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**SEARCH AND RESCUE  
IN  
PAPUA NEW GUINEA**

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## **1 RESPONSIBILITY**

### **1.1 CIVIL AVIATION – RESCUE COORDINATION CENTRE**

In respect of searches for missing civil aircraft or the rescue of survivors of aircraft accidents, the Civil Aviation Authority is solely responsible for the overall coordination of the operation. For assistance in areas other than aviation, Civil Aviation Authority will seek the aid of specialist Organisations.

The Rescue Coordination Centre is situated at the Control Tower Complex, Jackson's Airport, 7 Mile.

#### Contact Details:

Phone: (675) 325 6885 (H24)  
(675) 324 4835  
Fax: (675) 325 4094/(675) 325 0749  
AFTN: AYPMYCYX  
Email: [cc@pngairservices.com.pg](mailto:cc@pngairservices.com.pg)  
Email: [SARPNG@caa.com.pg](mailto:SARPNG@caa.com.pg)

### **1.2 PNG DEFENCE FORCE**

#### **1.2.1 Responsibility**

In respect of searches for military aircraft, personnel or ships, the Papua New Guinea Defence Force is responsible for the overall coordination of the operation. If assistance of civil aircraft is required, this shall be sought through the Civil Aviation Authority. If assistance of ground services is required this shall be sought through the HQ PNGDF. Assistance for marine services shall be sought through the Department of Transport – Marine Division.

#### **1.2.2 AIR TRANSPORT WING**

The PNG Defence Force Air Transport Wing is equipped with Casa, Arava and are based at Jacksons Airport. Control is exercised through the Force Operations Headquarters, Murray Barracks.

### **1.3 NATIONAL MARITIME SAFETY AUTHORITY (NMSA)**

In respect of search and rescue operations for small craft in inshore waters, yachts, boats and ships at sea the National Maritime Safety Authority of PNG shall be the overall coordinator. Maritime SAR Coordinator shall coordinate with small boat owners and Papua Yacht Club for any assistance required.

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## **Contact Details;**

Ph: (675) 321 3033  
(675) 321 2760  
Mob: (675) 681 3721  
Email: eeka@nmsa.gov.pg

### **1.4 ROYAL PNG CONSTABULARY**

## **2 Accident/Disasters**

Police have a part to perform whenever disasters occur viz; aircraft crashes, marine mishaps, volcanic eruptions, explosions, fire, etc. Police have a basic duty to protect life and property and, therefore they will do their utmost to support rescue operations, which may arise as a consequence of a disaster or in anticipation of a disaster.

From time to time other authorities such as Civil Aviation Authority, Fire Brigade, NDES, Health Department, Department of Transport - Maritime etc, are also involved in rescue operations and subsequent investigations. Police will, as required, cooperate with these authorities and provide all reasonable assistance.

### **2.1 Aircraft Accident – NOTIFICATION**

Upon learning of an aircraft crash, Police will take immediate action to ensure that Civil Aviation SAR authority is aware of the event. Should it be a military aircraft, advice will also be passed to Royal Papua New Guinea Constabulary, Port Moresby through the Police Headquarters.

#### **2.1.1 Custody and Protection of Aircraft Wreckage**

It is imperative that an aircraft which has been involved in an accident and marks made by the aircraft at the scene of the accident be not disturbed by unauthorized person. Aircraft involved in accidents shall be deemed to be in the custody of the Director of Civil Aviation and shall not be removed or otherwise interfered with without the permission of the Director, Civil Aviation or person authorised by him.

### **2.2 Civil Hikers and Land Vehicles**

Police shall be responsible for Search and Rescue Coordination, in respect of civilian hikers and land vehicles. The Royal Papua New Guinea Constabulary shall be the overall coordinator. They shall request the assistance of specialist Organisations such as the Department of Transport – Marine Division and Civil Aviation Authority, NDES or the Departments of respective Provinces and PNGDF.

### **2.3 Identification Responsibilities and Notification of Next of Kin**

The Royal Papua New Guinea Constabulary is responsible for the current identification of the victims and for notifying the next of kin. Where there are known survivors, the next of kin will be notified by the operating company or owner of the aircraft.

