



Agenda Item 3: Activities for the development of the air navigation systems/services
3.6 Search and Rescue (SAR)

C/CAR SAR PLAN PROJECT

(Presented by the Rapporteur of the C/CAR SAR Task Force)

SUMMARY

This Working paper presents the progress achieved in the development of the C/CAR SAR Plan Project.

References:

- Report of the Seventh Meeting of Directors of Civil Aviation of the Central Caribbean (C/CAR DCA/7), San Juan, Puerto Rico, 28 June to 01 July 2004.

1. Background

1.1 During the Fourth Central Caribbean Working Group Meeting (C/CAR/WG/4), held in Santo Domingo, Dominican Republic, from 9 to 13 February 2004, Dominican Republic was selected as the Rapporteur of the Central Caribbean SAR Task Force; to that end the Meeting submitted an ICAO format to develop National and Regional SAR Plans.

1.2 The objective of ICAO and the IMO is to create an efficient world-wide system that, when necessary, allows rendering SAR services to persons travelling by airplane or ship. To that end, SAR national initiatives should be considered as an integrant part of a world-wide system that will affect the general approach that a State will adopt to establish, render and improve the SAR services.

1.3 Dominican Republic, as Rapporteur of the C/CAR SAR Task Force, developed a work project in compliance with the indicated format. In order to achieve a real and effective harmonization and integration of the SAR services in the Central Caribbean, which is the main objective of the Plan, the Rapporteur provided the NACC Office with several suggestions, some of which were made through Working Papers and others through e-mail. The suggestions were welcome. The following are some of our suggestions.

- a) In view of the valuable role played by the SAR Committees, and in view that the Central Caribbean is the only area without a formal SAR Committee, Dominican Republic, at the CAR Region SAR Meeting/Workshop, held in Santo Domingo, Dominican Republic, from 28 March to 01 April 2005, proposed the creation of a new C/CAR SAR Committee, through which the related work will be done in a more timely manner and agreed by consensus (**Appendix A** to this Working paper indicates the framework for the foregoing C/CAR SAR Committee).
- b) In order that States/Territories carry out SAR operations under harmonized operational SAR criteria, Dominican Republic prepared two Working Papers that will greatly help the process of harmonisation and integration of the SAR services in the Central Caribbean. WP/15 proposes the adoption by the Central Caribbean States/Territories of Doc 9731 (IAMSAR Manual), as much as possible, as their National SAR Manual, with which undoubtedly more than 70% of the harmonisation and integration of the SAR services process in the Central Caribbean would be obtained, in view that when adopting the IAMSAR Manual, the States/Territories would carry out SAR operations under homogeneous SAR criteria. If C/CAR States/Territories adopt Doc. 9731 as their National SAR Manual, the C/CAR SAR Plan Project would not be necessary, in view that the document is a reference of the aforementioned Document, and therefore it would be redundant. In addition, the ICAO and the IMO main objective will be complied with in a more rapid manner and saving time, by integrating the National Plans with the Regional, and the latter with the Global Plan.
- c) The other Working paper, WP/14 deals with the necessary regulation of ELTs. Both foregoing Working Papers would also be presented at the Inter-regional SAR Meeting/Workshop that will be held in Merida, Mexico, from 17 to 21 July 2006.

1.4 The Terms of Reference and Work Programme presented at the Fifth Central Caribbean Working Group Meeting (C/CAR/WG/5) would be developed when adopting the IAMSAR Manual as the National SAR Manual of the C/CAR States/Territories and with the activation of the C/CAR SAR Committee; they are part of its objectives. Thence the importance of the activation of the aforementioned Committee, in view that the work would be carried out by a team and agreed by consensus.

1.5 With regard to regional agreements, at the SAR meeting/workshop held in Santo Domingo, Dominican Republic in 2005, the participating C/CAR States/Territories made the commitment to support each other concerning the SAR operations. In this regard, Dominican Republic and the Netherlands Antilles have already developed a draft agreed by consensus of an Aeronautical and Maritime Regional SAR Agreement, which will be signed by the first half of 2006. (See **Appendix B**).

1.6 In view of all the above, it is obvious that the achievements in the SAR field in the Central Caribbean have been great. Of course, the achievements could have been greater if the other Member States of the C/CAR SAR Plan Task Force would have cooperated and assisted to the SAR events organised by the NACC Office. In this regard, the Meeting is requested to urge the C/CAR States/Territories to send their SAR Officers to SAR events organised by the NACC Office.

2. Suggested action

2.1 The Meeting is invited to:

- a) note the information presented in this Working Paper;
- b) approve the activation of the C/CAR SAR Committee, with the framework contained in Appendix A to this Working Paper; and
- c) request the C/CAR States/Territories that have not yet done so, to
 - develop their SAR National Plan, using as reference ICAO Document 9731 IAMSAR; and
 - proceed to establish SAR Letters of Agreement, based on the guidelines of ICAO Doc 9731.

