

KURDISTAN REGIONAL GOVERNMENT



SULAYMANIYAH INTERNATIONAL AIRPORT

MATS

CHAPTER 22

SEARCH AND RESCUE

(SAR)

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CHAPTER 22

SEARCH AND RESCUE (SAR)

22.1 Application

22.1.1 Alerting service shall be provided:

- a. for all aircraft provided with air traffic control service;
- b. in so far as practicable, to all other aircraft having filed a flight plan or otherwise known to the air traffic services; and
- c. to any aircraft known or believed to be the subject of unlawful interference.

22.1.2 Flight information centres or area control centres shall serve as the central point for collecting all information relevant to a state of emergency of an aircraft operating within the flight information region or control area concerned and for forwarding such information to the appropriate rescue coordination centre.

22.1.3 In the event of a state of emergency arising to an aircraft while it is under the control of an aerodrome control tower or approach control unit, such unit shall notify immediately the flight information centre or area control centre responsible which shall in turn notify the rescue coordination centre, except that notification of the area control centre, flight information centre, or rescue coordination centre shall not be required when the nature of the emergency is such that the notification would be superfluous.

22.1.3.1 Nevertheless, whenever the urgency of the situation so requires, the aerodrome control tower or approach control unit responsible shall first alert and take other necessary steps to set in motion all appropriate local rescue and emergency organizations which can give the immediate assistance required.

22.2. SEARCH AND RESCUE ORGANISATION (SAR)

22.2.1 General

22.2.1.1 The Civil and Military Emergency Services are coordinated so that the maximum assistance may be given to aircraft which are in need of Search and Rescue Services.

22.2.1.2 The whole organization, or any part of it, may be brought into action should an emergency arise.

22.2.1.3 The extent of the assistance required, and the appropriate time for taking action, will differ in individual cases of emergency and must be left to the initiative of the controller.

22.2.1.4 Any additional action that appears necessary should be taken to render the maximum assistance to aircraft involved.

22.2.2 Notification Of Rescue Coordination Centres

22.2.2.1 Notification of emergencies and requests for assistance to the SAR Organization will always be made by or via the watch supervisor at the parent ACC to the appropriate Rescue Coordination Centre (RCC).

22.2.2.2 The appropriate ATS unit shall take steps to notify the watch supervisor at the parent ACC immediately an aircraft is considered to be in any of the following phases of emergency :-

a. Uncertainty Phase:- (INCERFA)

1. when no communication has been received from an aircraft within a period of **30 minutes** after the time a communication should have been received or from the time an unsuccessful attempt to establish communication with such aircraft was first made, whichever is the earlier, or

2. when an aircraft fails to arrive within **30 minutes** of the Estimated Time Of Arrival (ETA) last notified to, or estimated by Air Traffic Services Units, whichever is the later.

except when no doubt exists as to the safety of the aircraft and its occupants.

Note. During this phase, the RCC will co-operate with the ACC in collecting and evaluating all reports. It may inform SAR Services and other RCCs of the situation.

b. Alert Phase :- (ALERFA)

- 1. when, following the Uncertainty Phase, subsequent attempts to establish communication with the aircraft or inquiries to other relevant sources have failed to reveal any news of the aircraft, or**
- 2. when an aircraft has been cleared to land and fails to land within 5 minutes of the estimated time of landing and communication has not been re-established with the aircraft, or**
- 3. when information has been received which indicates that the operating efficiency of the aircraft has been impaired, but not to the extent that a forced landing is likely, or**

except when evidence exists that would allay apprehension as to the safety of the aircraft and its occupants, or

- 4. when an aircraft is known or believed to be the subject of unlawful interference.**

Note. During this phase, the RCC will alert the appropriate SAR Services for immediate action.

c. Distress Phase :- (DETRESFA)

- 1. when, following the Alert Phase further unsuccessful attempts to establish communication with the aircraft and more widespread unsuccessful inquiries point to the probability that the aircraft is in distress, or**
- 2. when the fuel on board is considered to be exhausted, or to be insufficient to enable the aircraft to reach safety, or**

3. when information has been received which indicates that the operating efficiency of the aircraft has been impaired to the extent that a forced landing is likely, or
4. when information is received or it is reasonably certain that the aircraft is about to make or has made a forced landing.

except when there is reasonable certainty that the aircraft and its occupants are not threatened by grave and imminent danger and do not require immediate assistance.

