



**Notice of Proposed Rule Making  
NPRM 2414/176-48  
28 August 2024**

**Part 176  
Search and Rescue Service  
Organisation – Certification and  
Operation**

**Consequential Amendments  
Nil**

**Docket24/14/CAR/176/47  
2024 Rules Review**

Proposed Applicable 04<sup>th</sup> November, 2024



## Background to the Civil Aviation Rules

The Papua New Guinea (PNG) Civil Aviation Rules (CARs) establish the *minimum* regulatory safety standards and boundary for participants to gain entry into, operate within, and exit the PNG civil aviation system. The PNG Rules are divided into Parts and each Part contains a series of individual rules which relate to a particular aviation activity.

Advisory Circulars accompany many rule Parts and contain information about standards, practices and procedures that the Director has been established to be an ‘*Acceptable Means of Compliance*’ (AMC) for the associated rule. An Advisory Circular may also contain Guidance Material (GMs) and Explanatory Material (EMs) to facilitate compliance with the rule requirements.

The objective of the Civil Aviation Rules system is to obtain a balance of responsibility between, on the one hand, the State and regulatory authority, the Civil Aviation Safety Authority of PNG (CASA PNG) and, on the other hand, those who provide services and exercise privileges in the civil aviation system. This balance must enable the State and regulatory authority to set standards for, and monitor performance of aviation participants whilst providing the maximum flexibility for the participants to develop compliance within the safety boundary.

Section 45 of the *Civil Aviation Act 2000* prescribes general requirements for participants in the civil aviation system and requires, amongst other things, participants to carry out their activities safely and in accordance with the relevant prescribed safety standards and practices. Section 69 of the Act allows the Minister to make ordinary rules for any of the following purposes:

- (a) The implementation of Papua New Guinea’s obligations under the Convention
- (b) To provide for a safe, sustainable, effective and efficient aviation services
- (c) The provision of aviation meteorological services, search and rescue services and civil aviation security programmers and services
- (d) Assisting aviation safety and security, including but not limited to personal security
- (e) Assisting economic development
- (f) Improving access and mobility
- (g) Protecting and promoting public health
- (h) Ensuring environmental sustainability
- (i) Any matter related or reasonably incidental to any of the following:
  - (1) The Minister’s functions and role under section 8 of the Act;
  - (2) The Authority’s general objects and functions under section 11 of the Act;
  - (3) The Authority’s functions in relation to safety under section 12 of the Act; and
  - (4) The Director’s functions and powers under section of 17 the Act
  - (5) The Director’s powers under section 52A, 53 and 54 of the Act
- (j) Any other matter contemplated by any provision of the Act.



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## 1. Purpose of this NPRM

The purpose of this Notice of Proposed Rulemaking (NPRM) is to put forward for consideration the transposition of all Amendment 18 and 19 standards, of Annex 12 in its entirety. Additionally, minor editorials such as deletions and additions of new Subparts and amendment to the CAR Part 176 Description Page for clarity purposes.

## 2. Background to the Proposal

### 2.1 General Summary

The proposed Part 176 contains the requirements for Search and Rescue Services set-out by the Standard and Recommended Practices contained in Annex 12. These international standards pertain to the establishment, maintenance and operation of a search and rescue organisation by which Papua New Guinea will transpose into Civil Aviation legislation and is consistent with the primary legislation requirement under Section 8A and 8B of the *Civil Aviation Act 2000*. Upon applicability of Part 176 in November 2024, an applicant for the Search and Rescue Service Operating Certificate (SARSOC) will adhere to CASA PNG's Entry Control Process to establish, maintain and operate a Rescue Coordination Center and its associated SAR services.

### 2.2 NPRM Development

The ICAO audit in early 2018 found that there was a gap in respect to Search and Rescue legislation under Annex 12 which was not transposed onto the PNG Civil Aviation Rule and therefore needed to be developed to ensure compliance.

PNG's policy is to ensure that the *Civil Aviation Act 2000* and CARs are based upon a modern aviation safety regulatory system, modified for PNG conditions and recent international developments, and which provides safety assurances at a reasonable cost having regard to expected benefits. As a signatory to the convention on international civil aviation, Papua New Guinea is committed to aligning itself to ICAO SARPS, where practicable.

Furthermore, as a result of the safety recommendation from the PNG Accident Investigation Commission to the Minister for Civil Aviation to establish a Rescue Coordination Centre as a result of a recent accident in 2017, the proposal to create a Part 176 supports the intent of the *Civil Aviation Act 2000* and is in response to the recommendations which has been implemented by the Minister complies with the requirements of ICAO Annex 12.

