

Republic of Iraq  
Ministry of Transport  
Iraq Civil Aviation Authority



**REGULATIONS**  
**(25)**  
**SEARCH AND RESCUE**





## **Introduction**

Regulations No. 25 for the “Search and Rescue” is issued by the Iraqi Civil Aviation Authority under the Civil Aviation Act.148 of 1974 and pursuant to article 208 , The following Regulations are approved in accordance with ICAO Annex 12 Search and Rescue it contain information about standards , practices , and procedures that are acceptable to the authority

Signed by Director General  
Civil Aviation Authority of Iraq

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## APPENDICES

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**REPUBLIC OF IRAQ**  
**REGULATIONS**

*Made by the Authority with the approval of the Director General of Iraqi Civil Aviation  
Authority under “The Civil Aviation Act no. 148 of 1974”.*

**REGULATIONS No.(25)**

**Search and Rescue**

**CHAPTER- A**

**25.1 definitions**

**Alerting post.** Any facility intended to serve as an intermediary between a person reporting an emergency and a rescue coordination center or rescue sub center.

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

**Distress phase.** 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.** The forced landing of an aircraft on water.

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

**Joint rescue coordination center (JRCC).** A rescue coordination center responsible for both aeronautical and maritime search and rescue operations.

**Operator.** A person, organization or enterprise engaged in or offering to engage in an aircraft operation.

**Pilot-in-command.** The pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight.

**Rescue.** 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 center (RCC).** A unit responsible for promoting efficient organization of search and rescue services and for coordinating the conduct of search and rescue operations within a search and rescue region.

**Rescue sub center (RSC).** A unit subordinate to a rescue coordination center, established to complement the latter according to particular provisions of the responsible authorities.

**Search.** An operation normally coordinated by a rescue coordination center or rescue sub center using available personnel and facilities to locate persons in distress.

**Search and rescue aircraft.** An aircraft provided with specialized equipment suitable for the efficient conduct of search and rescue missions.

**Search and rescue facility.** Any mobile resource, including designated search and rescue units, used to conduct search and rescue operations.

**Search and rescue service.** 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).** An area of defined dimensions, associated with a rescue coordination center, within which search and rescue services are provided.

**Search and Rescue Authority:** An authority by the law and regulations with privileges to execute and supervise.

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

**State of Registry.** The State on whose register the aircraft is entered.

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

**Alert Phase:** A situation where an ATC didn't re-establish communications with the aircraft in (Uncertainty Phase) wherein fear exists as to the safety of an aircraft and its occupants.

**Distress Phase:** A situation where an aircraft is considered in distress if no information are received during (Alert Phase) wherein a reasonable certainty exists as to the safety of an aircraft and its occupants and that they are in immanent danger and require immediate assistance.

## **CHAPTER B ORGANIZATION**

### **25.2 Search and rescue services**

- a.** Contracting States shall, individually or in cooperation with other States, arrange for the establishment and prompt provision of search and rescue services within their territories to ensure that assistance is rendered to persons in distress. Such services shall be provided on a 24-hour basis.
- b.** Those portions of the high seas or areas of undetermined sovereignty for which search and rescue services will be established shall be determined on the basis of regional air navigation agreements. Contracting States having accepted the responsibility to provide search and rescue services in such areas shall thereafter, individually or in cooperation with other States.
- c.** Basic elements of search and rescue services shall include a legal framework, a responsible authority, organized available resources, communication facilities and a workforce skilled in coordination and operational functions.
- d.** Search and rescue services shall establish processes to improve service provision, including the aspects of planning, domestic and international cooperative arrangements and training.
- e.** In providing assistance to aircraft in distress and to survivors of aircraft accidents, Contracting States shall do so regardless of the nationality or status of such persons or the circumstances in which such persons are found.
- f.** Authorized Authority having accepted responsibility to provide search and rescue services shall use search and rescue units and other available facilities to assist any aircraft or its occupants that are or appear to be in a state of emergency.
- g.** Where separate aeronautical and maritime rescue coordination centers serve the same area, States shall ensure the closest practicable coordination between the centers. Contracting States should facilitate consistency and cooperation between their aeronautical and maritime search and rescue services.
- h.** Contracting States should establish joint rescue coordination centers to coordinate aeronautical and maritime search and rescue operations.

