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IMPORTANT

Information

from Government Printing Works

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Contents

<i>No.</i>		<i>Gazette No.</i>	<i>Page No.</i>
GENERAL NOTICES • ALGEMENE KENNISGEWINGS			
Transport, Department of/ Vervoer, Departement van			
753	South African Maritime And Aeronautical Search And Rescue Regulations (44/2002): South African Maritime And Aeronautical Search And Rescue Regulations (Sasar), 2016	39033	4
753	Suid-afrikaanse Maritieme En Lugvaart-soek-en-redding (44/2002): Regulasies Betreffende Suid-afrikaanse Maritieme En Lugvaart-soek-en-redding (Saser), 2016	39033	41

GENERAL NOTICES • ALGEMENE KENNISGEWINGS

**DEPARTMENT OF TRANSPORT
NOTICE 753 OF 2015****PUBLICATION FOR COMMENTS: SOUTH AFRICAN MARITIME AND
AERONAUTICAL SEARCH AND RESCUE REGULATIONS (SASAR), 2016**

The Minister of Transport hereby intends to make regulations under section 23 of the South African Maritime and Aeronautical Search and Rescue Act, 2002 (Act No. 44 of 2002). Interested persons are requested to submit written comments and inputs within 30 days from the date of publication of this Notice in the Gazette.

Comments should be directed to the Director General, Department of Transport for attention of **Mr Sello Mokubyan**e or **Mr Patrick Modiba** at:

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**SOUTH AFRICAN MARITIME AND AERONAUTICAL SEARCH AND RESCUE
(SASAR) REGULATIONS, 2016**

The Minister of Transport has, under section 23 of the South African Maritime and Aeronautical Search and Rescue Act, 2002 (Act No. 44 of 2002), made the regulations in the Schedule.

SCHEDULE

Arrangement of the Regulations

PART 1

INTRODUCTION

1. Definitions

In these regulations, any word or expression given a meaning in the Act has the meaning so given and, unless the context indicates otherwise –

“**aircraft coordinator**” means a person who coordinates the involvement of multiple aircraft in search and rescue operations;

“**alert phase**” means a situation in which apprehension exists about the safety of an aircraft or marine vessel and its occupants;

“**alerting post**” means any facility intended to serve as an intermediary between a person reporting an emergency and a rescue co-ordination centre or rescue subcentre;

“**ARCC**” means an aeronautical rescue co-ordination centre;

“**Cospas-Sarsat system**” means a satellite system designated to detect distress beacons transmitting in the 406 MHz frequency band;

“**craft**” means any air or sea-surface vehicle, or submersible, of any kind or size;

“**distress phase**” means a situation in which there is reasonable certainty that a vessel or other craft, including an aircraft or a person, is threatened by grave and imminent danger and requires immediate assistance;

“**emergency locator transmitter (ELT)**” means an aeronautical radio distress beacon for alerting and transmitting homing signals;

“**emergency phase**” is a generic term meaning uncertainty phase, alert phase or distress phase, as the case may be;

“**emergency position indicating radio beacon**” means a device, usually carried aboard marine craft, that transmits a signal that alerts search and rescue authorities and enables rescue units to locate the scene of the distress;

“**Global Maritime Distress and Safety System**” means a global communications service based upon automated systems, both satellite-based and terrestrial, to provide distress alerting and promulgation of maritime safety information for mariners;

“**harbour master**” means a person designated as the official who exercises authority over operations at a port, as provided by the National Ports Act, 2005 (Act No. 12 of 2005);

“**joint rescue co-ordination centre (JRCC)**” means a rescue co-ordination centre responsible for both aeronautical and maritime search and rescue operations;

“**MRCC**” means a maritime rescue co-ordination centre;

“**national search and rescue plan**” means a comprehensive policy guideline on how search and rescue services will be organized, provided and managed within the search and rescue region;

“**on-scene coordinator (OSC)**” means a person designated to coordinate search and rescue operations within a specified area;

“**operator**” means a person, organization or enterprise engaged in or offering to engage in an operation;

“**personal locator beacon**” means a personal radio distress beacon for alerting and transmitting homing signals;

“**pilot-in-command**” means 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;

“**RCC chief**” means one or more persons in an administration with overall responsibility for establishing and providing operational search and rescue services and ensuring that planning for those services is properly coordinated;

“**rescue**” means an operation to retrieve persons in distress, provide for their initial medical and other needs, and deliver them to a place of safety;

