



Civil Aviation

**Notice of Proposed Rule Making
NPRM 18-47
08 November 2018**

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

**Docket 18/CAR/176/05
2018 Rules Review**

Proposed Rule Applicable: 8 November 2018

Background to the Civil Aviation Rules

The Civil Aviation Rules establish the minimum regulatory safety boundary for participants to gain entry into, operate within, and exit the Papua New Guinea civil aviation system. The Rules are structured in a manner similar to the Civil Aviation Rules of New Zealand and the Federal Aviation Regulations of the USA. Where practicable the Rules also align with the International Civil Aviation Organization Annexes and the regulatory code of the Civil Aviation Safety Authority of Australia.

Rules are divided into Parts and each Part contains a series of individual rules that relate to a particular aviation activity. Advisory Circulars accompany many rule Parts and contain information about standards, practices and procedures that the Director has established to be an Acceptable Means of Compliance (AMC) with the associated rule. An Advisory Circular may also contain guidance material (GM) to facilitate compliance with the rule requirements.

The objective of the Civil Aviation Rules system is to strike a balance of responsibility between, on the one hand, the State and regulatory authority (CASA) 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 while providing the maximum flexibility for the participants to develop their own means of 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, among 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 programmes 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; and
- (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 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 proposed issue of a new Civil Aviation Rule (CAR) Part 176 for the provision of Search and Rescue Services.

2. Background to the Proposal

2.1 General Summary

The Convention on International Civil Aviation on Search and Rescue requires that Search and Rescue services are organised to respond to persons apparently in distress and in need of help. Prompted by the need to rapidly locate and rescue survivors of aircraft accidents, a set of internationally agreed standards and Recommended Practices has been incorporated in ICAO's Annex 12 – *Search and Rescue* (SAR). Annex 12 deals with SAR organisation, management and procedures, sets forth the provisions for the establishment, maintenance and operation of search and rescue services by Contracting States in their territories and over the high seas.

This NPRM proposal is therefore an outcome of a review of the gaps that currently exist in Papua New Guinea which found the non-existence of a legislative framework to address organisational aspects – a requirement for PNG to provide SAR services within its territories and over those portions of the high seas or areas determine under the regional air navigation agreements, the means of communication for these units and the designation of other elements of public or private services suitable for search and rescue activity.

The ICAO Annex 12 also specifies cooperative principles appropriate to effective SAR operations, outlines required necessary preparatory measures and sets forth proper operating procedures for SAR services as actual emergencies.

The proposed Part 176 therefore contains the provisions contained in Annex 12 for the establishment, maintenance and operation of search and rescue services by Papua New Guinea and is consistent with the primary legislation requirement under Section 8A(1) and 8B of the Civil Aviation Act 2000 (as amended) and the action by the Minister to delegate to PNG ASL his powers to operate and maintain search and rescue coordination centre under section 8A(1)(a) of the Act.

The proposed Part 176 also enables CASA PNG to have an enforceable legal framework to ensure effective oversight of the SAR provider organisation.

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 CA Act 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* (as amended) 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
- The Minister for Civil Aviation
- PNG Air Services 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 100 will be required to be amended to include Part 176 for the implementation of SMS.

3.2 Exemptions

None

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

The proposed new Rule Part is intended to comply, where practicable, with the SARPs contained in the ICAO Annex 12.

3.4 Compliance Costs

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

Propose issue of a new Civil Aviation Rule (CAR) Part 176 provision of Search and Rescue Services.