### **25.3 Search and rescue regions**

- (a)** Contracting States shall delineate the search and rescue regions within which they will provide search and rescue services.

Where the limits for the regional search and rescue are the borders of the Republic of Iraq, as follows:

1. Borders between Iraq and Iran
2. Borders between Iraq and Syria
3. Borders between Iraq and Turkey
4. Border at the junction of the Jordanian-Iraqi Saudi Arabia to the meeting point along the lines of the Iraqi-Saudi (40) east, then follow the line length (40) to the point (2930) north and (4000) eastward to the point (2838) north and (4730) east to (2806) north and (4836) to the east to meet the Iranian border line in points (2950) north and (5015) to the east.

(b) Search and rescue regions should, in so far as practicable, be coincident with corresponding flight information regions and, with respect to those areas over the high seas, maritime search and rescue regions.

#### **25.4 Rescue coordination centers and rescue sub centers**

- (a) Contracting States shall establish a rescue coordination center in each search and rescue region.
- (b) Where all or part of the airspace of a Contracting State is included within a search and rescue region associated with a rescue coordination center in another Contracting State, that former State should establish a rescue sub center subordinate to the rescue coordination center wherever this would improve the efficiency of search and rescue services within its territory.
- (c) Each rescue coordination center and, as appropriate, rescue sub center, shall be staffed 24 hours a day by trained personnel proficient in the use of Arabic and English language used for radiotelephony Communications

#### **25.5 Search and rescue communications**

- (a) Each rescue coordination center shall have means of rapid and reliable two-way communication with:
  1. associated air traffic services units;
  2. associated rescue sub centers;
  3. appropriate direction-finding and position-fixing stations;
  4. where appropriate, coastal radio stations capable of alerting and communicating with surface vessels in the region;
  5. the headquarters of search and rescue units in the region;
  6. all maritime rescue coordination centers in the region and aeronautical, maritime or joint rescue coordination centers in adjacent regions;
  7. a designated meteorological office or meteorological watch office;
  8. search and rescue units
- (b) Each rescue sub center shall have means of rapid and reliable two-way communication with:
  1. adjacent rescue sub centers;
  2. a meteorological office or meteorological watch office;
  3. search and rescue units; and

4. Alerting posts.

## **25.6 Search and rescue units**

- A. Contracting States shall designate as search and rescue units elements of public or private services suitably located and equipped for search and rescue operations.
- B. Contracting States shall designate as parts of the search and rescue plan of operation, elements of public or private services that do not qualify as search and rescue units but are nevertheless able to participate in search and rescue operations

## **25.7 Search and rescue equipment**

- A. Search and rescue units shall be provided with equipment for locating promptly, and for providing adequate assistance at, the scene of an accident.
- B. Each search and rescue unit should have means of rapid and reliable two-way communication with other search and rescue facilities engaged in the same operation.
- C. Each search and rescue aircraft shall be equipped to be able to communicate on the aeronautical distress and on scene frequencies and on such other frequencies as may be prescribed.
- D. Each search and rescue aircraft shall be equipped with a device for homing on distress frequencies.
- E. Each search and rescue aircraft, when used for search and rescue over maritime areas, shall be equipped to be able to communicate with vessels.
- F. Each search and rescue aircraft, when used for search and rescue over maritime areas shall carry a copy of the International Code of Signals to enable it to overcome language difficulties that may be experienced in communicating with ships.
- G. Unless it is known that there is no need to provide supplies to survivors by air, at least one of the aircraft participating in a search and rescue operation should carry droppable survival equipment.
- H. States should locate, at appropriate aerodromes, survival equipment suitably packed for dropping by aircraft.

## **CHAPTER C COOPERATION**

## **25.8 Cooperation between States**

- A. Contracting States shall coordinate their search and rescue organizations with those of neighboring States.

