into force, any Party may give notice to the Secretary-General that it exempts itself from giving effect to that amendment for a period not longer than one year from the date of its entry into force, or for such longer period as may be determined by a two-thirds majority of the Parties present and voting in the Maritime Safety Committee at the time of the adoption of the amendment.
- (3) Amendment by a conference:
- (a) Upon the request of a Party concurred in by at least one third of the Parties, the Organization shall convene a conference of Parties to consider amendments to the Convention. Proposed amendments shall be circulated by the Secretary-General to all Parties at least six months prior to their consideration by the conference.
 - (b) Amendments shall be adopted by such a conference by a two-thirds majority of the Parties present and voting, on condition that at least one third of the Parties shall be present at the time of adoption of the amendment. Amendments so adopted shall be communicated by the Secretary-General to all Parties for acceptance.
 - (c) Unless the conference decides otherwise, the amendment shall be deemed to have been accepted and shall enter into force in accordance with the procedures specified in sub-paragraphs (2)(e), (2)(f), (2)(g), and (2)(h) respectively, provided that reference in sub-paragraph (2)(h) to the Maritime Safety Committee expanded in accordance with sub-paragraph (2)(b) shall be taken to mean reference to the conference.

- (b) Parties, whether or not Members of the Organization, shall be entitled to participate in the proceedings of the Maritime Safety Committee for the consideration and adoption of amendments.
 - (c) Amendments shall be adopted by a two-thirds majority of the Parties present and voting in the Maritime Safety Committee on condition that at least one third of the Parties shall be present at the time of adoption of the amendment.
 - (d) Amendments adopted in accordance with sub-paragraph (c) shall be communicated by the Secretary-General to all Parties for acceptance.
 - (e) An amendment to an Article or to paragraphs 2.1.4, 2.1.5, 2.1.7, 2.1.10, 3.1.2 or 3.1.3 of the Annex shall be deemed to have been accepted on the date on which the Secretary-General has received an instrument of acceptance from two thirds of the Parties.
 - (f) An amendment to the Annex other than to paragraphs 2.1.4, 2.1.5, 2.1.7, 2.1.10, 3.1.2 or 3.1.3 shall be deemed to have been accepted at the end of one year from the date on which it is communicated to the Parties for acceptance. However, if within such period of one year more than one third of the Parties notify the Secretary-General that they object to the amendment, it shall be deemed not to have been accepted.
 - (g) An amendment to an Article or to paragraphs 2.1.4, 2.1.5, 2.1.7, 2.1.10, 3.1.2 or 3.1.3 of the Annex shall enter into force:
 - (i) with respect to those Parties which have accepted it, six months after the date on which it is deemed to have been accepted;
 - (ii) with respect to those Parties which accept it after the condition mentioned in sub-paragraph (e) has been met and before the amendment enters into force, on the date of entry into force of the amendment;
 - (iii) with respect to those Parties which accept it after the date on which the amendment enters into force, 30 days after the deposit of an instrument of acceptance.
 - (h) An amendment to the Annex other than to paragraphs 2.1.4, 2.1.5, 2.1.7, 2.1.10, 3.1.2 or 3.1.3 shall enter into force with respect to all Parties, except those which have objected to the amendment under sub-paragraph (f) and which have not withdrawn such objections, six months after the date on which it is deemed to have been accepted. However, before the date set for entry into force, any Party may give notice to the Secretary-General that it exempts itself from giving effect to that amendment for a period not longer than one year from the date of its entry into force, or for such longer period as may be determined by a two-thirds majority of the Parties present and voting in the Maritime Safety Committee at the time of the adoption of the amendment.
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Act No. 44, 2002

SOUTH AFRICAN MARITIME AND AERONAUTICAL
SEARCH AND RESCUE ACT, 2002

(4) Any declaration of acceptance of, or objection to, an amendment or any notice given under sub-paragraph (2)(h) shall be submitted in writing to the Secretary-General who shall inform all Parties of any such submission and the date of its receipt.

(5) The Secretary-General shall inform States of any amendments, which enter into force, together with the date on which each such amendment enters into force.

Article IV

Signature, ratification, acceptance, approval and accession

(1) The Convention shall remain open for signature at the Headquarters of the Organization from 1 November 1979 until 31 October 1980 and shall thereafter remain open for accession. States may become Parties to the Convention by:

- (a) signature without reservation as to ratification, acceptance or approval; or
- (b) signature subject to ratification, acceptance or approval, followed by ratification, acceptance or approval; or
- (c) accession.

(2) Ratification, acceptance, approval or accession shall be effected by the deposit of an instrument to that effect with the Secretary-General.

(3) The Secretary-General shall inform States of any signature or of the deposit of any instrument of ratification, acceptance, approval or accession and the date of its deposit.

Article V

Entry into force

(1) The Convention shall enter into force 12 months after the date on which 15 States have become Parties to it in accordance with Article IV.

(2) Entry into force for States which ratify, accept, approve or accede to the Convention in accordance with Article IV after the condition prescribed in paragraph (1) has been met and before the Convention enters into force, shall be on the date of entry into force of the Convention.

(3) Entry into force for States which ratify, accept, approve or accede to the Convention after the date on which the Convention enters into force shall be 30 days after the date of deposit of an instrument in accordance with Article IV.

(4) Any instrument of ratification, acceptance, approval or accession deposited after the date of entry into force of an amendment to the Convention in accordance with Article III shall apply to the Convention, as amended, and the Convention, as amended, shall enter into force for a State depositing such an instrument 30 days after the date of its deposit.

(5) The Secretary-General shall inform States of the date of entry into force of the Convention.

Article VI

Denunciation

(1) The Convention may be denounced by any Party at any time after the expiry of five years from the date on which the Convention enters into force for that Party.

(2) Denunciation shall be effected by the deposit of an instrument of denunciation with the Secretary-General who shall notify States of any instrument of denunciation received and of the date of its receipt as well as the date on which such denunciation takes effect.

(4) Any declaration of acceptance of, or objection to, an amendment or any notice given under sub-paragraph (2)(h) shall be submitted in writing to the Secretary-General who shall inform all Parties of any such submission and the date of its receipt.

(5) The Secretary-General shall inform States of any amendments, which enter into force, together with the date on which each such amendment enters into force.

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Act No. 44, 2002 SOUTH AFRICAN MARITIME AND AERONAUTICAL
SEARCH AND RESCUE ACT, 2002

(3) A denunciation shall take effect one year, or such longer period as may be specified in the instrument of denunciation, after its receipt by the Secretary-General.

Article VII

Deposit and registration

(1) The Convention shall be deposited with the Secretary-General who shall transmit certified true copies thereof to States.

(2) As soon as the Convention enters into force, the Secretary-General shall transmit the text thereof to the Secretary-General of the United Nations for registration and publication, in accordance with Article 102 of the Charter of the United Nations.

Article VIII

Languages

The Convention is established in a single copy in the Chinese, English, French, Russian and Spanish languages, each text being equally authentic. Official translations in the Arabic, German and Italian languages shall be prepared and deposited with the signed original.

DONE AT HAMBURG this twenty-seventh day of April one thousand nine hundred and seventy-nine.

IN WITNESS WHEREOF the undersigned*, being duly authorized by their respective Governments for that purpose, have signed the Convention.

* *Signatures Omitted*

ANNEX

CHAPTER 1

Terms and definitions

- 1.1 "Shall" is used in the Annex to indicate a provision, the uniform application of which by all Parties is required in the interest of safety of life at sea.
- 1.2 "Should" is used in the Annex to indicate a provision, the uniform application of which by all Parties is recommended in the interest of safety of life at sea.
- 1.3 The terms listed below are used in the Annex with the following meanings:
 - .1 *Search*. An operation, normally co-ordinated by a rescue co-ordination centre or rescue sub-centre, using available personnel and facilities to locate persons in distress;
 - .2 *Rescue*. An operation to retrieve persons in distress, provide for their initial medical or other needs, and deliver them to a place of safety;
 - .3 *Search and rescue service*. The performance of distress monitoring, communication, co-ordination and search and rescue functions, including provision of medical advice, initial medical assistance, or medical evacuation, through the use of public and private resources including co-operating aircraft, vessels and other craft and installations;
 - .4 *Search and rescue region*. An area of defined dimensions associated with a rescue co-ordination centre within which search and rescue services are provided;

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 - .4 *Search and rescue region*. An area of defined dimensions associated with a rescue co-ordination centre within which search and rescue services are provided;

- .5 *Rescue co-ordination centre*. A unit responsible for promoting efficient organization of search and rescue services and for co-ordinating the conduct of search and rescue operations within a search and rescue region;
- .6 *Rescue sub-centre*. A unit subordinate to a rescue co-ordination centre established to complement the latter according to particular provisions of the responsible authorities;
- .7 *Search and rescue facility*. Any mobile resource, including designated search and rescue units, used to conduct search and rescue operations;
- .8 *Search and rescue unit*. A unit composed of trained personnel and provided with equipment suitable for the expeditious conduct of search and rescue operations;
- .9 *Alerting post*. Any facility intended to serve as an intermediary between a person reporting an emergency and a rescue co-ordination centre or rescue sub-centre;
- .10 *Emergency phase*. A generic term meaning, as the case may be, uncertainty phase, alert phase or distress phase;
- .11 *Uncertainty phase*. A situation wherein uncertainty exists as to the safety of a person, a vessel or other craft;
- .12 *Alert phase*. A situation wherein apprehension exists as to the safety of a person, a vessel or other craft;
- .13 *Distress phase*. A situation wherein there is a reasonable certainty that a person, a vessel or other craft is threatened by grave and imminent danger and requires immediate assistance;
- .14 *On-scene co-ordinator*. A person designated to co-ordinate search and rescue operations within a specified area;
- .15 *Secretary-General*. The Secretary-General of the International Maritime Organization.

CHAPTER 2

ORGANIZATION AND CO-ORDINATION

- 2.1 Arrangements for provision and co-ordination of search and rescue services**
 - 2.1.1 Parties shall, as they are able to do so individually or in co-operation with other States and, as appropriate, with the Organization, participate in the development of search and rescue services to ensure that assistance is rendered to any person in distress at sea. On receiving information that any person is, or appears to be, in distress at sea, the responsible authorities of a Party shall take urgent steps to ensure that the necessary assistance is provided.
 - 2.1.2. Parties shall, either individually or, if appropriate, in co-operation with other States, establish the following basic elements of a search and rescue service:
 - .1 legal framework;
 - .2 assignment of a responsible authority;
 - .3 organisation of available resources;
 - .4 communication facilities;
 - .5 co-ordination and operational functions; and
 - .6 processes to improve the service including planning, domestic and international co-operative relationships and training.

Parties shall, as far as practicable, follow relevant minimum standards and guidelines developed by the Organization.
 - 2.1.3 To help ensure the provision of adequate shore-based communication infrastructure, efficient distress alert routeing, and proper operational co-ordination to effectively support search and rescue services, Parties shall, individually or in co-operation with other States, ensure that sufficient search and rescue regions are established within each sea area in accordance with paragraphs 2.1.4 and 2.1.5. Such regions should be contiguous and, as far as practicable, not overlap.

- .5 *Rescue co-ordination centre*. A unit responsible for promoting efficient organization of search and rescue services and for co-ordinating the conduct of search and rescue operations within a search and rescue region;
- .6 *Rescue sub-centre*. A unit subordinate to a rescue co-ordination centre established to complement the latter according to particular provisions of the responsible authorities;
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Act No. 44, 2002 **SOUTH AFRICAN MARITIME AND AERONAUTICAL
SEARCH AND RESCUE ACT, 2002**

- 2.1.4 Each search and rescue region shall be established by agreement among Parties concerned. The Secretary-General shall be notified of such agreement.
- 2.1.5 In case agreement on the exact dimensions of a search and rescue region is not reached by the Parties concerned, those Parties shall use their best endeavours to reach agreement upon appropriate arrangements under which the equivalent overall co-ordination of search and rescue services is provided in the area. The Secretary-General shall be notified of such arrangements.
- 2.1.6 Agreement on the regions or arrangements referred to in paragraphs 2.1.4 and 2.1.5 shall be recorded by the Parties concerned, or in written plans accepted by the Parties.
- 2.1.7 The delimitation of search and rescue regions is not related to and shall not prejudice the delimitation of any boundary between States.
- 2.1.8 Parties should seek to promote consistency, where applicable, between their maritime and aeronautical search and rescue services while considering the establishment of maritime search and rescue regions which shall be established by agreement in accordance with paragraph 2.1.4 or the reaching of agreement upon appropriate arrangements in accordance with paragraph 2.1.5.
- 2.1.9 Parties having accepted responsibility to provide search and rescue services for a specified area shall use search and rescue units and other available facilities for providing assistance to a person who is, or appears to be, in distress at sea.
- 2.1.10 Parties shall ensure that assistance be provided to any person in distress at sea. They shall do so regardless of the nationality or status of such a person or the circumstances in which that person is found.
- 2.1.11 Parties shall forward to the Secretary-General information on their search and rescue service, including the:
- .1 national authority responsible for the maritime search and rescue services;
 - .2 location of the established rescue co-ordination centres or other centres providing search and rescue co-ordination, for the search and rescue region or regions and communications therein;
 - .3 limits of their search and rescue region or regions and the coverage provided by their shore-based distress and safety communication facilities; and
 - .4 principal types of available search and rescue units.
- Parties shall, with priority, update the information provided with respect to any alterations of importance. The Secretary-General shall transmit to all Parties the information received.
- 2.1.12 The Secretary-General shall notify all Parties of the agreements or arrangements referred to in paragraph 2.1.4 and 2.1.5.

2.2. Development of national search and rescue services

- 2.2.1 Parties shall establish appropriate national procedures for overall development, co-ordination, and improvement of search and rescue services.
- 2.2.2 To support efficient search and rescue operations, Parties shall:
- .1 ensure the co-ordinated use of available facilities; and
 - .2 establish close co-operation between services and organizations which may contribute to improve the search and rescue service in areas such as operations, planning, training, exercises and research and development.

2.3 Establishment of rescue co-ordination centres and rescue sub-centres

- 2.3.1 To meet the requirements of paragraphs 2.2, Parties shall individually or in co-operation with other States establish rescue co-ordination centres for their search and rescue services and such rescue sub-centres as they consider appropriate.
- 2.3.2 Each rescue co-ordination centre and rescue sub-centre, established in accordance with paragraph 2.3.1, shall arrange for the receipt of distress alerts originating from within its search and rescue region. Every such centre shall also arrange for communications with persons in distress, with search and rescue facilities, and with other rescue co-ordination centres or rescue sub-centres.

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Act No. 44, 2002 SOUTH AFRICAN MARITIME AND AERONAUTICAL
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- 2.3.3 Each rescue co-ordination centre shall be operational on a 24-hour basis and be constantly staffed by trained personnel having a working knowledge of the English language.

2.4 Co-ordination with aeronautical services

- 2.4.1 Parties shall ensure the closest practicable co-ordination between maritime and aeronautical services so as to provide for the most effective and efficient search and rescue services in and over their search and rescue regions.
- 2.4.2 Whenever practicable, each Party should establish joint rescue co-ordination centres and rescue sub-centres to serve both maritime and aeronautical purposes.
- 2.4.3 Whenever separate maritime and aeronautical rescue co-ordination centres or rescue sub-centres are established to serve the same area, the Party concerned shall ensure the closest practicable co-ordination between the centres or sub-centres.
- 2.4.4 Parties shall ensure as far as is possible the use of common procedures by search and rescue units established for maritime purposes and those established for aeronautical purposes.

2.5 Designation of search and rescue facilities

Parties shall identify all facilities able to participate in search and rescue operations, and may designate suitable facilities as search and rescue units.

2.6 Equipment of search and rescue units

- 2.6.1 Each search and rescue unit shall be provided with equipment appropriate to its task.
- 2.6.2 Containers and packages containing survival equipment for dropping to survivors should have the general nature of their contents indicated by markings in accordance with standards adopted by the Organization.

CHAPTER 3

CO-OPERATION BETWEEN STATES

3.1 Co-operation between States

- 3.1.1 Parties shall co-ordinate their search and rescue organizations and should, whenever necessary, co-ordinate search and rescue operations with those of neighbouring States.
- 3.1.2 Unless otherwise agreed between the States concerned, a Party should authorize, subject to applicable national laws, rules and regulations, immediate entry into or over its territorial sea or territory of rescue units of other Parties solely for the purpose of searching for the position of maritime casualties and rescuing the survivors of such casualties. In such cases, search and rescue operations shall, as far as practicable, be co-ordinated by the appropriate rescue co-ordination centre of the Party which has authorized entry, or such other authority as has been designated by that Party.
- 3.1.3 Unless otherwise agreed between the States concerned, the authorities of a Party which wishes its rescue units to enter into or over the territorial sea or territory of another Party solely for the purpose of searching for the position of maritime casualties and rescuing the survivors of such casualties, shall transmit a request, giving full details of the projected mission and the need for it, to the rescue co-ordination centre of that other Party, or to such other authority as has been designated by that Party.
- 3.1.4 The responsible authorities of Parties shall:
- .1 immediately acknowledge the receipt of such a request; and
 - .2 as soon as possible indicate the conditions, if any, under which the projected mission may be undertaken.
- 3.1.5 Parties should enter into agreements with neighbouring States setting forth the conditions for entry of each other's rescue units into or over their respective territorial sea or territory. These agreements should also provide for expediting entry of such units with the least possible formalities.