“**SAR mission co-ordinator**” means an official temporarily assigned to co-ordinate response to an actual or apparent distress situation;

“**Search mission coordinator (SMC)**” means an official assigned to coordinate the response to an actual or apparent distress situation;

“**search**” means an operation, normally coordinated by a rescue-coordination centre or rescue subcentre and using the available personnel and facilities, to locate persons in distress;

“**search and rescue facilities**” means any mobile resource, including designated search and rescue units, used to conduct search and rescue operations;

“**search and rescue operational plan**” means a detailed plan forming the basis of search and rescue operations;

“**search and rescue service**” means a service that provides distress monitoring, communication, coordination, and search and rescue functions, and initial medical assistance or medical evacuation, by means of public and private resources, including co-operating aircraft, vessels and other craft and installations;

“**search and rescue unit**” means a unit composed of trained personnel and provided with equipment suitable for the expeditious conduct of search and rescue operations;

“**search and rescue region (SRR)**” means a region as defined in section 1 of the Act;

“**search and rescue sub-region**” means a specified area within SRR associated with a Rescue Sub-centre(SRS);

“**uncertainty phase**” means a situation in which doubt exists about the safety of an aircraft or marine vessel, and of the person or persons on board.

2. Preamble

(1) These Regulations —

- (a) establish the general provisions governing the rights and obligations of aviation and maritime search and rescue service providers and other parties planning for or participating in maritime and aeronautical search and rescue operations;
- (b) are issued pursuant to South Africa’s obligations to ensure the enforcement of accepted international standards and recommended practices by organisations providing aviation and maritime search and rescue services within its designated search and rescue region as amended from time to time and published by the Minister in the *Gazette* in terms of the Act;
- (c) will determine the type and degree of search and rescue services to be provided within the South African Search and Rescue Regions in accordance with SASAR's mandate in terms of the Act, the SASAR Constitution, the SASAR policy manual, relevant international search and rescue conventions and guidelines, and these regulations.

3. Application

(1) These regulations apply to all search and rescue service providers as designated by the Minister in terms of the Act and in accordance with the following International

Conventions and guidelines:

- (a) Annex 12 – *Search and Rescue* to the Convention on International Civil Aviation;
- (b) The International Aeronautical and Maritime Search and Rescue (IAMSAR) manual (ICAO Doc. 9731-AN/9580);
- (c) ICAO Basic Air Navigation Plan – [region] and Facilities and Services Implementation Document (Doc. 9708);
- (d) The International Convention on Safety of Life at Sea, 1974;
- (e) The International Convention on Maritime Search and Rescue, 1979;
- (f) Article 98 of the United Nations Convention on the Law of Sea, 1982;
- (g) ICAO Safety Oversight Manual (Doc. 9734);
- (h) Safety Management System Manual;
- (i) SADC Protocol.

PART 2

SEARCH AND RESCUE GOVERNANCE, COORDINATION AND OVERSIGHT

4. Powers, functions and composition of executive committee

- (1) The Executive Committee established in terms of the Act must govern, coordinate and oversee the activities of SASAR and is ultimately responsible and accountable to the Minister or his or her designate.
- (2) Pursuant to the powers and functions referred to in subregulation (1), the Executive Committee must perform the following duties:

- (a) provide a standing national forum that can develop and recommend national strategies and search and rescue policy for government consideration;
 - (b) provide a standing national forum for the coordination of administrative and operational search and rescue matters;
 - (c) provide an interface with other national, regional and international organizations involved with emergency services;
 - (d) oversee the search and rescue operational plan for South Africa, and develop and maintain a national search and rescue manual;
 - (e) promote the effective use of all available facilities for search and rescue;
 - (f) serve as a cooperative forum to exchange information and develop positions and policies of interest to more than one party to the plan;
 - (g) promote close cooperation and coordination among civilian and military authorities and organizations for the provision of effective search and rescue services;
 - (h) improve cooperation among aeronautical, maritime and land search and rescue communities for the provision of effective search and rescue services; and
 - (i) determine other ways to enhance the overall effectiveness and efficiency of search and rescue services within South Africa and to standardise SASAR procedures and equipment, where practicable.
- (3) The Executive Committee must consist of all the statutory members of SASAR as well as any other person nominated and approved by the Executive Committee and appointed by the Director-General, either permanently or on an ad-hoc basis.
- (4) Each member of SASAR must appoint a representative or designate an alternate to attend to the activities of SASAR.

(5) The Head of SASAR or his or her designate must preside over all meetings of the Executive Committee.