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 allows the Minister to make rules for the purpose of the implementation of Papua New Guinea's obligations under the Convention:
- (b) Section 69(b) which allows the Minister to make rules for the purpose of assisting aviation safety and security, including (but not limited to) personal security:
- (c) Section 69(5) which allows the Minister to make rules that provide for matters to be determined or approved by the Authority, the Director, or any other person or empower the Authority, the Director or any other person to impose requirements, or conditions on the performance of any activity including but not limited to procedures to be followed:
- (d) Section 70(c) which allows the Minister to make rules providing for general operating rules, air traffic rules, and flight rules, including but not limited to the following:
 - (1) the conditions under which aircraft may be used or operated, or under which any act may be performed in or from an aircraft:
 - (2) the prevention of aircraft endangering persons or property.
- (e) Section 72(a) which allows the Minister to make rules for the designation, classification, and certification of all or any of the following:
 - (1) aircraft:
 - (2) aircraft pilots:
 - (3) flight crew members:
 - (4) air traffic service personnel:
 - (5) aviation security service personnel:
 - (6) aircraft maintenance personnel:
 - (7) aviation examiners or medical examiners:
 - (8) air services:
 - (9) air traffic services:
 - (10) aerodromes and aerodrome operators:
 - (11) aeronautical navigation service providers:
 - (12) aviation training organisations:

- (13) aircraft design, manufacture, and maintenance organisations:
 - (14) aeronautical procedures:
 - (15) aviation security services:
 - (16) aviation meteorological services:
 - (17) aeronautical communication services:
 - (18) any other person who provides services in the civil aviation system, and any aircraft, aeronautical products, aviation related services, facilities, and equipment operated in support of the civil aviation system, or classes of such persons, aircraft, aeronautical products, aviation related services, facilities, and equipment operated in support of the civil aviation system:
- (f) Section 70(b) which allows the Minister to make rules for the setting of standards, specifications, restrictions, and licensing requirements for all or any of those persons or things specified in paragraph 70(a) including the specifications of standards of design, construction, manufacture, processing, testing, supply, approval, and identification of aircraft and aeronautical products:
 - (g) Section 70(c) which allows the Minister to make rules setting the conditions of operation of foreign aircraft and international flights to, from, or within Papua New Guinea:
 - (h) Section 70(d) which allows the Minister to make rules for the definitions, abbreviations, and units of measurement to apply within the civil aviation system.

The proposed amendment of Part 176 complies with the requirements of the Civil Aviation Act and does not contravene the Constitution, the Aerodrome (Business Concession) Act, Civil Aviation (Aircraft 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 following International Civil Aviation Organization (ICAO) Annex 12.

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 identifying the person or persons certifying release to service of an aircraft or aircraft component.

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 rules by submitting written data, views, or comments. All submissions will be considered before final action on the proposed rulemaking is taken. If there is a need to make any significant change to the rule requirements in this 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 on the CAA web site and provided to each person who submits a written submission on this NPRM. Submissions may be examined by application to the Docket Clerk at the Civil Aviation Safety Authority Headquarter Building 1, Level 1, Morea Tobo Road, Six Mile, NCD Port Moresby 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 CASA office.

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 a submission

Submissions may be sent by the following methods:

by Mail: Docket Clerk (NPRM 18-47)
Civil Aviation Safety Authority
PO Box 1941
BOROKO

National Capital District

delivered: Docket Clerk (NPRM 18-47)
Civil Aviation Safety Authority
Morea-Tobo Road
Six Mile, Jacksons Airport
Port Moresby NCD

by Fax: Docket Clerk (NPRM 18-47)
3251789 / 325 1919

by Email: Docket Clerk (NPRM 18-47)
rules@casapng.gov.pg

7.1 Final date for submissions

Comments must be received before **3.30pm, Friday 28th September 2018.**

7.2 Availability of the NPRM

Any person may obtain a copy of this NPRM from-

CASA web site: www.casapng.gov.pg

or at a cost from

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

7.3 Further information

For further information contact:

Amanda Nambau (Ms)
Manager – Legal Services
CASA PNG
anambau@casapng.gov.pg

Ph: 325 7320

Mob: 70316205

Subpart A —General

176.1 Purpose

This Part prescribes—

- (1) rules governing the certification and operation of organisations providing search and rescue services in Papua New Guinea on behalf of the Authority; and
- (2) the operating and technical standards for the provision of search and rescue services by those organisations.

176.3 Definitions

In this Part-

Alerting post means any facility intended to serve as an intermediary between a person reporting an emergency and a rescue coordination centre or rescue subcentre.