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### **3 OTHER AGENCIES**

It is imperative that all parties understand that the overall coordinator, where specified, has absolute authority. However, when a specialist organisation is asked to assist, the manner of deployment of those services must be the responsibility of the head of that organisation.

The Inter-Departmental Agreement ensures that particular skills are used to the best advantage. Therefore, all participants must ensure that their facilities are made available even though a particular search is under the jurisdiction of another authority.

#### **3.1 SALVATION ARMY**

In the event of a potential disaster, the Salvation Army will be called upon to provide;

- (a) Trained Counsellors to assist bereaved, injured and distressed persons
- (b) Supply Canteen Services.

The primary purpose of the Search and Rescue Organisation is to save lives. Therefore, any differences of opinion which arise during a search should be deferred and resolved after the emergency has ended.

Any emergency can be upgraded at the request of the responsible SAR authority, if resources cannot be catered for under existing arrangements.

### **4 COMMUNICATIONS**

#### **4.1 CIVIL AVIATION AUTHORITY**

Rapid and reliable communications is available through CAA networks which link Port Moresby, Nadzab, Madang, Wewak, Mount Hagen, Goroka, Tokua, Honiara and International Civil Aviation Organisations.

#### **4.2 PAPUA NEW GUINEA DEFENCE FORCE (PNGDF)**

##### **4.2.1 General**

Headquarters, PNGDF, situated at Murray Barracks and Taurama Barracks has facilities for immediate contact either via telex or HF radio with PNGDF units established at Lae, Wewak, Vanimo and Manus Island. Provision also exists for contact with other remote units as required. Direct access is available through Murray Barracks to the Australian Defence Communications Network.

Communication between Headquarters PNGDF, and the Rescue coordination Centre at Jackson Airport is available by phone.

The Defence Force has available portable transceivers for contact with forward bases and for liaison between bases, ground parties and military aircraft. Field HF radio detachments can be deployed at short notice equipped with 100-watt SSB transceivers.

The Maritime Base at Manus Island can maintain a constant guard in an emergency on any frequency between 1.5 and 16 MHz.

Patrols at sea maintain a 24-hour listening watch only with auto-alarm equipment on the International Distress frequency 500 KHz. They also have HF radio contact with the HQ PNGDF and the patrol boat base at Lombrum, Manus Island.

#### **4.3 AIR TRANSPORT SQUADRON**

The PNGDF Air Transport Wing (ATW) is based at Jackson airport. It is linked by PABX to HQ PNGDF. The Squadron has HF air/ground communications with military airborne units and HQ PNGDF.

#### **4.4 NATIONAL SURVEILLANCE COORDINATION CENTRE (NSCC)**

The NSCC is situated at the PNGDF Landing Craft Base. Manned by Defence Force Personnel.

On weekends it is on On-Call basis. Emergency call out will be responded to immediately within 30 minutes.

The Centre is equipped with the following computers and communications equipment;

- ◆ Computers (database computers linked to E-mail and MSCN)
- ◆ Electronic Mailing System (direct link to FFA - Honiara, RAAF Edinburgh, Royal New Zealand Air Force Headquarters)
- ◆ Telexes (local direct to Murray Barracks Communications Centre)
- ◆ Facsimile - 321 4421
- ◆ HF Radios, Military and Civil
- ◆ PABX System from the Landing Craft Base - 321 3463
- ◆ Marine VHF.

The Centre is able to communicate direct with all the PNGDF Bases, ships aircraft including visiting Australian and New Zealand Air forces Aircraft and ships. The Centre is also able to communicate with Coastal Radio Stations. Upon requests the Centre is able to man and monitor whatever the situation is. Communications between any department or SAR agencies and Centres can be through direct telephone, facsimile and radios. The Centre can be contacted on the following numbers:

Telephone - (675) 321 3463  
Facsimile (675) 321 4421

#### **4.5 BROADCAST STATIONS**

The National Broadcasting Corporation's Radio stations will broadcast any message which would be of assistance during an emergency.

The message can be utilised to:

- (a) Request a station to a specific frequency,

- (b) Broadcasting warnings or occurrences which will affect the general public,
- (c) Calling for sighting and hearing reports.

Transmission times when requested should include frequency and duration of transmission. Broadcast of the message are made normally at the beginning or end of news or other essential service broadcasts.