5. Powers, functions and composition of management committee

(1) The Management Committee must advise the Executive Committee on any matter that may have policy and financial implications, and deal with urgent day-to-day administration matters that need to be sanctioned by the Executive Committee.

(2) The Management Committee must perform the following functions and duties:–

- (a) assess emerging technologies and other environmental changes and advise the Executive Committee accordingly;
- (b) advise the Executive Committee on the appropriateness of and necessity for the developed search and rescue plans, legislation, policies, regulations, rules, treaties or agreements;
- (c) ensure the seamless administration of the search and rescue programme;
- (d) ensure that the limited search and rescue resources are used in the most economical, efficient and effective way;
- (e) ensure that search and rescue operations are conducted in accordance with laid-down standards and recommended practices as reflected in the SASAR policy manual and as is considered the norm in terms of international conventions; and
- (f) take decisions about any operational and administrative issues that may not impact on search and rescue policy, and do not necessarily need the approval of the Executive Committee.

(3) The Management Committee must be composed as follows:

- (a) Head of the SASAR Secretariat or his or her designate;
- (b) Head of Aeronautical SASAR Operations;

- (c) Head of Maritime SASAR Operations;
 - (d) MRCC Chief; and
 - (e) ARCC Chief.
- (4) The Head of the SASAR Secretariat or his or her designate must preside over the Management Committee's meetings.
- (5) The Management Committee must meet at least twice per annum.
- (6) The Management Committee may convene ad-hoc meetings as deemed necessary by the Head of SASAR.

6. Aeronautical and maritime subcommittees

- (1) The aeronautical and maritime subcommittees established in accordance with section 5 of the Act must advise the Executive Committee and the Management Committee on the technical and operational aspects that impact on search and rescue policy, and recommend changes where necessary.
- (2) In performing the functions contemplated in subregulation (1), the subcommittees must –
- (a) assess emerging technologies and other environmental changes and make recommendations to the Management Committee and Executive Committee accordingly;
 - (b) develop and review aeronautical and maritime search and rescue operational plans;
 - (c) ensure the smooth running of the ARCC, MRCC and RSCs and advise the Management Committee and Executive Committee on any matter that may hamper the smooth running of these centres;

- (d) ensure that the limited search and rescue resources are used in the most economical, efficient and effective way;
 - (e) ensure that search and rescue operations are conducted in accordance with laid-down standards and recommended practices as reflected in the SASAR policy and manuals and as is considered the norm in terms of international conventions; and
 - (f) take decisions about operational issues that may not impact on search and rescue policy, and do not necessarily need the approval of the Management and Executive Committees.
- (3) The Heads of Aeronautical and Maritime search and rescue Operations, or their designates, must chair the aeronautical and maritime subcommittees, respectively.
- (4) The aeronautical and maritime subcommittees may convene ad-hoc meetings as deemed necessary at the discretion of the Heads of Aeronautical and Maritime SASAR Operations, respectively.

7. National search and rescue plan

- (1) The Department, in collaboration with SASAR, must develop a detailed national search and rescue Plan on the provision of search and rescue services within the South African search and rescue region.

8. Resources and facilities

- (1) The Department and SASAR must ensure the availability of sufficient accommodation, equipment and resources to coordinate multiple aeronautical and maritime search and rescue operations at any one time.
- (2) SASAR must establish a contingency plan that includes completed arrangements to

secure access to alternative accommodation and resources in order to ensure the ongoing provision of aviation and maritime search and rescue services in the event of primary accommodation or equipment becoming unavailable for any reason.

(3) The organizations or institutions designated in terms of section 11 of the Act must ensure the provision of an RCC or RSC, which must be staffed on a 24-hour basis by a complement of personnel who are trained, qualified, proficient and certified to the levels of competence relevant to the functions and responsibilities appropriate to an aviation and maritime search and rescue service and acceptable to the relevant authority.

(4) The institutions designated as registrars of emergency beacons must ensure that –

- (a) provision is made for a 406 MHz emergency beacon register that is updated whenever necessary; and
- (b) registered emergency beacon information is available to RCCs and RSCs immediately on request.

9. Collaboration and cooperation with other states and search and rescue services

(1) SASAR must, under the direction of the Department, seek to establish formal, documented agreements of cooperation with the search and rescue service providers of all contiguous states with a view to –

- (a) strengthening search and rescue cooperation and coordination;
- (b) specifying the conditions for the entry of each other's search and rescue units into their respective territories; and expediting the entry of such search and rescue units.