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3.1 Co-operation between States

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- 3.1.2 Unless otherwise agreed between the States concerned, a Party should authorize, subject to applicable national laws, rules and regulations, immediate entry into or over its territorial sea or territory of rescue units of other Parties solely for the purpose of searching for the position of maritime casualties and rescuing the survivors of such casualties. In such cases, search and rescue operations shall, as far as practicable, be co-ordinated by the appropriate rescue co-ordination centre of the Party which has authorized entry, or such other authority as has been designated by that Party.
- 3.1.3 Unless otherwise agreed between the States concerned, the authorities of a Party which wishes its rescue units to enter into or over the territorial sea or territory of another Party solely for the purpose of searching for the position of maritime casualties and rescuing the survivors of such casualties, shall transmit a request, giving full details of the projected mission and the need for it, to the rescue co-ordination centre of that other Party, or to such other authority as has been designated by that Party.
- 3.1.4 The responsible authorities of Parties shall:
- .1 immediately acknowledge the receipt of such a request; and
 - .2 as soon as possible indicate the conditions, if any, under which the projected mission may be undertaken.
- 3.1.5 Parties should enter into agreements with neighbouring States setting forth the conditions for entry of each other's rescue units into or over their respective territorial sea or territory. These agreements should also provide for expediting entry of such units with the least possible formalities.

- 3.1.6 Each Party should authorize its rescue co-ordination centres:
- .1 to request from other rescue co-ordination centres such assistance, including vessels, aircraft, personnel or equipment, as may be needed;
 - .2 to grant any necessary permission for the entry or such vessels, aircraft, personnel or equipment into or over its territorial sea or territory; and
 - .3 to make the necessary arrangements with the appropriate customs, immigration, health or other authorities with a view to expediting such entry.
- 3.1.7 Each Party shall ensure that its rescue co-ordination centres provide, when requested, assistance to other rescue co-ordination centres, including assistance in the form of vessels, aircraft, personnel or equipment.
- 3.1.8 Parties should enter into agreements with other States, where appropriate, to strengthen search and rescue co-operation and co-ordination. Parties shall authorize their responsible authority to make operational plans and arrangements for search and rescue co-operation with responsible authorities of other States.

CHAPTER 4

OPERATING PROCEDURES

4.1 Preparatory measures

- 4.1.1 Each rescue co-ordination centre and rescue sub-centre shall have available up-to-date information especially concerning search and rescue facilities and available communications relevant to search and rescue operations in its area.
- 4.1.2 Each rescue co-ordination centre and rescue sub-centre should have ready access to information regarding the position, course and speed of vessels within its area which may be able to provide assistance to persons, vessels or other craft in distress at sea, and regarding how to contact them. This information should either be kept in the rescue co-ordination centre, or be readily obtainable when necessary.
- 4.1.3 Each rescue co-ordination centre and rescue sub-centre shall have detailed plans of operation for the conduct of search and rescue operations. Where appropriate, these plans shall be developed jointly with the representatives of those who may assist in providing, or who may benefit from, the search and rescue services.
- 4.1.4 Rescue co-ordination centres or sub-centres shall be kept informed of the state of preparedness of search and rescue units.

4.2 Information concerning emergencies

- 4.2.1 Parties, either individually or in co-operation with other States, shall ensure that they are capable on a 24-hour basis of promptly and reliably receiving distress alerts from equipment used for this purpose within their search and rescue regions. Any alerting post receiving a distress alert shall:
- .1 immediately relay the alert to the appropriate rescue co-ordination centre or sub-centre, and then assist search and rescue communications as appropriate; and
 - .2 if practicable, acknowledge the alert.
- 4.2.2 Parties shall, where appropriate, ensure that effective arrangements are in place for the registration of communication equipment and for responding to emergencies, to enable any rescue co-ordination centre or sub-centre to access pertinent registration information quickly.
- 4.2.3 Any authority or element of the search and rescue service having reason to believe that a person, a vessel or other craft is in a state of emergency shall forward as soon as possible all available information to the rescue co-ordination centre or rescue sub-centre concerned.
- 4.2.4 Rescue co-ordination centres and rescue sub-centres shall, immediately upon receipt of information concerning a person, a vessel, or other craft in a state of emergency, evaluate such information and determine the phase of emergency in accordance with paragraph 4.4, and the extent of operations required.

- 3.1.6 Each Party should authorize its rescue co-ordination centres:
- .1 to request from other rescue co-ordination centres such assistance, including vessels, aircraft, personnel or equipment, as may be needed;
 - .2 to grant any necessary permission for the entry of such vessels, aircraft, personnel or equipment into or over its territorial sea or territory; and
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Act No. 44, 2002 SOUTH AFRICAN MARITIME AND AERONAUTICAL
SEARCH AND RESCUE ACT, 2002

4.3 Initial action

Any search and rescue unit receiving information of a distress incident shall initially take immediate action if in the position to assist and shall, in any case without delay, notify the rescue co-ordination centre or rescue sub-centre in whose area the incident has occurred.

4.4 Emergency Phase

To assist in determining the appropriate operating procedures, the following emergency phases shall be distinguished by the rescue co-ordination centre or sub-centre concerned:

- .1 *Uncertainty phase:*
 - .1.1 when a person has been reported as missing, or a vessel or other craft is overdue; or
 - .1.2 when a person, a vessel or other craft has failed to make an expected position or safety report.
- .2 *Alert Phase*
 - .2.1 when, following the uncertainty phase, attempts to establish contact with a person, a vessel or other craft have failed and inquiries to other appropriate sources have been unsuccessful; or
 - .2.2 when information has been received indicating that the operating efficiency of a vessel or other craft is impaired, but not to the extent that a distress situation is likely.
- .3 *Distress phase:*
 - .3.1 when positive information is received that a person, a vessel or other craft is in danger and in need of immediate assistance; or
 - .3.2 when, following the alert phase, further unsuccessful attempts to establish contact with a person, a vessel or other craft and more widespread unsuccessful inquiries point to the probability that a distress situation exists; or
 - .3.3 when information is received which indicates that the operating efficiency of a vessel or other craft has been impaired to the extent that a distress situation is likely.

4.5 Procedures to be followed by rescue co-ordination centres and rescue sub-centres during emergency phases

- 4.5.1 Upon the declaration of the uncertainty phase, the rescue co-ordination centre or rescue sub-centre, as appropriate, shall initiate inquiries to determine the safety of a person, a vessel or other craft, or shall declare the alert phase.
- 4.5.2 Upon the declaration of the alert phase, the rescue co-ordination centre or rescue sub-centre, as appropriate, shall extend the inquiries for the missing person, vessel or other craft, alert appropriate search and rescue services and initiate such action, as is necessary in the light of the circumstances of the particular case.
- 4.5.3 Upon the declaration of the distress phase, the rescue co-ordination centre or rescue sub-centre, as appropriate, shall proceed as prescribed in its plans of operation, as required by paragraph 4.1.
- 4.5.4 *Initiation of search and rescue operations in respect of a vessel whose position is unknown*

In the event of an emergency phase being declared for a search object whose position is unknown, the following shall apply:

- .1 when an emergency phase exists, a rescue co-ordination centre or rescue sub-centre shall, unless it is aware that other centres are taking action, assume responsibility for initiating suitable action and confer with other centres with the objective of designating one centre to assume responsibility;
- .2 unless otherwise decided by agreement between the centres concerned, the centre to be designated shall be the centre responsible for the area in which the search object was according to its last reported position; and

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- .2.1 when, following the uncertainty phase, attempts to establish contact with a person, a vessel or other craft have failed and inquiries to other appropriate sources have been unsuccessful; or
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Act No. 44, 2002 SOUTH AFRICAN MARITIME AND AERONAUTICAL
SEARCH AND RESCUE ACT, 2002

- .3 after the declaration of the distress phase, the centre co-ordinating the search and rescue operations shall, if appropriate, inform other centres of all the circumstances of the emergency and of all subsequent developments.

4.5.5 *Passing information to persons, vessels or other craft for which an emergency phase has been declared*

Whenever possible, the rescue co-ordination centre or rescue sub-centre responsible for search and rescue operations shall forward to the person, a vessel or other craft for which an emergency phase has been declared, information on the search and rescue operations it has initiated.

4.6 Co-ordination when two or more Parties are involved

For search and rescue operations involving more than one Party, each Party shall take appropriate action in accordance with the plans of operation referred to in paragraph 4.1 when so requested by the rescue co-ordination centre of the region.

4.7 On-scene co-ordination of search and rescue activities

- 4.7.1 The activities of search and rescue units and other facilities engaged in search and rescue operations shall be co-ordinated on-scene to ensure the most effective results.

- 4.7.2 When multiple facilities are about to engage in search and rescue operations, and the rescue co-ordination centre or rescue sub-centre considers it necessary, the most capable person should be designated as on-scene co-ordinator as early as practicable and preferably before the facilities arrive within the specified area of operation. Specific responsibilities shall be assigned to the on-scene co-ordinator, taking into account the apparent capabilities of the on-scene co-ordinator and operational requirements.

- 4.7.3 If there is no responsible rescue co-ordination centre or, for any reason, the responsible rescue co-ordination centre is unable to co-ordinate the search and rescue mission, the facilities involved should designate an on-scene co-ordinator by mutual agreement.

4.8 Termination and suspension of search and rescue operations

- 4.8.1 Search and rescue operations shall continue, when practicable, until all reasonable hope of rescuing survivors has passed.
- 4.8.2 The responsible rescue co-ordination centre or rescue sub-centre concerned shall normally decide when to discontinue search and rescue operations. If no such centre is involved in co-ordinating the operations, the on-scene co-ordinator may take this decision.
- 4.8.3 When a rescue co-ordination centre or rescue sub-centre considers, on the basis of reliable information, that a search and rescue operation has been successful, or that the emergency no longer exists, it shall terminate the search and rescue operation and promptly so inform any authority, facility or service which has been activated or notified.
- 4.8.4 If search and rescue operation on-scene becomes impracticable and the rescue co-ordination centre or rescue sub-centre concludes that survivors might still be alive, the centre may temporarily suspend the on-scene activities pending further developments, and shall promptly so inform any authority, facility or service which has been activated or notified. Information subsequently received shall be evaluated and search and rescue operations resumed when justified on the basis of such information.

CHAPTER 5

SHIP REPORTING SYSTEMS

5.1 General

- 5.1.1 Ship reporting systems may be established either individually by Parties or in co-operation with other States, where this is considered necessary, to facilitate search and rescue operations.

- .3 after the declaration of the distress phase, the centre co-ordinating the search and rescue operations shall, if appropriate, inform other centres of all the circumstances of the emergency and of all subsequent developments.

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Act No. 44, 2002 SOUTH AFRICAN MARITIME AND AERONAUTICAL
SEARCH AND RESCUE ACT, 2002

- 5.1.2 Parties contemplating the institution of a ship reporting system should take account of the relevant recommendations of the Organization. Parties should also consider whether existing reporting systems or other sources of ship position data can provide adequate information for the region, and seek to minimize unnecessary additional reports by ships, or the need for rescue co-ordination centres to check with multiple reporting systems to determine availability of ships to assist with search and rescue operations.
- 5.1.3 The ship reporting system should provide up-to-date information on the movements of vessels in order, in the event of a distress incident, to:
- .1 reduce the interval between the loss of contact with a vessel and the initiation of search and rescue operations in cases where no distress signal has been received;
 - .2 permit rapid identification of vessels which may be called upon to provide assistance;
 - .3 permit delineation of a search area of limited size in case the position of a person, a vessel or other craft in distress is unknown or uncertain; and
 - .4 facilitate the provision of urgent medical assistance or advice.

5.2 Operational requirements

- 5.2.1 Ship reporting systems should satisfy the following requirements:
- .1 provision of information, including sailing plans and position reports, which would make it possible to determine the current and future positions of participating vessels;
 - .2 maintenance of a shipping plot;
 - .3 receipt of reports at appropriate intervals from participating vessels;
 - .4 simplicity in system design and operation; and
 - .5 use of an internationally agreed standard ship reporting format and procedures.

5.3 Types of reports

- 5.3.1 A ship reporting system should incorporate the following types of ship reports in accordance with the recommendations of the Organization:
- .1 Sailing plan;
 - .2 Position report; and
 - .3 Final report.

5.4 Use of systems

- 5.4.1 Parties should encourage all vessels to report their positions when travelling in areas where arrangements have been made to collect information on positions for search and rescue purposes.
- 5.4.2 Parties recording information on the position of vessels should disseminate, so far as practicable, such information to other States when so requested for search and rescue purposes.

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Act No. 44, 2002

SOUTH AFRICAN MARITIME AND AERONAUTICAL
SEARCH AND RESCUE ACT, 2002**SCHEDULE 2****(Section 3)****SEARCH AND RESCUE****ANNEX 12****TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION****FOREWORD****Historical background**

In December 1946, the Search and Rescue Division, at its second session, made recommendations for Standards and Recommended Practices for Search and Rescue. These were developed by the Secretariat and the then existent Air Navigation Committee and were duly submitted to the Council. The proposals were not accepted by the Council in the form in which they were presented and, on 20 April 1948, were referred back to the Air Navigation Committee for further consideration.

A further draft Annex was then developed in the light of experience gained at Regional Air Navigation Meetings and eventually was approved in principle by the Air Navigation Commission and circulated to States for comment. Further development was made by the Air Navigation Commission as a result of States' comments and the resulting proposals were adopted by the Council on 25 May 1950 and designated as Annex 12 to the Convention on International Civil Aviation. The Annex became effective on 1 December 1950 and came into force on 1 March 1951.

Table A shows the origin of subsequent amendments together with a list of the principal subjects involved and the dates on which the Annex and the amendments were adopted by the Council, when they became effective and when they became applicable.

Applicability

The Standards and Recommended Practices in this document govern the application of the *Regional Supplementary Procedures — Search and Rescue*, contained in Doc 7030, in which document will be found subsidiary procedures of regional application.

Annex 12 is applicable to the establishment, maintenance and operation of search and rescue services in the territories of Contracting States and over the high seas, and to the coordination of such services between States.

Action by Contracting States

Notification of differences. The attention of Contracting States is drawn to the obligation imposed by Article 38 of the Convention by which Contracting States are required to notify the Organization of any differences between their national regulations and practices and the International Standards

contained in this Annex and any amendments thereto. Contracting States are invited to extend such notification to any differences from the Recommended Practices contained in this Annex, and any amendments thereto, when the notification of such differences is important for the safety of air navigation. Further, Contracting States are invited to keep the Organization currently informed of any differences which may subsequently occur, or of the withdrawal of any differences previously notified. A specific request for notification of differences will be sent to Contracting States immediately after the adoption of each Amendment to this Annex.

Attention of States is also drawn to the provisions of Annex 15 related to the publication of differences between their national regulations and practices and the related ICAO Standards and Recommended Practices through the Aeronautical Information Service, in addition to the obligation of States under Article 38 of the Convention.

Promulgation of information. Information relating to the establishment and withdrawal of and changes to facilities, services and procedures affecting aircraft operations provided according to the Standards and Recommended Practices specified in this Annex should be notified and take effect in accordance with Annex 15.

Use of the text of the Annex in national regulations. The Council, on 13 April 1948, adopted a resolution inviting the attention of Contracting States to the desirability of using in their own national regulations, as far as practicable, the precise language of those ICAO Standards that are of a regulatory character and also of indicating departures from the Standards, including any additional national regulations that were important for the safety or regularity of air navigation. Wherever possible, the provisions of this Annex have been written in such a way as would facilitate incorporation, without major textual changes, into national legislation.

Status of Annex components

An Annex is made up of the following component parts, not all of which, however, are necessarily found in every Annex; they have the status indicated:

1.— Material comprising the Annex proper:

- a) *Standards and Recommended Practices* adopted by the Council under the provisions of the Convention. They are defined as follows:

WET OP SUID-AFRIKAANSE MARITTEME EN
LUGVAART-SOEK-EN-REDDING, 2002

Wet No. 44, 2002

BYLAE 2
(Artikel 3)

SOEK EN REDDING

AANHANGSEL 12

BY DIE KONVENSIE OOR INTERNASIONALE BURGERLIKE
LUGVAART

VOORWOORD

Historiese agtergrond

In Desember 1946 het die Afdeling Soek en Redding op sy tweede sessie aanbevelings vir Standaarde en Aanbevole Gebruike vir Soek en Redding gedoen. Dit is deur die Sekretariaat en die destydse Lugvaartkomitee ontwikkel en behoorlik aan die Raad voorgelê. Die voorstelle is nie in die vorm waarin dit voorgelê is, deur die Raad aanvaar nie en is op 20 April 1948 na die Lugvaartkomitee vir verdere oorweging terugverwys.