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APPENDIX A

PROPOSAL OF THE SAR COODINATOR COMMITTEE TO STATES/TERRITORIES OF THE CENTRAL CARIBBEAN AREA (C/CAR)

1. **BACKGROUND:** The ICAO SAR Manuals recommend Signatory States of the Chicago Convention to create a SAR Coordination Committee. Our proposal for a regional Aeronautical and Maritime SAR Plan foresees the creation of a SAR Coordination Committee.

2. **OBJECTIVES:** The creation of a SAR Coordination Committee for the States/Territories of the C/CAR area is aimed at:

- a) providing a sub-regional forum to coordinate administrative and operational matters related with Aeronautical SAR;
- b) making contact with other Regional and International organizations dedicated to provide SAR services;
- c) supervising the Aeronautical and Maritime SAR Plan for coordinating SAR Operations of the C/CAR.
- d) promoting the efficient use of existing SAR means;
- e) acting as a cooperation forum for the exchange of information and developing mutual interest stances and policies for a Regional SAR System;
- f) promoting a close collaboration and coordination among civil, military authorities and other Regional organizations, aimed at providing the Aeronautical SAR Service efficiently;
- g) improving cooperation among SAR Aeronautical communities: Maritime and Ground to efficiently provide the Aeronautical SAR Service in the C/CAR area;
- h) determining other ways of improving general efficiency and effectiveness of Aeronautical SAR Services in the C/CAR area, and standardize procedures and SAR equipment whenever possible;
- i) promoting Signing Agreements or SAR Conventions among States/Territories of the C/CAR;
- j) channeling through the corresponding organizations, the carrying out of regional SAR drills at least once a year, aimed at correcting possible mistakes, and at improving the SAR system;

3. **MEMBERS:** The C/CAR SAR Coordination Committee will be formed by members in charge of Aeronautical SAR of the following Status/Territories:

- 1) Cuba
- 2) Dominican Republic
- 3) Haiti
- 4) Jamaica
- 5) Netherlands Antilles
- 6) United Kingdom
- 7) United States

- a) Members will be responsible for keeping appropriate coordination with other Organizations interested in providing SAR Services in the C/CAR.
- b) The second persons in charge of Aeronautical SAR of the States/Territories will be Substitute Members.

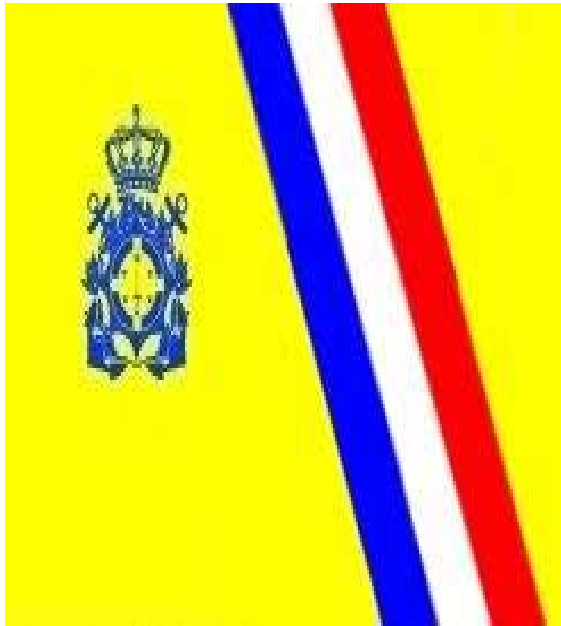
4. PROCEDURES

- a) The general meetings of the Committee will be held at least once a year, at a previously established venue;
- b) The members of the Committee will exchange information through electronic mail;
- c) Extraordinary meetings of the Committee will be held during the meetings of Directors of Civil Aviation, as proposed by a member of the Committee;
- d) During the Committee meetings, Ad-hoc groups may be formed which will carry out specific analysis works so as to present proposals to the Committee;
- e) The Chairperson or any Member could call for a special meeting of the Committee when necessary;
- f) The Committee will carry out necessary coordination for its meetings through the ICAO NACC Office;
- g) The Chairperson and Vice-chairperson of the Committee and other positions will be elected every two years in alphabetical order of States/Territories;
- h) The Chairperson of the Committee will act as moderator of the meetings and the Secretarial Services will be provided by the ICAO NACC Office.