Alert phase means a situation wherein apprehension exists as to the safety of an aircraft and its occupants.

Distress phase means a situation wherein there is a reasonable certainty that an aircraft and its occupants are threatened by grave and imminent danger and require immediate assistance.

Ditching means the forced landing of an aircraft on water.

Emergency phase is a generic term meaning, as the case may be, uncertainty phase, alert phase or distress phase.

Joint rescue coordination centre (JRCC) means a rescue coordination centre responsible for both aeronautical and maritime search and rescue operations.

Rescue means an operation to retrieve persons in distress, provide for their initial medical or other needs, and deliver them to a place of safety.

Rescue coordination centre (RCC) means a unit responsible for promoting efficient organisation of search and rescue services and for coordinating the conduct of search and rescue operations within a search and rescue region.

Rescue subcentre (RSC) means a unit subordinate to a rescue coordination centre, established to complement the latter according to particular provisions of the responsible authorities.

Search means an operation normally coordinated by a rescue coordination centre or rescue subcentre using available personnel and facilities to locate persons in distress.

Search and rescue aircraft means an aircraft provided with specialised equipment suitable for the efficient conduct of search and rescue missions.

Search and rescue facility means any mobile resource, including designated search and rescue units, used

to conduct search and rescue operations.

Search and rescue service means the performance of distress monitoring, communication, coordination and search and rescue functions, initial medical assistance or medical evacuation, through the use of public and private resources, including cooperating aircraft, vessels and other craft and installations.

Search and rescue region (SRR) means an area of defined dimensions, associated with a rescue coordination centre, within which search and rescue services are provided.

Search and rescue unit means a mobile resource composed of trained personnel and provided with equipment suitable for the expeditious conduct of search and rescue operations.

Uncertainty phase means a situation wherein uncertainty exists as to the safety of an aircraft and its occupants.

176.5 Requirement for certificate

No person shall provide search and rescue service for the Port Moresby FIR except under the authority of, and in accordance with, the provisions of a search and rescue service certificate issued under this Part.

176.7 Application for certificate

An applicant for the grant of a search and rescue service certificate shall complete form CA 176/01 and submit it to the Director with—

- (1) the exposition required by 176.73; and
- (2) a payment of the appropriate application fee prescribed by regulations made under the Act.

176.9 Issue of certificate

An applicant is entitled to a search and rescue service certificate if the Director is satisfied that—

- (1) the applicant meets the requirements of Subpart B; and
- (2) the applicant, and the applicant's senior person or persons required by 176.51(a)(1)(2) and (3) are fit and proper persons; and
- (3) the granting of the certificate is not contrary to the interests of aviation safety.

176.11 Privileges of certificate

The search and rescue service certificate specifies the search and rescue services that the certificate holder is authorised to provide.

176.13 Duration of certificate

(a) A Search and Rescue service certificate may be granted or renewed for a period of up to 5 years.

(b) The holder of a search and rescue service certificate that expires or is revoked shall forthwith surrender the certificate to the Director.

(c) The holder of a search and rescue service certificate that is suspended, shall forthwith produce the certificate to the Director for appropriate endorsement.

176.15 Renewal of certificated

(a) An application for the renewal of a search and rescue service certificate shall be made on form CA 176/01, and

(b) The application shall be submitted to the Director before the application renewal date specified on the certificate or, if no such date is specified, not less than 30 days before the certificate expires.

Subpart B — Certification Requirements

176.51 Personnel requirements

(a) An applicant for the grant of a search and rescue service certificate shall engage, employ, or contract—

- (1) a senior person identified as the Chief Executive who has the authority within the applicant's organisation to ensure that all activities undertaken by the organisation can be financed and carried out to meet applicable operational requirements, and in accordance with the requirements prescribed by this Part; and
- (2) a senior person or group of senior persons who are responsible for ensuring that the applicant's organisation complies with the requirements of this Part. Such nominated person or persons shall be ultimately responsible to the Chief Executive; and
- (3) sufficient personnel to supervise, plan, coordinate and conduct search and rescue operations in accordance with the applicant's exposition; and

(b) The applicant must –

- (1) establish a procedure to initially assess the competence of those personnel authorised by the applicant to conduct search and rescue operations listed in their exposition; and
- (2) establish a procedure to maintain the competence of those authorised personnel; and
- (3) provide those authorised personnel with written evidence of the scope of their authorisation.