'n Verdere konsepsaanhangel is toe ontwikkel in die lig van die ondervinding opgedoen by Streekslugvaartvergaderings en uiteindelik in beginsel deur die Lugvaartkommissie goedgekeur en onder al die State versprei vir kommentaar. Verdere ontwikkeling is deur die Lugvaartkommissie gedoen op grond van die State se kommentaar, en die voortspruitende voorstelle is op 25 Mei 1950 deur die Raad aanvaar en Aanhangel 12 by die Konvensie oor Internasionale Burgerlike Lugvaart genoem. Die Aanhangel het op 1 Desember 1950 van krag geword en op 1 Maart 1951 in werking getree.

Tabel A toon die oorsprong van latere wysigings tesame met 'n lys van die belangrikste onderwerpe wat betrokke was, asook die datums waarop die Aanhangel en die wysigings deur die Raad aangeneem is, wanneer dit in werking getree het en wanneer dit van krag geword het.

Toepassing

Die Standaarde en Aanbevole Gebruike in hierdie dokument reël die toepassing van die *Streeks-Aanvullende Prosedures — Soek en Redding*, vervat in Doc 7030, in welke dokument aanvullende prosedures vir sreekttoepassing vervat is.

Aanhangel 12 het betrekking op die instelling, instandhouding en bedryf van soek-en-reddingsdienste in die gebied van die Kontrakterende State en oor die oop see, en op die koördinerende van sodanige dienste tussen State.

Optrede deur Kontrakterende State

Kennisgewing van verskille. Die aandaag van Kontrakterende State word gevestig op die verpligting op Kontrakterende State gelê by Artikel 38 van die Konvensie om die Organisasie in kennis te stel van enige verskille tussen hulle nasionale regulasies en gebruike en die Internasionale Standaarde vervat in hierdie Aanhangel en enige wysigings daaraan. Kontrakterende State word versoek om sodanige kennisgewing uit te brei na enige verskille rakende die

Aanbevole Gebruike vervat in hierdie Aanhangel en enige wysigings daaraan, wanneer kennisgewing van sodanige verskille belangrik is vir veiligheid in lugvaart. Voorts word Kontrakterende State versoek om die Organisasie in kennis te stel van enige verskille wat daarna kan ontstaan of van die terugtrekking van enige verskille waarvan vroeër kennis gegee is. 'n Spesifieke versoek om kennisgewing van verskille sal aan Kontrakterende State gestuur word onmiddellik na die aanneming van elke wysiging aan hierdie Aanhangel.

Die aandaag van State word ook gevestig op die bepaling van Aanhangel 15 met betrekking tot die bekendmaking van verskille tussen hulle nasionale regulasies en gebruike en die ooreenstemmende Standaarde en Aanbevole Gebruike van die IBLO deur middel van die Lugvaartinligtingsdiens benewens die verpligting van State ingevolge Artikel 18 van die Konvensie.

Afkondiging van inligting. Daar moet van inligting rakende die instelling en intrekking van en veranderinge aan fasiliteite, dienste en prosedures wat lugvaartuigbedrywighede raak wat verskaf word ooreenkomstig die Standaarde en Aanbevole Gebruike uiteengesit in hierdie Aanhangel, kennis gegee word en dit moet in werking tree ooreenkomstig Aanhangel 15.

Gebruik van die teks van die Aanhangel in nasionale regulasies. Die Raad het op 13 April 1948 'n resoluë aangeneem wat die aandaag van Kontrakterende State vestig op die wenslikheid daarvan om in hulle eie regulasies so ver doenlik die presiese taal te gebruik van die IBLO-standaarde wat van reëlende aard is en ook op die wenslikheid daarvan om afwykings van die Standaarde aan te dui, met inbegrip van enige bykomende nasionale regulasies wat in belang van die veiligheid of gereeldheid van lugvaart is. Waar dit ook al moontlik is, is die bepaling van hierdie Aanhangel so bewoerd dat dit inlywing by nasionale wetgewing sal vergemaklik sonder groot teksveranderinge.

Status van komponente van Aanhangel

'n Aanhangel is uit die volgende samestellende dele opgebou, hoewel nie alle komponente noodwendig in elke Aanhangel voorkom nie; hulle status word telkens aangedui:

1.—Stof wat die *ewitlike Aanhangel* uitmaak:

- a) *Standaarde en Aanbevole Gebruike* aangeneem deur die Raad kragtens die bepaling van die Konvensie. Dit word soos volg omskryf:

Act No. 44, 2002

SOUTH AFRICAN MARITIME AND AERONAUTICAL
SEARCH AND RESCUE ACT, 2002

Standard. Any specification for physical characteristics, configuration, matériel, performance, personnel or procedure, the uniform application of which is recognized as necessary for the safety or regularity of international air navigation and to which Contracting States will conform in accordance with the Convention; in the event of impossibility of compliance, notification to the Council is compulsory under Article 38.

Recommended Practice. Any specification for physical characteristics, configuration, matériel, performance, personnel or procedure, the uniform application of which is recognized as desirable in the interests of safety, regularity or efficiency of international air navigation, and to which Contracting States will endeavour to conform in accordance with the Convention.

- b) *Appendices* comprising material grouped separately for convenience but forming part of the Standards and Recommended Practices adopted by the Council.
- c) *Definitions* of terms used in the Standards and Recommended Practices which are not self-explanatory in that they do not have accepted dictionary meanings. A definition does not have an independent status but is an essential part of each Standard and Recommended Practice in which the term is used, since a change in the meaning of the term would affect the specification.

2.— *Material approved by the Council for publication in association with the Standards and Recommended Practices:*

- a) *Forewords* comprising historical and explanatory material based on the action of the Council and including an explanation of the obligation of States with regard to the application of the Standards and Recommended Practices ensuing from the Convention and the Resolution of Adoption.
- b) *Introductions* comprising explanatory material introduced at the beginning of parts, chapters or sections of the Annex to assist in the understanding of the application of the text.
- c) *Notes* included in the text, where appropriate, to give factual information or references bearing on the

Standards or Recommended Practices in question, but not constituting part of the Standards or Recommended Practices.

- d) *Attachments* comprising material supplementary to the Standards and Recommended Practices, or included as a guide to their application.

Selection of language

This Annex has been adopted in five languages — English, Arabic, French, Russian and Spanish. Each Contracting State is requested to select one of those texts for the purpose of national implementation and for other effects provided for in the Convention, either through direct use or through translation into its own national language, and to notify the Organization accordingly.

Editorial practices

The following practice has been adhered to in order to indicate at a glance the status of each statement: *Standards* have been printed in light face roman; *Recommended Practices* have been printed in light face italics, the status being indicated by the prefix **Recommendation**; *Notes* have been printed in light face italics, the status being indicated by the prefix *Note*.

The following editorial practice has been followed in the writing of specifications: for Standards the operative verb "shall" is used, and for Recommended Practices the operative verb "should" is used.

Throughout this document:

- a) measurements are given in the metric system followed in parentheses by corresponding measurements in the foot-pound system; and
- b) the use of the male gender should be understood to include male and female persons.

Any reference to a portion of this document, which is identified by a number and/or title, includes all subdivisions of that portion.

WET OP SUID-AFRIKAANSE MARITIEME EN
LUGVAART-SOEK-EN-REDDING, 2002

Wet No. 44, 2002

Standaard. Enige spesifikasie vir fisiese eienskappe, konfigurasie, uitrusting, prestasie, personeel of prosedure waarvan die eenvormige toepassing nodig beskou word vir die veiligheid of gereeldheid van internasionale lugvaart en waaraan Kontrakterende State sal voldoen ooreenkomstig die Konvensie; indien dit onmoontlik is om daaraan te voldoen, is kennisgewing aan die Raad verpligtend ingevolge Artikel 38.

Aanbevole Gebruik. Enige spesifikasie vir fisiese eienskappe, konfigurasie, uitrusting, prestasie, personeel of prosedure waarvan die eenvormige toepassing as wenslik beskou word in belang van die veiligheid, gereeldheid of doeltreffendheid van internasionale lugvaart en waaraan Kontrakterende State sal poog om te voldoen ooreenkomstig die Konvensie.

- b) *Appendikse* bestaan uit stof wat geriefshalwe afsonderlik gegroepeer word maar wat deel uitmaak van die Standaarde en Aanbevole Gebruike deur die Raad aangeneem.
- c) *Omskrywings* van terme gebruik in die Standaarde en Aanbevole Gebruike wat nie selfverklarend is nie in die sin dat dit nie aanvaarde woordeboekbetekenisse het nie. 'n Omskrywing het nie 'n onafhanklike status nie, maar is 'n wesenlike deel van elke Standaard en Aanbevole Gebruik waarin die term gebruik word, aangesien 'n verandering in die betekenis van die term die spesifikasie sal beïnvloed.

2.—*Stof deur die Raad goedgekeur vir publikasie in samehang met die Standaarde en Aanbevole Gebruike:*

- a) *Voorwoorde* wat historiese en verklarende stof bevat wat berus op die handelinge van die Raad, met inbegrip van 'n verduideliking van die verpligting van State met betrekking tot die toepassing van die Standaarde en Aanbevole Gebruike voortspruitend uit die Konvensie en die Aannemingsresolusie.
- b) *Inleidings* wat verduidelikende stof bevat aan die begin van dele, hoofstukke of afdelings van die Aanhangsel om te help met die begrip van die toepassing van die teks.
- c) *Opmerkings* wat, waar van toepassing, in die teks opgeneem is om feitlike inligting of verwysings te gee met betrekking tot die betrokke Standaarde of Aanbevole

Gebruike maar wat nie deel van die Standaarde of Aanbevole Gebruike uitmaak nie.

- d) *Aanhangsels* wat aanvullende stof met betrekking tot die Standaarde of Aanbevole Gebruike bevat of wat as 'n riglyn ingesluit is by die toepassing daarvan.

Taalkeuse

Hierdie Aanhangsel is in vyf tale aangeneem: Engels, Arabies, Frans, Russies en Spaans. Elke Kontrakterende Staat word versoek om een van daardie tekste te kies vir die doeleindes van nasionale inwerkstelling en ander uitwerkings waarvoor die Konvensie voorsiening maak, hetsy regstreek deur gebruik of deur vertaling in sy eie landstaal, en om die Organisasie dienooreenkomstig in kennis te stel.

Redaksionele gebruike

Daar is by die volgende gebruik gehou sodat die status van elke stelling met een oogopslag bepaal kan word: *Standaarde* is lig romein gedruk; *Aanbevole Gebruike* is lig kursief gedruk, terwyl die status aangetoon word deur **Aanbeveling** vooraan te plaas; *Opmerkings* is lig kursief gedruk, terwyl die status aangedui word deur *Opmerking* vooraan te plaas.

Die volgende redaksionele gebruik is in die bewoording van die spesifikasies gevolg: in die Standaarde word die bepalende werkwoord "moet" gebruik, en in die Aanbevole Gebruike word die bepalende werkwoorde "behoort te" of "kan" gebruik.

Deur die hele dokument:

- a) word mates volgens die metrieke stesel gegee, met die ooreenstemmende mate volgens die voet-pond-stelsel tussen hakies; en
- b) word die gebruik van die manlike geslag vertolk as sou dit sowel manlike as vroulike persone insluit.

Enige verwysing na 'n gedeelte van hierdie dokument wat geïdentifiseer word deur 'n nommer en/of 'n titel, sluit al die onderafdelings van daardie gedeelte in.

Act No. 44, 2002 **SOUTH AFRICAN MARITIME AND AERONAUTICAL
SEARCH AND RESCUE ACT, 2002**

Table A. Amendments to Annex 12

<i>Amendment</i>	<i>Source(s)</i>	<i>Subject(s)</i>	<i>Adopted/approved Effective Applicable</i>
1st Edition	Search and Rescue Division, Second Session (1946) Air Navigation Commission	International Standards and Recommended Practices — Search and Rescue Services.	25 May 1950 1 December 1950 1 March 1951
1 (2nd Edition)	Search and Rescue Division, Third Session (1951)	Search and rescue organization; communications; appraisals of search and rescue operations; procedures for search and rescue; air-to-ground signals.	31 March 1952 1 September 1952 1 January 1953
2 (3rd Edition)	Second Air Navigation Conference (1955)	Rescue sub-centres; servicing and refuelling rescue units of other Contracting States.	8 May 1956 1 September 1956 1 December 1956
3	Third Air Navigation Conference (1956). Amendment 140 to Annex 6, Chapter 6	Marking of areas of the fuselage suitable for break-in.	13 June 1957 1 October 1957 1 December 1957
4 (4th Edition)	Rules of the Air, Air Traffic Services and Search and Rescue Divisions (1958)	Cooperation between States; information concerning emergencies; procedures for rescue coordination centres.	8 December 1959 1 May 1960 1 August 1960
5	Amendment 13 to Annex 11	Notification of rescue coordination centres by air traffic services units.	13 April 1962 — 1 November 1962
6	Amendment 4 to Annex 9	Temporary entry of rescue units from other Contracting States.	— — 1 July 1964
7	Amendment 14 to Annex 11, Chapter 5	Alerting of surface vessels and en-route aircraft to assist an aircraft in distress.	19 June 1964 1 November 1964 1 February 1965
8	International Convention for the Safety of Life at Sea. Amendment 15 to Annex 11	Updating of reference; alerting service.	10 December 1965 — 25 August 1966
9 (5th Edition)	Air Navigation Commission review of the Regional Supplementary Procedures	Cooperation between Contracting States; servicing and refuelling of rescue units of other Contracting States; testing search and rescue communications facilities; assistance in search and rescue operations by additional units or services.	25 May 1970 25 September 1970 4 February 1971
10	Air Navigation Commission	Carriage of the International Code of Signals by search and rescue aircraft; equipment of search and rescue aircraft with frequency 2182 kHz; information on position of merchant ships.	11 December 1972 11 April 1973 16 August 1973

WET OP SUID-AFRIKAANSE MARITIEME EN
LUGVAART-SOEK-EN-REDDING, 2002

Wet No. 44, 2002

Tabel A. Wysigings aan Aanhangel 12

<i>Wysigings</i>	<i>Bron(ne)</i>	<i>Onderwerp(e)</i>	<i>Aangeneem/ goedgekeur Van krag In werking</i>
1e uitgawe	Afdeling Soek en Redding, Tweede Sessie (1946) Lugvaartkommissie	Internasionale Standaard en Aanbevole Gebruike — Soek-en-reddingsdienste.	25 Mei 1950 1 Desember 1950 1 Maart 1951
1 (2e uitgawe)	Afdeling Soek en Redding, Derde Sessie (1951)	Soek-en-reddingsorganisasie; kommunikasie; evaluering van soek-en-reddingsoperasies; prosedures vir soek en redding; lug-tot-grond-seine.	31 Maart 1952 1 September 1952 1 Januarie 1953
2 (3e uitgawe)	Tweede Lugvaartkonferensie (1955)	Reddingsentrums, versiening en brandstofinname van reddingseenhede van ander Kontrakterende State.	8 Mei 1956 1 September 1956 1 Desember 1956
3	Derde Lugvaartkonferensie (1956). Wysiging 140 aan Aanhangel 6, Hoofstuk 6.	Merk van gedeeltes van romp geskik vir deurbreek.	13 Junie 1957 1 Oktober 1957 1 Desember 1957
4 (4e uitgawe)	Afdelings Lugvaartreëls, Lugverkeersdienste en Soek en Redding (1958)	Samewerking tussen State; inligting betreffende noodgevalle; prosedures vir reddingskoördineringsentrums.	8 Desember 1959 1 Mei 1960 1 Augustus 1960
5	Wysiging 13 aan Aanhangel 11	Verwittiging van reddingskoördineringsentrums deur lugverkeersdiensseenhede.	13 April 1962 — 1 November 1962
6	Wysiging 4 aan Aanhangel 9	Tydlike toegang van reddingseenhede van ander Kontrakterende State.	— — 1 Julie 1964
7	Wysiging 14 aan Aanhangel 11, Hoofstuk 5	Waarskuwing van bowatervaartuie en lugvaartuie onderweg om 'n vliegtuig wat in nood verkeer, by te staan.	19 Junie 1964 1 November 1964 1 Februarie 1965
8	Internasionale Konvensie vir die Beveiliging van Menselewens op See. Wysiging 15 aan Aanhangel 11	Bywerking van verwysing; waarskuwingsdiens.	10 Desember 1965 — 25 Augustus 1966
9 (5e uitgawe)	Lugvaartkommissie: Hersiening van Streeks- Aanvullende Prosedures	Samewerking tussen Kontrakterende State; versiening en brandstofinname van reddingseenhede van ander Kontrakterende State; toets van soek-en- reddingskommunikasiefasiliteite; bystand deur bykomende eenhede of dienste tydens soek-en- reddingsoperasies.	25 Mei 1970 25 September 1970 4 Februarie 1971
10	Lugvaartkommissie	Aan boord hou van Internasionale Seinboek deur soek-en- reddingslugvaartuie; toerus van soek-en- reddingslugvaartuie met frekwensie 2182 kHz; inligting oor posisie van handelskepe.	11 Desember 1972 11 April 1973 16 Augustus 1973