## **5 INITIAL SAR PHASE ACTIONS**

### **5.1 General**

When the SAR system becomes aware of an actual or potential emergency, information collected and initial action taken is very critical to a successful SAR operations.

Immediate decision on the best course of action will make it possible to locate, support and rescue persons in distress in the shortest possible time.

In order that the above is achieved, Rescue Coordination Centre, on receipt of initial advise that an emergency situation exists or may exist, initial action shall be taken to alert or solicit assistance that may be provided by other authorities' communications network to check out possible alternative landing site or for any sighting or hearing reports.

From the outset, development of an operations plan should almost be initiated, including Search Plans and Rescue of survivors to safety.

In an event that a SAR Phase or a distress situation is notified to the Rescue Coordination Centre (RCC), the SAR Mission Coordinator should carry out the following actions:

- (a) Record details of SAR Phase and action taken in the SAR journal;
- (b) Review the SAR Phase in light of new information received from other sources;
- (c) Decide on what extra communications checks that are necessary;
- (d) Checking alternate aerodromes at which a missing aircraft may have landed;
- (e) Upgrading or downgrading the phase as required by the developing circumstances;
- (f) Notify RADAR control for possible assistance - providing all available assistance and advice to aircraft in emergency situations.
- (g) Notifying NWS at the alerting phase of the requirements for assessment of the weather in the area of a distressed aircraft, forecasts for search aircraft, or the need for a ditching forecast;
- (h) Airborne aircraft in the area should be utilized for an initial aural and visual search.

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## **5.2 UNCERTAINTY PHASE: Initial Actions**

When an Uncertainty Phase has been declared, the SAR Mission Coordinator shall;

- (a) Maintain close liaison with the appropriate ATS unit. Any new information received will be evaluated for further decision making;
- (b) Commence plotting the actual track of the aircraft in distress, it's intended or estimated track beyond that point;
- (c) Conduct communications checks;
  - i. By attempting to communicate with the aircraft on appropriate frequencies,
  - ii. By making inquiries at aerodromes, including aerodrome of departure, and other locations where the aircraft might have landed,
  - iii. Contacting other sources, i.e. other aircraft in the area who might have heard the distress aircraft on frequency.

## **5.3 ALERT PHASE: Initial Actions**

An alert Phase may be declared by an ATS unit or RCC itself when the RCC recognizes that there may be an added difficulty posed by the aircraft in distress or when circumstances dictate. This action is needed to give an earlier notification alert to SAR resources or possibly to the RCC along the distressed aircraft route.

When an Alert Phase has been declared, the RCC shall;

- (a) Initiate or continue any incomplete actions performed during the Uncertainty Phase, if actions are continuing from Initial declaration of Uncertainty Phase,
- (b) Commence entering incoming information progress reports, details of action taken,
- (c) Evaluate information received,
- (d) Obtain more information about the aircraft from other sources not previously contacted,
- (e) Maintain close liaison with ATS units, Coastal Radio Stations (in case of ditching),
- (f) Commence plotting aircraft tracking details,
- (g) Notification to other SAR authorities and request for possible assistance,
- (h) Initiate Search Planning as appropriate,
- (i) Request assistance from ATS units who may be able to assist by relaying information to the distressed aircraft,
- (j) Liaising with Maritime Rescue Coordination Centre to relay message to ships in the area to assist in case of aircraft ditching.

## **5.4 DISTRESS PHASE: Initial Actions**

A distress Phase shall be declared when a report has been received that an aircraft and its occupants are considered to be in grave and imminent danger. These reports may be received from ATS units or from other sources. The SAR Coordinator on duty should, without undue delay, declare a Distress Phase.

The SAR Coordinator should upon declaration of the Distress Phase;

- (a) Initiate or continue any appropriate or incomplete actions as a result of declaration of Uncertainty or Alert Phase,
- (b) Consider detailed plans of SAR operations in the area,
- (c) Consider dispatch of available SAR facilities for initial search,
- (d) Consider the need for more facilities in needed,
- (e) Notify appropriate authorities for assistance,
- (f) Determine search area for full SAR operations, if required,
- (g) Develop a search and rescue plan.