Note. During this phase, the RCC will put the SAR plan into operation and will direct it until the aircraft is found and the survivors rescued, or it is clear that there is no longer any chance of doing so.

22.2.2.3 When no report from an aircraft has been received within a reasonable period of time (which may be a specified interval prescribed on the basis of Regional Air Navigation Agreements) after a scheduled or expected reporting time, the ATS unit shall, within the stipulated period of 30 minutes endeavor to obtain such report in order to be in a position to apply the provisions relevant to the “Uncertainty Phase” should circumstances warrant such application.

22.2.2.4 Whenever practicable, when an ACC decides that an aircraft is in the Uncertainty or the Alert Phase, it will advise the aircraft operator before notifying the RCC. If an aircraft is in the Distress Phase, the RCC must be advised before anyone else in order that there is the minimum delay in putting the SAR machinery into operation. The aircraft operator will be kept informed of all subsequent developments.

22.2.2.5 Information to be Passed to the RCC

The information to be passed to the RCC shall contain such of the following information as is available in the order listed:

- a. INCERFA, ALERFA or DETRESFA as appropriate to the phase of emergency;
- b. Agency and person calling;

- c. Nature of emergency;
- d. Significant information from the FPL, e.g. aircraft type, registration, persons on board, endurance, dinghy radio frequency etc;
- e. Unit which made last contact, time and frequency used;
- f. Last position report and how determined;
- g. Colour and distinctive marks of aircraft;
- h. Dangerous goods carried as cargo;
- i. Any action taken by reporting office; and .
- j. Other pertinent remarks.

22.2.2.5.2 further to the notification in 22.2.2.2 above, the rescue coordination centre shall, without delay, be furnished with :

- a. Any useful additional information, especially on the development of the state of the emergency through subsequent phases; or
- b. Information that the emergency situation no longer exists.

Note. The cancellation of action initiated by the rescue coordination centre is the responsibility of that centre.

22.3 Coordination Between Units Providing Alerting Service

22.3.1 When alerting service is required in respect of a flight operated through more than one FIR or control area, and when the position of the aircraft is in doubt, responsibility for coordinating such service shall rest with the ATS unit of the FIR or control area:

- a. Within which the aircraft was flying at the time of last air-ground radio contact;

- b. That the aircraft was about to enter when last air-ground contact was established at or close to the boundary of two FIRs or control areas;**
- c. Within which the aircraft's intermediate stop or final destination point is located:**
 - i) if the aircraft was not equipped with suitable two-way radio communication equipment; or**
 - ii) was not under obligation to transmit position reports.**

22.3.2 The unit responsible for alerting service, in accordance with 22.3.1 above, shall:-

- a. notify units providing alerting service in other affected FIRs or control areas of the emergency phase or phases, in addition to notifying the RCC associated with it;**
- b. request those units to assist in the search for any useful information pertaining to the aircraft presumed to be in an emergency, use all available communication facilities to endeavour to establish and maintain communication with an aircraft in a state of emergency, and to request news of the aircraft.**
- c. collect the information gathered during each phase of the emergency and, after verifying it as necessary, transmit it to the RCC;**
- d. announce the termination of the state of emergency as circumstances dictate.**

22.3.3 In obtaining the necessary information as required under 22.2.2.5.1 (Information to be passed to the RCC), attention shall particularly be given to informing the relevant RCC of the distress frequencies available to survivors, as listed in Item 19 of the flight plan but not normally transmitted.

22.4. Action to be taken by an ACC on receipt of an Alert message from an adjacent ACC:-

22.4.1 Pass the information contained in the Alert message to the RCC without delay (by telephone and confirm by teleprinter message if necessary) unless it is known that the RCC has already been given the information.

22.4.2 Provide assistance to the initiating ACC in searching for information pertaining to the aircraft presumed to be in emergency.

22.5 Information to be Passed to other Aircraft

22.5.1 When it has been established by an ATS unit that an aircraft is in a state of emergency, other aircraft known to be in the vicinity of the aircraft involved shall, except as provided in 22.5.2 below, be informed of the nature of the emergency as soon as practicable.

