



# ICAO EUR/APAC SAR WORKSHOP 2024

## “SAR OPERATION & LESSON LEARNT”

**MALAYSIA**  
**02 OCTOBER 2024**

TEAM CAAM  
**Safe Sustainable** *Skies*



# Scope of Briefing



**BACKGROUND**



**MALAYSIA SAR REGIONS & FACILITIES**



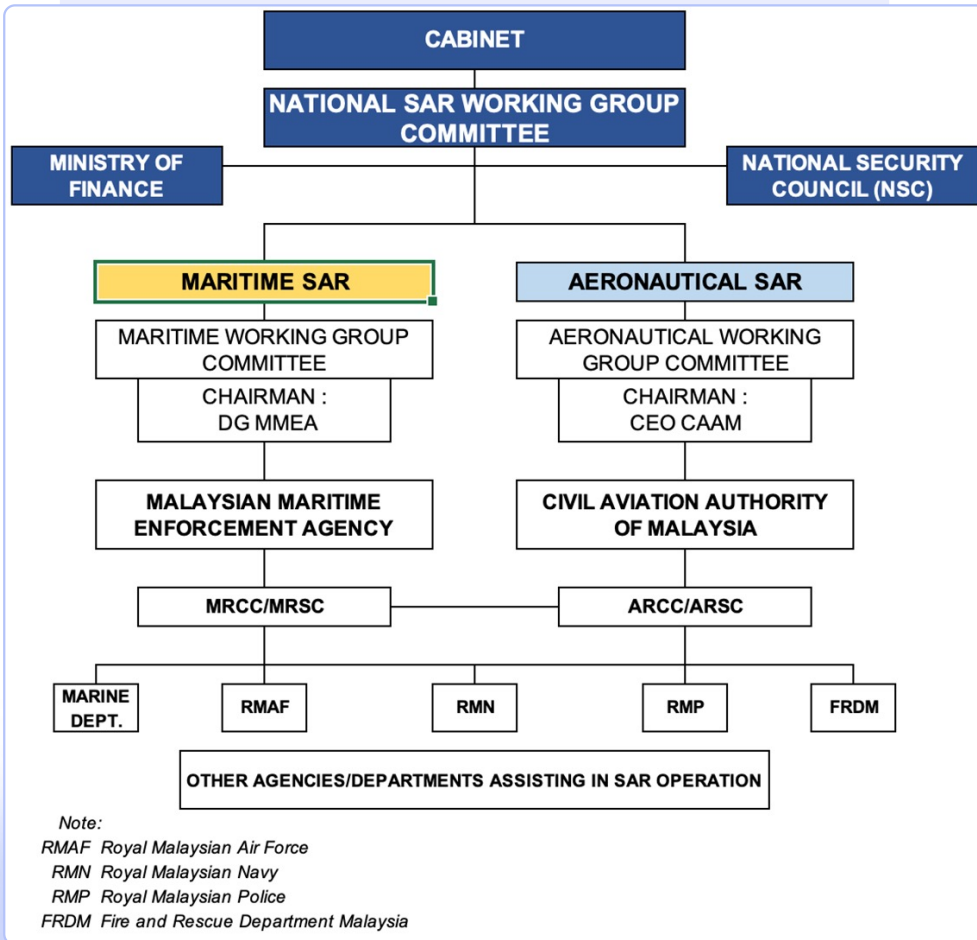
**SAR OPERATION – CASE STUDY**



**LESSON LEARNT**



# Background – Malaysia SAR System



## National SAR Committee (NSC)

- Overall responsibility for Aeronautical and Maritime SAR.
- Highest official SAR policy-making body for Malaysia.