## 6 SAR PHASES

Three phases of emergency have been established to classify emergency situations and to indicate the actions to be taken for each particular incident.

The time sequences applicable to phase declarations appear at Appendix 1. It is emphasised that these times are maximum allowable periods before communications checks are commenced and phases declared. Nothing in these Instructions is meant to preclude an ATS Officer taking action before the expiration of these periods when circumstances combine to heighten the degree of doubt surrounding an operation.

Air Traffic Services Officers should keep the RCC informed of pending SAR phase declarations in order that appropriate preparation may be made in anticipation of SAR action developing.

Without prejudice to any other factors which may render the declaration of a phase necessary and desirable, SAR phases shall be declared in respect of all types of flights in accordance with the succeeding paragraphs.

### 6.1 UNCERTAINTY PHASE (INCERFA)

An uncertainty phase shall be declared when:

- (a) Doubt exists as to the safety of an aircraft and its occupants; OR
- (b) An aircraft fails to report -
  - (i) 'airborne', after a call notifying readiness to taxi or to take off, whilst operating OCTA;
  - (ii) 'departure', after a call notifying readiness to taxi or to take off, or reporting airborne; or
  - (iii) 'position' by the EST at the next reporting point or by the next scheduled time, having made a previous in-flight report; or

**Note:** *In the international service when FPL and DEP messages have been received and no further information has been received from other en-route stations, the EST at the FIR boundary, based upon*

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***information contained in the FPL and DEP messages, shall be treated as the EST at the next reporting point.***

(iv) 'by the ETA at the next landing point' having made a previous in-flight report;  
or

(v) 'arrival' by the SARTIME notified by the point;

and the communication checks required fail to reveal any news of the aircraft'; OR

(c) an aircraft is known or believed to be subject to irregular operation, namely, when it is:

(i) not on its proper track or at its proper level; or

(ii) not in normal communications; or

(iii) unable to use appropriate navigation aids; or

(iv) experiencing navigational difficulties or is lost; or

(v) a flight confined to VMC which is operating in VMC; or

(vi) a flight confined to daylight operations which is operating at night; or

(vii) a declared mercy flight; OR

(d) information is received that an aircraft on which no flight notification has been lodged is missing.

## **6.2 ALERT PHASE (ALERFA)**

An alert phase shall be declared when:

(a). apprehension exists as to the safety of an aircraft and its occupants; OR

(b). an aircraft which has been given approach or landing instructions or information by an ATC unit established at a control zone fails to land within 5 minutes of the estimated landing time, and communication with the aircraft cannot be re-established before the expiration of the 5 minute period; OR

(c) following an uncertainly phase declared because of failure to report, subsequent communication checks or enquiries to other relevant sources fail to reveal any news of the aircraft; OR

(d) information has been received which indicates that the operating efficiency of the aircraft has been impaired to the extent that the safety of the aircraft may be affected in flight or during approach and landing at an aerodrome which has no published Aerodrome Emergency Procedures; OR



- (e) an aircraft is known to be operating in other than normal circumstances or is lost, and there is reason to believe that in consequence the safe conduct of the flight is in jeopardy.

**Note: 'Other than normal circumstances' may include all or any of the circumstances for which declaration of the Uncertainty Phase is required and any circumstances having comparable consequences.**

### **6.3 DISTRESS PHASE (DETRESFA)**

A Distress phase shall be declared when;

- (a) there is reasonable certainty that an aircraft and its occupants are threatened by grave and imminent danger and require immediate assistance; or
- (b) information has been received which indicates that an aircraft is known or believed to be the subject of unlawful interference; or
- (c) following the Alert phase declared because of failure to report the absence of news from widespread communication checks and unsuccessful enquiries point to the probability that an aircraft is in distress; or
- (d) the fuel on board is considered to be exhausted or to be insufficient to enable an aircraft to reach safety, unless a SARTIME has been notified; or
- (e) information is received which indicates that an aircraft is about to make, or has made, a forced landing, or has ditched or crashed.

**Note: This information may consist of reports indicating that an ELT has been activated.**

OR

- (f) information is received which indicates that the operating efficiency of an aircraft has been impaired to the extent that a forced landing is likely; OR
- (g) when an aircraft is required to be searched by the operator or pilot-in-command following receipt of a bomb warning. The SAR Mission Coordinator shall be responsible for declaring the DISTRESS phase if appropriate.