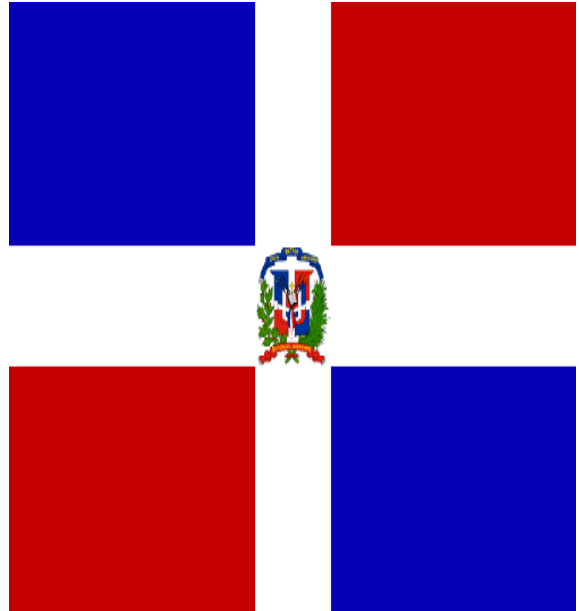
APPENDIX B

AGREEMENT ON AERONAUTICAL AND MARITIME SEARCH AND RESCUE BETWEEN DOMINICAN REPUBLIC AND NETHERLANDS ANTILLES & ARUBA

NETHERLANDS ANTILLES & ARUBA



DOMINICAN REPUBLIC



P/a Marinebasis Parera Nightingaleweg z/n
Willemstad, Curaçao

Phone : (5999) 4637700
Fax : (5999) 4637717
E-mail : C.Smits@MINDEF.NL
Website : www.kustwacht.an

Aeropuerto Internacional Las Américas
Dr. José Francisco Peña Gómez

Phone : (809) 549-0137(809) 540-1310 Ext.: 230
Fax : (809) 549-0137
E-mail : rccsantodomingo@hispavista.com
Website : <http://www.dgac.gov.do>

MEMORANDUM OF UNDERSTANDING ON AERONAUTICAL AND MARITIME SEARCH AND RESCUE BETWEEN DOMINICAN REPUBLIC AND NETHERLANDS ANTILLES & ARUBA

1. INTRODUCTION

Knowing the importance of co-operation in search and rescue (SAR), and of the provision of expeditious and effective SAR services;

Desiring to support the provisions of the International Convention on Maritime Search and Rescue of the International Maritime Organization (IMO) and/or the Convention on International Civil Aviation of the International Civil Aviation Organization (ICAO); and

Seeking to provide an overall plan for SAR co-ordination, use of available resources, mutual assistance, and efforts to improve SAR services;

The Parties have agreed as follows:

2. EXTENT OF ASSISTANCE

The Parties agree to co-operate in the following areas:

- (a)** Support each other by providing SAR facilities as appropriate for operations within their respective Search and Rescue Regions (SRR's);
- (b)** Make, and respond to, requests for operational assistance between the operating entities of the Parties as the capabilities allow;
- (c)** Develop procedures and communications appropriate for co-ordination among facilities of both Parties responding to the same distress incident and for coordination between the operating entities of the Parties;
- (d)** Normally apply the guidance of the International Aeronautical and Maritime SAR Manuals regarding SAR operational procedures and communications;
- (e)** Work to establish agreed procedures, which balance concerns for sovereignty and for saving lives, regarding entry of various types of SAR facilities into the territory of the other Party, solely for a search or rescue operations; and;
- (f)** Enter into other collaborative SAR efforts which may include:
 - mutual visits by SAR personnel of the Parties;
 - joint training or exercises;

- co-operation in development of SAR procedures, techniques, equipment, or facilities;
- exchange of pertinent SAR or communications information; and
- establishment of one or more SAR committees to provide a means for ongoing co-operation in improving SAR effectiveness.

3. SEARCH AND RESCUE REGIONS

The geographic boundaries of the Aeronautical and Maritime Search and Rescue Region of the Netherlands Antilles & Aruba are as follows:

12 -30'.0 N/070 -30'.0 W,
 12 -30'.0 N/071 -25'.0 W,
 14 -20'.0 N/074 -00'.0 W,
 16 -00'.0 N/074 -00'.0 W,
 17 -00'.0 N/073 -00'.0 W,
 17 -00'.0 N/071 -40'.0 W,
 16 -00'.0 N/071 -40'.0 W,
 16 -00'.0 N/068 -00'.0 W,
 15 -41'.0 N/067 -04'.0 W,
 11 -24'.0 N/067 -58'.0 W,
 12 -30'.0 N/070 -30'.0 W.

The geographic boundaries of the Aeronautical and Maritime Search and Rescue Region of the Dominican Republic are as follows:

16-00'N / 071-40'W,
 17-00'N / 071-40'W,
 20-25'N / 071-40'W,
 20-25'N / 070-29'W,
 19-00'N / 068-00'W,
 16-00'N / 068-00'W,
 16-00'N / 071-40'W.