Act No. 44, 2002 **SOUTH AFRICAN MARITIME AND AERONAUTICAL
SEARCH AND RESCUE ACT, 2002**

<i>Amendment</i>	<i>Source(s)</i>	<i>Subject(s)</i>	<i>Adopted/approved/ Effective Applicable</i>
11 (6th Edition)	Complete review of the Annex by the Air Navigation Commission	New signal to surface craft; provision of search and rescue services on a 24-hour basis; dissemination of information on position of merchant ships; appraisals of search and rescue operations; improvement of cooperation between neighbouring States; equipment of rescue units; availability of information on air traffic services; location of droppable survival equipment; methods for assisting aircraft in distress and being compelled to ditch to rendezvous with surface craft; methods for assisting search and rescue or other aircraft to rendezvous with aircraft in distress.	25 November 1974 25 March 1975 9 October 1975
12	Amendment 60 to Annex 3	Supplementary communication facilities between meteorological offices and search and rescue units.	8 December 1975 8 April 1976 12 August 1976
13	Air Navigation Commission	Ground-air visual signal code for use by survivors.	15 December 1980 15 April 1981 26 November 1981
14	Air Navigation Commission	Rescue coordination centre (RCC) responsibilities regarding preparatory measures in the event an aircraft is subject to unlawful interference.	12 March 1990 30 July 1990 15 November 1990
15	Air Navigation Commission	Definition for search and rescue aircraft; communications requirements for rescue coordination centres (RCCs) and equipment of search and rescue (SAR) aircraft; SAR point of contact (SPOC).	12 March 1993 26 July 1993 11 November 1993
16 (7th Edition)	Amendments 25, 20 and 7 to Annex 6, Parts I, II and III, respectively; Air Navigation Commission	Revised definition of "pilot-in-command"; editorial amendments.	12 March 2001 16 July 2001 1 November 2001

WET OP SUID-AFRIKAANSE MARITIEME EN
LUGVAART-SOEK-EN-REDDING, 2002

Wet No. 44, 2002

<i>Wysigings</i>	<i>Bron(ne)</i>	<i>Onderwerp(e)</i>	<i>Aangeneem/ goedgekeur Van krag In werking</i>
11 (6e uitgawe)	Volledige hersiening van die Aanhangel deur die Lugvaartkommissie	Nuwe sein aan bowatervaartue; lewering van seek-en-reddingsdiens op 24-uur-grondslag; verspreiding van inligting oor posisie van handelskepe; evaluering van seek-en-reddingsoperasies; verbetering van samewerking tussen buurstade; toerusting van reddingseenhede; beskikbaarheid van inligting oor lugverkeersdienste; plasing van neerwerp-oorlewings-toerusting; metodes om lugvaartue wat in nood verkeer en 'n noodwaterlanding moet uitvoer, te help om bowatervaartue te ontmoet; metodes om seek-en-reddings- en ander lugvaartue te help om vliegtuie wat in nood verkeer, te ontmoet.	25 November 1974 25 Maart 1975 9 Oktober 1975
12	Wysiging 60 aan Aanhangel 3	Aanvullende kommunikasiegeriewe tussen weerkantore en seek-en-reddingseenhede.	8 Desember 1975 8 April 1976 12 Augustus 1976
13	Lugvaartkommissie	Grond-tot-lug- visuele seinboek vir gebruik deur oorlewendes.	15 Desember 1980 15 April 1981 26 November 1981
14	Lugvaartkommissie	Verantwoordelikhede van reddingskoördineringsentrums (RKS'e) betreffende voorbereidingsmaatreëls indien 'n lugvaartuig onderwerp word aan onregmatige inneming.	12 Maart 1990 30 Julie 1990 15 November 1990
15	Lugvaartkommissie	Omskrywing van seek-en-reddingslugvaartuig; kommunikasievereistes vir reddingskoördineringsentrums (RKS'e) en toerusting van seek-en-reddingslugvaartuie; seek-en-reddingskontakpunt.	12 Maart 1993 26 Julie 1993 11 November 1993
15 (7e uitgawe)	Wysigings 25, 20 en 7 aan Aanhangel 6, onderskeidelik Deel I, II en III; Lugvaartkommissie	Hersiene omskrywing van "vlieënier-gesagvoerder"; redaksionele wysigings.	12 Maart 2001 16 Julie 2001 1 November 2001

INTERNATIONAL STANDARDS AND RECOMMENDED PRACTICES

Note.— Although the Convention on International Civil Aviation allocates to the State of Registry certain functions which that State is entitled to discharge, or obliged to discharge, as the case may be, the Assembly recognized, in Resolution A23-13, that the State of Registry may be unable to fulfil its responsibilities adequately in instances where aircraft are leased, chartered or interchanged — in particular without crew — by an operator of another State and that the Convention may not adequately specify the rights and obligations of the State of an operator in such instances. Accordingly, the Council, without prejudice to the question of whether the Convention may require amendment with respect to the allocation of functions to States, urged that if, in the above-mentioned instances, the State of Registry finds itself unable to discharge adequately the functions allocated to it by the Convention, it delegate to the State of the operator, subject to acceptance by the latter State, those functions of the State of Registry that can more adequately be discharged by the State of the operator. It is understood that the foregoing action will only be a matter of practical convenience and will not affect either the provisions of the Chicago Convention prescribing the duties of the State of Registry or any third State.

CHAPTER 1. DEFINITIONS

When the following terms are used in the Standards and Recommended Practices for Search and Rescue, they have the following meanings:

Note.— The designation (RR) in these definitions indicates a definition which has been extracted from the Radio Regulations of the International Telecommunication Union (ITU) (see Handbook on Radio Frequency Spectrum Requirements for Civil Aviation including statement of approved ICAO policies (Doc 9718)).

Alerting post. A unit designated to receive information from the general public regarding aircraft in emergency and to forward the information to the associated rescue coordination centre.

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

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

Ditching. The forced landing of an aircraft on water.

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

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

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

WET OP SUID-AFRIKAANSE MARITIEME EN
LUGVAART-SOEK-EN-REDDING, 2002

Wet No. 44, 2002

INTERNASIONALE STANDAARDE
EN AANBEVOLE GEBRUIKE

Opmerking. — Hoewel die Konvensie oor Internasionale Burgerlike Lugvaart sekere werksaamhede aan die Staat van registrasie toewys wat daardie Staat kan of moet verrig, na gelang van die geval, het die Vergadering in Resolusie A23-13 erkenning daaraan verleen dat die Staat van registrasie moontlik nie sy verantwoordelikhede genoegsaam kan nakom nie in gevalle waar lugvaartuie gehuur of uitgeruil word — in die besonder sonder bemanning — deur 'n operateur van 'n ander Staat en dat die Konvensie moontlik nie die regte en verpligtinge van die Staat van 'n operateur in sulke gevalle voldoende uiteensit nie. Derhalwe het die Raad, sonder om af te doen aan die vraag of die Konvensie gewysig moet word met betrekking tot die toewysing van werksaamhede aan State, sterk aanbeveel dat indien, in bogenoemde gevalle, die Staat van registrasie dit onmoontlik vind om die werksaamhede wat by die Konvensie aan hom toegeewys is, voldoende te verrig, hy die werksaamhede van die Staat van registrasie wat beter deur die Staat van die operateur verrig kan word, kan deleger aan die Staat van die operateur mits laasbedoelde Staat dit aanvaar. Daar word aanvaar dat sodanige optrede slegs 'n saak van praktiese gerief is en nóg die bepalinge van die Chicago-konvensie wat die pligte van die Staat van registrasie voorskryf, nóg 'n derde Staat raak.

HOOFSTUK 1. WOORDOMSKRYWING

Wanneer die volgende terme in die Standaarde en Aanbevole Gebruike vir Soek en Redding gebruik word, het dit die volgende betekenisse:

Gereedheidsfase. 'n Situasië waarin daar gevrees word vir die veiligheid van 'n lugvaartuig en die mense aan boord.

Gevaarfase. 'n Generiese term wat, na gelang van die geval, onsekerheidsfase, gereedheidsfase of noodfase beteken.

Noodfase. 'n Situasië waarin daar redelike sekerheid bestaan dat 'n lugvaartuig en die mense aan boord in ernstige en onmiddellike gevaar verkeer of dadelik bystand nodig het.

Noodwaterlanding. Die dwanglanding van 'n lugvaartuig op water.

Onsekerheidsfase. 'n Situasië waarin daar onsekerheid is oor die veiligheid van 'n lugvaartuig en die mense aan boord.

Operateur. 'n Persoon, organisasie of onderneming wat betrokke is by, of aanbied om betrokke te wees by, 'n lugvaartuig-bedrywigheid.

Radiorigtingpeilingstasie (RR S1.91). 'n Radiostasie wat die rigting van ander stasies bepaal deur middel van radiorigtingpeiling.

Opmerking. — Die lugvaarttoepassing van radiorigtingpeiling is die lugvaartradionavigasiediens.

Reddingseenheid. 'n Eenheid wat bestaan uit opgeleide personeel en voorsien is van toerusting geskik vir die spoedige uitvoering van soek-en-reddingsoperasies.

Act No. 44, 2002

SOUTH AFRICAN MARITIME AND AERONAUTICAL
SEARCH AND RESCUE ACT, 2002

Radio direction-finding station (RR SI.91). A radio determination station using radio direction finding.

Note.— The aeronautical application of radio direction finding is in the aeronautical radio navigation service.

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

Rescue subcentre. A unit subordinate to a rescue coordination centre, established to complement the latter within a specified portion of a search and rescue region.

Rescue unit. A unit composed of trained personnel and provided with equipment suitable for the expeditious conduct of search and rescue.

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

Search and rescue region. An area of defined dimensions within which search and rescue services are provided.

Search and rescue services unit. A generic term meaning, as the case may be, rescue coordination centre, rescue subcentre or alerting post.

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

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

WET OP SUID-AFRIKAANSE MARITIEME EN
LUGVAART-SOEK-EN-REDDING, 2002

Wet No. 44, 2002

Reddingskoördineringsentrum. 'n Eenheid verantwoordelik daarvoor om die doeltreffende organisering van soek-en-reddingsdienste te bevorder en om die uitvoer van soek-en-reddingsoperasies binne 'n soek-en-reddingstreek te koördineer.

Reddingssubsentrum. 'n Eenheid ondergeskik aan 'n reddingskoördineringsentrum, ingestel om laasgenoemde aan te vul binne 'n omskrewe deel van 'n soek-en-reddingstreek.

Staat van registrasie. Die Staat in wie se register die lugvaartuig aangeteken is.

Soek-en-reddingsdienseenheid. 'n Generiese term wat, na gelang van die geval, reddingskoördineringsentrum, reddingssubsentrum of waarskuwingspos beteken.

Soek-en-reddingslugvaartuig. 'n Lugvaartuig uitgerus met gespesialiseerde toerusting wat geskik is vir die doeltreffende uitvoering van soek-en-reddingsoperasies.

Soek-en-reddingstreek. 'n Gebied van omskrewe omvang waarbinne soek-en-reddingsdienste gelewer word.

Vlieënier-gesagvoerder. Die vlieënier aangewys deur die operateur of, in die geval van algemene lugvaart, die eienaar, as die gesagvoerder en belas met die veilige uitvoering van 'n vlug.

Waarskuwingspos. 'n Eenheid aangewys om inligting van die breë publiek te ontvang oor lugvaartuie wat in nood verkeer en om die inligting aan die betrokke reddingskoördineringsentrums deur te gee.

CHAPTER 2. ORGANIZATION

**2.1 Establishment and provision of
search and rescue services**

2.1.1 Contracting States shall arrange for the establishment and provision of search and rescue services within their territories. Such services shall be provided on a 24-hour basis.

2.1.1.1 Those portions of the high seas or areas of undetermined sovereignty for which search and rescue services will be established shall be determined on the basis of regional air navigation agreements. A Contracting State having accepted the responsibility to provide search and rescue services in such areas shall thereafter arrange for the services to be established and provided in accordance with the provisions of this Annex.

Note.— The phrase “regional air navigation agreements” refers to the agreements approved by the Council of ICAO normally on the advice of Regional Air Navigation Meetings.

2.1.2 In providing assistance to aircraft in distress and to survivors of aircraft accidents, Contracting States shall do so regardless of the nationality of such aircraft or survivors.

**2.2 Establishment of search
and rescue regions**

2.2.1 Contracting States shall delineate the search and rescue regions within which they will provide search and rescue services. Such regions shall not overlap.

2.2.1.1 **Recommendation.**— *Boundaries of search and rescue regions should, in so far as practicable, be coincident with the boundaries of corresponding flight information regions.*

**2.3 Establishment and designation of
search and rescue services units**

2.3.1 Contracting States shall establish a rescue coordination centre in each search and rescue region.

2.3.2 **Recommendation.**— *Contracting States should establish rescue subcentres whenever this would improve the efficiency of search and rescue services.*

2.3.3 **Recommendation.**— *In areas where public telecommunications facilities would not permit persons observing an aircraft in emergency to notify the rescue coordination centre concerned directly and promptly, Contracting States should designate suitable units of public or private services as alerting posts.*

**2.4 Communication for search and
rescue services units**

2.4.1 Each rescue coordination centre shall have means of immediate communication with:

- a) the associated air traffic services unit;
- b) associated rescue subcentres;
- c) appropriate direction-finding and position-fixing stations in the region;
- d) where appropriate, coastal radio stations capable of alerting and communicating with surface vessels in the region.

Note.— “Means of immediate communication” are considered to be direct-line telephone or teletype, direct radiotelephone circuit, or, when these cannot be made available, telephone or teletype via a switchboard.

2.4.2 Each rescue coordination centre shall have means of rapid and reliable communication with:

- a) the headquarters of rescue units in the region;
- b) rescue coordination centres in adjacent regions;
- c) a designated meteorological office or meteorological watch office;
- d) rescue units when employed in search and rescue;
- e) alerting posts;
- f) the COSPAS-SARSAT* Mission Control Centre servicing the search and rescue (SAR) region when the

* COSPAS — space system for search of vessels in distress
SARSAT — search and rescue satellite-aided tracking

WET OP SUID-AFRIKAANSE MARITIEME EN
LUGVAART-SOEK-EN-REDDING, 2002

Wet No. 44, 2002

HOOFSTUK 2. ORGANISASIE

2.1 Instelling en lewering van soek-en-reddingsdienste

2.1.1 Kontrakterende State moet reëlings tref vir die instelling en lewering van soek-en-reddingsdienste in hulle gebiede. Sodanige dienste moet op 'n 24-uur-grondslag gelewer word.

2.1.1.1 Die gedeeltes van die oop see of gebiede van onbepaalde soewereiniteit waarvoor soek-en-reddingsdienste ingestel word, moet bepaal word op grond van streeklugvaarttooreenkomste. 'n Kontrakterende Staat wat die verantwoordelikheid aanvaar het om soek-en-reddingsdienste in sodanige gebiede te lewer, moet daarna reëlings tref dat die dienste ingestel en gelewer word ooreenkomstig die bepalings van hierdie Aanhangsel.

Opmerking. — Die uitdrukking "streeklugvaarttooreenkomste" dui op die ooreenkomste goedgekeur deur die Raad van die IBLO, gewoonlik op advies van die Streeklugvaartvergaderings.

2.1.2 Wanneer bystand verleen word aan lugvaartuie in nood en aan oorlewendes van lugvaartuigongelukke, moet Kontrakterende State dit doen ongeag die nasionaliteit van die lugvaartuig of oorlewendes.

2.2 Instelling van soek-en-reddingstreke

2.2.1 Kontrakterende State moet die soek-en-reddingstreke waarbinne hulle soek-en-reddingsdienste sal lewer, afbaken. Sodanige streke moet nie oorvleuel nie.

2.2.1.1 *Aanbeveling.* — Die grense van soek-en-reddingstreke behoort so ver doenlik ooreen te stem met die grense van ooreenstemmende vluginligtingstreke.