22.5.2 When an ATS unit knows or believes that an aircraft is being subjected to unlawful interference, no reference shall be made in ATS air-ground communications to the nature of the emergency unless it has first been referred to in communications from the aircraft involved and it is certain that such reference will not aggravate the situation.

22.6 Plotting aircraft in a state of emergency

When a state of emergency is considered to exist, the flight of the aircraft involved shall be plotted on a chart in order to determine the probable future position of the aircraft and its maximum range of action from its last known position. The flights of other aircraft known to be operating in the vicinity of the aircraft involved shall also be plotted in order to determine their probable future positions and maximum endurance.

22.7 Information to the operator

22.7.1 When an area control or a flight information centre decides that an aircraft is in the uncertainty or the alert phase, it shall, when practicable, advise the operator prior to notifying the rescue coordination centre.

Note. If an aircraft is in the distress phase, the rescue coordination centre has to be notified immediately in accordance with 22. 2.2.

22.7.2 All information notified to the rescue coordination centre by an area control or flight information centre shall, whenever practicable, also be communicated, without delay to the operator.

22.8 EMERGENCY SIGNALS AND MESSAGES

22.8.1 Type Of Emergency

22.8.1.1 There are two classes of emergency message:-

- a. **DISTRESS** - A condition of being threatened by serious and/or imminent danger and of requiring immediate assistance. Message prefixed by:-

“MAYDAY, MAYDAY, MAYDAY”

- b. **URGENCY** - A condition concerning the safety of an aircraft or other vehicle, or of some person on board or within sight, but which does not require immediate assistance. Message prefixed by:-

“PAN, PAN, PAN”

22.8.2. Notification of Emergency

22.8.2.1 Notification of an emergency will normally be made to ATC by radio but may be made by SSR if radio communication is not practical or available.

22.8.2.2 Notification By Radio

22.8.2.2.1 Notification by radio will consist of the following:-

- a. **DISTRESS:- “MAYDAY”, spoken three times and as much as possible of the following information:-**
 - i. Name of the station addressed.
 - ii. The identification of the aircraft.
 - iii. The nature of the distress condition.
 - iv. The intention of the pilot in command.
 - v. Present position, level (i.e. flight level, altitude, etc. as appropriate) and heading.

- b. **URGENCY:-“PAN,” spoken three times and as much as required of the following elements:-**
 - i. The name of the station addressed.
 - ii. The identification of the aircraft.
 - iii. The nature of the emergency condition.
 - iv. The intention of the person in command.
 - v. Present position, level (i.e. flight level, altitude. etc. as appropriate) and heading.
 - vi. Any other useful information.

22.8.2.3 Indications by SSR Transponder Codes

22.8.2.3.1 Pilots may select the following SSR codes to indicate the following emergency situation:-

- a. Code 7700 - AIRCRAFT EMERGENCY.
- b. Code 7600 - RADIO COMMUNICATION FAILURE.
- c. Code 7500 - UNLAWFUL INTERFERENCE.

22.8.2.3.2 If an aircraft in an emergency is already transponding on an allocated squawk code, the pilot may not select Code 7700 unless he decides, or is advised to by ATC.

22.8.2.4 Emergency Position Indicating Radio Beacons

22.8.2.4.1 Some marine craft are equipped with Emergency Position Indicating Radio Beacons to indicate position when in distress by the Transmission of a distinctive signal. When operating on 121.5 MHz., they have a range of approximately 30 NM. and the signal characteristics are a downward sweep over a range of not less than 700 Hz., within the limits of 1600-300 Hz., repeated 2 or 3 times per second. Although it is unlikely that ATSU's will hear this signal, reports of reception may be received from aircraft.

22.8.2.5 Emergency Locator Transmitters (ELT)

22.8.2.5.1 121.5 MHz., is the aeronautical VHF distress frequency and is used as an alarm signal on ELT's. This frequency is continuously monitored by International aircraft and, dependent on type, can be used as a voice channel by distress traffic.

22.8.2.5.2 243 MHz., is the international survival craft frequency carried by international and military aircraft and, dependent on type, can be used as a voice channel by distress traffic.