(See annex "B")

4. TERMS OF THE MEMORANDUM OF UNDERSTANDING

Each Party will:

- (a) Keep information readily available on availability of any SAR facilities or other resources which may be needed for implementing this Memorandum of Understanding.
- (b) Keep each other fully and promptly informed of all SAR operations of mutual interest or which may involve use of facilities of the other Party;

- (c) Authorize its operating entities to request assistance via the operating entities of the other Party and to provide all pertinent information on the distress situation and the scope of assistance needed. (See annex F*);
- (d) Authorize its operating entities to promptly respond to a request for assistance from an operating entity of the other Party. Both parties agree that within their own SAR Region their entities have the lead in coordinating a SAR response or operation, the SAR authorities shall consult in each case to see if coordination should be taken over by the other entity;
- (e) Authorize its operating entities to promptly arrange, or arrange in advance, with other national authorities for territorial entry of SAR facilities of the other Party (including overflight or landing of SAR aircraft, and similar accommodation of surface (land or water) SAR units) as circumstances dictate for fuelling, medical, or other appropriate and available operational support, or in response to a request to the operating entity of the other Party for assistance of those facilities which involve territorial entry. (See Annex F*).
- (f) The Dominican Republic authorizes its aeronautical ATS Units (e.g. TWR, APP, and ACC) and its Naval Operations Division (M-3) to request SAR assistance via the Netherlands Antilles and Aruba RCC, whereas NA&A ATS Units should request SAR assistance of the Dominican Republic via NA&A RCC;
- (g) Normally fund its own activities in relation to this Memorandum of Understanding unless otherwise arranged by the Parties in advance, and, in any event, will not allow a matter of reimbursement of cost to delay response to persons in distress.

5. POINTS OF CONTACT AND INFORMATION EXCHANGE

- a) The Primary Operational Points of Contact for this Memorandum of Understanding are RCC Curacao for the Government of the Netherlands Antilles & Aruba, the Dominican Naval Operations Division (M-3) and the Air Operations Director (A-3) of the Dominican Republic Air Force, for the Government of Dominican Republic.
- b) The Primary Points of Contact for matters relating to policy or to the provisions of this Memorandum of Understanding are the Commandant of Netherlands Antilles & Aruba Coast Guard, and the Chiefs of Staff of the Dominican Republic Navy and the Air Force.
- c) Identification of Points of Contact in this part is not intended to preclude direct coordination, as appropriate, among any other SAR authorities or facilities.

- d) The SAR Authorities of the Parties will exchange any information as appropriate to support this Memorandum of Understanding, including but not limited to: address, telephone, fax and email information for points of contact; information on SAR and support facilities; and available radio frequencies.

6. ENTRY INTO FORCE, DURATION AND TERMINATION

- (a) This Memorandum of Understanding shall enter into force upon signature by both Parties.
- (b) This Memorandum of Understanding may be terminated at any time by either Party upon written notification to the other Party through the diplomatic channel. Such termination to take effect six months from the date of notification, or sooner by mutual understanding of the Parties.
- (c) This Memorandum of Understanding shall continue to apply after termination with respect to any administrative or judicial proceedings arising out of actions taken pursuant to this Memorandum of Understanding.
- (d) SAR operations in progress at the time of termination shall not be affected unless the Parties reach an understanding to the contrary.

SIGNED in duplicate at _____ this _____ of 2005, in the English and Spanish languages, each text being equally authentic.

FOR THE GOVERNMENT OF THE
NETHERLANDS ANTILLES & ARUBA:

COMMODORE F. SIJTSMA
Commandant of the
Coastguard NA&A

FOR THE GOVERNMENT OF
THE DOMINICAN REPUBLIC:

SIGFRIDO PARED PEREZ
Admiral, D.N., (DEM)
Secretary of State of the Armed Forces

LIC. NORGE BOTELLO FERNANDEZ
Secretary of State
Civil Aviation Director

**MEMORANDUM OF UNDERSTANDING ON AERONAUTICAL AND MARITIME
SEARCH AND RESCUE BETWEEN DOMINICAN REPUBLIC AND
NETHERLANDS ANTILLES & ARUBA**

ANNEXES

The following annexes are part of this Memorandum of Understanding:

- Annex A. Definitions
- Annex B. Geographical Search and Rescue areas for Dominican Republic and Netherlands Antilles & Aruba.
- Annex C. Communications.
- Annex D. Aeronautical frequencies
- Annex E. Format for Search and Rescue Situation Report (SITREP's)
- Annex F. Entry into and fly over by the Search and Rescue units in the territorial seas of both states