2.3 Instelling en aanwysing van soek-en-reddingsdienseenhede

2.3.1 Kontrakterende State moet 'n reddingskoördineringsentrum in elke soek-en-reddingstreek instel.

2.3.2 *Aanbeveling.* — Kontrakterende State behoort reddingsentrums in te stel wanneer dit ook al die doeltreffendheid van soek-en-reddingsdienste sal bevorder.

2.3.3 *Aanbeveling.* — In gebiede waar openbare telekommunikasiegeriewe dit nie moontlik maak vir persone wat 'n lugvaartuig waarneem wat in nood verkeer, om die betrokke reddingskoördineringsentrum regstreeks en onmiddellik in kennis te stel nie, behoort Kontrakterende State geskikte eenhede van openbare of private dienste as waarskuwingsposte aan te wys.

2.4 Kommunikasie van soek-en-reddingsdienseenhede

2.4.1 Elke reddingskoördineringsentrum moet middele hê om onmiddellik te kommunikeer met —

- a) die betrokke lugverkeersdienseenhede;
- b) die betrokke reddingsentrums;
- c) geskikte rigtingsoek- en posisiebepalingstasies in die streek;
- d) waar gepas, kusradiostasies wat bowatervaartuie in die streek kan waar ku en met hulle kan kommunikeer.

Opmerking. — "Middele om onmiddellik te kommunikeer" word beskou as regstreekselyntelefoon of teledrukker, regstreekse radiotelefoonkring of, wanneer dit nie beskikbaar gestel kan word nie, telefoon of teledrukker via 'n skakelbord.

2.4.2 Elke reddingskoördineringsseenheid moet middele vir snelle en betroubare kommunikasie hê met —

- a) die hoofkwartier van reddingseenhede in die streek;
- b) reddingskoördineringsseenhede in aangrensende streke;
- c) 'n aangewese weerkantoor of weerwagkantoor;
- d) reddingseenhede wanneer hulle met soek en redding besig is;
- e) waarskuwingsposte;
- f) die COSPAS-SARSAT* -sendingbeheersentrum wat die soek-en-reddingstreke bedien wanneer die reddingskoördineringsentrum as soek-en-reddingkontakpunt aangewys is.

COSPAS — ruimtestelsel vir soek van vaartuie in nood
SARSAT — satellietgesteunde volging vir soek en redding

Act No. 44, 2002

SOUTH AFRICAN MARITIME AND AERONAUTICAL
SEARCH AND RESCUE ACT, 2002

rescue coordination centre (RCC) has been designated SAR point of contact (SPOC).

Note.— "Means of rapid and reliable communication" include digital data interchange, telephone, facsimile and radiotelephone.

2.4.3 In addition to the requirement in 2.4.1 b), each rescue subcentre shall have means of rapid and reliable communication with:

- a) adjacent rescue subcentres;
- b) a meteorological office or meteorological watch office;
- c) rescue units when employed in search and rescue;
- d) alerting posts.

Note.— See Note following 2.4.2.

2.4.4 **Recommendation.**— *The means of communication provided in accordance with 2.4.2 c) and 2.4.3 b) should be supplemented, as and where necessary, by other means of visual or audio communication, for example, closed-circuit television.*

2.5 Designation of rescue units

2.5.1 Contracting States shall designate as rescue units elements of public or private services suitably located and equipped for search and rescue in each search and rescue region, and shall define the relative functions of these elements and the respective rescue coordination centre.

2.5.1.1 Contracting States shall establish additional rescue units wherever the units designated in accordance with 2.5.1 are insufficient.

Note.— The minimum units and facilities necessary for provision of search and rescue within a search and rescue region are determined by regional air navigation agreements and are specified in the appropriate Air Navigation Plan publications.

2.5.2 **Recommendation.**— *Contracting States should designate as parts of the search and rescue plan of operation, elements of public or private services that do not qualify as rescue units but are nevertheless able to participate in search and rescue operations, and should define the relative functions of these elements and the respective rescue coordination centres.*

2.6 Equipment of rescue units

2.6.1 Rescue units shall be provided with facilities and equipment for locating promptly, and for providing adequate assistance at, the scene of an accident.

Note.— In selecting equipment for rescue units it is important that due regard be given to the size and passenger capacity of modern aircraft.

2.6.2 **Recommendation.**— *In addition to the communications required by the Standards in 2.4.2 d) and 2.4.3 c), each rescue unit should have means of rapid and reliable communication with other units or elements engaged in the same operation.*

Note.— See Note following 2.4.2.

2.6.3 Each search and rescue aircraft shall be equipped to be able to communicate on the aeronautical distress and scene of action frequencies and on such other frequencies as may be prescribed.

2.6.4 Each search and rescue aircraft shall be equipped with a device for homing on emergency locator transmitters transmitting on 121.5 MHz required to be carried by aircraft in accordance with the provisions of Annex 6, Parts I, II and III.

Note.— Specifications for emergency locator transmitters (ELTs) are given in Annex 10, Volume III.

2.6.5 Each search and rescue aircraft, when used for search and rescue over maritime areas and required to communicate with merchant ships, shall be equipped to be able to communicate with such ships on 2182 kHz.

2.6.6 Each search and rescue aircraft, when used for search and rescue over maritime areas and required to communicate with merchant ships, shall carry a copy of the International Code of Signals to enable it to overcome language difficulties that may be experienced in communicating with such ships.

2.6.7 **Recommendation.**— *Unless it is known that there is no need to provide supplies to survivors by air, at least one of the aircraft participating in a search and rescue operation should carry droppable survival equipment.*

2.6.8 **Recommendation.**— *States should provide, at appropriate aerodromes where search and rescue aircraft are not readily available, survival equipment suitably packed for dropping by aircraft not normally participating in search and rescue operations.*

2.6.9 **Recommendation.**— *Containers or packages containing survival equipment for dropping to survivors should have the general nature of their contents indicated by a colour code, by printed indication, and by self-explanatory symbols, to the extent that such symbols exist.*

WET OP SUID-AFRIKAANSE MARITIEME EN
LUGVAART-SOEK-EN-REDDING, 2002

Wet No. 44, 2002

Opmerking. — “Middele vir snelle en betroubare kommunikasie” sluit in digitale dataruil, telefoon, faks en radiotelefoon.

2.4.3 Benewens die vereiste in 2.4.1 b) moet elke reddingssubsentrum middele vir snelle en betroubare kommunikasie hê met —

- a) aangrensende reddingssubsentrum;
- b) 'n weerkantoor of weerwagkantoor;
- c) reddingseenhede wanneer hulle met seek en redding besig is;
- d) waarskuwingsposte.

Opmerking. — Sien Opmerking nd 2.4.2.

2.4.4 **Aanbeveling.** Die kommunikasiemiddele voorsien ooreenkomstig 2.4.2 c) en 2.4.3 b), behoort soos en wanneer nodig aangevul te word deur ander maniere van visuele of audiokommunikasie, byvoorbeeld kringtelevisie.

2.5 Aanwysing van reddingseenhede

2.5.1 Kontrakterende State moet elemente van openbare of private dienste met geskikte ligging en toerusting vir seek-en-reddingswerk in elke seek-en-reddingstreek as reddingseenhede aanwys en moet die toepaslike werksaamhede van dié elemente en die onderskeie reddingskoördineringsentrums omskryf.

2.5.1.1 Kontrakterende State moet bykomende reddingseenhede instel waar die eenhede aangewys ooreenkomstig 2.5.1 ook al onvoldoende is.

Opmerking. — Die minimum eenhede en fasiliteite vir die lewering van seek-en-reddingsdienste in 'n seek-en-reddingstreek word bepaal deur die streeklugvaart-ooreenkomste en word uiteengesit in die toepaslike Lugvaartplan-publikasies.

2.5.2 **Aanbeveling.** — Kontrakterende State behoort elemente van openbare of private dienste wat nie as reddingseenhede kwalifiseer nie maar nietemin aan seek-en-reddingsoperasies kan deelneem, as dele van die seek-en-reddingsplan aan te wys, en behoort die toepaslike werksaamhede van dié elemente en die onderskeie reddingskoördineringsentrums te omskryf.

2.6 Toerusting van reddingseenhede

2.6.1 Reddingseenhede moet voorsien word van fasiliteite en toerusting vir die spoedige opsporing van en die verlening van toereikende bystand op 'n ongelukstoneel.

Opmerking. — By die keuse van toerusting vir reddingseenhede is dit belangrik om die grootte en passasiersvermoë van moderne lugvaartuie behoortlik in ag te neem.

2.6.2 **Aanbeveling.** — Benewens die kommunikasiemiddele vereis by die Standaarde in 2.4.2 d) en 2.4.3 c), moet elke reddingseenheid middele vir snelle en betroubare kommunikasie hê met ander eenhede of elemente wat betrokke is by dieselfde operasie.

Opmerking. — Sien Opmerking ná 2.4.2.

2.6.3 Elke seek-en-reddingslugvaartuig moet so toegerus wees dat dit kan kommunikeer op die lugvaartnood- en toneelfrekvensies en op die ander frekwensies wat voorgeskryf word.

2.6.4 Elke seek-en-reddingslugvaartuig moet met 'n toestel toegerus wees vir aanpeiling op 'n noodopspoordersender wat op 121.5 MHz uitsend en wat alle lugvaartuie aan boord moet hê ooreenkomstig die bepalinge van Aanhangsel 6, Dele I, II en III.

Opmerking. — Spesifikasies vir noodopspoordersenders word in Aanhangsel 10, Vol. III, gegee.

2.6.5 Elke seek-en-reddingslugvaartuig moet, wanneer dit vir seek en redding oor maritieme gebiede gebruik word en met handelskepe moet kan kommunikeer, toegerus wees om op 2182 kHz met sodanige skepe te kommunikeer.

2.6.6 Elke seek-en-reddingslugvaartuig moet, wanneer dit vir seek en redding oor maritieme gebiede gebruik word en met handelskepe moet kan kommunikeer, 'n afskrif van die Internasionale Seinboek aan boord hê om hom in staat te stel om taalprobleme te oorkom wat ondervind kan word wanneer met sodanige skepe gekommunikeer moet word.

2.6.7 **Aanbeveling.** — Tensy dit bekend is dat dit nie nodig is om oorlewendes vanuit die lug van voorrade te voorsien nie, behoort minstens een lugvaartuig wat aan 'n seek-en-reddingsoperasie deelneem, neerwerp-oorlewings-toerusting aan boord te hê.

2.6.8 **Aanbeveling.** — State behoort by geskikte vliegvelde waar seek-en-reddingslugvaartuie nie gereedlik beskikbaar is nie, oorlewings-toerusting te voorsien in verpakings wat vir neerwerping geskik is deur lugvaartuie wat nie gewoonlik aan seek-en-reddingsoperasies deelneem nie.

2.6.9 **Aanbeveling.** — Die algemene aard van die inhoud van houers of pakke oorlewings-toerusting bestem vir neerwerping na oorlewendes, behoort aangedui te word deur 'n kleurkode, 'n gedrukte aanduiding of selfverklarende simbole, in die mate dat sulke simbole bestaan.

Act No. 44, 2002 **SOUTH AFRICAN MARITIME AND AERONAUTICAL
SEARCH AND RESCUE ACT, 2002**

2.6.9.1 Recommendation.— *The colour identification of the contents of droppable containers and packages containing survival equipment should take the form of coloured streamers according to the following code:*

Red — medical supplies and first-aid equipment.
Blue — food and water.
Yellow — blankets and protective clothing.
Black — miscellaneous equipment such as stoves,
 axes, compasses, cooking utensils, etc.

2.6.9.2 Recommendation.— *Where supplies of a mixed nature are dropped in one container or package, the colour code should be used in combination.*

2.6.10 Recommendation.— *Instructions on the use of the survival equipment should be enclosed in each of the droppable containers or packages. They should be printed in at least three languages of which at least one should be one of the working languages of ICAO.*

WET OP SUID-AFRIKAANSE MARITIEME EN
LUGVAART-SOEK-EN-REDDING, 2002

Wet No. 44, 2002

2.6.9.1 **Aanbeveling.** — *Die kleuridentifikasie van die inhoud van neerwerphouers en -pake met oorlewings-toerusting behoort die vorm aan te neem van linte wat soos volg gekleur is:*

Rooi — mediese voorraad en noodhulptoerusting.

Blou — kos en water.

Geel — komberse en beskermende kleding.

Swart — diverse toerusting soos stoffies, byle, kompasse en kookgerei, ens.

2.6.9.2 **Aanbeveling.** — *Wanneer voorrade van gemengde aard in een houer of pak neergewerp word, kan die kleurkode in kombinasie gebruik word.*

2.6.10 **Aanbeveling.** — *Instruksies oor die gebruik van die oorlewings-toerusting behoort by elk van die neerwerphouers of -pake ingesluit te word. Dit behoort in minstens drie tale gedruk te wees waarvan minstens een een van die werkstate van die IBLO behoort te wees.*

CHAPTER 3. COOPERATION

3.1 Cooperation between States

3.1.1 Contracting States shall coordinate their search and rescue organizations with those of neighbouring Contracting States.

3.1.2 **Recommendation.**— *Contracting States should, whenever necessary, coordinate their search and rescue operations with those of neighbouring States.*

3.1.2.1 **Recommendation.**— *Contracting States should, in so far as practicable, develop common search and rescue procedures to facilitate coordination of search and rescue operations with those of neighbouring States.*

3.1.3 Subject to such conditions as may be prescribed by its own authorities, a Contracting State shall permit immediate entry into its territory of rescue units of other States for the purpose of searching for the site of aircraft accidents and rescuing survivors of such accidents.

3.1.4 The authorities of a Contracting State which wish its rescue units to enter the territory of another Contracting State for search and rescue purposes shall transmit a request, giving full details of the projected mission and the need for it, to the rescue coordination centre of the State concerned or to such other authority as has been designated by that State.

3.1.4.1 The authorities of Contracting States shall:

- immediately acknowledge the receipt of such a request, and
- as soon as possible indicate the conditions, if any, under which the projected mission may be undertaken.

3.1.5 **Recommendation.**— *Contracting States should enter into agreements with neighbouring States setting forth the conditions for entry of each other's rescue units into their respective territories. These agreements should also provide for expediting entry of such units with the least possible formalities.*

3.1.6 **Recommendation.**— *Each Contracting State should authorize its rescue coordination centres to:*

- a) request from other rescue coordination centres such assistance, including aircraft, vessels, personnel or equipment, as may be needed;

b) grant any necessary permission for the entry of such aircraft, vessels, personnel or equipment into its territory; and

c) make the necessary arrangements with the appropriate customs, immigration or other authorities with a view to expediting such entry.

3.1.7 **Recommendation.**— *Each Contracting State should authorize its rescue coordination centres to provide, when requested, assistance to other rescue coordination centres, including assistance in the form of aircraft, vessels, personnel or equipment.*

3.1.8 **Recommendation.**— *Contracting States should make arrangements for joint training exercises involving their search and rescue units, those of other States and operators, in order to promote search and rescue efficiency.*

3.1.9 **Recommendation.**— *Contracting States should make arrangements for periodic liaison visits by personnel of their rescue coordination centres and subcentres to the centres of neighbouring States.*

3.2 Cooperation with
other services

3.2.1 Contracting States shall arrange for all aircraft, vessels and local services and facilities which do not form part of the search and rescue organization to cooperate fully with the latter in search and rescue and to extend any possible assistance to the survivors of aircraft accidents.

3.2.2 Contracting States shall ensure that their search and rescue services cooperate with those responsible for investigating accidents and with those responsible for the care of those who suffered from the accident.

3.2.3 **Recommendation.**— *To facilitate accident investigation, rescue units should, when practicable, be accompanied by persons qualified in the conduct of aircraft accident investigations.*

3.2.4 States shall designate a search and rescue point of contact (SPOC) for the receipt of COSPAS-SARSAT distress data.

WET OP SUID-AFRIKAANSE MARITTEME EN
LUGVAART-SOEK-EN-REDDING, 2002

Wet No. 44, 2002

HOOFSTUK 3. SAMEWERKING

3.1 Samewerking tussen State

3.1.1 Kontrakterende State moet hulle seek-en-reddingsorganisasies koördineer met dié van buurstate wat Kontrakterende State is.

3.1.2 **Aanbeveling.** — *Kontrakterende State behoort, wanneer ook al nodig, hulle seek-en-reddingsoperasies te koördineer met dié van daardie buurstate.*

3.1.2.1 **Aanbeveling.** — *Kontrakterende State kan, in soverre dit uitvoerbaar is, gemeenskaplike seek-en-reddingsprosedures ontwikkel om die koördinering van seek-en-reddingsoperasies met dié van buurstate te vergemaklik.*

3.1.3 Behoudens die voorwaardes wat deur sy eie owerhede voorgeskryf word, moet 'n Kontrakterende Staat aan reddingseenhede van ander State onmiddellike toegang tot sy gebied verleen ten einde na die toneel van 'n lugvaartuigongeluk te seek en oorlewendes van so 'n ongeluk te red.

