

GEN 3.6 SEARCH AND RESCUE

1 Responsible service:

1.1 Search and Rescue Coordination Centre:

RCC ALGER
Centre de coordination de recherches et de sauvetage
Complexe de la navigation aérienne
Route de Cherarba-Oued Smar
BP: 70D Dar ElBeida, 16100. Alger ALGERIE
Tel : +213 23 97 85 38
Telefax : +213 23 97 85 39
AFS : DAARYCYX
Telex : 65335
E-mail : rcc_cfdat@mdn.dz

1.2 Responsible Service or Organization:

Commandement des Forces de Défense Aérienne du Territoire - CFDAT
Tel : +213 21 59 21 63
Telefax : + 213 21 77 21 99
AFS : DAALZSZX
Opening hours : H24

1.3 MCC ALGIERS Mission Control Center:

Tel : +213 23842520
Telefax : +213 23842522
AFS : DAALZSZX
E-mail : mcc_alger@mdn.dz

1.4 Regional Control Centre (RCC) of Algiers:

RSFTA address: DAAAZRZQ
Tel and Telefax:
RCC supervisor: +213 21 67 21 30
Shift supervisor: +213 21 66 96 14, +213 23 90 76 10 and +213 23 85 49
THURAYA: +213 88 216 366 918 16
E-mail: denaccr@enna.dz

1.5 Search and Rescue Units:

<i>Name</i>	<i>Location</i>	<i>Facilities</i>	<i>Remarks</i>
A	B	c	d
ALGIERS-RCC	ALGIERS	HEL-M	Assistance by available units as well as by port tugs. Assistance to ships at sea.
ANNABA	ANNABA	LRG	
BECHAR	BECHAR	HEL-M	
ORAN	ORAN	HEL-M	
OUARGLA	OUARGLA	HEL-M	
TAMENGHASSET	TAMENGHASSET	HEL-M	
MARINE NATIONALE	ALGIERS	HEL-M	
MARINE MARCHANDE CIVILE PROTECTION		SPEEDBOAT	

2. Area of responsibility

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

3 Types of services: NIL

4 SAR agreements

<i>States</i>	<i>Purpose of the agreement</i>	<i>Date</i>
Algeria - Niger	Aircraft SAR Agreement	NOV 21, 2011
Algeria - Mali	Aircraft SAR Agreement	SEP 11, 2011
Algeria - Spain	Maritime SAR Memorandum	NOV 14, 2007

5 Conditions of availability: NIL.

6 Procedures and signals used

6.1 Procedures

Procedures to be followed by pilots-in-command who report an accident or catch a distress call: (see Annex 12 chapter 5):

6.1.1 Witness an accident:

When an aircraft pilot-in-command witnesses an accident, he shall, unless he is unable to do so or considers, given the conditions in which it is, useful to do so.

- a) Stay in sight as long as he can or feels that his presence is no longer necessary.
- b) Notify or advise as appropriate:
 - The searches and rescue center;
 - The regional control center which in turn notifies the ALGIERS RCC;
 - The nearest control unit by the fastest means.
- c) Communicate to the organizations contacted the greatest possible amount of information, especially:
 - The type, identification and condition of the aircraft or ship and / or the number and the state of people in sight.
 - The position and time of observation of the accident or distress.
- d) Comply with the instructions of ALGIERS RCC or the Air traffic unit.

If the first aircraft arriving at the scene of an accident is not a search and rescue aircraft, the said aircraft will direct the movements of all other aircraft that will subsequently arrive at the scene, until the arrival of the first search and rescue aircraft.

If in the meantime the said aircraft is unable to communicate with the rescue coordination centre or the air traffic services unit, it will pass the command, by mutual agreement, to an aircraft that can establish such communications until the arrival of the first search and rescue aircraft, capturing a signal or message from distress.

When an aircraft pilot-in-command intercepts a distress signal, he shall:

- e) Notify the ALGIERS RCC or the responsible unit for air traffic services of the signal or distress message and give all information available (see paragraph. 1.1).
- f) If deemed necessary, proceed to the reported position after having received the necessary instruction to do so or while waiting for it.

6.2 Communication:

The transmission and reception of distress messages within the boundaries of the search and rescue shall be carried out in accordance with the provisions of Volume II, Chapter 5.3 of Annex 10.

The reference of communications during search and rescue operations is the DOC 8400 <Abbreviations and Codes> of ICAO. Usable frequencies appear in the table on the page GEN 3.6.5.

6.3 Transmission

When an aircraft is threatened with serious and imminent danger and needs immediate assistance, the pilot-in-command shall issue the order to perform the following operations: Transmit on the AIR / GND route frequency designated on the radio facilities table and use; at that moment the signals and the distress message as shown below:

1. Name of the station to which the message is addressed (if available time and circumstances allow).
2. MAYDAY MAYDAY MAYDAY this is (Aircraft Identification)
3. Nature of the distress
4. Intentions of the pilot-in-command
5. Position, flight level, altitude and heading

If the aircraft cannot establish communication on the designated AIR / GND route frequency, the transmission of the signals and distress message referred to above shall be made on any available frequency to establish contact with any ground station, (mobile or direction-finding) and in particular on one of the frequencies specified in the distress frequencies table by indicating in advance the new frequency on which the aircraft will transmit.