A summary of communications checks and SAR phase declaration requirements appears at Appendix 1.

**EVEN THOUGH LOCAL KNOWLEDGE OR OTHER FACTORS TEND TO PROMOTE THE BELIEF THAT ALL IS WELL, THE APPROPRIATE SAR PHASE MUST ALWAYS BE FORMALLY DECLARED AS THE FIRST STEP OR SAR PROCEDURE UNLESS THERE IS POSITIVE KNOWLEDGE THAT THE AIRCRAFT IS SAFE.**

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## 7 BASIS FOR INITIATION OF ALERTING ACTION

6.4.4.1- SAR alerting action is based on aircraft either;

- (a) complying with full reporting procedures - in which case continuous communications SAR watch is maintained; or
- (b) nominating a SARTIME - in which case alerting action commences at that time, unless earlier information is received which leads to doubt as to the aircraft's safety.

## 8 CONTINUOUS COMMUNICATIONS SAR WATCH

SAR watch on aircraft complying with full reporting procedure is commenced at the time of receipt of the first call.

If, following receipt of the first report after the flight has commenced, the next report expected is not received within the prescribed period, communications checking action shall be initiated.

The primary responsibility for the communications SAR watch, including the prescribed action to obtain a report, rests with the officer providing air traffic control or flight information services, except that:

- a) in those parts of transcontinental and oceanic control areas where direct communication with ATC is not available and communications are being conducted on;
  - i) international air-ground frequencies, the unit holding primary guard or communication responsibility shall be responsible;
  - ii) VHF or domestic HF air-ground frequencies, the unit holding responsibility for communication or primary guard shall be responsible;
- b) outside controlled airspace when communications are being provided on international HF channels, the unit holding primary guard is responsible.

## 9 COMMUNICATIONS CHECKS

When an aircraft fails to report by the prescribed time, or if an aircraft fails to acknowledge a call initiated by the ground station, the responsible unit shall:

- (a) attempt to contact the aircraft by calling it on normal and alternative frequencies, repeating the call with discretion;
- (b) attempt to contact the aircraft through another aircraft in VHF or HF range;
- (c) ascertain whether the report has been received by another unit.

- (d) arrange for other ground units to call the aircraft on normal and alternative frequencies. A unit instructed to call an aircraft shall advise if contact is not established within 5 minutes.

Communications checks shall be commenced at a time not later than the following;

- (a) **Missed Airborne Report:** when an aircraft operating locally OCTA fails to report airborne within 10 minutes of a call notifying readiness to taxi or take-off;
- (b) **Missed Departure Reports:** when an aircraft fails to report its departure within 10 minutes of a call notifying readiness to taxi or take-off or within five minutes of reporting airborne (Additionally the departure point shall be asked for news of the aircraft wherever possible);
- (c) **Missed Position Reports:** when an aircraft fails to report its position within 3 minutes of the EST or the time previously advised by the pilot;
- (d) **Missed Scheduled Report:** when an aircraft fails to report within 3 minutes of a pre-arranged scheduled reporting time;
- (e) **Missed Arrival Report at a Non-Controlled Aerodrome:** when an aircraft fails to report in the circuit area within 3 minutes of its ETA, or if an aircraft required to report after landing has not reported at the expected landing time;
- (f) **Missed Frequency Change:** when an aircraft operating within, or about to enter controlled airspace, has been instructed to change frequency and call another unit, fails to call that unit within 3 minutes;
- (g) **Failure to Land at a Controlled Aerodrome:** when an aircraft, after having been given approach or landing instructions, or information by ATC at its landing place, fails to land at the time estimated by ATC.

## 10 INCIDENTAL INFORMATION ON EMERGENCIES

Information that an aircraft is in a state of emergency may be received by notification from a member of the public who has observed an accident or an aircraft in difficulty, or from family, friends or business contacts of a pilot or passenger who is missing. such information may be received direct by any Air Traffic Services unit, or may be relayed by the police or other agencies.

Air Traffic Services officers receiving such reports should attempt to obtain the following details.