## Civil Aviation Authority of Malaysia (CAAM)

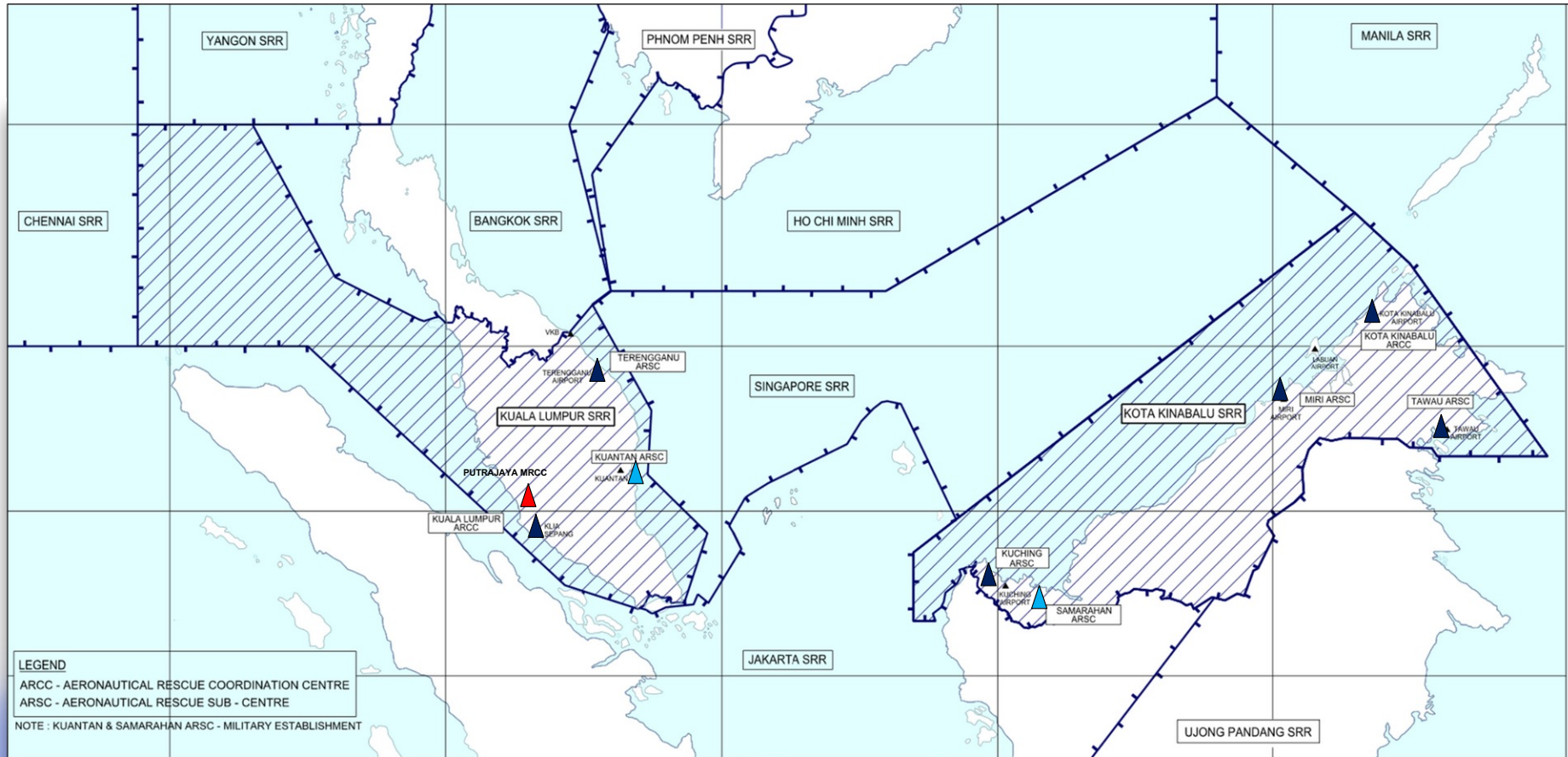
- SAR Authority for Aeronautical Incidents.
- Responsible >> Provision of Aeronautical SAR service within Malaysia's Aeronautical SRRs.

## Malaysian Maritime Enforcement Agency (APMM)

- SAR Authority for Maritime incidents.
- Responsible >> Provision of Maritime SAR service within Malaysia's Maritime SRRs.

to coordinate, liaise, train, equip, staff, maintain, develop procedures and operations, and conduct exercises.