3.1.4 Die owerhede van 'n Kontrakterende Staat wat verlang dat sy reddingseenhede die gebied van 'n ander Kontrakterende Staat binnegaan vir seek-en-reddingsdoeleindes, moet 'n versoek, wat volle besonderhede van die beoogde sending en die noodigheid daarvan bevat, aan die reddingskoördineringsentrum van die betrokke Staat of die ander owerheid wat deur daardie Staat aangewys is, deurstuur.

3.1.4.1 Die owerhede van Kontrakterende State moet:

- onmiddellik ontvangs van sodanige versoek erken; en
- so gou moontlik die voorwaardes, as daar is, stel waarop die beoogde sending onderneem mag word.

3.1.5 **Aanbeveling.** — *Kontrakterende State kan ooreenkomste met buurlande aangaan waarin die voorwaardes uiteengesit word waarop die een se reddingseenhede die ander se gebied mag binnegaan. Sodanige ooreenkomste kan ook voorsiening maak vir die bespoediging van toegang deur sodanige eenhede met die minste moontlike formaliteite.*

3.1.6 **Aanbeveling.** — *Elke Kontrakterende Staat behoort sy reddingskoördineringsentrums te magtig om —*

- a) *van ander reddingskoördineringsentrums die bystand, met inbegrip van lugvaartuie, vaartuie, personeel en toerusting, te vra wat nodig is;*

b) *die nodige toestemming vir toegang deur sodanige lugvaartuie, vaartuie, personeel of toerusting tot sy gebied te verleen; en*

c) *die nodige reëlins met die betrokke doeane-, immigrasie- of ander owerhede te tref om sodanige toegang te bespoedig.*

3.1.7 **Aanbeveling.** — *Elke Kontrakterende Staat kan sy reddingskoördineringsentrums magtig om, wanneer daarom versoek, bystand, met inbegrip van lugvaartuie, vaartuie, personeel of toerusting, aan ander reddingskoördineringsentrums te verleen.*

3.1.8 **Aanbeveling.** — *Kontrakterende State behoort reëlins te tref vir gesamentlike opleidingsoefeninge deur hulle seek-en-reddingseenhede en dié van ander State en operateurs ten einde seek-en-reddingsdoeltreffendheid te bevorder.*

3.1.9 **Aanbeveling.** — *Kontrakterende State kan reëlins tref vir periodieke skakelbesoeke deur personeel van hulle reddingskoördineringsentrums en reddingsentrums aan die sentrums van buurstate.*

3.2 Samewerking met ander dienste

3.2.1 Kontrakterende State moet reëlins tref dat alle lugvaartuie, vaartuie en plaaslike dienste en fasiliteite wat nie deel van die seek-en-reddingsorganisasie uitmaak nie, ten volle met laasgenoemde saamwerk in seek en redding, en dat alle moontlike hulp aan oorlewendes van lugvaartuigongelukke verleen word.

3.2.2 Kontrakterende State moet toesien dat hulle seek-en-reddingsdienste saamwerk met diegene wat verantwoordelik is vir die ondersoek van ongelukke en met diegene wat mense versorg wat weens die ongeluk gely het.

3.2.3 **Aanbeveling.** — *Ten einde die ondersoek van 'n ongeluk te vergemaklik, kan reddingseenhede, wanneer doenlik, vergesel word deur persone wat gekwalifiseer is in die ondersoek van lugvaartuigongelukke.*

3.2.4 State moet 'n seek-en-reddingskontakpunt aanwys vir die ontvangs van COSPAS-SARSAT-nooddata.

Act No. 44, 2002

SOUTH AFRICAN MARITIME AND AERONAUTICAL
SEARCH AND RESCUE ACT, 2002**3.3 Dissemination of information**

3.3.1 Each Contracting State shall publish and disseminate all information necessary for the entry of rescue units of other States into its territory.

Note.— See 3.1.3.

3.3.2 **Recommendation.**— *When requested, Contracting States should make available, through the rescue coordination centres or other agencies, information regarding their search and rescue plans of operation.*

3.3.3 **Recommendation.**— *Each Contracting State recording information on the position of ships at sea should disseminate, on a regular basis, in so far as practicable, such information to other Contracting States concerned requesting it.*

3.3.4 **Recommendation.**— *Contracting States should, to the extent desirable and practicable, disseminate to the general public directives on actions to be taken when there is reason to believe that an aircraft is in an emergency and in the event of an aircraft accident.*

WET OP SUID-AFRIKAANSE MARITIEME EN
LUGVAART-SOEK-EN-REDDING, 2002

Wet No. 44, 2002

3.3 Verspreiding van inligting

3.3.1 Elke Kontrakterende Staat moet al die inligting wat nodig is vir die toegang van reddingseenhede van ander State tot sy gebied, publiseer en versprei.

Opmerking. — Sien 3.1.3.

3.3.2 **Aanbeveling.** — *Wanneer daarom versoek, behoort Kontrakterende State inligting betreffende hulle soek-en-reddingsoperasieplanne deur middel van hulle reddings-koördineringsentrums of ander agentskappe beskikbaar te stel.*

3.3.3 **Aanbeveling.** — *Elke Kontrakterende Staat wat inligting oor die posisie van skepe ter see aanteken, behoort, so ver doenlik, op 'n gereelde grondslag sodanige inligting te verstrek aan ander betrokke Kontrakterende State wat dit versoek.*

3.3.4 **Aanbeveling.** — *Kontrakterende State behoort, in die mate wat wenslik en doenlik is, voorskrifte onder die breë publiek te versprei oor die stappe wat gedoen moet word wanneer daar rede is om te vermoed dat 'n lugvaartuig in nood verkeer en wanneer daar 'n lugvaartuigongeluk plaasvind.*

CHAPTER 4. PREPARATORY MEASURES

4.1 Requirements for information

4.1.1 Each rescue coordination centre shall have available at all times up-to-date information concerning the following in respect of its search and rescue region:

- a) rescue units, rescue subcentres and alerting posts;
- b) air traffic services units;
- c) means of communication that may be used in search and rescue operations;
- d) cable addresses and telephone numbers of all operators or their designated representatives, engaged in operations in the region;
- e) any other public and private resources including medical and transportation facilities that are likely to be useful in search and rescue.

4.1.2 **Recommendation.**— *Each rescue coordination centre should have available all other information of interest to search and rescue, including information regarding:*

- a) the locations, call signs, hours of watch, and frequencies of all radio stations likely to be employed in search and rescue;
- b) the locations and hours of watch of services keeping radio watch, and the frequencies guarded;
- c) objects which it is known might be mistaken for unlocated or unreported wreckage, particularly if viewed from the air;
- d) locations where supplies of droppable emergency and survival equipment are stored.

4.1.3 **Recommendation.**— *Each rescue coordination centre whose search and rescue region includes maritime areas should have ready access to information regarding the position, true track, speed and call sign of ships within such areas, which may be able to provide assistance to aircraft in distress.*

Note.— *This information may either be kept in the rescue coordination centres or be readily obtainable if and when necessary.*

4.1.4 A large-scale map of the search and rescue region shall be available at each rescue coordination centre for the purpose of displaying and plotting information of interest to search and rescue.

4.2 Plan of operation

4.2.1 Each rescue coordination centre shall prepare a detailed plan for the conduct of search and rescue operations within its search and rescue region.

4.2.2 The plan of operation shall specify arrangements for the servicing and refuelling, to the extent possible, of aircraft, vessels and vehicles employed in search and rescue, including those made available by other States.

4.2.3 **Recommendation.**— *The plan of operation should contain details regarding all actions to be taken by those engaged in search and rescue, including:*

- a) the manner in which search and rescue is to be conducted in the search and rescue region;
- b) the use of available communication systems and facilities;
- c) the actions to be taken jointly with adjacent rescue coordination centres;
- d) the methods of alerting en-route aircraft and ships at sea;
- e) the duties and prerogatives of personnel assigned to search and rescue;
- f) the possible redeployment of equipment that may be necessitated by meteorological or other conditions;
- g) the methods for obtaining essential information relevant to search and rescue operations, such as weather reports and forecasts, appropriate NOTAM, etc.;

WET OP SUID-AFRIKAANSE MARITIEME EN
LUGVAART-SOEK-EN-REDDING, 2002

Wet No. 44, 2002

HOOFSTUK 4. VOORBEREIDINGSMAATREËLS

4.1 Inligtingsvereistes

4.1.1 Elke reddingskoördineringsentrum moet te alle tye die jongste inligting beskikbaar hê aangaande die volgende ten opsigte van sy seek-en-reddingstreek:

- a) reddingseenhede, reddingssubsentrum en waarskuwingsposte;
- b) lugverkeersdiensseenhede;
- c) kommunikasiemiddele wat in seek-en-reddingsoperasies gebruik kan word;
- d) kabeladresse en telefoonnommers van al die operateurs of hulle aangewese verteenwoordigers wat by operasies in die streek betrokke is;
- e) enige ander openbare en private hulpbronne, met inbegrip van mediese en vervoerfasiliteite, wat waarskynlik nuttig sal wees in seek en redding.

4.1.2 **Aanbeveling.** — Elke reddingskoördineringsentrum behoort enige ander inligting wat waarskynlik vir seek en redding van belang sal wees, beskikbaar te hê, met inbegrip van inligting betreffende —

- a) die ligging, roepsein, luisterdiensure en frekwensies van elke radiostasie wat waarskynlik in seek en redding gebruik sal word;
- b) die ligging en luisterdiensure van dienste wat 'n luisterdiens hou en die frekwensies wat beluister word;
- c) voorwerpe waarvan dit bekend is dat dit, veral uit die lug, aangesien kan word vir onopgespoorde of onaangemelde wrakstukke;
- d) plekke waar voorraade neerwerp-nood- en -oorlewings-toerusting geberg word.

4.1.3 **Aanbeveling.** — Elke reddingskoördineringsentrum waarvan die seek-en-reddingstreek maritieme gebiede insluit, behoort gereedelik toegang te hê tot inligting rakende die posisie, ware baan, snelheid en roepsein van skepe in sodanige gebiede wat moontlik hulp sal kan verleen aan lugvaartuie wat in nood verkeer.

Opmerking. — Hierdie inligting kan óf by die reddingskoördineringsentrums gehou word óf gereedelik beskikbaar wees wanneer dit benodig word.

4.1.4 'n Groot skaalkaart van die seek-en-reddingstreek moet by elke reddingskoördineringsentrum voorsien wees om inligting van belang vir seek en redding op te vertoon en uit te stip.

4.2 Operasieplan

4.2.1 Elke reddingskoördineringsentrum moet in besonderhede 'n plan opstel vir die uitvoer van seek-en-reddingsoperasies in sy seek-en-reddingstreek.

4.2.2 Die operasieplan moet, in die mate wat moontlik is, reëlings spesifiseer vir die versiening van en brandstofname deur lugvaartuie, vaartuie en voertuie gebruik in seek en redding, met inbegrip van dié deur ander State beskikbaar gestel.

4.2.3 **Aanbeveling.** — Die operasieplan kan besonderhede bevat betreffende alle stappe wat gedoen moet word deur diegene betrokke by seek en redding, met inbegrip van —

- a) die wyse waarop seek en redding uitgevoer moet word in die seek-en-reddingstreek;
- b) die gebruik van die beskikbare kommunikasiestelsels en -fasiliteite;
- c) die stappe wat gesamentlik met aangrensende reddingskoördineringsentrums gedoen moet word;
- d) die metodes om lugvaartuie onderweg en vaartuie ter see te waarsku;
- e) die pligte en prerogatieve van personeel wat aan seek en redding toegewys is;
- f) die moontlike herontplooiing van toerusting wat deur weers- of ander omstandighede genoodsaak kan word;
- g) die metodes om noodsaaklike inligting te bekom wat betrekking het op seek-en-reddingsoperasies, soos weerberigte en -voorspellings, toepaslike NOTAM, ens.;

Act No. 44, 2002 SOUTH AFRICAN MARITIME AND AERONAUTICAL
SEARCH AND RESCUE ACT, 2002

- h) *the methods for obtaining, from other rescue coordination centres, such assistance, including aircraft, vessels, personnel or equipment, as may be needed;*
- i) *the methods for assisting distressed aircraft being compelled to ditch to rendezvous with surface craft;*
- j) *the methods for assisting search and rescue or other aircraft to rendezvous with aircraft in distress;*
- k) *the initial actions for assistance to an aircraft known or believed to be subject to unlawful interference.*

4.3 Preparatory procedures for rescue units

4.3.1 Each rescue unit shall:

- a) be cognizant of all parts of the plan of operation prescribed in 4.2 that are necessary for the effective conduct of its duties;
- b) maintain in readiness the required number of rescue craft and vehicles;
- c) maintain supplies of rations, medical stores, signalling devices and other survival and rescue equipment;
- d) keep the rescue coordination centre currently informed of the quantity and preparedness of its equipment.

4.3.2 Recommendation.— *Each rescue unit should make arrangements for the supply of additional craft or vehicles in case replacement of those already engaged in search and rescue is required.*

4.4 Training

Recommendation.— *To achieve and maintain maximum efficiency in search and rescue, Contracting States should provide for regular training of their search and rescue personnel and arrange appropriate search and rescue exercises.*

4.5 Removal of wreckage

4.5.1 Each Contracting State shall ensure that wreckage resulting from aircraft accidents within its territory or, in the case of accidents on the high seas or in areas of undetermined sovereignty, within the search and rescue regions for which it is responsible, is removed or obliterated following completion of the accident investigation, or charted, so as to prevent subsequent confusion.

4.5.2 Recommendation.— *To facilitate compliance with 4.5.1, each Contracting State should require any person finding wreckage of aircraft to notify the appropriate authority as soon as possible.*

WET OP SUID-AFRIKAANSE MARITIEME EN
LUGVAART-SOEK-EN-REDDING, 2002

Wet No. 44, 2002

h) *die metodes om die bystand, met inbegrip van lugvaartuie, vaartuie, personeel of toerusting wat nodig is, te verkry van ander reddingskoördineringsentrums;*

i) *die metodes om lugvaartuie in nood wat noodgedwonge 'n noodwaterlanding moet uitvoer, te help om bowatervvaartuie te ontmoet;*

j) *die metodes om seek-en-reddings- of ander lugvaartuie te help om lugvaartuie in nood te ontmoet;*

k) *die aanvanklike stappe tot bystand van lugvaartuie ten opsigte waarvan onregmatige inmenging bekend is of vermoed word.*

d) *die reddingskoördineringsentrum op die hoogte hou van die hoeveelhede en paraatheid van sy toerusting.*

4.3.2 **Aanbeveling.** — *Elke reddingseenheid behoort reëlins te tref vir die voorsiening van bykomende lugvaartuie, vaartuie of voertuie indien dié wat besig is met seek en redding, vervang moet word.*

4.4 Opleiding

4.4.1 **Aanbeveling.** — *Ten einde maksimale doeltreffendheid te behaal en te handhaaf behoort Kontrakterende State voorsiening te maak vir gereelde opleiding vir hulle seek-en-reddingspersoneel en gepaste seek-en-reddingsoefeninge te reël.*

4.3 Voorbereidingsprosedures vir reddingseenhede

4.3.1 Elke reddingseenheid moet —

a) *kennis dra van alle dele van die operasieplan voorgeskryf in 4.2 wat nodig is vir die doeltreffende uitvoering van sy pligte;*

b) *die vereiste getal reddingsvaartuie, -lugvaartuie en -voertuie paraat hou;*

c) *voorrade kos, mediese benodigdhede, seintoestelle en ander oorlewings- en reddingstoerusting in stand hou;*

4.5 Verwydering van wrakstukke

4.5.1 Elke Kontrakterende Staat moet verseker dat wrakstukke wat die gevolg is van lugvaartuigongelukke binne sy gebied, of, in die geval van ongelukke op die oop see of in gebiede van onbepaalde soewereiniteit, binne die seek-en-reddingstreke waarvoor hy verantwoordelik is, verwyder of uitgewis word na afhandeling van die ongeluksondersoek, of gekarteer word, ten einde latere verwarring te voorkom.

4.5.2 **Aanbeveling.** — *Ten einde voldoening aan 4.5.1 te bevorder, kan elke Kontrakterende Staat van enige persoon wat wrakstukke van 'n vliegtuig vind, vereis om die betrokke owerheid so gou moontlik in kennis te stel.*

Act No. 44, 2002

SOUTH AFRICAN MARITIME AND AERONAUTICAL
SEARCH AND RESCUE ACT, 2002

CHAPTER 5. OPERATING PROCEDURES

5.1 Information concerning emergencies

5.1.1 **Recommendation.**— *Contracting States should encourage any person observing an accident or having reason to believe that an aircraft is in an emergency to give immediately all available information to the appropriate alerting post or to the rescue coordination centre concerned.*

5.1.2 Any authority or any element of the search and rescue organization having reason to believe that an aircraft is in an emergency shall give immediately all available information to the rescue coordination centre concerned.

