

**GEN 3. SERVICES**  
**GEN 3.6 SEARCH AND RESCUE**

**1 RESPONSIBLE SERVICE (S)**

1.1 The Search and Rescue services in Sri Lanka is organized in accordance with standards and recommended practices of ICAO Annex 12. Overall responsibility for the administration and for making necessary facilities and services available for SAR operations within Colombo Search and Rescue Region rest with the Civil Aviation Authority of Sri Lanka. The contact details of the Civil Aviation Authority of Sri Lanka is given in sub section **GEN 1.1**

The Search and Rescue Point of Contact (SPOC) shall be the Colombo Aeronautical Rescue Co-ordination Centre (ARCC).

Address :

The Duty Supervisor  
Aeronautical Rescue  
Co-ordination Centre (ARCC),  
Colombo Intl. Airport Ratmalana,  
Ratmalana,  
Sri Lanka.

Tel : 94-11-2611572, 2625555

Tele fax : 94-11-2635106

AFS : VCCCYCYX or VCCCZGZX

e-mail : acc.ans@airport.lk

1.2 The service is provided in accordance with provisions contained in following ICAO documents.

Annex 12 - Search & Rescue

Annex 13 - Aircraft Accident investigation.

DOC 7030 - Regional Supplementary Procedures for alerting and search and rescue services applicable in the MID / SEA region.

DOC 7373 - Search and Rescue Manual.

DOC 9731 - AN/958 Vol 1, 11 & 111 – International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual.

**2 AREA OF RESPONSIBILITY**

2.1 The Search and Rescue Service is responsible for SAR operations within Colombo FIR.

**3 TYPES OF SERVICES**

Details of the related rescue units are given in the table on page **GEN 3.6-3** titled - **Search & Rescue Units**. In addition various elements of the police organization and armed forces are available for Search and Rescue missions when required. The aeronautical, Maritime and public telecommunication services also are available to the Search and Rescue organization.

**4 SAR AGREEMENTS**

4.1 Request for the entry of aircraft; equipment and personal from other states to engage in search for aircraft in distress or to rescue survivors of aircraft accidents should be transmitted to the Director General of Civil Aviation. Instructions as to the control, which will be exercised on entry of such aircraft and / or personnel will be given by the Rescue Co-ordination Centre in accordance with an accepted plan for the conduct of Search and Rescue in the area.

**5 CONDITIONS OF AVAILABILITY**

5.1 The SAR service and facilities in Sri Lanka shall be available without a charge to the neighboring states on request to the Director General of Civil Aviation Sri Lanka.

5.2 The information on ships at sea will be obtained through the courtesy of the automated Mutual Assistance Vessel Rescue System "AMVER" as and when required.

**6 PROCEDURES AND / OR SIGNALS EMPLOYED BY RESCUE AIRCRAFT****6.1 Procedures**

6.1.1 Procedures for pilot-in-command observing an accident or intercepting distress call and / or message are outlined in Annex 12, chapter 5.

6.1.2 Ditching reports, requested by aircraft about to ditch, are given in accordance with the provision in ICAO DOC 7605 MET/526 (the Procedures for Air Navigation Services and Meteorology).

**6.2 Communication**

6.2.1 Transmission and reception of distress messages within Sri Lanka search and rescue area are handled in accordance with Annex 10. Volume 11, chapter 5. Para 5.

6.2.2 For communication during search and rescue operations, the codes and abbreviations, published in ICAO DOC 8400 (ICAO CODES AND ABBREVIATIONS) are used.

6.2.3 Information concerning positions, call-signs, frequencies and hours of

operation of Sri Lanka aeronautical stations is published in section **ENR 2** and **AD 2** section of the respective aerodrome.

6.2.4 The frequency 121.5 MHz is guarded continuously during hours of service at the Colombo ACC / FIC, Approach Control Centre, KATUNAYAKE / Bandaranaike Intl. Airport Colombo Control Tower, RATMALANA / Colombo Intl. Airport Ratmalana Control Tower, MATTALA / Mattala Rajapaksa Intl. Airport Control Tower, KANKESANTURAI / Jaffna Intl. Airport Control Tower and BATTICALOA / Batticaloa Airport Control Tower.

**6.3 Search and Rescue Signals**

6.3.1 The SAR signals to be used are those prescribed in Annex 12 chapter 5, para 5.8 and are shown in pages **GEN 3.6-5** and **GEN 3.6-7**.