- B. Subject to such conditions as may be prescribed by its own authorities, a Contracting State shall permit immediate entry into its territory of search and rescue units of other States for the purpose of searching for the site of aircraft accidents and rescuing survivors of such accidents.
- C. The authorities of a Contracting State who wish their search and rescue units to enter the territory of another Contracting State for search and rescue purposes shall transmit a request, giving full details of the projected mission and the need for it, to the rescue coordination center of the State concerned or to such other authority as has been designated by that State.
- D. Upon receiving a request from a neighboring state to allow their search and rescue unit to enter the territory of the Republic of Iraq, the Authorized Authorities shall:
  - 1. immediately acknowledge the receipt of such a request,
  - 2. as soon as possible, indicate the conditions, if any, under which the projected mission may be undertaken.
- E. When Contracting States agree to enter into agreements with neighboring States to strengthen search and rescue cooperation and coordination, setting forth the conditions for entry of each other's search and rescue units into their respective territories. These agreements should also provide for expediting entry of such units with the least possible formalities.
- F. Each Contracting State should send a request to the Authorized Authorities to authorize its rescue coordination centers to have privileges to do the following:
  - 1. request from other rescue coordination centers such assistance, including aircraft, vessels, persons or equipment, as may be needed;
  - 2. grant any necessary permission for the entry of such aircraft, vessels, persons or equipment into its territory;
  - 3. Make the necessary arrangements with the appropriate customs, immigration or other authorities with a view to expediting such entry.
  - 4. To provide, when requested, assistance to other rescue coordination centers, including assistance in the form of aircraft, vessels, persons or equipment.
  - 5. Contracting States should make arrangements for joint training exercises involving their search and rescue units, those of other States and operators, in order to promote search and rescue efficiency
  - 6. Contracting States should make arrangements for periodic liaison visits by personnel of their rescue coordination centers and sub centers to the centers of neighboring States.

## **25.9 Cooperation with other services**

- A. Contracting States shall arrange for all aircraft, vessels and local services and facilities which do not form part of the search and rescue organization to cooperate fully with the latter in search and rescue and to extend any possible assistance to the survivors of aircraft accidents.

- B. Contracting States should ensure the closest practicable coordination between the relevant aeronautical and maritime authorities to provide for the most effective and efficient search and rescue services.
- C. Contracting States shall ensure that their search and rescue services cooperate with those responsible for the care of those who suffered from the accident.
- D. To facilitate accident investigation, rescue units should, when practicable, be accompanied by persons qualified in the conduct of aircraft accident investigations.
- E. States shall designate a search and rescue point of contact for the receipt of distress data.

### **25.10 Dissemination of information**

- A. Each Contracting State shall publish and disseminate all information necessary for the entry of search and rescue units of other States into its territory or, alternatively, include this information in search and rescue service arrangements.
- B. Contracting States should, to the extent desirable and practicable, disseminate information to the general public and emergency response authorities regarding actions to be taken when there is reason to believe that an aircraft's emergency situation may become cause for public concern or require a general emergency response.

## **CHAPTER D PREPARATORY MEASURES**

### **25.11 Preparatory information**

- A. Each rescue coordination center shall have readily available at all times up-to-date information concerning the following in respect of its search and rescue region:
  - 1. search and rescue units, rescue sub centers and alerting posts;
  - 2. air traffic services units;
  - 3. means of communication that may be used in search and rescue operations;
  - 4. addresses and telephone numbers of all operators, or their designated representatives, engaged in operations in the region; and Any other public and private resources including medical and transportation facilities that are likely to be useful in search and rescue
- B. Each rescue coordination center should have readily available all other information of interest to search and rescue, including information regarding:
  - 1. the locations, call signs, hours of watch, and frequencies of all radio stations likely to be employed in support of search and rescue operations;
  - 2. the locations and hours of watch of services keeping radio watch, and the frequencies guarded;
  - 3. locations where supplies of droppable emergency and survival equipment are stored; and
  - 4. Objects which it is known might be mistaken for unallocated or unreported wreckage, particularly if viewed from the air.