5.1.3 Rescue coordination centres shall, immediately upon receipt of information concerning aircraft in emergency, evaluate such information and determine the extent of the operation required.

5.1.4 When information concerning aircraft in emergency is received from other sources than air traffic services units, the rescue coordination centre shall determine to which emergency phase the situation corresponds and shall apply the procedures applicable to that phase.

5.2 Procedures for rescue coordination centres
during emergency phases

5.2.1 Uncertainty phase

During the uncertainty phase, the rescue coordination centre shall cooperate to the utmost with air traffic services units and other appropriate agencies and services in order that incoming reports may be speedily evaluated.

5.2.2 Alert phase

Upon the occurrence of an alert phase the rescue coordination centre shall immediately alert appropriate search and rescue services units and rescue units and initiate any necessary action.

5.2.3 Distress phase

When an aircraft is believed to be in distress, or when a distress phase exists, the rescue coordination centre shall:

- a) initiate action by appropriate search and rescue services units and rescue units in accordance with the detailed plan of operation;
- b) ascertain the position of the aircraft, estimate the degree of uncertainty of this position, and, on the basis of this information and the circumstances, determine the extent of the area to be searched;
- c) notify the operator, where possible, and keep him informed of developments;
- d) notify adjacent rescue coordination centres, the help of which seems likely to be required, or which may be concerned in the operation;
- e) notify the associated air traffic services unit, when the information on the emergency has been received from another source;
- f) request at an early stage such aircraft, vessels, coastal stations, or other services not specifically included in a) as are in a position to do so, to:

- 1) maintain a listening watch for transmission from the aircraft in distress or from an emergency locator transmitter;

Note.— The frequencies contained in the specifications for emergency locator transmitters (ELTs) given in Annex 10, Volume III, are 121.5 MHz and 406 MHz.

- 2) assist the aircraft in distress as far as practicable;
- 3) inform the rescue coordination centre of any developments;
- g) from the information available, draw up a plan for the conduct of the search and/or rescue operation required and communicate such plan for the guidance of the authorities immediately directing the conduct of such an operation;
- h) amend as necessary, in the light of circumstances, the guidance already given in g);
- i) notify the State of Registry of the aircraft;
- j) notify the appropriate accident investigation authorities.

WET OP SUID-AFRIKAANSE MARITIEME EN
LUGVAART-SOEK-EN-REDDING, 2002

Wet No. 44, 2002

HOOFSTUK 5. OPERASIONELE PROSEDURES

5.1 Inligting aangaande noodgevalle

5.1.1 **Aanbeveling.** — *Kontrakterende State behoort enige persoon wat 'n ongeluk waarneem of rede het om te vermoed dat 'n lugvaartuig in nood verkeer, aan te moedig om alle beskikbare inligting onmiddellik aan die betrokke waarskuwingspos of reddingskoördineringsentrum te verstrek.*

5.1.2 Enige owerheid of element van die seek-en-reddingsorganisasie wat rede het om te vermoed dat 'n lugvaartuig in nood verkeer, moet onmiddellik alle beskikbare inligting aan die betrokke reddingskoördineringsentrum verstrek.

5.1.3 Reddingskoördineringsentrums moet by ontvangs van inligting aangaande 'n lugvaartuig in nood onmiddellik sodanige inligting evalueer en die omvang van die benodigde operasie bepaal.

5.1.4 Wanneer inligting omtrent 'n lugvaartuig in nood ontvang word uit ander bronne as lugverkeersdiensseenhede, moet die reddingskoördineringsentrum bepaal met watter gevaarfase die situasie ooreenstem en die prosedures toepas wat vir daardie fase geld.

5.2 Prosedures vir reddingskoördineringsentrums gedurende gevaarfasen

5.2.1 Onsekerheidsfase

Gedurende die onsekerheidsfase moet die reddingskoördineringsentrum tot die uiterste met die lugverkeersdiensseenhede en ander gepaste agentskappe en dienste saamwerk sodat inkomende berigte spoedig geëvalueer kan word.

5.2.2 Gereedheidsfase

Wanneer 'n gereedheidsfase voorkom, moet die reddingskoördineringsentrum onmiddellik die betrokke seek-en-reddingsdienste en reddingsseenhede waarsku en met die nodige optrede begin.

5.2.3 Noodfase

Wanneer daar vermoed word dat 'n lugvaartuig in nood verkeer, of wanneer daar 'n noodfase is, moet die reddingskoördineringsentrum —

- a) met optrede deur geskikte seek-en-reddingsdiensseenhede en reddingsseenhede begin ooreenkomstig die besonderhede van die operasieplan;
- b) die posisie van die lugvaartuig bepaal, die mate van onsekerheid van dié posisie beraam, en, op grond van hierdie inligting en die omstandighede, die omvang van die gebied wat deurgesoeek moet word, bepaal;
- c) die operateur, waar moontlik, in kennis stel en op die hoogte van ontwikkelinge hou;
- d) aangrensende reddingskoördineringsentrums in kennis stel wie se hulp waarskynlik nodig sal wees of wat by die operasie betrokke kan wees;
- e) die ooreenstemmende lugverkeersdiensseenhede in kennis stel wanneer die inligting oor die noodgeval uit 'n ander bron ontvang is;
- f) in 'n vroeë stadium lugvaartuie, vaartuie, kusstasies of ander dienste wat nie spesifiek by a) ingesluit is nie maar in 'n posisie is om dit te doen, versoek om —
 - 1. 'n luisterdiens te handhaaf vir uitsendings van die lugvaartuig in nood of van 'n noodopspoorer;

Opmerking. — *Die frekwensies vervat in die spesifikasies vir noodopspoorers gegee in Aanhangsel 10, Volume III, is 121,5 MHz en 406 MHz.*

- 2. die lugvaartuig in nood so ver uitvoerbaar by te staan;
- 3. die reddingskoördineringsentrum van enige ontwikkelinge te verwittig;

- g) uit die beskikbare inligting 'n plan vir die uitvoering van die nodige seek- en/of reddingsoperasie opstel en sodanige plan bekendmaak as riglyn vir die owerhede wat die regstreekse leiding van die operasie hanteer;
- h) in die lig van die omstandighede die riglyne in g) verskaf, soos nodig wysig;
- i) die Staat van registrasie van die lugvaartuig in kennis stel;
- j) die gepaste ongeluksondersoekowerhede in kennis stel.

Act No. 44, 2002**SOUTH AFRICAN MARITIME AND AERONAUTICAL
SEARCH AND RESCUE ACT, 2002**

The order in which these actions are described shall be followed unless circumstances dictate otherwise.

**5.2.4 Initiation of search and rescue action
in respect of an aircraft whose position is unknown**

In the event that an emergency phase is declared in respect of an aircraft whose position is unknown and may be in one of two or more search and rescue regions, the following shall apply:

- a) When a rescue coordination centre is notified of the existence of an emergency phase and is unaware of other centres taking appropriate action, it shall assume responsibility for initiating suitable action in accordance with 5.2 and confer with neighbouring rescue coordination centres with the objective of designating one rescue coordination centre to assume responsibility forthwith.
- b) Unless otherwise decided by common agreement of the rescue coordination centres concerned, the rescue coordination centre to coordinate search and rescue action shall be the centre responsible for:
 - the region in which the aircraft was according to its last reported position; or
 - the region to which the aircraft was proceeding when its last reported position was at the boundary of two search and rescue regions; or
 - the region to which the aircraft was destined when it was not equipped with suitable two-way radio communication or not under obligation to maintain radio communication.
- c) After declaration of the distress phase, the rescue coordination centre coordinating search and rescue action shall inform all rescue coordination centres that may become involved in the operation, of all the circumstances of the emergency and subsequent developments. Likewise, all rescue coordination centres becoming aware of any information pertaining to the incident, shall inform the rescue coordination centre which is coordinating the search and rescue action.

**5.2.5 Passing of information to aircraft in respect
of which an emergency phase has been declared**

Whenever applicable, the rescue coordination centre responsible for search and rescue action shall forward to the air traffic services unit serving the flight information region in which the aircraft is operating, information of the search and rescue action initiated, in order that such information can be passed to the aircraft.

**5.3 Procedures where responsibility for
operations extends to two or more
Contracting States**

Where the conduct of operations over the entire search and rescue region is the responsibility of more than one Contracting State, each involved State shall take action in accordance with the plan of operation when so requested by the rescue coordination centre of the region.

**5.4 Procedures for
authorities in the field**

The authorities immediately directing the conduct of operations or any part thereof shall:

- a) give instructions to the units under their direction and inform the rescue coordination centre of such instructions;
- b) keep the rescue coordination centre informed of developments.

**5.5 Procedures for rescue coordination
centres — termination and suspension
of operations**

5.5.1 Uncertainty and alert phases

When during an uncertainty or an alert phase the rescue coordination centre is informed that the emergency no longer exists, it shall so inform any unit or service which it has activated or notified.

5.5.2 Distress phase

5.5.2.1 When during a distress phase the rescue coordination centre is informed that the emergency no longer exists, it shall take the necessary action to terminate the operations and to inform any authority, unit or service which it has activated or notified.

5.5.2.2 If during a distress phase it is determined that the search should be discontinued, the rescue coordination centre shall suspend the operations and so inform any authority, unit or service which has been activated. Pertinent information subsequently received shall be evaluated and operations resumed when justified on the basis of such information.

5.5.2.3 If during a distress phase it is determined that further searching would be of no avail, the rescue coordination centre shall terminate the operations and so inform any authority, unit or service which has been activated.

**WET OP SUID-AFRIKAANSE MARITIEME EN
LUGVAART-SOEK-EN-REDDING, 2002**

Wet No. 44, 2002

Die volgorde waarin hierdie stappe beskryf is, moet gevolg word, tensy die omstandighede iets anders vereis.

5.2.4 Begin van seek-en-reddingsoptrede ten opsigte van 'n lugvaartuig waarvan die posisie onbekend is

Wanneer 'n gevaarfase verklaar is ten opsigte van 'n lugvaartuig waarvan die posisie onbekend is en wat in een van twee of meer seek-en-reddingstreke kan wees, geld die volgende:

- a) Wanneer 'n reddingskoördineringsentrum in kennis gestel word van die bestaan van 'n gevaarfase en nie bewus is van ander sentrums wat gepaste stappe doen nie, moet hy verantwoordelikheid daarvoor aanvaar om met gepaste optrede te begin ooreenkomstig 5.2 en moet hy met naburige reddingskoördineringsentrums oorleg pleeg ten einde een reddingskoördineringsentrum aan te wys om onmiddellik verantwoordelikheid te aanvaar.
- b) Tensy die betrokke reddingskoördineringsentrums gesamentlik anders besluit, moet die reddingskoördineringsentrum wat die seek-en-reddingsoptrede koördineer, die sentrum wees wat verantwoordelik is vir —
 - die streek waarin die lugvaartuig was volgens sy jongste aangemelde posisie; of
 - die streek waarheen die lugvaartuig op pad was as die jongste aangemelde posisie die grens tussen twee seek-en-reddingstreke was; of
 - die streek wat die lugvaartuig se bestemming was toe hy nie toegerus was met 'n geskikte tweerigtingradio-inrigting nie of nie verplig was om radiokommunikasie te handhaaf nie.
- c) Nadat die noodfase verklaar is, moet die reddingskoördineringsentrum wat die seek-en-reddingsoptrede koördineer, alle ander reddingskoördineringsentrums wat moontlik by die operasie betrokke kan raak, verwittig van die omstandighede van die noodgeval en daaropvolgende ontwikkelings. Eweneens moet alle reddingskoördineringsentrums wat bewus word van enige inligting betreffende die voorval, die reddingskoördineringsentrum wat die seek-en-reddingsoptrede koördineer, verwittig.

5.2.5 Die deurgee van inligting aan die lugvaartuig ten opsigte waarvan 'n gevaarfase verklaar is

Wanneer toepaslik, moet die reddingskoördineringsentrum verantwoordelik vir die koördinerings van seek-en-reddingsoptrede inligting oor die seek-en-reddingsoptrede waarmee begin is, deurgee aan die lugverkeersdiens eenheid wat die vuginligtingstreek bedien waarin die lugvaartuie bedrywig is, sodat daardie inligting aan die lugvaartuie deurgegee kan word.

5.3 Prosedures wanneer verantwoordelikheid vir operasies by twee of meer Kontrakterende State berus

Wanneer die uitvoer van seek-en-reddingsoperasies oor die hele seek-en-reddingstreek die verantwoordelikheid van meer as een Kontrakterende Staat is, moet elke sodanige Staat stappe doen ooreenkomstig die operasieplan indien daarom versoek deur die reddingskoördineringsentrum van die streek.

5.4 Prosedures vir owerhede in die veld

Die owerhede wat die regstreekse leiding van die operasies of enige deel daarvan behartig, moet —

- a) instruksies aan die eenhede onder hulle leiding gee en die reddingskoördineringsentrum van sodanige instruksies verwittig;
- b) die reddingskoördineringsentrum op die hoogte van ontwikkelings hou.

5.5 Prosedures vir reddingskoördineringsentrums — beëindiging en opskorting van operasies

5.5.1 Onsekerheids- en gereedheidsfasies

Wanneer die reddingskoördineringsentrum gedurende 'n onsekerheids- of gereedheidsfase verwittig word dat die noodgeval nie meer bestaan nie, moet hy enige eenheid of diens wat hy geaktiveer of in kennis gestel het, dienoooreenkomstig verwittig.

5.5.2 Noodfase

5.5.2.1 Wanneer die reddingskoördineringsentrum gedurende 'n noodfase verwittig word dat die noodgeval nie meer bestaan nie, moet hy die nodige stappe doen om die optrede te beëindig en elke owerheid, eenheid of diens wat hy geaktiveer of in kennis gestel het, dienoooreenkomstig te verwittig.

5.5.2.2 Indien daar gedurende 'n noodfase bepaal word dat die soektog gestaak moet word, moet die reddingskoördineringsentrum die optrede opskort en elke owerheid, eenheid of diens wat geaktiveer is, dienoooreenkomstig verwittig. Spesifieke inligting wat daarna ontvang word, moet geëvalueer word en optrede moet hervat word indien dit op grond van daardie inligting geregverdig is.

5.5.2.3 Indien daar gedurende 'n noodfase bepaal word dat voortsetting van die soektog tevergeefs sal wees, moet die reddingskoördineringsentrum die optrede beëindig en elke owerheid, eenheid of diens wat geaktiveer is, dienoooreenkomstig verwittig.

**Act No. 44, 2002 SOUTH AFRICAN MARITIME AND AERONAUTICAL
SEARCH AND RESCUE ACT, 2002**

5.6 Procedures for rescue units

When notified by the rescue coordination centre, the rescue unit shall:

- a) act as required in the notification;
- b) keep the rescue coordination centre currently informed of the quantity and preparedness of its search and rescue equipment;
- c) keep the rescue coordination centre currently informed of its operations.

**5.7 Procedures for person-in-charge
of the rescue unit at the scene of an accident**

The person assigned to be in charge of the rescue unit at the scene of an accident shall act as required by the rescue coordination centre and shall:

- a) ensure that no risk of setting fire to the aircraft is created by the use of improper types of lights or by equipment likely to produce electric or friction sparks;
- b) give aid to survivors;
- c) except as necessary for b), or when otherwise directed, ensure that the wreckage of the aircraft or marks made by it in landing are not disturbed until all information required for investigation of the causes of the accident has been obtained.

**5.8 Procedures for pilots-in-command
at the scene of an accident**

5.8.1 When a pilot-in-command observes that either another aircraft or a surface craft is in distress, he shall, unless he is unable, or in the circumstances of the case considers it unreasonable or unnecessary:

- a) keep in sight the craft in distress until such time as his presence is no longer necessary;
- b) if his position is not known with certainty, take such action as will facilitate the determination of it;
- c) report to the rescue coordination centre or air traffic services unit as much of the following information as possible:
 - type of craft in distress, its identification and condition;

- its position, expressed in geographical coordinates or in distance and true bearing from a distinctive landmark or from a radio navigation aid;

- time of observation expressed in hours and minutes Coordinated Universal Time (UTC);

- number of persons observed;

- whether persons have been seen to abandon the craft in distress;

- number of persons observed to be afloat;

- apparent physical condition of survivors;

- d) act as instructed by the rescue coordination centre or the air traffic services unit.

5.8.1.1 If the first aircraft to reach the scene of an accident is not a search and rescue aircraft it shall take charge of on-scene activities of all other aircraft subsequently arriving until the first search and rescue aircraft reaches the scene of the accident. If, in the meantime, such aircraft is unable to establish communication with the appropriate rescue coordination centre or air traffic services unit, it shall, by mutual agreement, hand over to an aircraft capable of establishing and maintaining such communications until the arrival of the first search and rescue aircraft.