### 2.3 Key Stakeholders

The Civil Aviation Safety Authority identifies the following as key stakeholders for the proposed rule amendments contained in this NPRM:

- The Civil Aviation Safety Authority
- The Minister for Transport and Civil Aviation



- NiuSky Pacific Limited
- Aviation Search and Rescue Organisations

### 3. Issues Addressed during Development

The NPRM development addresses the legislative gaps against Annex 12 and will contain the standards and requirements for oversight of the service provider as well as meeting the intent of the CA Act.

#### 3.1 Consequential Amendments

Part 91

The following Annex 12 standards 5.6.2,5.6.2.1,5.6.3,5.6.4,5.6.5 and 5.7 were transposed to Part 91.713 as it pertains to Pilot-In-Command actions at the scene of an accident.

#### 3.2 Exemptions

None

#### 3.3 ICAO SARPS and Level of Risk to Papua New Guinea Aviation Safety

There will be financial impact for both the Government and the SAR service provider which will incur costs in the establishment, management and operation of the Search and Rescue service.

### 4. Summary of changes

(a) CAR Part 176 Description Page

Part 176 prescribes the:

- rule governing the certification and operation of organisation(s) providing search and rescue services for Papua New Guinea on behalf of the Authority; on behalf of Papua New Guinea and in support of the civil aviation navigation system and;
- regulatory operating requirements and technical standards for search and rescue services in accordance with ICAO Annex 12.

(b) New Rule. Addition of 176.52 – Rescue Coordination Center and Rescue Sub-centers

(c) Deletion of title Facility Requirements. Retitled 176.53 Search and Rescue Communications.

- (1) Deletion of 176.53 (a) and (b).
- (2) Renumber 176.53 (e) to (a).



- (d) New Rule. Addition of 176.54 Search and Rescue Units
- (e) Deletion of ~~Security Programme and security programme requirements.~~ 176.55 retitled to Search and Rescue Equipment.
- (1) New Rule. Addition of paragraphs 176.55 (a) – (d)
- (f) New Rule. Addition of 176.56 Scope of Search and Rescue Services
- (g) Deletion of title ~~Scope of Search and Rescue Service.~~ Retitled to 176.57 Security Programme.
- (1) New Rule. Addition of 176.57 (a) – (c)
- (h) 176.61 Preparatory of information
- (1) Deletion of 176.61 (b) and (c)
- (i) 176.63 Plans of Operations
- (1) 176.63(a) An applicant for the grant of a search and rescue service certificate must ensure that the RCC prepare detailed plans of operation for the conduct of search and rescue operations within its search and rescue region, ~~containing details regarding actions to be taken by those persons engaged in search and rescue, including:~~
- (2) New Rule. Addition of paragraphs 176.63 (b) and (c) (1-11).
- (3) Deletion of 176.63(c)12
- (4) New Rule. Additions of 176.63(d), (e), (f)(g)
- (j) 176. 69 Training and Exercises
- 1) New Rule Addition of 176.69 (a) – (e)
- (k) New Rule. Additions of 176.75 (9) (10), (11), (12), (13), (14), (15), (16), (17), (18), (19), (20)
- Deletion of 176.75(9)-Is now 176.75(20)
- (l) Deletion of 176.109 ~~Cooperation between States.~~ 176.109 is now Reserved.
- (m) Deletion of 176. 111 ~~Information concerning emergencies.~~ 176.111 is now Reserved
- (n) Subpart D – ~~Emergency Procedures for RCC.~~ Cooperation
- (o) 176.151 ~~Emergency Phases~~ Deletion of title and requirements.
- (1) 176.151 Cooperation between States
- (2) New Rule. Addition of 176.151 (a) (b) (c)
- (p) 176.153 ~~Initiation of SAR action in respect to position of aircraft which is unknown.~~ Cooperation with other Services
- (1) New Rule. Addition of 176.153 (a) (b) (c)
- (q) New Rule. Addition of 176.154 Dissemination of Information



- (r) 176.155 ~~Other Requirements.~~ Reserved
- (s) New Subpart. Addition of Subpart E – Operating Procedures.
- (t) New Rule. Addition of 176.201 – Information concerning emergencies
- (u) New Rule. Addition of 176.203 – Procedures for RCC during emergency phases
- (v) New Rule. Addition of 176.205 – Initiation of SAR Action in respect of an aircraft whose position is unknown.
- (w) New Rule. Addition of 176.207 – Passing of information to aircraft in respect of which an emergency phase has been declared.
- (x) New Rule. Addition of 176.209 – Procedures where responsibility for operations extend to two or more SRR.
- (y) New Rule. Addition of 176.211 – Procedures for SAR Organisation in the field.
- (z) New Rule. Addition of 176.213 – Procedures for RCCs – termination and suspension of operations.
- (aa) New Rule. Addition of 176.215 – Procedures at the scene of an accident.