If time and geographical location allows, and if the aircraft station is equipped for, the call and the distress message will also be transmitted on the maritime frequency (s) (500 Khz A1 / A2 or 2182 Khz A3) to alert the ships and coast stations that would be in its neighbourhood.

In this case, the call must be preceded, if possible, by the automatic alarm signal specified on the table of distress frequencies, in transmission A1 / A2 (500Khz), when the circumstances allow, it is recommended that the distress signal would be separated from the end of the alarm signal by a two-minutes interval.

6.4 Frequencies usable in case of emergency, distress or assistance



Air Navigators are advised to study in advance, depending on the available equipment on board for each section of route, the provisions that they would have to make, where appropriate, for the transmission of emergency or distress signals. For this purpose, the designated frequencies shall be among those shown in the table below.

6.5 Ground / Air Visual Signal Codes for Survivors

<i>Number</i>	<i>Message</i>	<i>Signal</i>
01	Require assistance	V
02	Require medical assistance	X
03	No or Negative answer	NOT
04	Yes, or Affirmative answer	Y
05	Proceeding in this direction	↑

NOTE: *If in doubt use the international SOS code*

6.6 Ground / Air Visual Signal Code for Rescue Units

No	Message	Code symbol
01	Operation completed	L L L
02	Have found all personnel	LL
03	We have found only some personnel	++
04	We are not able to continue. Returning to base	X X
05	Have divided into two groups. Each proceeding in direction indicated	
06	Information received that aircraft is in this direction	
07	Nothing found. Will continue to search	N N

7 Triggering times of Emergency-phases in ALGIERS FIR

7.1 IFR FLIGHTS

A) CONTROLLED AIRSPACES UNDER RADAR COVERAGE

IFR FLIGHTS	INCERFA	ALERFA	DETRESFA
On ROUTE		H+05	H+10
Holding - APP -		H+05	H+10
In Approach - APP-		H+05	H+10
Take-off		H+05	H+10

B) CONTROLLED AIRSPACES UNDER VHF COVER ONLY

IFR FLIGHTS	INCERFA	ALERFA	DETRESFA
On the ROUTE	H+10	H+15	H+20
Holding - APP -		H+10	H+15
In Approach - APP-		H+05	H+10
Take-off		H+05	H+10

C) OUTSIDE CONTROLLED AIRSPACES.

AREAS	INCERFA	ALERFA	DETRESFA
ZONE 1 (VHF coverage)	H+15	H+30	H+45
ZONE 2 (HF coverage)	H+30	H+45	H+60

7.2 VFR FLIGHTS

For VFR flights, the ALGIERS CIV intervenes only on the proposal of an aerodrome control. In all cases the aerodrome provides the alert service.

A) DELAY ON ARRIVAL

Time H corresponds to the estimated time of arrival notified by the aircraft or calculated by the Aerodrome control.

AREAS	INCERFA	ALERFA	DETRESFA
ZONE 1 (VHF coverage)	On proposal of the concerned aerodromes		
ZONE 2 PLN + CTC RADIO	H+45	H+60	H+90
ZONE 3 PLN + NIL RADIO	H+60	H+90	QDB

FREQUENCY	WAVE TYPE	NORMAL USE	WATCH ENSURED BY..... (or OBSERVATION)
Frequencies of route in service HF or VHF	A3	Air / Ground Link	Aeronautical Stations of the Air Traffic Control Service Aeronautical Stations of the HF Networks
121.5Mhz and 243.0Mh	B3	Aeronautical Frequency of emergency	Frequency not monitored by the air traffic control units. Watched by the RCC and RSCs
500Khz (1)	A1	International Frequency of distress Maritime Service (Radiotelegraphy)	All ships of some importance (war and trade) and coast stations of maritime traffic. Frequencies to be used by aircraft only above Maritime areas or at a reasonable distance from the coast. Messages sent on this frequency during the periods of international silence: H + 15 to H + 18 and H + 45 to H + 48 will have maximum efficiency
2182 KHz (2)	A3	HF International Maritime Distress and Call Frequency. (Radiotelephone)	Permanent watch provided by most PTT coastal stations of maritime mobile services. This watch is not provided by the ships. The distress signals transmitted on this frequency during periods of international silence. H + 00 to H + 03 and H + 30 to H + 33 will have the maximum efficiency
All VHF frequencies used by air traffic services	A3	AIR / GND link and VHF direction-finding	According to the aerodrome

- 1) If the aircraft does not have automatic emergency equipment, and if possible, the distress call must be immediately preceded by the automatic 12- dashes four-second alarm signal, with one-second intervals between the dashes;
- 2) The alarm signal, in radiotelephony, consists of two 250 millisecond tones, one of 2200Hz, the other 1300Hz, transmitted alternately for a minimum period of 6 seconds.

8 applicable ICAO documents

- ANNEX 12: Search and Rescue.
- ANNEX 13: Aircraft Accident Investigations.
- DOC 7030: Regional Supplementary Procedures for the Alert Service and the Search and Rescue Service.
 - ICAO Air Navigation Plan for the ICAO Region (EUR/NAT)
- SAR Manual DOC 7333 (1st & 2nd Part)

8.1 Differences between Algerian National Regulations and ICAO Annex 12.

Foreign search and rescue units are subject to prior authorization for SAR missions in Algeria. The request is to be addressed to the Directorate of Civil Aviation and Meteorology.