176.53 Facility requirements

(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 RCC have means of rapid and reliable two-way communication with:

- (d) associated air traffic services units;
- (1) appropriate direction-finding and position-fixing stations;
 - (2) where appropriate, coastal radio stations capable of alerting and communicating with surface vessels in the region;
 - (3) the headquarters of search and rescue units in the region;
 - (4) all maritime rescue coordination centres in the region and aeronautical, maritime or joint rescue coordination centres in adjacent regions;
 - (5) a designated meteorological office or meteorological watch office;
 - (6) search and rescue units (or elements of public or private services suitably located and equipped for search and rescue operations);
 - (7) the Cospas-Sarsat Mission Control Centre servicing the search and rescue region, and
 - (8) Each rescue subcentre shall have means of rapid and reliable two-way communication with:
 - adjacent rescue subcentres;
 - a meteorological office or meteorological watch office;
 - search and rescue units; and
 - alerting posts.

176.55 Security Programme

- (a) An applicant for the grant of a search and rescue service certificate shall establish a security programme for the facilities listed in their exposition.
- (b) The security programme required by paragraph (a) shall 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) shall include procedures to notify, investigate and report security incidents to the Director in accordance with Rule Part 12.

176.57 Scope of search and rescue service

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

- (1) the geographic area (SRR) of its search and rescue responsibilities; and
- (2) the location of its rescue coordination centre and rescue subcentres and alerting posts within the SRR.

176.59 Documentation

- (a) An applicant for the grant of a search and rescue service certificate shall—
- (1) document the standards and procedures for search and rescue services published under the authority of their certificate; and
 - (2) ensure that the standards and procedures take into account improvement to service provision, including the aspects of planning, domestic and international cooperative arrangements and training; and
 - (3) hold copies of relevant reference material, standards, practices and procedures (including Annex 12), and any other documentation that is necessary for search and rescue services listed in their exposition.
- (b) The applicant shall establish a procedure to control all the documentation required by paragraph (a), to ensure that—
- (1) the documentation is reviewed and authorised by appropriate personnel before issue; and
 - (2) current issues of relevant documentation are available to staff at all locations where they need access to such documentation for the provision of search and rescue services; and
 - (3) all obsolete documentation are promptly removed from all points of issue or use; and
 - (4) changes to documentation are reviewed and approved by appropriate personnel; and
 - (5) the current version of each item of documentation can be identified to preclude the use of out-of-date editions.

176.61 Preparatory of information

An applicant for the grant of a search and rescue service certificate must ensure that the RCC has readily available at all times, up-to-date information concerning the following in respect of its search and rescue region:

- (a) search and rescue units, rescue subcentres and alerting posts;
- (b) air traffic service units
- (c) means of communications that may be used in search and rescue operations
- (d) addresses and telephone numbers of all operators, or their designated representatives, engaged in operations in the region; and
- (e) any other public and private resources including medical and transportation facilities that are likely to be useful in search and rescue.

176.63 Plans of operation

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:

- (a) the manner in which search and rescue operations are to be conducted in the search and rescue region;
- (b) the use of available communication systems and facilities;
- (c) the actions to be taken jointly with other rescue coordination centres;
- (d) the methods of alerting en route aircraft and ships at sea;
- (e) the duties and prerogatives of persons assigned to search and rescue;
- (f) the possible redeployment equipment that may be necessitated by meteorological or other conditions;
- (g) the methods for obtaining essential information relevant to search and rescue operations, such as weather reports and forecasts, appropriate NOTAM, etc.;
- (h) the methods for obtaining, from other rescue coordination centres, such assistance, including aircraft, vessels, persons or equipment, as may be needed;
- (i) the methods for assisting distressed aircraft being compelled to ditch to rendezvous with surface craft;
- (j) the methods for assisting search and rescue or other aircraft to proceed to aircraft in distress; and
- (k) cooperative actions to be taken in conjunction with air traffic services units and other authorities concerned to assist aircraft known or believed to subject to unlawful interference.