## 5. Legislative Analysis

### 5.1 Power to Make Rules

The Minister may make ordinary rules under sections 69, 70, 71 and 72 of the Civil Aviation Act 2000, for various purposes including implementing Papua New Guinea's obligations under the Convention, assisting aviation safety and security, and any matter contemplated under the Act.

These proposed rules are made pursuant to:

- (a) Section 69(1)(a) which provides for the Minister to make rules for the implementation of Papua New Guinea's obligations under the Convention;
- (b) Section 72(a) which provides for the Minister to make rule for the designation, classification and certification of-
  - (1) Air services:
  - (2) Aerodrome operators:
  - (3) Aviation security providers:
  - (4) Aviation training organizations"
  - (5) Aircraft design, manufacture, maintenance and supply organizations:



- (6) Air traffic services;
- (7) Aviation meteorological services:
- (8) Aeronautical communication services:
- (9) Aeronautical procedures.

The proposed amendment of Part 47 complies with the requirements of the Civil Aviation Act and does not contravene the Constitution, the Aerodrome (Business Concession) Act, Civil Aviation (Air Craft Operator Liability) Act, Aircraft Charges Act, Airport Departure Tax Act, the Explosive Act, Firearms Act, Customs Act, Plant and Disease Control Act and the Environmental Act.

The proposed Rule has been checked for language and compliance with the legal conventions of Papua New Guinea.

## 5.2 Matters to be taken into account

The development of this NPRM and the proposed rule changes take into account the matters under section 75 of the Act that the Minister must take into account when making ordinary rules including the following:

### *5.2.1 ICAO Standards and Recommended Practices*

The proposed rule amendments comply with applicable sections of the International Civil Aviation Organization (ICAO) Annexes listed in 3.3 above.

### *5.2.2 Assisting Economic Development*

The proposed rule amendments will have no detrimental impact on economic development, and in some cases will reduce costs incurred by the aviation industry.

### *5.2.3 Assisting Safety and Personal Security*

The proposed rule amendments will maintain safety levels in respect to clarifying and maintaining common standards of definitions, abbreviations and units of measurements used throughout the industry.

### *5.2.4 Improving Access and Mobility*

The proposed rule amendments will have no impact on access and mobility.

### *5.2.5 Protecting and Promoting Public Health*

The proposed rule amendments will have no impact on protecting and promoting public health.

### *5.2.6 Ensuring Environmental Sustainability*

The proposed rule amendments will have no impact on environmental sustainability.

## 6 Submissions on the NPRM





## 6.1 Submissions are invited

Interested persons are invited to participate in the making of the proposed rule amendment by submitting written data, views, or comments. All submissions will be considered before final action on the proposed rule amendment is taken. If there is a need to make any significant change to the rule requirements in the proposal as a result of the submissions received, then interested persons may be invited to make further submissions.

## 6.2 Examination of submissions

All submissions will be available in the rules docket for examination by interested persons both before and after the closing date for submissions. A consultation summary will be published with final rule.

Submissions may be examined by application to the Docket Clerk at the Civil Aviation Safety Authority between 8:30 am and 3:30 pm, on weekdays, except statutory holidays.

## 6.3 Disclosure

Submitters should note that any information attached to submissions will become part of the docket file and will be available to the public for examination at the Civil Aviation Safety Authority offices.

Submitters should state clearly if there is any information in their submission that is commercially sensitive or for some other reason the submitter does not want the information to be released to other interested parties.