- C. Each rescue coordination center whose search and rescue region includes maritime areas should have ready access to information regarding the position, course and speed of ships within such areas that may be able to provide assistance to aircraft in distress and information on how to contact them.
- D. Contracting States should, individually or in cooperation with other States, either establish ship reporting systems in cooperation with maritime authorities or arrange communication links with (Amver) or regional ship reporting systems to facilitate search and rescue operations at sea.

## **25.12 Plans of operation**

- A. Each rescue coordination center shall prepare detailed plans of operation for the conduct of search and rescue operations within its search and rescue region.
- B. Search and rescue plans of operations should be developed jointly with representatives of the operators and other public or private services that may assist in providing search and rescue services or benefit from them.
- C. The plans of operation shall specify arrangements for the servicing and refueling, to the extent possible, of aircraft, vessels and vehicles employed in search and rescue operations, including those made available by other States.
- D. The search and rescue plans of operation shall contain details regarding actions to be taken by those persons engaged in search and rescue, including;
  - 1. the manner in which search and rescue operations are to be conducted in the search and rescue region
  - 2. the use of available communication systems and facilities
  - 3. the actions to be taken jointly with other rescue coordination centers;
  - 4. the methods of alerting en-route aircraft and ships at sea;
  - 5. the duties and prerogatives of persons assigned to search and rescue;
  - 6. the possible redeployment of equipment that may be necessitated by meteorological or other conditions;
  - 7. the methods for obtaining essential information relevant to search and rescue operations, such as weather reports and forecasts, appropriate NOTAM, etc.;
  - 8. the methods for obtaining, from other rescue coordination centers, such assistance, including aircraft, vessels, persons or equipment, as may be needed;
  - 9. the methods for assisting distressed aircraft being compelled to ditch to rendezvous with surface craft;
  - 10. the methods for assisting search and rescue or other aircraft to proceed to aircraft in distress
  - 11. cooperative actions to be taken in conjunction with air traffic services units and other authorities concerned to assist aircraft known or believed to be subject to unlawful interference.
- E. Search and rescue plans of operation should be integrated with airport emergency plans to provide for rescue services in the vicinity of aerodromes including, for coastal aerodromes, areas of water.

### **25.13 Search and rescue units**

(a) Each search and rescue unit shall:

1. be cognizant of all parts of the plans of operation prescribed in (4.2) that are necessary for the effective conduct of its duties;
2. keep the rescue coordination center informed of its preparedness

(b) Search and Rescue Center shall:

1. maintain in readiness the required number of search and rescue facilities;
2. maintain adequate supplies of rations, medical stores, signaling devices and other survival and rescue equipment

### **25.14 Training and exercises**

To achieve and maintain maximum efficiency in search and rescue, Contracting States shall provide for regular training of their search and rescue personnel and arrange appropriate search and rescue exercises

### **25.15 Wreckage**

*Recommendation.*— Each Contracting State should ensure that wreckage resulting from aircraft accidents within its territory or, within the search and rescue regions for which it is responsible, is removed, obliterated or charted following completion of the accident investigation, if its presence might constitute a hazard or confuse subsequent search and rescue operations.

## **CHAPTER E OPERATING PROCEDURES**

### **25.16 Information concerning emergencies**

1. Any authority or any element of the search and rescue organization having reason to believe that an aircraft is in an emergency shall give immediately all available information to the rescue coordination center concerned.
2. Rescue coordination centers shall, immediately upon receipt of information concerning aircraft in emergency, evaluate such information and assess the extent of the operation required.
3. When information concerning aircraft in emergency is received from other sources than air traffic services units, the rescue coordination center shall determine to which emergency phase the situation corresponds and shall apply the procedures applicable to that phase.