22.8.2.5.3 ATS units receiving or being advised of an activated ELT which is not a test transmission shall:-

- a.** check all known airborne aircraft operating in the FIR for operations normal reports,
- b.** advise adjacent ATS units,
- c.** in coordination with the SAR authority, arrange to have all aircraft on the aprons and in hangers at the relevant airfields checked for inadvertent ELT operation,
- d.** request overflying aircraft to monitor the ELT and advise when the signal is first heard, when it reaches maximum strength and when it fades out or stops. Some aircraft may be equipped with direction finding equipment to give a bearing on the source of the transmission,
- e.** if the ELT is located within the FIR and is not an inadvertent activation, declare the appropriate SAR emergency phase and notify the appropriate authorities.

22.9 EMERGENCY PROCEDURES

22.9.1 General

22.9.1.1 Detailed instructions cannot be written to cover all possible emergency situations. The procedures outlined, therefore, are intended as a general guide to controllers. Complete coordination should be maintained between ATS units concerned and controllers must use their best judgment in handling a particular situation.

22.9.1.2 Detailed information on how emergency situations shall be handled are found in the appropriate Airport Emergency Plan (AEP).

22.9.2 Communications

22.9.2.1 Aircraft in emergency have been advised to transmit the Distress or Urgency message on the frequency to which the aircraft transmitter is tuned or on that of an ATS unit known to be within range. If contact is not made, the message may be transmitted on 121.5 MHz or 243.0 MHz.

22.9.2.2 On receipt of a Distress or Urgency message, the controller must decide whether the aircraft shall remain on the frequency on which the message was transmitted or whether it should change to another. Guidance is given in the following paragraphs.

22.9.3 Recognizing an Emergency Situation

22.9.3.1 A controller may suspect that an aircraft is in an emergency situation when:-

- a. radio contact is not established at the time it is expected to be established,**
- b. radio contact is lost,**
- c. a pilot reports a malfunction of his aircraft,**

- d. a pilot reports a fuel emergency,
- e. a pilot reports unusual behavior of persons on board,
- f. the erratic behavior of an aircraft or radar symbol is observed,
- g. it is overdue at an aerodrome.

22.9.4 Controllers Responsibilities

22.9.4.1 Controllers must always be alert to the possibility of an aircraft emergency. Speed may be necessary in certain circumstances but calm coordinated actions are essential in all situations.

22.9.4.2 Controllers shall offer as much assistance as possible to any aircraft which is considered to be in an emergency situation. An emergency may require alerting action to be taken immediately.

22.9.4.3 The watch supervisor or his designate, should be informed as soon as possible and where more than one air traffic service unit is involved complete coordination must be maintained between units.

22.9.4.4 Action by the Aerodrome Controller

22.9.4.4.1 Upon receipt of an emergency message, and if: the aircraft is kept on the aerodrome frequency the aerodrome controller shall:-

- a. initiate his actions in accordance with the Airport Emergency Plan (AEP),
- b. alert the watch supervisor,
- c. advise the pilot of the nearest aerodrome if the aircraft's position is known,
- d. notify the other aircraft in the vicinity of the distressed aircraft likely to be affected or able to assist,

- e. ensure that the aircraft has uninterrupted approach Rearrange the traffic pattern as necessary,
- f. Inform the aircraft operator or representative if practicable.

22.9.4.4.2 If 121.5 MHz or 243.0 MHz. is available at the aerodrome and the distress call is received on either of these frequencies or transferred to one of them the aerodrome controller shall:-

- a. immediately inform the watch supervisor at the parent ACC and coordinate all action with him,
- b. take such of those actions detailed in paragraph 22.9.4.4.1 (a) above,
- c. at the discretion of the watch supervisor, control of the aircraft will be undertaken either by the aerodrome controller or by the watch supervisor.

22.9.4.5 Action by the ACC Controller

22.9.4.5.1 Upon receipt of an emergency message, an ACC controller intercepting the message shall take the following actions:-

- a. Initiate his actions in accordance with the Airport Emergency Plan (AEP).
- b. Notify the watch supervisor.
- c. Alert radar services to obtain positions and bearings and plot the track of the aircraft and give all possible assistance to the pilot.
- d. Notify other aircraft flying in the vicinity of the distressed aircraft and to render every possible assistance.
- e. Inform the aircraft operator or representative if practicable.