## 7. How to make submission

Submissions may be sent by the following methods:

By Mail:                      Docket Clerk (NPRM 2414/176-48)  
Civil Aviation Safety Authority of Papua  
New Guinea  
PO Box 1941  
Boroko  
National Capital District

Delivered:                    Docket Clerk (NPRM 2414/176-48)  
Civil Aviation Safety Authority of Papua  
New Guinea  
Morea-Tobo Road  
Six Mile, Jacksons Airport  
Port Moresby NCD



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By Fax: Docket Clerk (NPRM 2414/176-48)  
3251789 / 325 1919

By Email: Docket Clerk (NPRM 2414/109-26)  
[rules@casapng.gov.pg](mailto:rules@casapng.gov.pg)

### 7.1 Final date for submissions

Comments must be received before **COB,01<sup>st</sup> October 2024.**

### 7.2 Availability of the NPRM

Any person may obtain a copy of this NPRM from-  
CASA PNG web site: [www.casapng.gov.pg](http://www.casapng.gov.pg)

*or at a cost from*

Docket Clerk  
Civil Aviation Safety Authority of Papua New Guinea Headquarter  
Building 1, Level 1  
Morea-Tobo Road  
Six Mile, Jacksons Airport  
Port Moresby NCD

### 7.3 Further information

For further information, contact:

Taras Garap (Ms.)  
Manager Legal Services  
CASA PNG  
[tgarap@casapng.gov.pg](mailto:tgarap@casapng.gov.pg)

Ph.: 325 7320 Mob: 70319368



## Proposed Rule Amendments

### Part 176 Search and Rescue Service Organisation – Certification and Operation

#### DESCRIPTION

Part 176 prescribes the:

- rules governing the certification and ~~operation~~ operating requirements for ~~of organisations~~ providing search and rescue services for Papua New Guinea on behalf of the Authority; and;
- ~~operating operational requirements~~ operational requirements and technical standards for search and rescue services in accordance with ICAO Annex 12.

#### Subpart A — General

##### 176.1

This Part prescribes -

- (1) rules governing the certification and ~~operation~~ operating requirements for ~~of organisations~~ providing search and rescue services in for Papua New Guinea on behalf of the Authority; and;

#### Subpart B — Certification Requirements

##### 176.52 Rescue Coordination Centres and Rescue Sub-centres

An applicant for the grant of a search and rescue service certificate must ensure the:

- (1) establishment of rescue coordination centre offices and facilities that are appropriate for the search and rescue services listed in their exposition; and
- (2) rescue coordination centre and, as appropriate, rescue sub-centres, is staffed 24 hours a day by trained personnel proficient in the use of the language used for radio telephony communications; and
- (3) rescue coordination centre and the rescue sub-centre maintain up-to-date contact details in the Operations Control Directory; and
- (4) rescue coordination centre and as appropriate, the rescue sub-centre subscribe and maintain access to the location of an aircraft in distress repository.



### **176.53 Facility Requirements Search and Rescue Communications**

- ~~(a) An applicant for the grant of a search and rescue service certificate must establish a Rescue Coordination Centre (RCC) offices and facilities that are appropriate for the search and rescue services listed in their exposition.~~
- ~~(b) An applicant for the grant of a search and rescue service certificate must ensure that the RCC and, as appropriate, rescue sub-centre(s), is staffed 24 hours a day by trained personnel proficient in the use of the language used for radio telephony communications.~~
- (c) An applicant for the grant of a search and rescue service certificate must ensure that the rescue coordination centre have means of rapid and reliable two-way communication with:
- (1) associated air traffic services units; and
  - (2) appropriate direction-finding and position-fixing stations; and
  - (3) where appropriate, coastal radio stations capable of alerting and communicating with surface vessels in the region; and
  - (4) the headquarters of search and rescue units in the region; and
  - (5) all maritime rescue coordination centres in the region and aeronautical, maritime or joint rescue coordination centres in adjacent regions; and
  - (6) a designated meteorological office or meteorological watch office; and
  - (7) search and rescue units (or elements of public or private services suitably located and equipped for search and rescue operations); and
  - (8) the Cospas-Sarsat Mission Control Centre servicing the search and rescue region, and
  - (9) each rescue sub-centre who shall have means of rapid and reliable two-way communication with;
    - (i) adjacent rescue sub-centres; and
    - (ii) a meteorological office or meteorological watch office; and
    - (iii) search and rescue units; and
    - (iv) alerting posts.

### **176.54 Search and Rescue Units**

An applicant for the grant of a search and rescue service certificate must designate:

- (1) search and rescue units, elements of public or private services suitably located and equipped for search and rescue operations; and



- (2) parts of the search and rescue plans of operation, elements of public and private services that do not qualify as search and rescue units but able to participate in search and rescue operations.