# Malaysia SRR & Facilities





# KUALA LUMPUR ARCC KUALA LUMPUR AIR TRAFFIC CONTROL CENTRE, KLIA

# CAAM's SAR Software

## SEARCH AND RESCUE COORDINATION OPERATION SYSTEM (SAROCS)



The screenshot shows the SAROCS dashboard with the following sections:

- Dashboard:** Overview of system health and user status.
- C/S Alerts:** A map of Malaysia showing various alert locations with icons for different alert types.
- C/S Alert Summary:** A list of alerts with details such as 'Received', 'Read', 'Unread', 'ELT', 'EPHB', 'PLB', 'FIR LUMPUR', and 'FIR KINABALU'.
- Latest Cospas/Sarsat Alerts:** A list of specific alerts with their IDs and timestamps, including:
  - [46C55E190DFBF7] POSITION CONFIRMED UPDATE ALERT (29/06/2023 18:0)
  - [46C55E190DFBF7] POSITION CONFIRMED UPDATE ALERT (29/06/2023 18:0)
  - [C2A8A31C34034D1] POSITION CONFLICT ALERT (29/06/2023 17:0)
  - [C2A8A31C34034D1] POSITION CONFLICT ALERT (29/06/2023 17:0)
  - [46C55E190DFBF7] POSITION CONFLICT ALERT (29/06/2023 17:0)

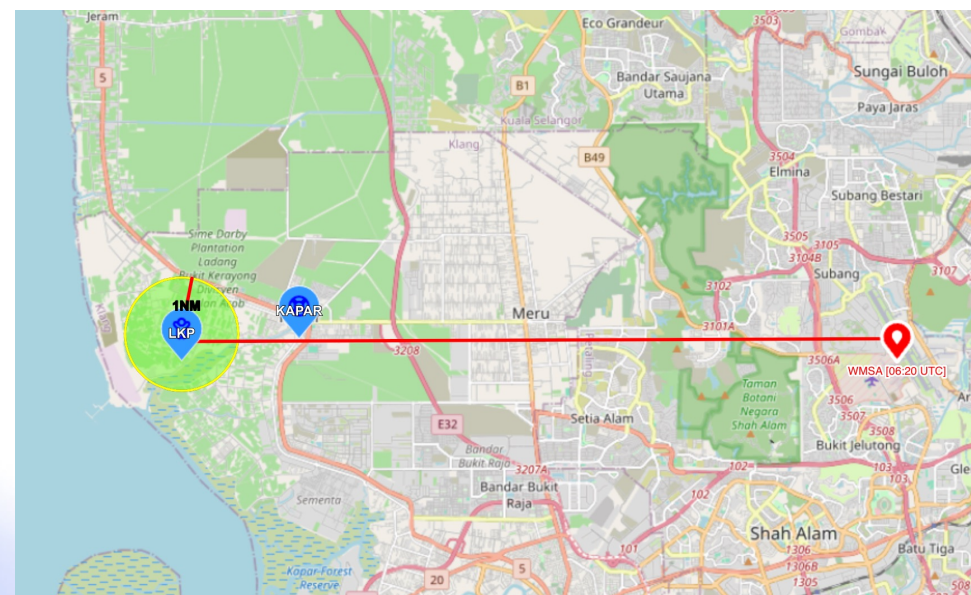
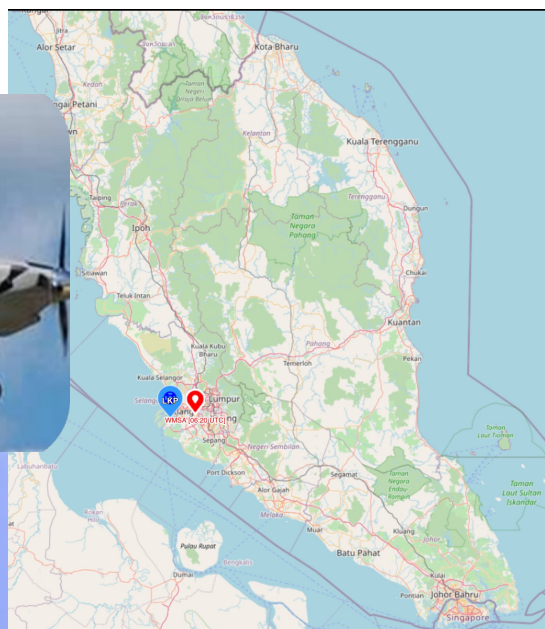