176.65 Search and Rescue Signals

An applicant for the grant of a search and rescue service certificate must ensure that the signals used for search and rescue meets the requirements of Appendix A.

176.67 Records

- (a) An applicant for the grant of a search and rescue service certificate shall establish procedures to identify, collect, index, store, maintain and dispose of the records that are necessary for the search and rescue services listed in their exposition.
- (b) The procedures shall ensure that—
 - (1) there are records enabling all incoming and outgoing search and rescue information to be readily identified by serial number and date, and that supplementary information can be similarly verified and, where necessary, authenticated; and
 - (2) there is a record of each internal quality assurance review of the applicant's organisation carried out under the procedures required by 176.71; and
 - (3) all records are legible and of a permanent nature; and
 - (4) all records are retained for at least 5years except NOTAM, AIP Supplements and Aeronautical Information Circulars, which need only be retained for 30 days after

cancellation.

176.69 Training and exercises

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

176.71 Safety Management System

An applicant for the grant of a search and rescue service certificate shall establish, implement and maintain a safety management system which meets the requirements of Part100.

176.73 Quality Management System

An applicant for the grant of n search and rescue service certificate shall establish, implement and maintain a quality management system which meets the requirements of Part100.

176.75 Organisation exposition

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

- (1) a statement signed by the Chief Executive on behalf of the applicant's organisation confirming that—
 - (i) the exposition and any included manuals define the organisation and demonstrate its means and methods for ensuring ongoing compliance with this Part; and
 - (ii) the exposition and any included manuals will be complied with at all times; and
- (2) the titles and names of the senior person or persons required by 176.51(a)(1) and (2); and
- (3) the duties and responsibilities of the senior persons specified in paragraph(a)(2) including matters for which they have responsibility to deal directly with the Director or the Authority on behalf of the organisation; and
- (4) an organisation chart showing lines of responsibility of the senior persons specified in paragraph (a)(2); and
- (5) a summary of the applicant's staffing structure for each search and rescue service listed under paragraph 176.51(a) (2, 3); and
- (6) a list of the search and rescue services to be covered by the certificate; and
- (7) the location and address details of the applicable offices required by 176.103(b)(1) and 176.105(1);and
- (8) details of the applicant's procedures required by—
 - (i) 176.51(4) regarding the competence of personnel; and
 - (ii) 176.55 regarding the applicant's security programme; and
 - (iii) 176.59(b) regarding the control of documentation; and
 - (iv) 176.67(a) regarding the identification, collection, indexing, storage, maintenance, and

- disposal of records; and
 - (v) 176.71 regarding safety management system; and
 - (vi) 176.73 regarding quality management system; and
 - (9) procedures to control, amend and distribute the exposition.
- (b) The applicant's exposition must be acceptable to the Director.

Subpart C — Operating Requirements

176.101 Continued compliance

The holder of a search and rescue service certificate shall—

- (1) hold at least one complete and current copy of their exposition at each office listed in their exposition; and
- (2) comply with all procedures and standards detailed in their exposition; and
- (3) make each applicable part of their exposition available to personnel who require those parts to carry out their duties; and
- (4) continue to meet the standards and comply with the requirements of Subpart B prescribed for certification under this Part; and
- (5) notify the Director of any change of address for service, telephone number, or facsimile number required by form CA-176/01 within 28 days of the change.

176.103 Reserved

176.105 Search and rescue services

(a) The holder of a search and rescue service shall provide, for compliance by its personnel, an operations manual or system of manuals for the services listed in its exposition.