## **176.55 Security Programme Search and Rescue Equipment**

~~(a) — An applicant for the grant of a search and rescue service certificate shall must establish a security programme for the facilities listed in their exposition.~~

~~(b) — The security programme required by paragraph (a) shall must specify the physical security requirements, practices and procedures that may be necessary—~~

~~(1) — to minimise the risk of destruction, damage, or interference, to the certificate holder's facilities if such an act to a facility is likely to endanger the safety of air navigation; and~~

~~(2) — to prevent unauthorised access to a facility; and~~

~~(3) — for personnel to follow in the event of a bomb threat or other threat of violence at a facility; and~~

~~(4) — to monitor unattended facilities to detect unauthorised intrusion or interference at a facility.~~

~~(c) — The security programme required under paragraph (a) must include procedures to notify, investigate and report security incidents to the Director in accordance with Rule Part 12.~~

An applicant for the grant of a search and rescue service certificate must ensure;

(a) search and rescue units are provided with equipment for locating promptly, and providing adequate assistance at the scene of the accident; and

(b) each aircraft participating in search and rescue operations must be equipped:

(1) to be able to communicate on the aeronautical distress and on-scene frequencies and on such other frequencies that may be prescribed; and

(2) with a device for homing on distress frequencies; and

(3) when used for search and rescue over maritime areas, to communicate with vessels; and

(4) when used for search and rescue over maritime areas, to carry a copy of the International Code of Signals to overcome language difficulties that may be experienced in communicating with ships.

## **176.56 Scope of Search and Rescue Service**

An applicant for the grant of a search and rescue service certificate must specify; —

(1) the geographic area of its search and rescue responsibilities; and

(2) the location of its rescue coordination centre and rescue sub-centres, and alerting posts within



the search and rescue region; and

- (3) processes to improve service provision, including the aspects of planning for domestic and international cooperative arrangements and training; and
- (4) search and rescue services and assistance to aircraft in distress, and to survivors of aircraft accidents regardless of the nationality or status of such persons or circumstances in which persons are found; and
- (5) the use of search and rescue units and other available facilities to assist any aircraft or its occupants that are or appear to be in a state of emergency; and
- (6) where separate aeronautical and maritime rescue coordination centres serve the same geographic area, closest practical coordination between the centres.

#### **176.57 ~~Scope of Search and Rescue Service~~ Security Programme**

- (a) An applicant for the grant of a search and rescue service certificate must establish a security programme for the facilities listed in their exposition.
- (b) The security programme required by paragraph (a) must specify the physical security requirements, practices and procedures that may be necessary-
  - (1) to minimise the risk of destruction, damage, or interference, to the certificate holder's facilities if such an act to a facility is likely to endanger the safety of air navigation; and
  - (2) to prevent unauthorised access to a facility; and
  - (3) for personnel to follow in the event of a bomb threat or other threat of violence at a facility; and
  - (4) to monitor unattended facilities to detect unauthorised intrusion or interference at a facility.
- (c) The security programme required under paragraph (a) must include procedures to notify, investigate and report security incidents to the Director in accordance with Rule Part 12.

#### **176.61 Preparatory of information**

~~(b) An applicant for the grant of a search and rescue service certificate must publish and disseminate all information necessary for the entry of search and rescue units of other contracting states into PNG SRR or, alternatively, include this information in search and rescue service arrangements.~~

~~(c) An applicant for the grant of a search and rescue service certificate must designate a point of contact for the receipt of Cospas Sarsat distress data.~~

#### **176.63 Plans of Operations**



(a) An applicant for the grant of a search and rescue service certificate must ensure that the RCC ~~prepare~~ establish detailed plans of operation for the conduct of search and rescue operations within its search and rescue region. ~~containing details regarding actions to be taken by those persons engaged in search and rescue, including:~~

~~(1) the manner in which search and rescue operations are to be conducted in the search and rescue region;~~

~~.....~~

(b) The plans of operation referred to in (a) must:

(1) specify arrangements for the servicing and refueling, to the extent possible, of aircraft, vessels and vehicles employed in search and rescue operations, including those made available by other States; and

(2) contain in detail, actions to be taken by those persons engaged in search and rescue, including:

(i) the manner in which search and rescue operations are to be conducted in the search and rescue region; and

(ii) the use of available communication systems and facilities; and

(iii) the actions to be taken jointly with other rescue coordination centres; and

(iv) the methods of alerting en route aircraft and ships at sea; and

(v) the duties and prerogatives of persons assigned to search and rescue; and

(vi) the possible redeployment equipment that may be necessitated by meteorological or other conditions; and