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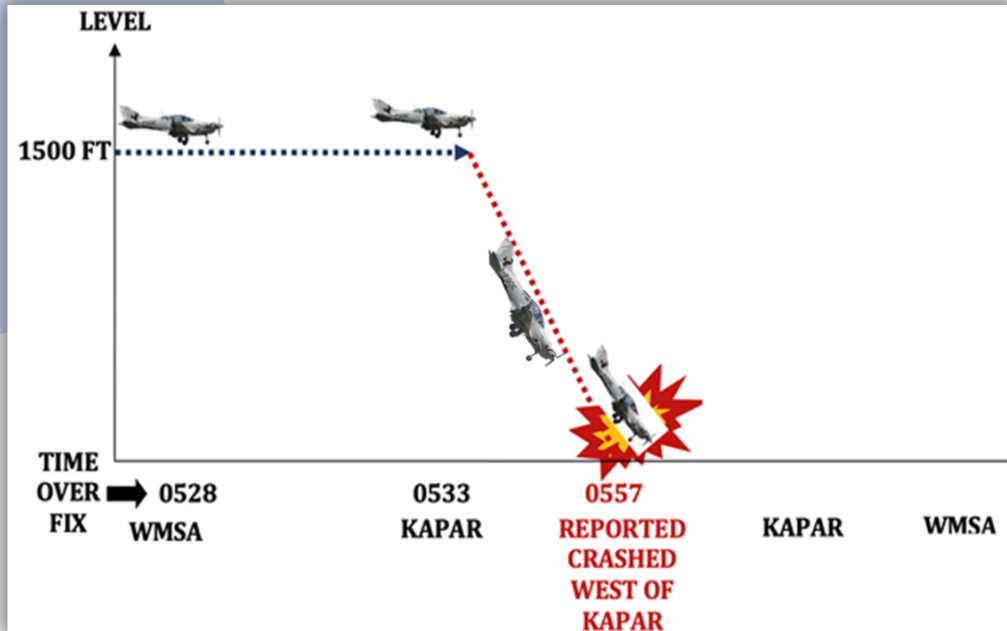
# SAR Operation 1: ADV 429 / 13 February 2024



- An aircraft, model Gabriel BK 160 with callsign ADV429 and registration number I-POOC, operated by Aurotel Sdn. Bhd., lost control in flight and crashed in Kapar, Selangor. The pilot did not issue a distress call or declare an emergency.
- The aircraft departed from Sultan Abdul Aziz Shah Airport (WMSA) at 0528 UTC/ 1328 LT on a VFR flight intended for recreation.



# Alerting Service and ARCC Activation



Kuala Lumpur ATCC Watch Manager activated Kuala Lumpur ARCC (KL ARCC) after verifying information from Subang Tower, which had been relayed by the Selangor Fire and Rescue Department Malaysia (FRDM) following a report from the public about a plane crash in Kapar.

## Agencies & SRU

KUALA LUMPUR  
ARCC



AIR SRU

LAND SRU



# SAR Effort



## LAND SEARCH EFFORT

- 0620UTC/ 1420LT: FRDM arrived at the Last Known Position (LKP). Aircraft wreckage located, with its front section embedded in the ground.
  - Search : fan pattern, 5 square maps with 4 teams : 0-15, 15 - 30, 30-45, 45-60, from crash site.
- 0823UTC/ 1620LT: KL ARCC approved the excavation activities of the aircraft's side, buried in the ground. Photos/ videos of the side, to be handed over to Air Accident Investigation Bureau (AAIB) officer. The AAIB was notified.

## AIR SEARCH EFFORT

- 0837UTC : Helicopter, MI17 (FRDM) from WMSA available.
  - Sector search, 1NM LKP, 1000 ft.