**SEARCH AND RESCUE UNITS**

NAME	LOCATION	FACILITIES	REMARKS
a	b	c	d
<b>Search vessels of the Sri Lanka Navy:</b>			
<b>COLOMBO</b>	065621.49N 0795055.33E	i). Off Shore Patrol Vessels (OPV) (1 unit)	- Could carry Four Hundred Fifty (450) casualties. Speed : 21 KTS Range : 5800NM at 15KTS
		ii). Fast Missile Vessel (PMV) (01 unit)	- Could carry Seventy (70) casualties. Speed : 32 KTS Range : 1650NM at 30 KTS 4000 NM at 17.5 KTS
		iii). Fast Gun Boat (FGB) (01 unit)	- Could carry Twenty (20) casualties. Speed : 28 KTS Range : 750 NM at 16 KTS
<b>GALLE</b>	060202.24N 0801354.36E	i). Support/Training Ship (AA/AX) (01 unit)	- Could carry Three hundred (300) casualties. Speed : 10 KTS Range : 5500 NM at 09 KTS
		ii). Fast Gun Boat (FGB) (01 unit)	- Could carry Twenty (20) casualties. Speed : 28 KTS Range : 750 NM at 16 KTS
<b>TRINCOMALEE</b>	083242.37N 0811319.64E	i). Off shore Patrol Vessel (OPV) (01 Unit)	- Could carry Four hundred and fifty (450) casualties. Speed : 18 KTS Range : 6100NM at 14 KTS 2700 NM at 18 KTS

SEARCH AND RESCUE UNITS Contd...			
NAME	LOCATION	FACILITIES	REMARKS
a	b	c	d
<b>TRINCOMALEE</b> Contd.		ii). Fast Missile Vessel (FMV) (01 unit)	- Could carry Seventy (70) casualties. Speed : 32 KTS Range : 4000 NM at 17.5 KTS
		iii). Fast Gun Boat (FGB) (01 unit)	- Could carry Twenty (20) casualties. Speed : 28 KTS Range : 750 NM at 16 KTS
<b>KANKASAN-THURAI</b>	094731N 0800347E	i). Landing Ship tanker (LST). (01 unit)	- Could carry Three Hundred (300) casualties. Speed : 14 KTS Range : 1000 NM at 12 KTS
		ii) Fast Gun Boat (FGB) (01 unit)	- Could carry Twenty (20) casualties. Speed : 28 KTS Range : 750 NM at 16 KTS
a	b	c	d
		<b>Search Aircraft of the Sri Lanka Air Force (SLAF):</b>	
<b>ANURADHAPURA</b>	081800N 0802843E	i). Helicopter (01 Unit)	A/c Type : MI17 Endurance : 0230 Hrs. Range : 120 NM
<b>KATUNAYAKE</b>	071048.68N 0795307.08E	I) Aircraft (01 unit of each type)	A/c Type : AN 32 Endurance : 0420 Hrs. Range : 400 NM  A/c Type : C130 Endurance : 0800 Hrs. Range : 850 NM
<b>MINNERIYA</b>	080301N 0805823E	i). Helicopter (01 Unit of each type)	A/c Type : B212 Endurance : 0230 Hrs. Range : 110 NM  A/c Type : MI 17 Endurance : 0230 Hrs. Range : 120 NM
<b>RATMALANA</b>	064923N 0795306E	i) Aircraft ( 01 unit of each type)	A/c type : B200 Endurance : 0600 Hrs Range : 400 NM  A/c Type : Y12 Endurance : 0430 Hrs Range : 200 NM
		ii) Helicopter (01 unit of each type)	A/c type : MI17 Endurance : 0230 Hrs Range : 120NM  A/c Type : B212 Endurance : 0230 Hrs Range : 110 NM
<b>KANKASAN-THURAI</b>	094731N 0800347E	i). Helicopter (01 Unit)	A/c Type : B212 Endurance : 0230 Hrs Range : 110 NM

→ **GROUND-AIR VISUAL SIGNAL CODE FOR USE BY SURVIVORS**

NR	Message	Code Symbol
1	Require Assistance	V
2	Require Medical Assistance	X
3	No or Negative	N
4	Yes or Affirmative	Y
5	Proceeding in this direction	↑

**GROUND-AIR VISUAL SIGNAL CODE FOR USE BY RESCUE UNITS**

NR	Message	Code Symbol
1	Operation completed	LLL
2	We have found all personal	<u>LL</u>
3	We have found only some personal	++
4	We are not able to continue, return 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 search	NN

**Instruction for use:**

1. Make signals Symbols at least 2.5m (8ft) long and as conspicuous as possible.
2. Take care to lay out signals exactly as shown.
3. Symbols may be formed by any means such as strips of fabric, parachute materials, pieces of wood stones or such like material making the surface by tramping, or staining with oil.
4. Provide as much colour contrast as possible between signal and background.
5. Attention to these signals may be attracted by other means such as radio, flares, smoke and reflected light.

**AIR TO GROUND SIGNALS**

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

- a) During the period: HJ – rocking the aircraft's wings
- b) During the period : HN - flashing on and off twice the aircraft's landing lights or, if not so equipped, by switching on and off twice its navigational lights.

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

SRI LANKA AND ADJACENT SEARCH AND RESCUE REGIONS CHART