(vii) the methods for obtaining essential information relevant to SAR operations, such as weather reports, forecasts, and appropriate NOTAM; and

(viii) the methods for obtaining, from other rescue coordination centres, such assistance, including aircraft, vessels, persons or equipment, as may be needed; and

(ix) the methods for assisting distressed aircraft being compelled to ditch to rendezvous with surface craft; and

(x) the methods for assisting search and rescue or other aircraft to proceed to aircraft in distress; and

(xi) cooperative actions to be taken in conjunction with ATS Units and other authorities concerned to assist aircraft known or believed to subject to unlawful interference.

~~(12) providing assistance to the aircraft in distress and to survivors of aircraft accident regardless of nationality or status of such persons or the circumstance in which such persons are found.~~



(c) The search and rescue units must:

- (1) be cognizant of all parts of the plans of operation prescribed in (b) necessary for the effective conduct of it's duties; and
- (2) keep the RCC informed of its preparedness.

(d) The applicant for a SAR service certificate must:

- (1) be prepared in readiness the required number of search and rescue facilities; and
- (2) maintain adequate supplies of rations, medical stores, signaling devices and other survival and rescue equipment.

### 176.69 Training and exercises

An applicant for the grant of a search and rescue service certificate must ensure that it provides regular training of its search and rescue personnel, and arrange for the conduct and evaluation of appropriate search and rescue exercises.

### 176.75 Organisation Exposition

(a) An applicant for the grant of a search and rescue service certificate must provide the Director with exposition containing—

...

- (9) ~~Procedures to control, amend and distribute the exposition.~~ procedures for the Cooperation between States required by rule 176.151; and
- (10) procedures for the Cooperation with other services required by rule 176.153; and
- (11) procedures for dissemination of information required by rule 176.154; and
- (12) procedures for information concerning emergencies required by rule176.
- (13) procedures for RCC in emergency phases required by rule176.203; and
- (14) procedures for initiation of SAR action in respect of an aircraft whose position is unknown required by rule176.205; and
- (15) procedures for the passing of information to aircraft in respect of which an emergency phase has been declared required by rule176.207; and
- (16) procedures where responsibility of operations extend to two or more SRR required by rule 176.209; and
- (17) procedures for SAR Organisation in the field required by rule176.211; and





- (18) procedures for RCC for the termination and Suspension of SAR operations required by rule176.213; and
- (19) procedures at the scene of an accident required by rule 176.215; and
- (20) procedures to control, amend and distribute the exposition.

## Subpart C — Operating Requirements

### ~~176.109 — Cooperation between States~~

- ~~(a) — The holder of a search and rescue service certificate must establish procedures to coordinate their search and rescue operations with those of neighboring States when these operations are proximate to adjacent SRR.~~
- ~~(b) — The procedures must ensure permission for the immediate entry into PNG SRR, the SAR units of other contracting States for the purpose of searching for the site of aircraft accidents and rescuing survivors of such accidents and include—~~
  - ~~(1) — a request for entry, giving full details of the projected mission; and~~
  - ~~(2) — acknowledgement of receipt of such request with conditions, if any, under which the projected mission may be undertaken.~~
- ~~(c) — The certificate holder must 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.~~

### 176.111 — Information concerning emergencies

- ~~(a) — The RCC must establish procedures to ensure that all available information is given immediately to the rescue coordination center when there is reason to believe that an aircraft is in an emergency.~~
- ~~(b) — Immediately upon receipt of information concerning aircraft in an emergency, the RCC must evaluate such information and assess the extent of the operation required.~~

~~When information concerning an aircraft in emergency is received from sources other than air traffic services units, the RCC must determine to which emergency phase the situation corresponds and apply the procedures applicable to that phase~~

## Subpart D — Emergency Procedures for RCC Cooperation

### 176.151 Emergency phases Cooperation between States

~~The RCC must establish procedures of actions to take upon the occurrence of:~~

- ~~(1) — an uncertainty phase for the evaluation of incoming reports from air traffic units or other appropriate agencies;~~
- ~~(2) — an alert phase to alert SAR units to initiate any necessary action; or~~