When information is received that an aircraft may be distressed:

- (a) name, address and telephone number of person reporting;
- (b) known details of aircraft movement, including pilot's intentions;
- (c) details of aircraft, including type, colour, registration, call-sign and marking;

- (d) radio communications equipment and radionavigation aids;
- (e) number of passengers on board and pilot's name and address;
- (f) local action taken;
- (g) survival equipment normally carried on the aircraft.

Any Air Traffic Services officer who receives notification of a bomb warning directed against an aircraft will immediately advise the RCC or the Chief Warden.

## **11 EMERGENCY LOCATION TRANSMITTER (AIRCRAFT) SIGNALS**

A Distress SAR phase shall be declared by any Air Traffic Services unit receiving a report of ELT signals on 121.5 or 243 MHz of more than ten seconds duration.

Signals displaying ELT characteristics on frequencies other than 121.5 or 243 MHz shall be reported to the RCC, but do not require declaration of a SAR phase unless supported by other information indicating an emergency exists.

Testing: whenever possible operators are requested to give warning of any tests to be conducted outside a radio frequency screened enclosure. Such tests are restricted by Radio Regulations to maximum of ten second duration. All notified tests shall be entered in the unit journal; a SAR phase is not required.

Approval for unscreened tests over a longer period shall be pre-arranged with the RCC who shall consider other aircraft operations in the area and the need to take NOTAM action.

## **12 IRREGULAR OPERATIONS**

In considering the need to declare a SAR phase due to irregular operations, Air Traffic Services officers should, if in any doubt, declare a phase so that the situation can be reviewed by the RCC.

The following paragraphs may be used as a general guide.

A Distress phase shall be declared immediately when advice is received of smoke or fire in an aircraft in flight.

In cases where an aircraft deviates from track to avoid unfavourable weather, or for any other reason, a SAR phase should be declared only if communication and navigational facilities are not adequate, or if there are other factors which would cause doubts of the aircraft's safety.

A 'Mercy Flight' is defined as an urgent medical, flood or fire relief or evacuation flight, which is likely to involve irregular operation (see AIP/RAC). The Air Traffic Services unit receiving notification of a mercy flight shall declare the appropriate SAR phase.

A SAR Phase shall be declared when aircraft suffer from a malfunction affecting or impairing operational efficiency. This includes a multi-engined aircraft operating with one or more engines feathered.

When a 'MAYDAY' call is received, the Distress phase shall be declared immediately. A 'PAN' call should be followed by immediate declaration of the Alert phase unless the circumstances indicate that a Distress phase is appropriate.

### **13 DIVERSION OF AIRCRAFT FOR SAR PURPOSES**

For the purpose of assisting an aircraft in distress, RCC may request the diversion of an aircraft in the immediate vicinity, to carry out an initial investigation by tracking along the distress aircraft's flight plan track or requesting that the aircraft call the missing aircraft on the VHF or on the frequency last heard.

When an aircraft is diverted, the SAR officer must be mindful of any hazardous weather or unsafe condition that the pilot might encounter and that he must have the agreement of the pilot in command. In the case of military aircraft, the agreement of the military authority must be obtained.

The aircraft's performance, endurance and navigational capability should also be considered before its requisition.

### **14 CRASHED AIRCRAFT**

In the event that a report is received that an aircraft has crashed, RCC shall immediately declare distress situation and ensure that suitable action is being taken to provide medical assistance and remove injured or deceased persons.

Rescue team shall be in the first instance arrange to have the team flown to the crash site immediately.

The Provincial Police Commander in whose area the aircraft accident has occurred shall be notified of the accident.

Whenever practicable, the Overseas Mission Office in whose state the aircraft is registered shall be notified of the aircraft accident.

The RCC shall also, pending assumption of authority by the Air Safety Investigation Bureau, ensure the maintenance of a guard over the aircraft and marks made by it in landing to prevent interference before investigation.

Action should be initiated with the least possible delay and in many cases planning for the use and deployment of facilities may proceed concurrently with the development of other stages of the operations.

SAR Mission Coordinators should remember that they are responsible for determining the search area only for missing civil aircraft. The search area for military aircraft, ships, hikers and other search objects is provided by PNGDF or Marine Division as appropriate.