# Result

- 0850UTC/ 1650LT - 1st casualty discovered inside the cockpit
- 1104UTC/ 1904LT - 1st casualty extracted from the wreckage
- 1116UTC/ 1916LT - 2nd casualty discovered and removed
- 1125UTC/ 1925LT - SAR operation terminated



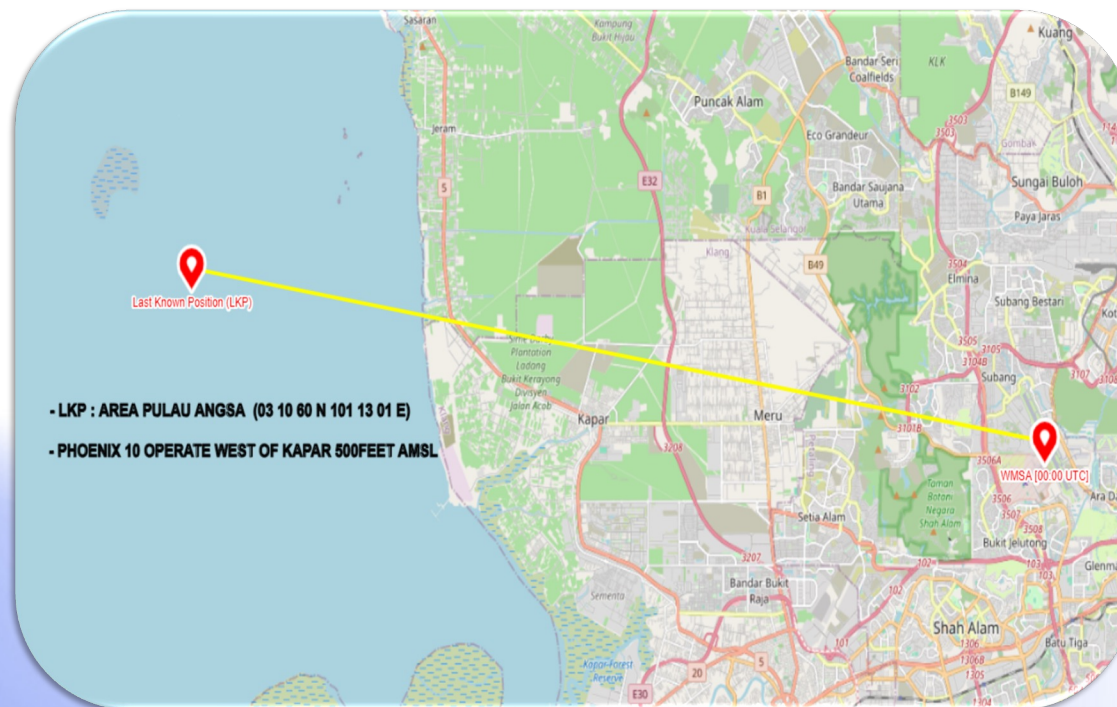
WORLD NEWS



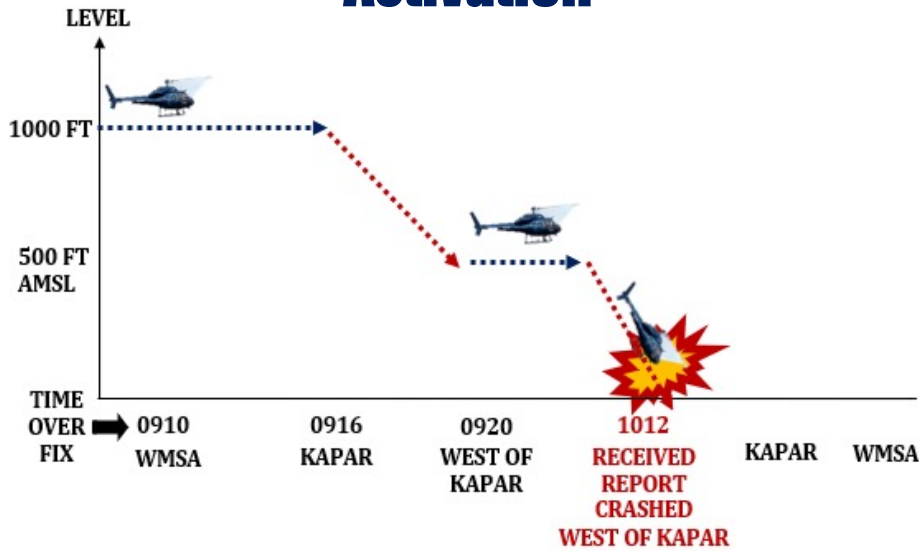
## SAR Operation 2 : PHNX10 / 05 Mac 2024