## **25.17 Procedures for rescue coordination centers during emergency phases**

### **1. Uncertainty phase**

An aircraft is considered in an uncertainty phase, if the ATC notices that that it's report have not received over a designated area or it has not arrived to the airport after (30) minutes of the scheduled arrival time and the pilot has not established any communication with the ATC, the ATC should follow these steps:

1. Notify the arrival and departure airports and request information on the aircraft.
2. Notify alternate airports mentioned in the flight plan.
3. Asking other aircrafts on the same air route, and in case a communication is re-established or landing in the arrival airport, any facility or service that has been notified shall be promptly informed and the search ends.
4. Asking other aircrafts on the same air route to communicate with the missing aircraft or to observe the area in which the aircraft was missing.
5. Upon the occurrence of an alert phase the rescue coordination center shall immediately alert search and rescue units and initiate any necessary action

### **2. Alert phase**

An aircraft is considered in an Alert phase in the following conditions:

1. If the ATC has not established any communication with the aircraft in (Uncertainty phase).
2. If no information is received that the aircraft has performed an emergency landing.
3. If the aircraft has not landed after (5) minutes from granted clearance and the communications were missing, the ATC shall continue his procedure in (Uncertainty phase) and inform all other aircraft on the same air route, also must inform Search and Rescue Center and briefing, maintain to listen to the emergency frequency (121.5) and all other frequencies in flightplan

### **3. Distress phase**

An aircraft is considered in a Distress phase in the following conditions:

1. If no communication is re-established with the aircraft in (Alert phase).
2. If an information is received that the aircraft fuel is depleted or not enough to reach the designated airport.
3. If information is received that the aircraft efficiency degraded and an emergency landing is forced.
4. If an information is received that the aircraft is going to perform or already performed an emergency landing.

And in case no information is received, the following information must be prepared:

- Type of aircraft and registration.
- Flight plan.
- Aircraft location, direction, altitude, condition, date and time as in final report.
- Number of passengers onboard.

- Amount of fuel and estimated time to be consumed.
- If the aircraft was in communication with other stations.
- The next scheduled aircraft, the search and rescue officer in duty must be informed immediately.

**Upon the occurrence of a distress phase, the rescue coordination center shall:**

1. immediately initiate action by search and rescue units in accordance with the appropriate plan of operation;
2. ascertain the position of the aircraft, estimate the degree of uncertainty of this position, and, on the basis of this information and the circumstances, determine the extent of the area to be searched;
3. notify the operator, where possible, and keep the operator informed of developments;
4. notify other rescue coordination centers, the help of which seems likely to be required, or which may be concerned in the operation;
5. notify the associated air traffic services unit, when the information on the emergency has been received from another source;
6. request at an early stage such aircraft, vessels, coastal stations and other services not specifically included in the appropriate plan of operation and able to assist to:
  - a. maintain a listening watch for transmissions from the aircraft in distress, survival radio equipment or an ELT;
  - b. assist the aircraft in distress as far as practicable;
  - c. inform the rescue coordination center of any developments
7. from the information available, draw up a detailed plan of action for the conduct of the search and/or rescue operation required and communicate such plan for the guidance of the authorities immediately directing the conduct of such an operation
8. amend as necessary, in the light of evolving circumstances, the detailed plan of action;
9. notify the appropriate accident investigation authorities;
10. Notify the State of Registry of the aircraft.
  - i. Initiation of search and rescue action in respect of an aircraft whose position is unknown In the event that an emergency phase is declared in respect of an aircraft whose position is unknown and may be in one of two or more search and rescue regions, the following shall apply:
    1. When a rescue coordination center is notified of the existence of an emergency phase and is unaware of other centers taking appropriate action, it shall assume responsibility for initiating suitable action in accordance with (5.2) and confer with neighboring rescue coordinationCenters with the objective of designating one rescue coordination center to assume responsibility forthwith.
    2. The rescue coordination center to coordinate search and rescueaction shall be the center responsible for:
      - a) the region in which the aircraft last reported its position;
      - b) or the region to which the aircraft was proceeding when its last reported position was on the line separating two search and rescue regions
    3. After declaration of the distress phase, the rescue coordination center with overall coordination responsibility shall inform all rescue coordination centers that may become involved in the operation of all the circumstances

of the emergency and subsequent developments. Likewise, all rescue coordination centers becoming aware of any information pertaining to the emergency shall inform the rescue coordination center that has overall responsibility

- ii. Passing of information to aircraft in respect of which an emergency phase has been declared The rescue coordination center responsible for search and rescue action shall forward to the air traffic services unit serving the flight information region in which the aircraft is operating, information of the search and rescue action initiated, in order that such information can be passed to the aircraft.