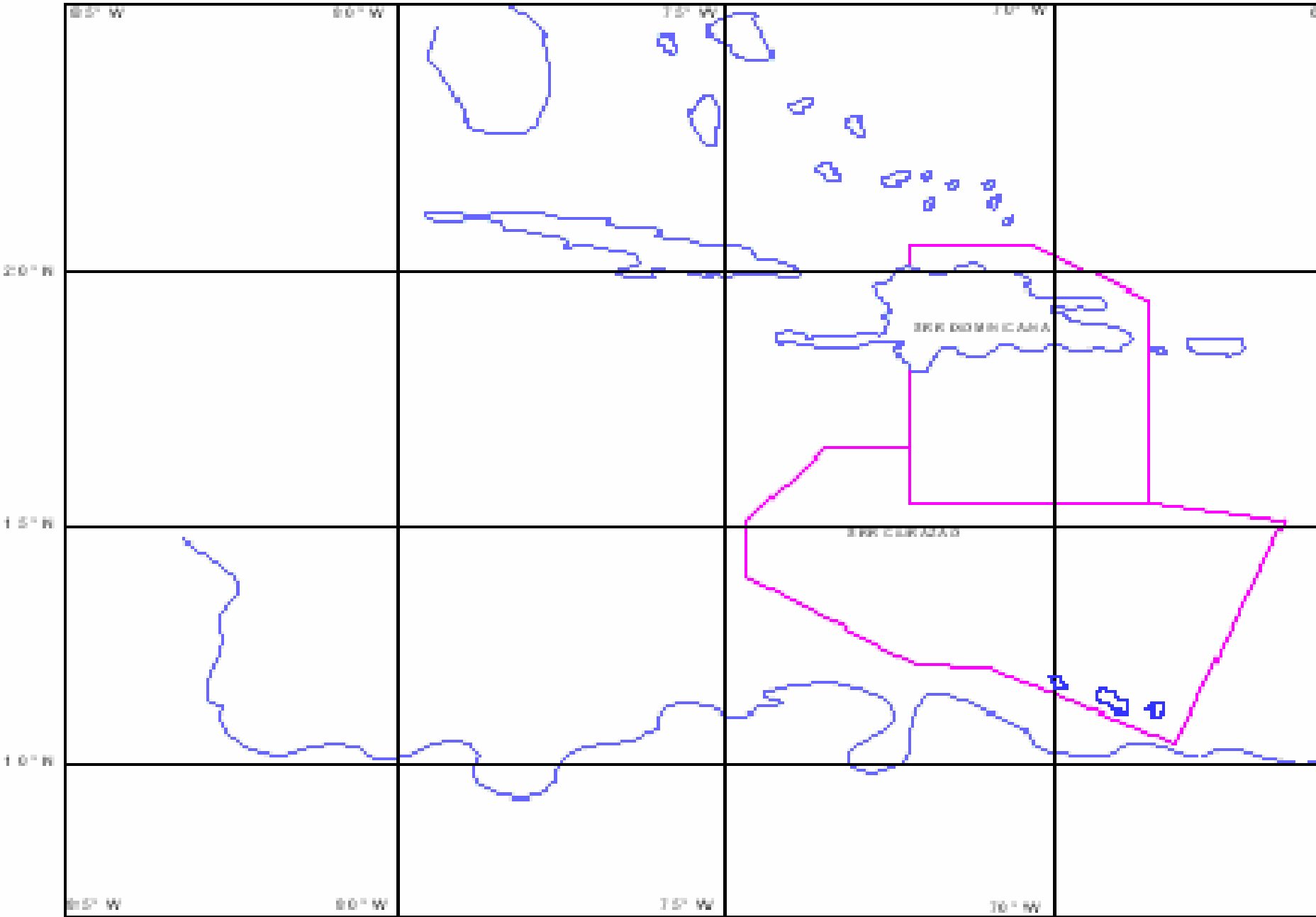
**MEMORANDUM OF UNDERSTANDING ON AERONAUTICAL AND MARITIME
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Annex “A”

1. **Mass Rescue Operations (MRO's):** means SAR services that require immediate response to large numbers of persons in distress, such that capabilities normally available to the SAR authorities of the Parties are inadequate.
2. **Rescue:** means an operation to retrieve persons in distress provide for their initial medical or other needs, and delivering them to a place of safety.
3. **Rescue Coordination Center (RCC):** means the unit responsible for promoting efficient organization of SAR services and for coordinating the conduct of SAR operations within a SAR region.
4. **Rescue Sub-Center (RSC):** means a unit subordinate to a RCC established to complement the latter according to particular provisions of the responsible authorities.
5. **Search:** means an operation, normally coordinated by an RCC or RSC, using available personnel and facilities to locate persons in distress.
6. **SAR Authorities:** means for the Government of the Netherlands Antilles & Aruba, the Netherlands Antilles & Aruba Coast Guard, and for the Government of the Dominican Republic, the Dominican Republic Navy and the Dominican Air Force.
7. **SAR region (SRR):** means an area of defined dimensions, associated with an RCC, within which SAR services are provided.
8. **SAR Services:** means the performance of distress monitoring, communication, coordination, search operations, and rescue operations. These services are carried out in accordance with relevant frameworks of the International Maritime Organization (**IMO**) and of the International Civil Aviation Organization (**ICAO**).
9. **JRCC:** Joint RCC, is a RCC with responsibilities on maritime and aeronautical SAR. (e.g. NA&A).