- A helicopter, model AW139 with callsign PHNX10 and registration number M72-01, operated by Malaysian Maritime Enforcement Agency (MMEA), crash into the water near Pulau Angsa, Klang, Selangor. No distress call received.
- The aircraft departed from Sultan Abdul Aziz Shah Airport (WMSA) at 0528 UTC/ 0910 LT for a training flight (VFR).
- Last contact with air traffic control was at 0120UTC/ 0920 LT.



# Alerting Service and ARCC/MRCC Activation



MRSC Johor Bahru received a MERS 999 call from the public reporting a helicopter crash near Pulau Angsa. SAR operation was activated by MRCC Putrajaya and KL ARCC after verification was conducted by KL ATCC.

Joint SAR operation between KL ATCC & MRCC Putrajaya.

## Agencies & SRU

KUALA LUMPUR  
ARCC



PUTRAJAYA  
MRCC



AIR SRU



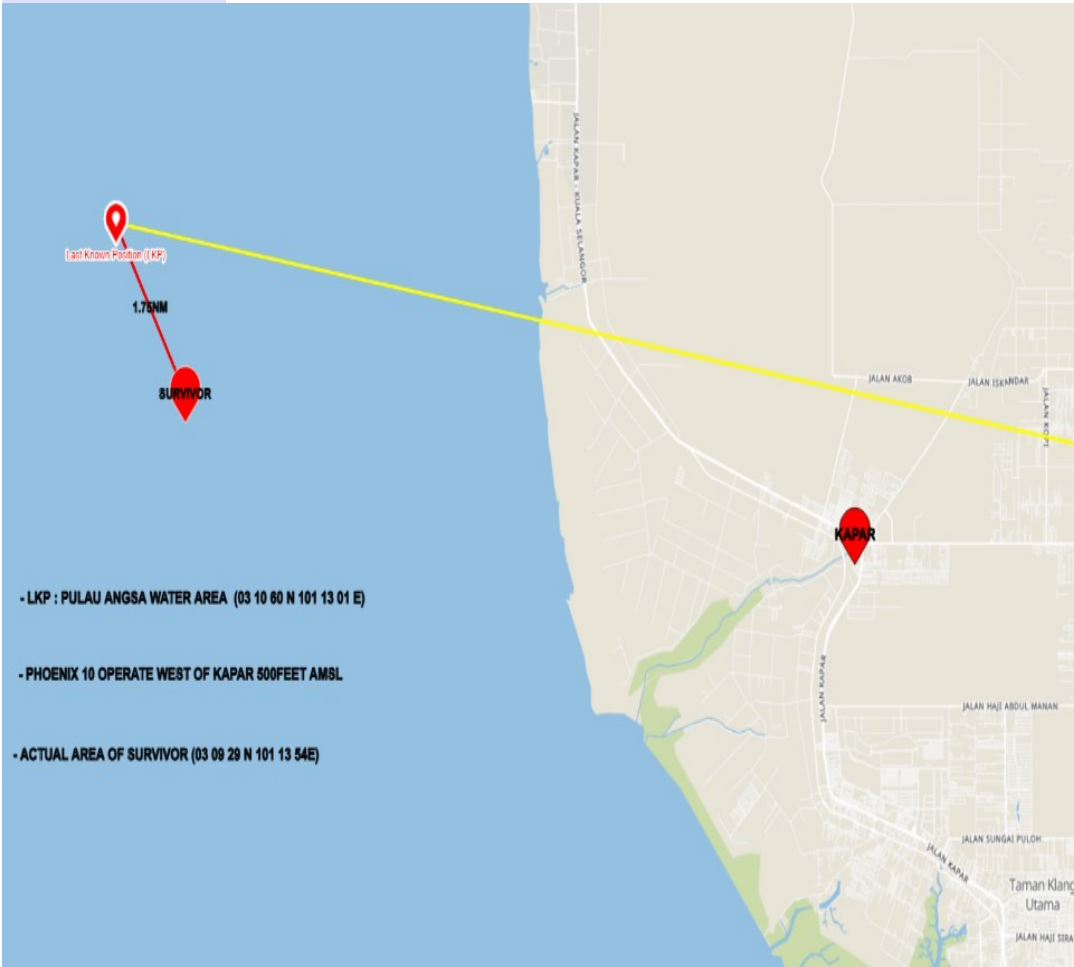
MARINE SRU



MEDICAL



# SAR Effort



## MARINE SAR EFFORT

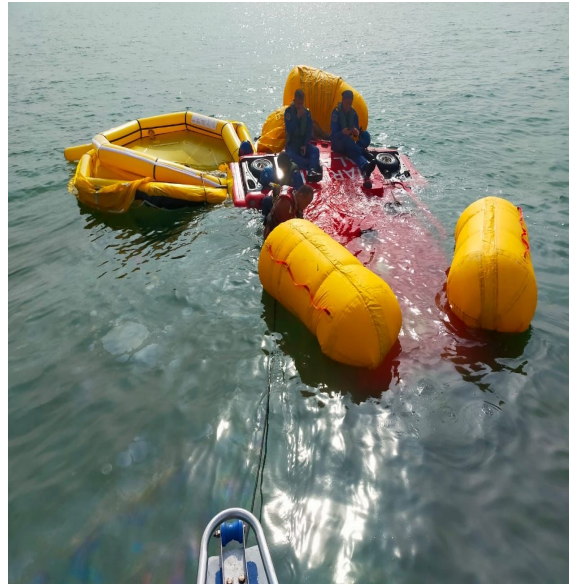
- The fishing boat at the location provided initial assistance
- SRU deployed from Klang Port:
  - MMEA (3) – Pengawal 25
  - Royal Malaysian Police (RMP) – RH 16 & PSC 39

## AIR RESCUE EFFORT

- 0224UTC / 1024LT: Helicopter AS 365 N3 (Rescue 101) departed WMSA to LKP for rescue.

# Result

- 0258UTC/ 1058LT – Rescue 101 safely landed at WMSA with 4 survivors
- Medical team (3 x ambulance) at MMEA Air Unit hangar, provided first medical response.
- 0315UTC/ 1115LT - SAR operation terminated



# LESSON LEARNT



		LESSON	ACTION