176.107 Changes to certificate holder's organisation

- (a) The holder of a search and rescue service certificate shall ensure that their exposition is amended so as to remain a current description of the holder's organisation and services.
- (b) The certificate holder shall ensure that any amendments made to the holder's exposition meet the applicable requirements of this Part and comply with the amendment procedures contained in the holder's exposition.
- (c) The certificate holder shall provide the Director with a copy of each amendment to the holder's exposition as soon as practicable after its incorporation into the exposition.
- (d) Where a certificate holder proposes to make a change to any of the following, prior notification to and acceptance by the Director is required:
 - (1) the Chief Executive;
 - (2) the listed senior persons;
 - (3) the search and rescue services provided by the holder;

- (4) the format and standards for the search and rescue services published under the authority of their certificate.
- (e) The Director may prescribe conditions under which a certificate holder may operate during or following any of the changes specified in paragraph (d).
- (f) The certificate holder shall comply with any conditions prescribed under paragraph (e).
- (g) Where any of the changes referred to in this rule requires an amendment to the certificate, the certificate holder shall forward the certificate to the Director as soon as practicable.
- (h) The certificate holder shall make such amendments to the holder's exposition as the Director may consider necessary in the interests of aviation safety.

Appendices

A Search and Rescue Signals

A.1 Signals with surface craft

The following manoeuvres performed in sequence by an aircraft mean that the aircraft wishes to direct a surface craft towards an aircraft or a surface craft in distress:

- (a) circling the surface craft at least once;
- (b) crossing the projected course of the surface craft close ahead at low altitude and:
 - 1. rocking the wings; or;
 - 2. opening and closing the throttle; or
 - 3. changing the propeller pitch.

Note. - Due to high noise level on board surface craft, the sound signals in (2) and (3) may be less effective than the visual signal in (1) and are regarded as alternative means of attracting attention.

- (c) heading in the direction in which the surface craft is to be directed.

Repetition of such manoeuvres has the same meaning.

The following manoeuvres by an aircraft means that the assistance of the surface craft to which the signal is directed is no longer required:

- Crossing the wake of the surface craft close astern at a low altitude and:
 - (1) rocking the wings; or
 - (2) opening and closing the throttle; or
 - (3) changing the propeller pitch.

Note. – The following replies may be made by surface craft to the signal in 1:

- *for acknowledging receipt of signals:*

- (1) the hoisting of the “code pennant” (vertical red and white stripes) close up (meaning understood);
- (2) the flashing of a succession of “T’s” by signal lamp in the Morse code;
- (3) the changing of heading to follow the aircraft.

- for indicating inability to comply;

- (1) the hoisting of the international flag “N” (a blue and white checkered square);
- (2) the flashing of a succession of “N’s” in the Morse code.

Note. – See Note following 1. (b), (3).

A.2 Ground-air visual signal code

Ground-air visual signal code for use by survivors

<i>No.</i>	<i>Message</i>	<i>Code symbol</i>
1	Require assistance	V
2	Require medical assistance	X
3	No or Negative	N
4	Yes or Affirmative	Y
5	Proceeding in this direction	↑

Ground-air visual signal code for use by rescue units

No.	Message	Code symbol
1	Operation completed	LLL
2	We have found all personnel	<u>LL</u>
3	We have found only some personnel	++
4	We are not able to continue. Returning to base	XX
5	Have divided into two groups. Each proceeding in direction indicated	
6	Information received that aircraft is in this direction	
7	Nothing found. Will continue to search	NN

Symbols shall be at least 2.5 metres (8 feet) long and shall be made as conspicuous as possible.

Note 1. – Symbols may be formed by any means such as:

Strips of fabric, parachute material, pieces of wood, stones or such like material; marking the surface by tramping, or staining with oil.

Note 2. – Attention to the above signals may be attracted by other means such as radio, flares, smoke and reflected light.

A.3 Air-to-ground signals

The following signals by aircraft mean that the ground signals have been understood:

(a) during the hours of daylight:

- by rocking the aircraft's wings;

(b) during the hours of darkness;

- flashing on and off twice the aircraft's landing lights or, if not so equipped, by switching on and off twice its navigation lights.

Lack of the above signal indicates that the ground signal is not understood.