- (3) ~~a distress phase in the following order—~~
- ~~(i) initiate action to be taken in accordance with appropriate plan of operation~~
  - ~~(ii) ascertain the position of the aircraft, estimate the degree of uncertainty of this position and determine the extent of the area to be searched;~~
  - ~~(iii) notify the operator and keep the operator informed of its developments;~~
  - ~~(iv) notify other RCCs and associated air traffic service units which may be concerned;~~
  - ~~(v) request from aircraft, vessels, coastal stations and other services to assist in listening out for the distress aircraft, assist the aircraft and inform the RCC of any developments~~
  - ~~(vi) draw up and review as required detailed plan of action for the conduct of the search and rescue operation;~~
  - ~~(vii) notify the Accident Investigation Commission; and~~
  - ~~(viii) notify the State of Registry of the aircraft.~~

The certificate holder shall:

- (1) coordinate with search and rescue organisations of neighboring States; and
- (2) subject to conditions as may be prescribed in international cooperative arrangements, permit the immediate entry into Papua New Guinea SRR, of search and rescue units of other contracting States for the purpose of:
  - (i) searching for the site of aircraft accidents; and
  - (ii) rescuing survivors of such accidents; and
- (3) for the purpose of search and rescue in another States, transmit a request giving full details of the projected mission and the need for it to the RCC of the State concerned, or to such other authority as designated by that State; and
- (4) upon the receipt of a transmitted request from another State, for entry into the Papua New Guinea SRR for the purpose of SAR -
  - (i) immediately acknowledge the receipt of such request; and
  - (ii) as soon as practicable, indicate the conditions, if any, under which the projected mission may be undertaken.

### **176.153 ~~Initiation of SAR action in respect to position of aircraft which is unknown~~ Cooperation with other Services**

- ~~(a) The holder of the Search and Rescue service certificate must establish procedures for aircraft whose position is unknown that may be in one of two or more SRR and is subject to an emergency phase.~~
- ~~(1) when the RCC is notified of the existence of an emergency phase:~~
  - ~~(2) unless otherwise decided by the agreement as required by 176.109(a) the responsible RCC~~



must be:

- ~~(i) — The region in which the aircraft last reported its position; or~~
  - ~~(ii) — the region to which the aircraft was proceeding when the last position report was made; or~~
  - ~~(iii) — the region to which the aircraft was destined;~~
  - ~~(iv) — the region in which the distress site is located as identified by the Cospas — Sarsat system.~~
- ~~(b) — The certificate holder must inform all RCC that may become involved in the operation of the emergency after the declaration of the distress phase. Likewise, all RCC becoming aware of any information pertaining to the emergency must inform the RCC that has overall responsibility.~~
- ~~(c) — The certificate holder must forward to the relevant ATS unit, information of the Search and Rescue action initiated, in order that such information can be passed to the aircraft.~~

The certificate holder must:

- (a) arrange for all aircraft, vessels, and local services and facilities, which do not form part of the SAR organization to cooperate fully in SAR operations to extend any possible assistance to the survivors of aircraft accidents; and
- (b) ensure its SAR services cooperates with those responsible for -
  - (1) investigating accidents; and
  - (2) the care of those who suffered from the accident; and
- (c) designate a point of contact for the receipt of Cospas-Sarsat distress data.

### **176.154 Dissemination of Information**

The certificate holder must:

- (1) publish and disseminate all information necessary for the entry of SAR units from other contracting states into Papua New Guinea SRR; or
- (2) include this information in SAR service arrangements.

### **176.155 Other requirements Reserved**

- ~~(a) The holder of the Search and Rescue service certificate must establish procedures concerning the following—~~
- ~~(1) — the responsibility of operations which extends to more than one State~~



- ~~(2) — the authorities immediately directing the conduct of operations;~~
- ~~(b) The certificate holder must establish procedures for the termination and suspension of operations.~~

## **Subpart E — Operating Procedures**

### **176.201 Information concerning emergencies**

The certificate holder must ensure -

- (1) that any element of the SAR organisation, having reason to believe that an aircraft is in an emergency, immediately provides all available information to the RCC concerned; and
- (2) the RCC immediately upon receipt of information concerning aircraft in emergency, evaluates such information and assesses the extent of the operation required; and
- (3) the RCC, when receiving information concerning aircraft in emergency from sources other than the ATS Unit-
  - (i) determines which emergency phase the situation corresponds; and
  - (ii) applies the procedures applicable to that phase.

