

GEN 3.6 SEARCH AND RESCUE

1. RESPONSIBLE SERVICE

1.1 The Search and Rescue Service in Libya-GSPAJ is organized in accordance with the Standards and Recommended Practices of ICAO Annex 12 by the Civil Aviation Authority in collaboration with the Libyan Arab Air Force, which has responsibility for making the necessary facilities available. Postal and telegraphic addresses of Civil Aviation Authority are given on Page GEN 1.1-1.

1.2 When SAR operations are needed, a rescue co-ordination centre is established. The address is as follows:

Postal Address: Search and Rescue Coordination Centre
Tripoli International Airport
Tripoli
Libya - GSPAJ

Telephone: 021-4446799
021-3606868
021-60806
021-5630257
061-9090946 (Benina Subcentre)
061-7292772 (Benina Subcentre)

Telex: Commercial
SAR TRIPOLIBY

AFTN: HLLTYCYX

Service Hours: H24

2. AREA OF RESPONSIBILITY

The search and rescue service is responsible for SAR operations within Tripoli FIR.

3. TYPE OF SERVICE

3.1 Details of the Rescue Coordination Centre and Rescue Units are given in table Search and Rescue Units. In addition, various elements of the Defense Services, Police, Civil Defense and Fire Administration, Ports and Lights Organization and other agencies are available for search and rescue missions when required. The aeronautical, maritime, public telecommunication services and Radio Network of Oil Companies are available to the Search and Rescue Organization.

3.2 The Aerodrome Administration is particularly responsible for carrying out all rescue operations for aircraft in distress within the aerodrome rescue area during the operational hours of the aerodrome concerned. The aerodrome rescue area is a circular area of 15 KM radius around the aerodrome reference point.

3.3 Other units and aircraft operating in the vicinity of the aircraft in distress shall maintain listening watch for relay of messages from the aircraft in distress or from survival radio equipment.

SEARCH AND RESCUE UNITS

LOCATION	COORDINATES	FACILITIES	FACILITIES REMARKS ON AVAILABILITY
TRIPOLI	N3240 E01309	VLR/MRG/SRG - HEL	DRUDRU SAR A/C & HEL RV RB
BENINA	N3206 E02016	VLR/SRG/MRG RV - RB	DRU SAR A/C & HEL RV RB
MARSA BREGA	N3025 E01935	MRG/SRG RV - RB	DRU SAR A/C & HEL available on development from Tripoli-Benina
KUFRA	N2412 E02320	MRG/SRG	DRU SAR A/C & HEL available on development from Benina
SEBHA	N2701 E01427	MRG/SRG	DRU SAR A/C & HEL available on development from Tripoli
GHADAMES	N3007 E00931	MRG/SRG	DRU SAR A/C & HEL available on development from Tripoli
GHAT	N2457 E01010	MRG/SRG	DRU SAR A/C & HEL available on development from Tripoli-Sebha

4. SEARCH AND RESCUE AGREEMENTS

4.1 Libya-GSPAJ has signed a multilateral agreement with the Arab States for the purpose of providing a prompt and efficient assistance to aircraft and persons in distress, regardless of their nationality, upon request from an RCC and within the availability of their facilities.

4.2 Necessary SAR aircraft, equipment and personnel belonging to contracting Arab States are permitted to enter Libyan territories, excluding prohibited areas, on a temporary basis and with prior notification, for any SAR operation. SAR operations must be conducted under the administration and supervision of the Civil Aviation Authority.

4.3 Requests for the entry of aircraft, equipment and personnel from Arab and other States to Libyan territory in order to engage in search for aircraft in distress or to rescue survivors of aircraft accidents should be transmitted to the Rescue Coordination Center: HLLTYCYX or Flight Information Centre: HLLLZIX

5. CONDITIONS OF AVAILABILITY

The SAR service and facilities in the Libya-GSPAJ can be made available to the neighboring States upon request to the Director General of Civil Aviation Authority at all times when they

are not engaged in search and rescue operations in their own territory.

6. PROCEDURES AND SIGNALS USED

6.1 Procedures and signals used by aircraft

Procedures for pilots-in-command observing an accident or intercepting a distress call and/or message are outlined in ICAO Annex 12, Chapter 5.

6.2 Communications

Transmission and reception of distress messages within Tripoli Search and Rescue area are handled in accordance with ICAO Annex 10, Volume II, Chapter 5, paragraph 5.3.

6.3 For communication during search and rescue operations the codes and abbreviations published in ICAO Doc. 8400 'Abbreviations and Codes' are used.

6.4 The frequencies 121.5 MHz & 243 MHz and 406 MHz are guarded continuously during the hours of service at Area Control Centre and ATS units. All coast stations guard the international distress frequencies.