### **25.18 Procedures where responsibility for operations extends to two or more Contracting States**

Where the conduct of operations over the entire search and rescue region is the responsibility of more than one Contracting State, the Iraqi Authorities involved shall take action in accordance with the relevant plan of operations and laws of the Republic of Iraq.

### **25.19 Procedures for authorities in the field**

The authorities immediately directing the conduct of operations or any part thereof shall:

1. give instructions to the units under their direction and inform the rescue coordination center of such instructions;
2. Keep the rescue coordination center informed of developments.

### **25.20 Procedures for rescue coordination centers — termination and suspension of operations**

1. Search and rescue operations shall continue, when practicable, until all survivors are delivered to a place of safety or until all reasonable hope of rescuing survivors has passed.
2. The responsible rescue coordination center shall normally be responsible for determining when to discontinue search and rescue operations.
3. When a search and rescue operation has been successful or when a rescue coordination center considers, or is informed, that an emergency no longer exists, the emergency phase shall be cancelled, the search and rescue operation shall be terminated and any authority, facility or service that has been activated or notified shall be promptly informed.

### **25.21 Procedures at the scene of an accident**

- (a) When multiple facilities are engaged in search and rescue operations on-scene, the rescue coordination center or rescue sub center shall designate one or more units on-scene to coordinate all actions to help ensure the safety and effectiveness of air and surface operations, taking into account facility

capabilities and operational requirements.

- (b) When a pilot-in-command observes that either another aircraft or a surface craft is in distress, the pilot shall, if possible and unless considered unreasonable or unnecessary:
1. keep the craft in distress in sight until compelled to leave the scene or advised by the rescue coordination center that it is no longer necessary
  2. determine the position of the craft in distress
  3. as appropriate, report to the rescue coordination center or air traffic services unit as much of the following information as possible:
    - i) type of craft in distress, its identification and condition;
    - ii) its position, expressed in geographical or grid coordinates or in distance and true bearing from a distinctive landmark or from a radio navigation aid;
    - iii) time of observation expressed in hours and minutes Coordinated Universal Time (UTC);
    - iv) number of persons observed;
    - v) whether persons have been seen to abandon the craft in distress;
    - vi) on-scene weather conditions;
    - vii) apparent best ground access route to the distress site
  4. act as instructed by the rescue coordination center or the air traffic services unit
  5. If the first aircraft to reach the scene of an accident is not a search and rescue aircraft, it shall take charge of on-scene activities of all other aircraft subsequently arriving until the first search and rescue aircraft reaches the scene of the accident. If, in the meantime, such aircraft is unable to establish communication with the appropriate rescue coordination center or air traffic services unit, it shall, by mutual agreement, hand over to an aircraft capable of establishing and maintaining such communications until the arrival of the first search and rescue aircraft
  6. When it is necessary for an aircraft to convey information to survivors or surface rescue units, and two-way communication is not available, it shall, if practicable, drop communication equipment that would enable direct contact to be established.
  7. When a ground signal has been displayed, the aircraft shall indicate whether the signal has been understood or not by the means described in (5.6.3) or, if this is not practicable, by making the appropriate visual signal.
  8. When it is necessary for an aircraft to direct a surface craft to the place where an aircraft or surface craft is in distress, the aircraft shall do so by transmitting precise instructions by any means at its disposal. If no radio communication can be established, the aircraft shall make the appropriate visual signal published in Doc 9731.

**25.22 Procedures for a pilot-in-command intercepting a distress transmission**

Maintain to listen to the emergency frequency, which is usually on frequencies (121.5) or (243) and when such signal received, the coordination's are reported and search and rescue coordination center is informed.

Whenever a distress transmission is intercepted by a pilot-in command of an aircraft, the pilot shall;

1. acknowledge the distress transmission;
2. record the position of the craft in distress if given;
3. inform the appropriate rescue coordination center or air traffic services unit of the distress transmission, giving all available information;
4. At the pilot's discretion, while awaiting instructions, proceed to the position given in the transmission.