5.8.2 When it is necessary for an aircraft to direct a surface craft to the place where an aircraft or surface craft is in distress, the aircraft shall do so by transmitting precise instructions by any means at its disposal. If no radio communication can be established the aircraft shall use the appropriate signal in the Appendix.

5.8.3 When it is necessary for an aircraft to convey information to survivors or surface rescue units, and two-way communication is not available, it shall, if practicable, drop communication equipment that would enable direct contact to be established, or convey the information by dropping the message.

5.8.4 When a ground signal has been displayed, the aircraft shall indicate whether the signal has been understood or not by the means described in 5.8.3 or, if this is not practicable, by use of the appropriate signal in the Appendix.

**5.9 Procedures for pilot-in-command
intercepting a distress transmission**

Whenever a distress signal and/or message or equivalent transmission is intercepted on radiotelegraphy or radiotelephony by a pilot-in-command of an aircraft, he shall:

**WET OP SUID-AFRIKAANSE MARITIEME EN
LUGVAART-SOEK-EN-REDDING, 2002**

Wet No. 44, 2002

5.6 Procedures vir reddingseenhede

Wanneer 'n reddingseenheid deur die reddingskoördineringsentrum in kennis gestel word, moet hy —

- a) optree soos by daardie in kennisstelling vereis;
- b) aan die reddingskoördineringsentrum die jongste inligting verstrek oor die hoeveelheid en paraatheid van sy soek-en-reddingstoerusting;
- c) die reddingskoördineringsentrum op die hoogte van sy optrede hou.

— die posisie daarvan, uitgedruk in geografiese koördinate of in afstand en ware peiling vanaf 'n onderskeidende terreinkenmerk of vanaf 'n radionavigasiehulpmiddel;

— tyd van waarneming uitgedruk in ure en minute in Greenwich-tyd;

— getal persone waargeneem;

— of daar gesien is dat persone die vaartuig wat in nood verkeer, verlaat;

— die getal persone waargeneem wat op die water dryf;

— oënskynlike liggaamlike toestand van die oorlewendes;

5.7 Procedures vir persoon in beheer van die reddingseenheid op die ongelukstoneel

Die persoon wat aangewys is om in beheer van die reddingseenheid op die ongelukstoneel te wees, moet optree soos die reddingskoördineringsentrum van hom verwag en moet —

- a) toesien dat daar geen gevaar ontstaan dat 'n brand in die lugvaartuig kan uitbreek as gevolg van die gebruik van onvanpaste tipes ligte of deur toerusting wat waarskynlik elektriese of wrywingsvonke sal maak nie;
- b) hulp verleen aan oorlewendes;
- c) behalwe soos genoodsaak deur b) of behalwe kragtens 'n opdrag tot die teendeel, verseker dat die wrakstukke van die lugvaartuig of merke wat dit gemaak het tydens die landing, nie versteur word nie totdat alle inligting vereis vir die ondersoek na die oorsake van die ongeluk, versamel is.

- d) optree volgens die opdragte van die reddingskoördineringsentrum of die lugverkeersdiensseenheid.

5.8.1.1 Indien die eerste lugvaartuig op die ongelukstoneel nie 'n soek-en-reddingslugvaartuig is nie, moet hy beheer aanvaar van die optrede ter plaatse van alle ander lugvaartuie wat daarna opdaag, totdat die eerste soek-en-reddingslugvaartuig op die ongelukstoneel aankom. Indien sodanige lugvaartuig in die tussentyd nie kommunikasie met die toepaslike reddingskoördineringsentrum of lugverkeersdiensseenheid kan bewerkstellig nie, moet hy by onderlinge ooreenkoms die beheer oorgee aan 'n lugvaartuig wat wel sodanige kommunikasie kan bewerkstellig en volhou, totdat die eerste soek-en-reddingslugvaartuig opdaag.

5.8.2 Wanneer dit nodig is dat 'n lugvaartuig 'n bowatervaartuig na die plek lei waar 'n lugvaartuig of 'n vaartuig in nood verkeer, moet die lugvaartuig dit doen deur presiese instruksies uit te send op enige wyse tot sy beskikking. Indien geen radiokommunikasie bewerkstellig kan word nie, moet die lugvaartuig die gepaste sein in die Appendiks gebruik.

5.8.3 Wanneer dit nodig is dat 'n lugvaartuig inligting oordra aan oorlewendes of bowaterreddingseenhede en tweerigting-kommunikasie nie beskikbaar is nie, moet hy, indien dit uitvoerbaar is, kommunikasietoerusting neerlaat wat direkte kontak moontlik sal maak, of die inligting oordra deur 'n boodskap af te gooi.

5.8.4 Wanneer 'n grondsein vertoon word, moet die lugvaartuig aandui of hy die sein verstaan al dan nie, op die wyse in 5.8.3 beskryf, of, as dit nie uitvoerbaar is nie, deur gebruik van die gepaste sein in die Appendiks.

5.8 Procedures vir vlieënier-gesagvoerders op die ongelukstoneel

5.8.1 Wanneer 'n vlieënier-gesagvoerder waarneem dat 'n ander lugvaartuig of 'n bowatervaartuig in nood verkeer, moet hy, tensy hy nie in staat is nie of in die omstandighede van die geval oordeel dat dit onredelik of onnodig is —

- a) die lugvaartuig of vaartuig wat in nood verkeer, in sig hou totdat sy teenwoordigheid nie meer nodig is nie;
- b) indien sy posisie nie met sekerheid bekend is nie, stappe doen wat die vasstelling daarvan sal bevorder;
- c) so veel van die volgende inligting as wat moontlik is aan die reddingskoördineringsentrum of lugverkeersdiensseenheid rapporteer:

— tipe lugvaartuig wat in nood verkeer, en die identifikasie en toestand daarvan;

5.9 Procedures vir vlieënier-gesagvoerders wat 'n nooduitsending opvang

Wanneer 'n noodsein en/of -berig of 'n gelykwaardige uitsending radiotelegrafies of radiotelefonies deur 'n vlieënier-gesagvoerder van 'n lugvaartuig opgevang word, moet hy —

Act No. 44, 2002

SOUTH AFRICAN MARITIME AND AERONAUTICAL
SEARCH AND RESCUE ACT, 2002

- a) record the position of the craft in distress if given;
- b) if possible take a bearing on the transmission;
- c) inform the appropriate rescue coordination centre or air traffic services unit of the distress transmission, giving all available information;
- d) at his discretion, while awaiting instructions, proceed to the position given in the transmission.

**5.10 Search and
rescue signals**

5.10.1 The signals in the Appendix shall, when used, have the meaning indicated therein. They shall be used only for the purpose indicated and no other signals likely to be confused with them shall be used.

5.10.2 Upon observing any of the signals given in the Appendix, aircraft shall take such action as may be required by the interpretation of the signal given in that Appendix.

5.11 Maintenance of records

5.11.1 **Recommendation.**— *Each rescue coordination centre should keep a record of the operational efficiency of the search and rescue organization in its region.*

5.11.2 **Recommendation.**— *Each rescue coordination centre should prepare appraisals of actual search and rescue operations in its region. These appraisals should comprise any pertinent remarks on the procedures used by the pilot and on the emergency and survival equipment, and any suggestions for improvement of those procedures and equipment. Those appraisals which are likely to be of interest to other States should be submitted to ICAO for information and dissemination as appropriate.*

WET OP SUID-AFRIKAANSE MARITIEME EN
LUGVAART-SOEK-EN-REDDING, 2002

Wet No. 44, 2002

- a) die posisie van die lugvaartuig of vaartuig wat in nood verkeer, aanteken, indien dit gegee word;
- b) indien moontlik 'n peiling op die uitsending neem;
- c) die gepaste reddingskoördineringsentrum of lugverkeersdiensseenheid van die nooduitsending verwittig en alle beskikbare inligting verstrek;
- d) na goeddunke na die posisie in die uitsending verstrek, gaan terwyl hy op instruksies wag.

5.10 Soek-en-reddingsseine

5.10.1 Die seine gegee in die Appendiks moet, wanneer dit gebruik word, die betekenis hê wat in die Appendiks daaraan geheg word. Dit moet slegs vir die gemelde doel gebruik word en geen ander seine wat waarskynlik daarmee verwar sal word, moet gebruik word nie.

5.10.2 Wanneer 'n lugvaartuig enige van die seine gegee in die Appendiks waarneem, moet hy die stappe doen wat vereis word deur die vertolking van die sein in daardie Appendiks verstrek.

5.11 Rekordhouding

5.11.1 **Aanbeveling.** — *Elke reddingskoördineringsentrum behoort rekord te hou van die operasionele doeltreffendheid van die soek-en-reddingsorganisasie in die betrokke streek.*

5.11.2 **Aanbeveling.** — *Elke reddingskoördineringsentrum behoort aanslae van werklike soek-en-reddingsoperasies in sy streek op te stel. Hierdie aanslae behoort spesifieke opmerkings te bevat oor die prosedures gebruik deur die vlieënier en oor die nood- en oorlewingstoerusting, asook voorstelle ter verbetering van die prosedures en toerusting. Die aanslae wat waarskynlik vir ander State van belang sal wees, behoort ter inligting en vir verspreiding, soos gepas, by die IBLO ingedien word.*

APPENDIX. SEARCH AND RESCUE SIGNALS*(Note.— See Chapter 5, 5.10 of the Annex)***1. Signals with surface craft***Note.— The following replies may be made by surface craft to the signal in 1.1:**— For acknowledging receipt of signals:*

- 1) the hoisting of the "Code pennant" (vertical red and white stripes) close up (meaning understood);
- 2) the flashing of a succession of "T's" by signal lamp in the Morse code;
- 3) the changing of heading to follow the aircraft.

— For indicating inability to comply:

- 1) the hoisting of the international flag "N" (a blue and white checkered square);
- 2) the flashing of a succession of "N's" in the Morse code.

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

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

Note.— Due to high noise level on board surface craft, the sound signals in 2) and 3) may be less effective than the visual signal in 1) and are regarded as alternative means of attracting attention.

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

Repetition of such manoeuvres has the same meaning.

1.2 The following manoeuvre by an aircraft means that the assistance of the surface craft to which the signal is directed is no longer required:

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

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

Note.— See Note following 1.1 b).

2. Ground-air visual signal code**2.1 Ground-air visual signal code for use by survivors**

No.	Message	Code symbol
1	Require assistance	V
2	Require medical assistance	X
3	No or Negative	N
4	Yes or Affirmative	Y
5	Proceeding in this direction	↑

WET OP SUID-AFRIKAANSE MARITIEME EN
LUGVAART-SOEK-EN-REDDING, 2002

Wet No. 44, 2002

APPENDIKS. SOEK-EN-REDDINGSEINE

(Opmerking. — Sien Hoofstuk 5, 5.10, van die Aanhangsel)

1. Seine vir bowatervaartule

Herhaling van sodanige maneuvres het dieselfde betekenis.

Opmerking. — Die volgende seine kan deur bowatervaartule gemaak word in antwoord op die sein in 1.1:

— Om ontvangs van seine te erken:

- 1) hys van die kodewimpel (vertikale rooi en wit strepe) in top (betekenis begryp);
- 2) flits van opeenvolgende "T's" met 'n seinlamp in Morsekode;
- 3) verandering van rigting om die lugvaartuig te volg.

— Om onvermoë om te voldoen aan te dui:

- 1) hys van die internasionale vlag "N" ('n blou en wit geruite vierkant);
- 2) flits van opeenvolgende "N's" in Morsekode.

1.1 Die volgende maneuvres wat in volgorde deur 'n lugvaartuig uitgevoer word, beteken dat die lugvaartuig 'n bowatervaartuig na 'n lugvaartuig of bowatervaartuig wat in nood verkeer, wil lei:

- a) sirkel minstens een keer om die vaartuig;
- b) kruis die geprojekteerde baan van die vaartuig naby die boeg en op lae hoogte en —
 - 1) wieg die vierke; of
 - 2) stoot die gasarm oop en toe; of
 - 3) verander die skroefsteek.

Opmerking. — Vanweë die hoë geraasvlakke aan boord van bowatervaartule kan die klankseine in 2) en 3) minder doeltreffend wees as die visuele sein in 1), en word dus beskou as alternatiewe maniere om aandag te trek.

- c) vlieg in die rigting waarin die bowatervaartuig gelei moet word.

1.2 Die volgende maneuver deur 'n vliegtuig beteken dat die hulp van die bowatervaartuig aan wie die sein gerig is, nie meer nodig is nie:

— kruis die volgstroom van die vaartuig naby die agterstewe en op lae hoogte en

- 1) wieg die vierke; of
- 2) stoot die gasarm oop en toe; of
- 3) verander die skroefsteek.

Opmerking. — Sien Opmerking ná 1.1 b).

2. Kode vir visuele
grond-tot-lug-seine

2.1 Visuele grond-tot-lug-seinkode vir gebruik deur oorlewendes

No.	Boodskap	Kodesimbool
1	Benodig hulp	V
2	Benodig mediese hulp	X
3	Nee of Negatief	N
4	Ja of Affirmatief	Y
5	Ek beweeg in hierdie rigting	↑

Act No. 44, 2002

SOUTH AFRICAN MARITIME AND AERONAUTICAL
SEARCH AND RESCUE ACT, 20022.2 Ground-air visual signal code
for use by rescue units

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

2.3 Symbols shall be at least 2.5 metres (8 feet) long and shall be made as conspicuous as possible.

Note 1.— Symbols may be formed by any means such as: strips of fabric, parachute material, pieces of wood, stones or such like material; marking the surface by tramping, or staining with oil, etc.

Note 2.— Attention to the above signals may be attracted by other means such as radio, flares, smoke, reflected light, etc.

3. Air-to-ground signals

3.1 The following signals by aircraft mean that the ground signals have been understood:

a) during the hours of daylight:

— by rocking the aircraft's wings;

b) during the hours of darkness:

— flashing on and off twice the aircraft's landing lights or, if not so equipped, by switching on and off twice its navigation lights.

3.2 Lack of the above signal indicates that the ground signal is not understood.

WET OP SUID-AFRIKAANSE MARITIEME EN
LUGVAART-SOEK-EN-REDDING, 2002

Wet No. 44, 2002

2.2 Visuele grond-tot-lug-seinkode
vir gebruik deur reddingseenhede

No.	Boodskap	Kodesimbool
1	Operasie afgehandel	LLL
2	Ons het alle personeel gevind	LL
3	Ons het slegs sommige personeel gevind	++
4	Ons kan nie voortgaan nie en keer terug na basis	XX
5	Het in twee groepe verdeel. Elk beweeg in rigting aangedui	
6	Het inligting ontvang dat lugvaartuig in dié rigting is	→ →
7	Niks gevind nie. Ons hou aan soek	NN

2.3 Simbole moet minstens 2,5 meter (8 voet) lank wees
en moet so opvallend moontlik gemaak word.

Opmerking 1. — Simbole kan gevorm word uit middele soos stroke materiaal, valskermmateriaal, stukke hout, klippe en dergelike materiaal; of deur die oppervlak te merk deur dit te betrap of te vlek met olie, ens.

Opmerking 2. — Die aandag kan op bogenoemde seine gevestig word deur middel van radio, fakkels, rook, weerkaatste lig, ens.

3. Lug-tot-grond-seine

3.1 Die volgende seine deur lugvaartuie beteken dat die grondseine begryp is:

a) Gedurende die dag:

— Wieg die lugvaartuig se vlerke

b) Gedurende die donker:

— Flits die lugvaartuig se landingsligte twee keer aan en af, of indien dit nie daarmee toegerus is nie, skakel die navigasieligte twee keer aan en af.

3.2 'n Gebrek aan bogenoemde sein dui aan dat die grondsein nie begryp is nie.

Act No. 44, 2002

SOUTH AFRICAN MARITIME AND AERONAUTICAL
SEARCH AND RESCUE ACT, 2002**SCHEDULE 3**
(Section 25)

No. and year of Act	Short title	Extent of repeal
Act No. 74 of 1962	Aviation Act, 1962	Repeal of sections 17 and 22(1)(m)(vii).
Government Notice No. R.1219 of 26 September 1997	Civil Aviation Regulations, 1997	Repeal of Part 172 subpart 4.

WET OP SUID-AFRIKAANSE MARITIEME EN
LUGVAART-SOEK-EN-REDDING, 2002

Wet No. 44, 2002

BYLAE 3

No. en jaar van wet	Kort titel	Omvang van herroeping
Wet No. 74 van 1962	Lugvaartwet, 1962	Herroeping van artikels 17 en 22(1)(m)(vii)
Goewermentskennisgewing No. R.1219 van 26 September 1997	Burgerlugvaartregulasies, 1997	Herroeping van Deel 172, subdeel 4

