

AAM SAR PREPAREDNESS

How should RCCs prepare for advanced air mobility?

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What is Advanced Air Mobility?



Next generation air transport. Pilot onboard, Remotely Piloted or fully autonomous.

Key challenges

This new form of air transport represents a new category of aircraft

Does not necessarily comply with helicopter and fixed wing regulations

Intended to be an easy and affordable mode of air transport

Intended to introduce full autonomy without pilots

Empty weight	~2 400 kg
Max Take-off Weight	3 174 kg (6 999 lbs)
Max Payload (Inclusive of pilot)	562 kg (1 240 lbs)
Wing span	15,24 meters (50 feet)
Operating Altitude	Average 3 000 – 5 000 ft, Max 14 000 ft
Optimum Cruise Speed	115 KTAS (alt 5 000ft)
Max Cruise Speed	145 KTAS (alt 5 000ft)
Instrument approach speed	110 kts
Max demonstrated cross wind	20 kts
Max Payload Range	177 nm (327 km)
Max Ferry Range	214 nm (396 km)
Practical Range	30 min reserve 132 nm (244 km) 45 min reserve 106 nm (196 km)
Kinds of Operations	VFR, Night VFR, IFR
Flight Into Known Icing	Prohibited (ice protection: heated pitot static and AoA probes)
Overwater Operations	30 min cruise (67 nm at Vc 135 kts, 50 nm at Vbr 105 kts)
Runway Requirements	1 140 meters
Temperature	Flight ops: outside air temp (OAT) between -40°C and +48,9°C
Nav aids	Ground based VHF navigation (VOR, ILS) and GPS/GNSS, RNP 0,3 capable. Mode A, C and S transponder.
Communication systems	VHF Radio Communications with 8,33 KHz channel sep.

Example aircraft:

Beta Alia CX300

Also available as eVTOL



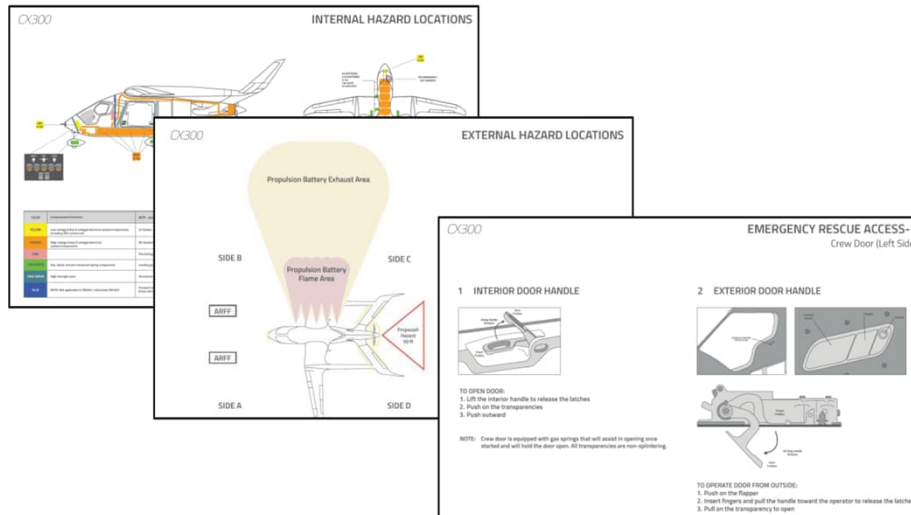
Two EVTOLs crashed during rehearsal for an air show in China on sept 17th 2025.



Guidance Material

CX300 Production prototype aircraft Rescue & Fire Fighting information

- INTERNAL HAZARD LOCATIONS
- EXTERNAL HAZARD LOCATIONS
- EMERGENCY RESCUE ACCESS
- CREW SEATBELT OPERATION



First responder procedures available from manufacturer, but not necessarily available to the first responders.

Discussions

- So far, no guidance material for ARCCs with regards to AAM
- Future AAM aircraft types will most likely operate at low altitudes, to avoid airspace restrictions and/or operate in U-Space. This means that radar coverage may be limited.
- New standards for electronic conspicuity are required for this «non-traditional» aviation.
- How do we ensure that RCCs will be able to perform efficient searches for this type of aircrafts?
- Will conventional ELTs be mandatory for AAM?
- How do we detect weather or not there are people onboard an autonomous aircraft?



The intention of this Information paper is to ensure adequate equipment requirements for all future aircraft types.

Thank you for your attention