22.9.4.6 Action by Watch Supervisor

22.9.4.6.1 Upon receipt of an emergency message the watch supervisor shall:-

- a. Initiate his actions in accordance with the Airport Emergency Plan Airport Emergency Plan (AEP).**
- b. Alert appropriate radar units and instruct them to endeavor to plot the aircraft's track.**
- c. Give all possible assistance to the controller. Warn aerodromes on the aircraft's track to stand by; request units having D/F on the same frequency to obtain bearings and plot the aircraft's position.**
- d. In conjunction with Air Defence Centre (ADC) and Rescue Coordination Centre (RCC), alert local emergency services.**
- e. Give such other assistance to the Rescue Coordination Centre (RCC), as may be occasioned by the circumstances at the time.**
- f. Arrange for uninterrupted approach and landing at the aerodrome of destination or alternate chosen by pilot.**
- g. Suggest a suitable alternate aerodrome to the pilot if requested or if it appears expeditious.**
- h. Inform other aircraft flying in the vicinity of the aircraft concerned and to render all possible assistance.**
- i. Inform the aircraft operator or representative.**

22.9.5 Selection of Controlling Unit

22.9.5.1 On receipt of information which indicates that an aircraft is in an emergency situation, the controller must decide whether or not to transfer the aircraft to another Unit. The choice of Unit will depend upon the circumstances and no hard and fast rules apply. The following guidance material will assist controllers to make this decision (Table 22.1):-

Table 22.1

Retaining Control	Transferring Control
<p>a. If the controller can offer immediate assistance the aircraft should normally be retained on the frequency. If necessary impose radio silence on other aircraft or transfer them to another frequency.</p> <p>b. Alternatively it may be more expedient to transfer the emergency aircraft to a discrete frequency, particularly if a radio silence would endanger other traffic.</p> <p>c. The aircraft will have to be retained on the original frequency if it is unreasonable to ask the pilot, or the pilot is not prepared to change frequency. The controller may be able to relay instructions and information from other units to the pilot.</p>	<p>a. If a controller considers that another unit or control position may be able to give more assistance than he can, and in the circumstances it is reasonable to ask the pilot to change frequency then he should consult the supervisor if time permits, and transfer the aircraft according to his instructions, or alert and co-ordinate with the appropriate unit and transfer the aircraft giving assistance as required.</p> <p>b. Before transferring aircraft, controllers should obtain sufficient information from the pilot to be convinced that the aircraft will receive more assistance from the other unit. If change of frequency is desirable the pilot must be instructed to revert immediately if there is no reply on the new frequency.</p>

22.9.6 Emergency Descent

22.9.6.1 An aircraft making an emergency descent through other traffic will be given priority and all necessary assistance and information. Immediate action will also be taken to safeguard other aircraft concerned. When deemed necessary the ATS unit concerned will broadcast an emergency message on the appropriate ATC frequencies instructing other aircraft which procedures to follow during and after the emergency descent.

22.9.7 Aircraft Lost or in Need of Navigational Assistance

- 22.9.7.1** Every possible assistance should be given to a pilot who reports that he is lost or uncertain of his position. A controller should not be influenced by the fact that any action he takes may ultimately prove to have been unnecessary.
- 22.9.7.2** Any estimated position given by the pilot should be treated with suspicion and maximum use should be made of radar and Direction Finder (D/F) to obtain positions and bearings, and these should be passed to the pilot.
- 22.9.7.3** It is particularly important to consider terrain clearance if the aircraft is flying at low level. Controllers must make allowance for terrain and obstructions within a wide area around the estimated position of the aircraft and advise the pilot to climb if there is any doubt that adequate clearance exists. If the pilot is unable or unwilling to climb he is to be warned of potential hazards at that level.
- 22.9.7.4** A controller may advise a pilot to climb if communications are poor or if he suspects that the aircraft is below radar coverage.

22.9.8 Fuel Dumping

- 22.9.8.1** The decision that emergency conditions require the dumping (jettisoning) of fuel rests solely with the pilot of the concerned aircraft and although ATC have no authority in this connection, guidance may be offered if requested by the pilot.
- 22.9.8.2** When advised that an aircraft intends to dump fuel, the ATC unit should coordinate with the flight crew the following:
- a.** the route to be flown, which, if possible, should be clear of cities and towns, preferably over water and away from areas where thunderstorms have been reported or are expected;
 - b.** the level to be used, which should be not less than 6,000Ft above sea or ground;
 - c.** duration of the fuel dumping.