ANNEX B

Geographical Search And Rescue areas for Dominican Republic and Netherlands Antilles & Aruba



**MEMORANDUM OF UNDERSTANDING ON AERONAUTICAL AND MARITIME
SEARCH AND RESCUE BETWEEN DOMINICAN REPUBLIC AND
NETHERLANDS ANTILLES & ARUBA**

**ANNEX C
COMMUNICATIONS**

1. During Search and Rescue operations involving both parties, well established two way communications will form the key to a successful coordination between the different Search and Rescue Units of both parties.
2. During joint Search and Rescue operations the language between the operating entities preferably should be English, although the Spanish language may also be used.
3. During Search and Rescue operations, any request for assistance and/or support will be made by using the fastest means of communication, followed by confirmatory telex or telefax messages.
4. The Situation report (SITREP) as mentioned in Annex 2 of the "IMO Merchant Ship Search and Rescue Manual of the International Maritime Organization (edition 1987) which is shown in Annex "E" of this Memorandum of Understanding shall be used to keep the operating entities of both parties informed of the Search and Rescue mission progress. This SITREP will be transmitted as soon as details concerning an incident become clear enough to indicate SAR system involvement. This SITREP should no be delayed unnecessarily for confirmation or translation of all details.
5. The following existing communications facilities are available for communications between the operating entities of both parties:
 - a. Voice communications.
 - (1) Commercial telephone:
 - (a). RCC CuraÇao:
5999 4637911 or 5999 4637700
 - (b). Naval Operations Division (M-3)
809 – 592 – 0707 (telefax)
809 – 593 – 5900 ext.: 5340; 5345; 5346
809 – 592 – 0606
809 – 593 – 5806
 - c). Air Operations Director (A-3)
809-596-6506
809-596-6993
809-688-3333 Ext: 2225

(2). Radiotelephone:

(a). RCC CuraÇao:

J3E/H3E 8199.7 KHz (primary), 6209.2 KHz (secondary), 4377.6 KHz (third).

(Only guarded by RCC CuraÇao during SAR operations or on request)

J3E/H3E 2182 KHz

(Guarded by CRS CuraÇao 24 hrs.)

(b). Naval Operations Division (M-3)

2182 KHz

(Guarded 24 hrs. by the Naval Operations Division (M-3))

7635 KHz, 8085 KHz, 6913 KHz, 1157 KHz

(Guarded 24 hrs. by the Naval Operations Division (M-3))

(c) Air Operations Director (A-3)

122.7 MHz (Guarded 24 hrs. by the Air Operations Director (A-3))

b. Printed Communications.

(1). Teletype:

(a). RCC CuraÇao.

Telex: 390 1040 KMARNC ATT RCC CuraÇao

Telex: 390 1234

AFTN: TNCCYCYX

(b). Naval Operations Division (M-3)

AFTN: MDSDYFYX, MDSDYCYX

(2). Telefax:

(a). RCC CuraÇao

5999 4637950 (24 hours)

5999 4637469 office hours)

(b). Naval Operations Division (M-3)

809 – 592 – 0707

809 – 592 – 0910

(c). Air Operations Director (A-3)

809-596-1078

809-598-4974

6. The following communications channels shall be used between different Search and Rescue Units and designated On Scene Commander during on scene Search and Rescue operations:

BAND	PRIMARY	SECONDARY/CALLING
HF	J3E/ H3E 3023 KHz (night) J3E/ H3E 5680 KHz (day)	J3E/H3E 2182
VHF/AM	A3E 123.100 MHz	A3E 121.5 MHz
VHF/FM	F3E 156.3 MHz (Ch 6)	F3E 156.8 MHz (Ch 16)
UHF	A3E 282.800 MHz	A3E 243.0 MHz

7. During a Search and Rescue operations all Search and Rescue Units involved will use the following callsigns:

a. The callsign for Rescue Coordination Centre Curaçao is:

- (1) "RCC Curacao" on voice.
- (2) "RCC Curacao NA" on Telex.

b. The callsign for Naval Operations Division (M-3) is:

- (1) Naval Operations Division (M-3) on voice.
- (2) Naval Operations Division (M-3) on Telex.

c. The callsign for Air Operations Director (A-3) is:

- (1) Air Operations Director (A-3) on voice.
- (2) Air Operations Director (A-3) on Telex.

d. Callsign for SAR vessels and aircraft.
(With the exception of military aircraft) consist of its assigned callsign prefix by RESCUE

Examples:

- "RESCUE FAD35"

e. The callsign for military aircraft of the Netherlands forces are:

- (1) RESCUE PLUTO, followed by odd consecutive number from 1 to 9 based on the number of fixed wing aircrafts involved.
Example: "RESCUE PLUTO ONE"
- (2) RESCUE PEDRO, followed by an even consecutive number from 2 to 10 based on the number of helicopters involved.

example: "RESCUE PEDRO TWO"

f. Callsigns for ships, ship's name are to be used, without prefix use.