### **176.203 Procedures for Rescue Coordination Centre during Emergency Phases.**

(a) The certificate holder must, in the event of:

- (1) an uncertainty phase, ensure that the RCC cooperates with ATS Units and other relevant agencies and services in order that incoming reports may be evaluated without delay; and
- (2) an alert phase, ensure that the RCC immediately alerts SAR units and initiates any necessary actions; and
- (3) a distress phase, ensure that the RCC:
  - (i) immediately initiates action by SAR units in accordance with the appropriate plans of operation; and
  - (ii) ascertains the position of the aircraft, estimates the degree of uncertainty of this position, and, on the basis of this information and the circumstances, determines the extent of the area to be searched; and



- (iii) notifies the operator, where possible, and keeps the operator informed of the developments; and
  - (iv) notifies other RCC or RSC, the assistance of which may be required, or concerned in the operation; and
  - (v) notifies the associated ATS Units, when the information on the emergency has been received by another source; and
  - (vi) requests without delay, such aircraft, vessels, coastal stations and other services not included in the appropriate plans of operation, and able to assist:
    - A. maintain a listening watch for the transmissions from the aircraft in distress, survival radio equipment or an ELT; and
    - B. the aircraft in distress as far as practicable; and
    - C. inform the RCC of any developments; and
  - (vii) using the available information –
    - A. prepares a detailed plan of action for the conduct of SAR operation or both required; and
    - B. communicates such plan to the authorities immediately directing the conduct of such an operation; and
  - (viii) amends as necessary, in light of the evolving circumstances, the detailed plans of action; and
  - (ix) notifies the appropriate accident investigation authorities; and
  - (x) notifies the state of registry of the aircraft.
- (b) The order in which the actions in (a) are described, must be followed unless circumstances dictate otherwise.

**176.205 Initiation of SAR Action in respect of an aircraft whose position is unknown.**

The certificate holder, where an emergency phase is declared in respect of an aircraft whose position is unknown, and may be in one, or two, or more SRRs, must ensure the RCC;

- (1) assumes responsibility for initiating appropriate action in accordance with rule 176.203, and
- (2) confers with neighboring RCCs with the objective of designating one RCC to assume responsibility forthwith and
- (3) unless otherwise agreed by the RCCs concerned, the RCC to coordinate SAR action must be the center responsible for the region:
  - (i) in which the aircraft last reported its position; or



- (ii) to which the aircraft was proceeding when its last reported position was on the line separating two SRRs; or
- (iii) to which the aircraft was destined when it was not equipped with suitable two-way radio communication or not under obligation to maintain radio communications; or
- (iv) the region in which the distress site is located as identified by the Cospas-Sarsat system; and
- (4) after declaration of the distress phase, the RCC with overall coordination responsibility must inform all RCCs that may be involved in the operation of all the emergency and subsequent developments; and
- (5) informs the RCC that has overall coordination responsibility, when becoming aware of any information pertaining to the emergency,

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

The certificate holder where applicable, shall ensure the RCC forwards to the ATS Units servicing the FIR in which the aircraft is operating, information of the SAR action initiated, for such information to be provided to the aircraft.

**176.209 Procedures where responsibility for operations extend to two or more SRR.**

The certificate holder must, where the conduct of operations over a SRR involves Papua New Guinea, take action in accordance with relevant plans of operations as requested by the RCC of the region.

**176.211 Procedures for SAR Organisation in the field.**

The certificate holder, when directing the conduct of operations or any part thereof must;

- (a) provide instructions to the units under its direction, and
- (b) inform the RCC of such instructions and developments.

**176.213 Procedures for RCCs – termination and suspension of operations.**

The certificate holder must ensure;

- (a) SAR operations continue until all survivors are delivered to a place of safety, or until all reasonable efforts of rescuing survivors has passed; and
- (b) the RCC is responsible for determining when to discontinue SAR operations; and



(c) when a SAR operation has been successful, or when the RCC considers or is informed, that an emergency no longer exists;

(i) cancels the emergency phase; and

(ii) terminates the SAR operation; and

(iii) informs any authority, facility or service that has been activated or notified.

(d) where the SAR operation becomes impracticable and the RCC concludes that there may be survivors, the RCC;

(i) suspends on-scene activities; and

(ii) informs any authority, facility or service which was activated; and

(iii) evaluates subsequent information received, and may resume SAR operations when justified and practicable.

### **176.215 Procedures at the scene of an accident.**

The certificate holder must ensure -

(a) where multiple facilities are engaged in SAR operations on-scene, the RCC or RSC designates one or more units on-scene to coordinate all actions to ensure the safety and effectiveness of air and surface operations taking into account facility capabilities and operational requirements.