22.9.8.3 Other known traffic should be separated from the aircraft dumping by:

- a. at least 10nm horizontally, but not behind the aircraft dumping fuel or;
- b. vertical separation of at least 1,000Ft above or at least 3,000Ft below if following the aircraft dumping fuel within 15 minutes flying time or a distance of 50 NM

22.9.8.4 If the aircraft wishes to maintain radio silence during fuel dumping, the frequency to be monitored and the time when radio silence will terminate shall be coordinated with the aircrew.

22.9.8.5 Coordination with adjacent sectors or ATSU's that may be affected by the fuel dumping aircraft shall be done. These affected sector/ATSU's should also be advised when fuel dumping is complete.

22.9.9 Interception of Civil Aircraft

22.9.9.1 As soon as an ATSU learns that an aircraft is being intercepted in its area of responsibility, it shall take any of the following steps as are appropriate in the circumstances:

- a. attempt to establish two-way communication with the intercepted aircraft on any available frequency, including the emergency frequency 121.5 MHz, unless such communications already exist;
- b. inform the pilot of the intercepted aircraft of the interception;
- c. establish contact with the intercept control unit maintaining two-way communication with the intercepting aircraft and provide it with available information concerning the aircraft;
- d. relay messages between the intercepting aircraft or the intercept control unit and the intercepted aircraft as necessary;
- e. in close coordination with the intercept control unit, take all necessary steps to ensure the safety of the intercepted aircraft; and
- f. inform ATS units serving adjacent FIRs if it appears that the aircraft has strayed from such adjacent FIR.

22.9.9.2 As soon as an ATSU learns that an aircraft is being intercepted outside its area of responsibility, it shall take any of the following steps as are appropriate in the circumstances:

- a. inform the ATS unit serving the airspace in which the interception is taking place, providing this unit with available information that will assist in identifying the aircraft and requesting it to take the action in accordance with 22.9.9.1 above;
- b. relay messages between the intercepted aircraft and the appropriate ATSU, the intercept control unit or the intercepting aircraft.

22.10 OVERDUE AIRCRAFT

22.10.1 An aircraft is considered to be overdue when after a period of 30min. from the ETA last notified to, or estimated by ATC, fails to arrive at, or is not in contact with, its destination, alternate, or the appropriate ATS Unit.

22.10.2 In the particular case of non-radio aircraft, it is essential that preliminary overdue action is started not later than 30min. after the ETA. The decision to take preliminary action before the 30min. have elapsed and the exact time for initiating such action must be left to the discretion of the individual controller.

22.10.3 Consideration of the following points will assist his decision:-

- a. The type of aircraft - Strict adherence to its flight plan cannot always be expected of a non-radio light aircraft.
- b. The route - Where the route was to have been over sparsely populated areas, mountainous country, long stretches of water etc., the need for prompt action is stressed.
- c. The weather - The pilot of a non-radio aircraft might well be expected to extend his flight time by deviating from his planned route to avoid bad weather. Where no additional hazards such as in (b) above exist, sufficient time should be allowed for such a deviation before action is taken.

22.10.4 If no communication is received from an aircraft within 30min. after a scheduled position report should have been made to an ACC the following preliminary action will be taken:-

- a. Confirm estimate and last contact time with preceding ATS unit.**
- b. Where applicable, pass relevant information to the next ATS unit on the aircraft's route, who will in turn pass information to succeeding ATS units.**
- c. If necessary, ensure that a request message is sent.**
- d. Proceed in accordance with the Airport Emergency Plan (AEP).**
- e. Alert ATS units along the aircraft's proposed route.**

22.10.5 If, after the action described above, no contact has been made and the aircraft's position has not been established, or 30min. have elapsed from the last ETA for destination, or there is doubt as to the aircraft's endurance, whichever is the sooner, a Distress Phase will be declared.

22.10.6 When an aircraft which has been cleared to land has failed to do so within 5min. of ETA and has failed to re-establish communication, the aerodrome controller shall:-

- a. initiate actions in accordance with the Airport Emergency Plan (AEP),**
- b. request other aircraft flying in the vicinity of the aircraft's last known position to look out for the overdue aircraft,**
- c. notify the watch supervisor as soon as practicable.**

22.11 CRASH ACTION

22.11.1 General

22.11.1.1 The responsibility for initiating action to bring the emergency services into operation rests normally with the appropriate ATS unit.