8. All SAR aircraft operating under the control of RCC Curacao and involved in Search and Rescue operations shall squawk the following IFF modes transponder settings (if equipment has been installed and is operating properly): IFF mode 3 fixed setting of "336" followed by the numerical code of the RESCUE PLUTO or RESCUE PEDRO callsign.

Example: "RESCUE PLUTO THREE"

IFF mode 1 setting is "73"

IFF mode 2 setting is "1234"

IFF mode 3 setting is "3361", "3362" or "3363"

9. The main ways of communications between the Dominican Republic's Maritime Operations Divisions (M-3), Air Operations Director (A-3) and the NA & A will be telephone, fax and e-mail. If needed, telex can be used as a backup system. The telex communications check message of each party will be answered by transmitting a reply in which the time of receipt of the initial message is stated.

a. Initiation of Telex Communications Check:

From: RCC Curacao

To: Naval Operations Division (M-3), or Air Operations Director (A-3)

Subject: commcheck initial msg

1. This is the Telex communications check message for the month (.....) of the year (...).
2. This message was delivered at (.....) Z

b. Reply from address:

From: Naval Operations Division (M-3), or Air Operations Director (A-3)

To: RCC Curacao

Subject: commcheck ending msg

Received your Telex Communications check message for the month (.....) of the year (.....) at (.....) Z

c. Ending comm-check:

From: RCC Curacao

To: Naval Operations Division (M-3), or Air Operations Director (A-3)

Subject: commcheck ending msg

1. Received your reply at (.....) Z
2. End of comm-check.

MEMORANDUM OF UNDERSTANDING ON AERONAUTICAL AND MARITIME SEARCH AND RESCUE BETWEEN DOMINICAN REPUBLIC AND NETHERLANDS ANTILLES & ARUBA

ANNEX D

AERONAUTICAL FREQUENCIES

DOMINICAN REPUBLIC

UNITS	PHONES	FREQUENCIES
LAS AMERICAS AREA CONTROL CENTER (ACC)	(809) 549 – 0706 (809) 549-1310 Ext.: 249, 255, 259	124.3 MHZ 124.8 MHZ
LAS AMERICAS APPROACH (APP)	(809) 549 –1310 Ext.: 263	119.3 MHZ
LAS AMERICAS CONTROL TOWER (TWR)	(809) 549 – 2037 (809) 549 – 1310 Ext.: 245	118.1 MHZ
FLIGHT INFORMATION CENTER (FIC)	(809) 549-1310 Ext 246	126.9 MHZ
PUNTA CAUCEDO VOR/DME		114.7 MHZ
RESCUE COORDINATION CENTER (RCC Sto. Dgo.)	(809) 549-0137	
AFTN:MDSDYFYX, MDSDYCYX	(809) 549-1310 Ext.: 230 Fax: (809) 549-0137	E-Mails: rccsantodomingo@hispavista.com
<i>Air Force SAR Units</i>	(809) 596 – 6506 (809) 688 – 3333 Fax (809) 598 – 4974 Ext.: 2225	122.7 MHZ

NETHERLANDS ANTILLES & ARUBA

<u>UNITS</u>	<u>PHONES</u>	<u>FEQUENCIES</u>
RCC NA&A (RCC CURACAO)	(00 599-9)463-7700 (00 599-9)463-7950 FAX Callsign: PJC (Papa Juliet Charlie) Email: kw.rcc@czmcarib.an Or: cqcuracao@hotmail.com	8199.7 kHz (P) 6209.2 kHz (S) 4377.6 kHz (T)
HATO CENTRAL CIVIL	(00 599-9)868-2288	
PLESMAN	(00 599-9)868-3224 (00 599-9)839-3110 (00 599-9)839-3119	
APP		119.6 MHZ
TWR		118.3 MHZ
CURACAO ACC	(00 599-9)868-1719	
EAST SECTOR		124.1 MHZ
WEST SECTOR		127.1 MHZ
VOR/ DME		117.7 MHZ (PJG)
HATO MAHUMA ATC = CUR ACC	(00 599-9)868-3863	
HATO MAHUMA METEO	(00 599-9)839-3360 (00 599-9)869-2699 FAX (00 599-9)868-3999	
CURACAO FLIGHT PLAN CONTROL	(00 599-9)869-5041	
AFTN: TNCCYCYX		

**MEMORANDUM OF UNDERSTANDING ON AERONAUTICAL AND MARITIME
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ANTILLES & ARUBA**

ANNEX E

FORMAT for Search and Rescue Situation Reports (SITREPs)

Reference: Annex 2 Part 2 of the MERCHANT SHIP Search and Rescue MANUAL
IMO (edition 1987).