**25.23 Search and rescue signals**

1. The air-to-surface and surface-to-air visual signals in the Appendix shall, when used, have the meaning indicated therein.
2. Upon observing any of the signals in the Appendix, aircraft shall take such action as may be required by the interpretation of the signal given in that Appendix.

**25.24 Maintenance of records**

1. Each rescue coordination center should keep a record of the operational efficiency of the search and rescue organization in its region.
2. Each rescue coordination center should prepare appraisals of actual search and rescue operations in its region. These appraisals should comprise any pertinent remarks on the procedures used and on the emergency and survival equipment, and any suggestions for improvement of those procedures and equipment. Those appraisals which are likely to be of interest to other States should be submitted to ICAO for information and dissemination as appropriate

## APPENDIX. (1)

### SEARCH AND RESCUE SIGNALS

#### A. Signals with surface craft

1. The following maneuvers 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; with rocking the wings; opening and closing the throttle; or changing the propeller pitch.
  - c) Heading in the direction in which the surface craft is to be directed. Repetition of such maneuvers has the same meaning.
  
2. The following maneuvers 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, with rocking the wings; opening and closing the throttle; and changing the propeller pitch.

#### Replies made by surface craft to the aircraft

1. for acknowledging receipt of signals:
  - a) the hoisting of the “code pennant” (vertical red and white stripes) close up (meaning understood);
  - b) the flashing of a succession of “T’s” by signal lamp in the Morse code;
  - c) the changing of heading to follow the aircraft
  
2. for indicating inability to comply:
  - a) the hoisting of the international flag “N” (a blue and white checkered square);
  - b) the flashing of a succession of “N’s” in the Morse code

#### B. Ground-air visual signal code

##### 1. Ground-air visual signal code for use by survivors

No	Message	Code Symbol
<b>1</b>	Require assistance	<b>V</b>
<b>2</b>	Require medical assistance	<b>X</b>
<b>3</b>	No or negative	<b>N</b>
<b>4</b>	Yes or affirmative	<b>Y</b>
<b>5</b>	Proceeding in this direction	↑

## 2. Ground-air visual signal code for use by rescue units

No	Message	Code Symbol
1	Operation completed	<b>LLL</b>
2	We have found all personnel	<b><u>LL</u></b>
3	We have found only some personnel	++
4	We are not able to continue. Returning to base	<b>XX</b>
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	<b>NN</b>

3. Symbols shall be at least 2.5 meters (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.**

### C. Air-to-ground signals

4. 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
5. Lack of the above signal indicates that the ground signal is not understood

**APPENDIX. (2)****First Aid Kit and Food Rations in Search and Rescue**

**Main store for search and rescue will be established in Baghdad Int. Airport and sub-stores in other Airports or any necessary designated place in the future and supplied with the following:**

1. 10 water tanks
2. 10 food packs
3. 15 compasses
4. 10 flare guns
5. 10 medicine packs
6. 50 knives and can opener
7. 6 axes
8. 10 matches packs
9. 100 blankets

And equips each store sub- third of the amount of material described above. First aid materials, water, food and blankets set out in (a) above must be packed appropriately for delivery by parachute from the plane or to be stored in the ground rescue vehicles. And must be equipped with umbrellas to connect their content. Estimation of the amount and type of materials to be dropped from the air are the responsibility of the search and rescue coordinator at the airport, first aid to be given the highest priority are as follows:

1. First Aid Bag:

And is characterized by the development of a strip of color (red) five centimeters in width and a length of at least one meter around the bag so that you can see them easily.

2. Food:

Placed in a bag is characterized by the development of a strip of color(blue) five centimeters in width and a length of at least one meter around the bag so it can be easily seen.

3. Blankets:

Blankets packets characterized by a tape around five centimeters in width and length of not less than one meter so it can be easily seen.

Any other necessary materials are characterized by a tape around five centimeters in width and a length of at least one meter so that it can be easily detected.