22.11.1.2 In general, responsibility for taking action will rest with the ATS unit last in communication with the aircraft concerned, or which receives news of the crash from an outside source.

22.11.1.3 No specific instructions can be laid down for the case where an aircraft crashes after being cleared from one ACC frequency and before establishing communication with another. As soon as either ACC becomes aware of the incident, immediate agreement must be reached to decide which unit should initiate the necessary action.

22.11.2 The Responsibilities of the Airport Director

22.11.2.1 The Airport Director (A.D.) is responsible for the preparation of an Airport Emergency Plan (AEP) applicable to a particular aerodrome, and making these available to all personnel concerned with aircraft emergencies. It shall include a list of emergency services together with telephone numbers and the action to be taken to bring these services into operation.

22.11.3 Aerodrome Procedures

22.11.3.1 Whenever possible controllers should anticipate the need for Airport Rescue Fire Services (ARFS) vehicles to cross runways and should issue clearances in advance of requirements. All aircraft and other traffic shall be stopped or diverted to avoid conflict with Airport Rescue Fire Services (ARFS) appliances.

22.11.3.2 If it is known that an aircraft has crashed or is about to crash and has radioactive material on board or is carrying any dangerous goods, including crop spraying chemicals, the rescue services shall be so informed.

22.11.3.3 The necessity for rapid and co-ordinated action in the event of a crash requires the closest co-operation between ATC and the Airport Rescue Fire Services (ARFS) and therefore frequent rehearsals of procedures are necessary. These rehearsals shall simulate the procedures laid down in the Airport Emergency Plan (AEP) and shall be made as realistic as possible.

22.11.4 Removal of Crashed Aircraft

22.11.4.1 After obtaining permission from the Iraqi Civil Aviation Authority (ICAA) to remove a crashed aircraft from an aerodrome, the Airport Director shall carry this out in consultation with the operating company, where appropriate.

22.11.5 Withdrawal and Restoration of Approach Aids

22.11.5.1 In the event of an accident occurring to an aircraft during final approach and landing in which any aid has been used, no further approaches using that aid should be permitted unless it is obvious that the use of the aid was not contributory to the accident. The Communications Department should be advised immediately so that they can initiate ground tests and other essential actions.

22.11.5.2 Responsibility for deciding that the ground tests are satisfactory and that the facility may be returned to service rests with the Communication Superintendent, in consultation with ATC. If the results of the ground tests are not satisfactory, the facility will not be returned to service until the equipment has been corrected and a satisfactory flight test completed.

22.12 UNLAWFUL INTERFERENCE

22.12.1 It is impossible to define a specific course of action in the event of Unlawful Interference to an aircraft in flight or on the ground. Each incident should be dealt with on an individual basis and in accordance with the Airport Emergency Plan (AEP).

22.12.2 If a Hijack is suspected from radar observation, it is important that the hijacker does not become aware that his actions are observed until he makes his demands known. Other aircraft shall be kept well clear of the hijacked aircraft and radar separation should be increased to allow for any sudden deviation from track by the hijacked aircraft, and should never be less than 10 NM.

22.12.3 When it is observed that an aircraft is squawking Code 7500, the controller shall attempt to verify with the aircraft that the code setting is intentional. but must exclude any specific mention of Code 7500. Whenever it has been verified that the pilot has intentionally selected Code 7500 or when no verification can be obtained, the controller shall assume that the aircraft has been hijacked.

22.12.4 The aircraft concerned shall be given priority where possible but any reference to the special situation is to be avoided in RTF communications with other aircraft unless it has been referred to by the aircraft involved, when it is reasonable to assume that such reference will not aggravate the situation.

22.12.5 If the conditions on board the aircraft prevent the pilot in command from remaining on his flight planned route and assigned level, he should fly at flight levels that differ from the cruising levels normally used for IFR flights by 500Ft in Reduced Vertical Separation Minima (RVSM) airspace or 1000Ft in non RVSM airspace where a 2000Ft separation minima is being applied.

22.13 BOMB WARNINGS

22.13.1 A bomb warning involving an aircraft is to be treated as an emergency and controllers are to follow the procedures listed in the Airport Emergency Plan (AEP).

22.13.2 Operators wishing to pass bomb warning messages to their pilots via the ATS network have been advised to contact the watch supervisor at the appropriate ACC.

E N D