1.	Alerting service by ATC	Emergency phase must be declared immediately after assessing the situation to ensure a timely response.	<ul style="list-style-type: none"> <li>Conducted <b>SAR briefing sessions for Air Traffic Controllers</b> (ATCOs) as recurrent training on Alerting Services.</li> <li>Held <b>SAREXs</b> involving ATC (ATCC) and SAR (ARCC/ARSC) units, focusing on meeting timelines and improving coordination.</li> </ul>
2.	Public Perception and Notification	Timely and accurate information must be shared with the public to prevent speculation from spreading.	<ul style="list-style-type: none"> <li>The <b>establishment of the CAAM Emergency Operation Committee (EOC)</b> process involves collaboration between the Regulator and the ANSP.</li> <li>The process begins with an initial investigation and concludes with an official media statement issued by CAAM.</li> </ul>
3.	Crowd control during SAR operations	Managing large crowds near public areas during emergency response is crucial.	<b>Early deployment of security personnel</b> and set <b>physical barriers</b> to control crowd effectively.
4.	Interagency networking	<b>Strong interagency communication</b> is important – incident information from multiple source.	
5.	Collaboration between Lead Aeronautical and Maritime SAR Agency	Seamless collaboration between the agencies significantly enhances the efficiency of operations.	Ensure <b>real-time communication</b> and <b>data sharing</b> to facilitate the exchange of critical information, streamline decision-making, and improve overall coordination during joint SAR missions.



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**Safe Sustainable** *Skies*

*Thank You*



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CIVIL AVIATION AUTHORITY OF MALAYSIA



CAA\_MALAYSIA