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## 15 INITIAL SEARCH PROCEDURES

Preliminary search efforts should be based on search aircraft. Every effort should be put to obtaining sufficient cover of the profitability area in the shortest possible time.

As an initial action a search aircraft should be dispatched to conduct a track crawl along the missing aircraft's track. Use of an available airborne aircraft already in the area is recommended. The selected aircraft should also be requested to listen on 121.5MHz for an ELT signal.

During this activity RCC staff should be engaged in:

- (a) Plotting the search area for the first search;
- (b) Ascertaining aircraft availability for the first search and in particular ascertaining the availability and location of helicopters to expedite a rescue should track crawling or ELT searching aircraft locate the missing aircraft;
- (c) Advising PNGDF to enable the duty officer to carry out his notification requirements and Organisation of ground parties;
- (d) Arranging the packing of droppable supplies should an early rescue not be possible in the event of a sighting;
- (e) Liaise with NWS for forecasting requirements;
- (f) Ensuring sufficient observers are available for all search aircraft.

Where an emergency takes place over the sea, the Marine SAR officers should be advised and one or more ships should be sent into the area in preparation for the rescue.

Search by land units is rarely effective. If weather conditions preclude aerial searching consideration should be given to sending land parties into accessible parts of the search area to question villagers for sighting or hearing reports.

## 16 SIGHTING OR HEARING REPORT

Sighting or hearing reports referring to the aircraft in distress may be received in response to a broadcast request initiated by the RCC, may be volunteered, or may result from questioning of villagers in the search area.

Consideration should be given to reserving a helicopter to visit villages in the search area, which have no means of outside communications, to obtain sighting or hearing reports. A person versed in the local language should be on board.

To assist in the evaluation of these reports, the RCC should attempt to establish the movement of other aircraft in the area at the time the missing aircraft could have passed through. This may enable some reports to be tied in with the movement of other aircraft.

The remaining reports should be checked and assessed as reliable, unreliable or doubtful. A special plot of reports should be made to help in the assessment and as a guide to the missing aircraft's probable actions.

The report will probably be received through a pilot, a member of a local mission or some other authority who is remote from the RCC. The Intelligence Officer should

therefore Endeavour to discuss the reports with the interviewer by telephone or radio to assist him in assessing the value of the report.

People living without the need of scheduling demanded by modern society have little conception of time. There is therefore a strong possibility that some reports received will relate to aircraft engaged in the search, perhaps not even on the day of the initiation of the action.

There are also in the population people who are seekers of attention. Reports from this type of person may be characterized by vivid descriptions of fire and engine malfunction. Such reports are often received from locations remote from the search area.

In spite of the foregoing remarks it must be appreciated that the population as a whole is extremely aviation minded and some very accurate sighting reports have been given leading to the location of the crash site.

Reliable reports may be used to modify the search area, but the SARMC should guard against the neglect of search areas calculated in accordance with the published procedures on the basis of such reports.

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**Note:**

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## COORDINATION

### INTER-DEPARTMENTAL SEARCH AND RESCUE AGREEMENT

	FUNCTION	In respect of CIVIL AIRCRAFT	In respect of MILITARY AIRCRAFT, SHIPS AND PERSONNEL	In respect of HIKERS, LAND VEHICLES AND VESSELS IN INLAND WATERS	In respect of YACHTS, BOATS AND SHIPS AT SEA (other than WARSHIPS)
A.	Overall coordination of land, sea and air search and rescue.	CAA	PNGDF	RPNGC	MARITIME
B.	MARITIME	CAA	PNGDF	CAA	CAA
C.	Provision of search aircraft and air search and rescue	CAA	PNGDF	CAA	CAA
D.	Control of Search aircraft	CAA	PNGDF	CAA	CAA
E.	Provision land and inland waterways search and rescue.	NDES assisted by Secretaries of Prov. Depts. And Police.	PNGDF, assisted by RPNGC, Secretaries of Prov Dept. and NDES	RPNGC	DOT
F.	Air/Ground Communications	CAA	CAA	CAA	CAA
G.	Provision of Sea Search and Rescue	MARITIME	PNGDF	RPNGC	MARITIME
H.	Point to Point Communications where CAA units are not available	TELIKOM	TELIKOM and PNGDF assisted by airline companies, private networks and Police	RPNGC	