Short form to pass urgent essential details when requesting assistance, or to provide
earliest notice of casualty.

TRANSMISSION PRIORITY

FROM:

TO:

SUBJ:.....

SAR SITREP

.....
(Emergency phase)

.....
(Sequence)

.....
(c/s/name/nat)

.....
(Description of difficulty)

.....
(If required-UNC (unit case number))

A. IDENTITY OF CASUALTY:

.....
(Name)

.....
(Callsign)

.....
(Flag state)

B. POSITION:

.....
(Latitude, longitude)

C. SITUATION:

.....
(Type of message e.g. distress/urgency)

.....
(Date/time, nature of distress/urgency)

e.g. fire, collision, medical

D. NUMBER OF PERSONS:
E. ASSISTANCE REQUIRED:(Please turn over)

Full form the following additional section will be used to pass amplifying and/or updating information during SAR operations.

F. COORDINATING RCC:
G. DESCRIPTION OF CASUALTY
(Physical description)
.....
(Owner/charterer)
.....
(Cargo carried)
.....
(Passage from/to
.....
(Life saving equipment carried)
.....
(Etc. etc.)
H. WEATHER ON SCENE:
(Wind, sea or swell state, temperature)
.....
(Visibility, cloud cover or ceiling)
.....
(Barometric pressure)
I. INITIAL ACTION TAKEN:
(By both casualty and/or RCC)
J. SEARCH AREA
(As planned by RCC)
K. COORDINATING INSTRUCTIONS:
(OSC designated)
.....
(Units participating)
.....
(Etc. etc.)
L. FUTURE PLANS
M. ADDITIONAL INFORMATION:
(Including time SAR operation will be terminated)

**MEMORANDUM OF UNDERSTANDING ON AERONAUTICAL AND MARITIME
SEARCH AND RESCUE BETWEEN DOMINICAN REPUBLIC AND
NETHERLANDS ANTILLES & ARUBA**

ANNEX "F"

**Entry into and fly by Search and Rescue units
In territorial seas of both States**

1. If it is necessary to enter into, or fly over the territorial seas of the other State for the purpose of conducting extended Search and Rescue operations with a vessel or an aircraft under the control of the RCC or Naval Operations Division (M-3) concerned, a request, giving full details of the projected mission and the need for it, is to be transmitted using the most expeditious means of communications. In case of voice communications, above mentioned request is to be confirmed by telex or telefax containing an acknowledgement request. It is recommended to file this request by using the internationally recognized SITREP format. (Annex E).

In this case paragraph E (ASSISTANCE REQUIRED) of the SITREP should contain the text: "Request permission to enter the territorial sea of (State concerned) with the following Search and Rescue Units:
(Type)/ (Callsign)"

2. A request to enter into, or fly over the territorial seas of the other State, for the purpose of conducting extended Search and Rescue operations is only to be filed by the respective Operating Entities.
 - a. Permission for entering the territorial seas of Dominican Republic as described in this Annex will be issued by Naval Operations Division (M-3).
 - b. Permission for entering the territorial seas of the Netherlands Antilles and Aruba as described in this Annex will be issued by RCC Netherlands Antilles and Aruba.
3. The receipt of a request to enter into or fly over the territorial waters of the other State, for the purpose of conducting extended Search and Rescue operations should be acknowledged upon receipt. Decision on request will be transmitted by the addressed Operating Entity as soon as possible using the fastest means of communications, and is to be confirmed by telex or telefax message in case of voice communications.
4. Any aircraft operating over territorial seas of the other State for the purpose of conducting extended Search and Rescue operations shall operate in

accordance with the applicable Air Traffic Procedures and Regulations. It is considered mandatory that the Operating Entities work out a Flight Plan in which the Search Area, Search Altitude and other relevant information is stated.

5. Any vessel and/or aircraft entering into, or flying over the territorial seas of the other State, (without prior permission) for the purpose of rendering emergency assistance to persons, surface, craft, or aircraft in danger or distress, or when the location is reasonably well known, is allowed immediate entry into the other seas.
6. The Master of the vessel entering the territorial seas of the other State, or Aircraft Commander entering airspace above territorial seas of the other State, shall immediately notify the Operating Entity of that State, about his actions and intentions via any suitable:
 - Coastal Radio Station or;
 - Maritime Radio Station or;
 - Air Traffic Control Facility.
7. An Operating Entity, which has knowledge of the entry into or fly over the territorial seas of the other State, by any Search and Rescue Unit under his control for the purpose of rendering emergency assistance to persons, surface craft, or aircraft in danger or distress (paragraph 5) shall immediately inform the Operating Entity of the other party.