6.5 Search and Rescue Signals

The search and rescue signals to be used are those prescribed in ICAO Annex 12, Chapter 5, paragraph 5.10.

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	↑
Instructions for use: 1. Make signals not less than 8 ft (2.5 m). 2. Take care to lay out signals exactly as shown. 3. Provide as much color contrast as possible between signals and background. 4. Make every effort to attract attention by other means such as radio, flares, and smoke, reflected light.		

6.6 Instructions to be followed in the Event of "Flight Accidents" in Libya-GSPAJ

Pilots and all concerned are hereby required to adhere to the following instructions in the event of flight accidents in Libya-GSPAJ.

a) No communication has been received from an aircraft within a period of 30 minutes after the time it should have been received, or from the time a first unsuccessful attempt was made to establish communication with the aircraft, whichever is earlier, or;

7. ALERTING SERVICES

The search and rescue organization is as follows:

b) An aircraft fails to arrive within 30 minutes of the ETA last notified or estimated, unless there is no doubt as to the safety of the aircraft.

7.1 Uncertainty phase begins when:

During this phase, the RCC will cooperate with FIC to collect and evaluate all reports.

- 7.2 Alert Phase begins when:
- Following the uncertainty phase, subsequent communication checks fail to reveal any news of the aircraft, or;
 - An aircraft which has been cleared to land fails to land within five minutes of the estimated landing time and communication has not been re-established with it or;
 - Information has been received which indicates that the operating efficiency of the aircraft has become impaired, but not to the extent to warrant a forced landing unless there is evidence to allay anxiety as to the aircraft's safety.
During this phase, the RCC alerts the appropriate Search and Rescue Services for immediate action.

- 7.3 Distress Phase begins when:
- Following the alert phase, the absence of news, despite widespread communication checks, points to the probability of the aircraft being lost or in distress, or;
 - The fuel on board is considered to be exhausted or insufficient to enable the aircraft to reach safety, or;
 - Information is received which indicates that the operating efficiency of the aircraft has become impaired to the extent that a forced landing is likely, or;
 - Information is received, or it is reasonably certain, that the aircraft is about to make or has made a forced landing, or has crashed.

Unless there is reasonable certainty that the aircraft and its occupants are not in danger and do not require assistance during this phase, the RCC will put the Search and Rescue 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.

- 7.4 Whenever practicable, when the FIC decides that an aircraft is in the uncertainty or alert phase, it will advise the aircraft operator before notifying the rescue coordination centre.

(If an aircraft is in the distress phase, the Rescue Coordination Centre will be informed before anyone else in order that there is the minimum delay in putting the Search and Rescue machinery into operation). The aircraft operator will be kept informed of all subsequent development as soon as possible after they occur.

8. NOTIFIABLE ACCIDENTS

- 8.1 All accidents which take place between the time any person boards the aircraft with the intention of flight and the time all such persons have disembarked and which result in
- Injuries to any person, fatal or otherwise.
 - Fire or suspicion of fire aboard the aircraft.
 - Substantial damage in the aircraft.
 - Any damage to others' properties.

- 8.2 All cases of forced landing irrespective of whether or not the aircraft has landed safely or caused injuries or damage.

9. NOTIFICATION OF ACCIDENTS

- 9.1 The pilot-in-command of aircraft involved in such accidents as described in para 8.1 above, or whom they may delegate, shall immediately notify the case to the nearest Government Aerodrome as well as to the nearest Police Station.
- 9.2 The said notification is required, notwithstanding any previous notification, which might have been sent prior to the CAA.
- 9.3 The required notification shall be effected by the quickest available means of telecommunication or transport and shall include
- Nationality and registration marks or number of the aircraft.
 - Type of aircraft.
 - Name of the pilot-in-command.
 - Name of the aircraft owner or operator.
 - Names and number of flight crew.
 - Type and Number of the flight.
 - Aerodromes of departure and destination.
 - Date and time of accident.
 - Position of the accident relative to the nearest aerodrome and/or city, otherwise coordinates in latitude and longitude.
 - Kind or characteristic of the accident: fire, air miss, forced landing, ground collision, destructions.
 - Number of passengers on board.
 - Name and number of persons killed or injured, if any.
 - Damage to the aircraft.

10. ROUTES AND EQUIPMENT OF PRIVATE AIRCRAFT FOR SAR PURPOSES

- a) General aviation operating over areas (land or sea) where search and rescue operations would be difficult should:
- carry appropriate survival equipment;
 - follow the routes or specified procedures if not equipped with two-way radio, except that, under special circumstances, the appropriate authority may grant specific exemptions from this requirement.
- b) The procedures for "Alerting Service" described in PANS-RAC are applicable to all sectors of flights over mountainous or sparsely-populated area and over sea areas.

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