(2) The agreements of cooperation with search and rescue service providers of contiguous states must include information concerning search and rescue services and capabilities, such as details of the search and rescue units able to assist in conducting

search and rescue operations in their respective SRRs.

(3) The Department must publish and disseminate all the information necessary for the entry of search and rescue units of other states into its territory or, alternatively, include this information in formal search and rescue agreements.

(4) SASAR must coordinate the search and rescue operations that are proximate to contiguous SRRs with the search and rescue service providers of those states.

(5) The Department must encourage, to the fullest extent possible, operators of all aircraft, vessels and appropriate local services and facilities that do not form part of the search and rescue organization, to cooperate as fully as their capacities allow in planning and conducting of search and rescue operations.

(6) SASAR must establish formal, documented agreements of cooperation, which are acceptable to the Department, with air traffic/maritime service providers that clearly define their respective responsibilities for providing emergency response services to aircraft and vessels, including the exchange of flight plans and operational data, communication services, temporary attribution of personnel and other specialised services as may be deemed necessary from time to time.

(7) SASAR must cooperate, as far as practicable, with all properly accredited authorities and entities that are investigating incidents and accidents.

(8) The Department, in consultation with SASAR, must designate a search and rescue Point of Contact for the receipt of distress alert and location messages and associated data from authorities and users of the Cospas-Sarsat system.

(9) The ARCC must recommend and prepare documentation for the declaration of a restricted area whenever deemed necessary for safe and efficient search and rescue operations.

(10) The Department, in conjunction with SASAR, must seek to arrange joint training exercises involving their search and rescue units and those of other states.

(11) The Department, in consultation with SASAR, must seek to arrange—

- (a) periodic liaison visits for RCC and RSC personnel to cooperating entities nationally and air traffic service (ATS) and search and rescue service providers in contiguous states; and
- (b) attendance at local, regional and international meetings by designated search and rescue office-bearers.

(12) SASAR must seek to encourage the closest possible cooperation and coordination with relevant aeronautical, maritime, land-based and military emergency response authorities, including the possibility of establishing a JRCC to coordinate aeronautical and maritime search and rescue operations, when feasible and practical.

10. Safety oversight and regulatory system

- (1) The Department must designate a body to establish a safety oversight and regulatory system, which must, as a minimum, –
- (a) promote a culture of safety;
 - (b) carry out risk evaluations of the search and rescue programme/system, identify and record any risk factors and safety findings, causal factors and associated corrective actions; and
 - (c) monitor the continued compliance of regulatory provisions with international standards and practices as contemplated in relevant international conventions and guidelines.

11. Safety management system

- (1) SASAR must implement a safety management system which is acceptable to the Minister and which, as a minimum, –
- (a) identifies safety hazards;

- (b) ensures the taking of the remedial action necessary to maintain the agreed safety performance;
 - (c) provides for continuous monitoring and regular assessment of such safety performance; and
 - (d) is subject to regular review that has as its objective the improvement of the overall performance of the safety management system.
- (2) The safety management system must clearly define to the satisfaction of the Minister the safety accountability of the senior personnel and office-bearers of SASAR.

12. Delegation of authority (requisitioning of air and seaborne resources)

(1) The authority to requisition and deploy suitably equipped and certified aircraft and vessels for the purposes of any aeronautical or maritime search and rescue operations on behalf of the Minister is delegated to the following persons:

- (a) Head of SASAR;
- (b) Head of Maritime SASAR Operations;
- (c) Head of Aeronautical SASAR Operations;
- (d) ARCC Chief;
- (e) MRCC Chief;
- (f) Search mission coordinators;
- (g) Harbour masters; and
- (h) Deputy harbour masters.

PART 3

SEARCH AND RESCUE OPERATIONAL MATTERS, STANDARDS AND PROCEDURES

13. Search and rescue plans of operation

- (1) The Department, in collaboration with SASAR, must prepare detailed plans with procedures of operation for the safe and effective conduct of search and rescue operations within the SRR.
- (2) In addition to the plans referred to in subregulation (1), the authorities designated as RCCs or RSCs must ensure that the RCC Chief or RSC Head develops a comprehensive, detailed and unambiguous search and rescue plan to ensure that the RCC or RSC functions properly during a search and rescue action.
- (3) The plans of operation must specify, as a minimum, –
- (a) the structure of functional responsibilities including authority, delegation and lines of reporting;
 - (b) procedures according to which a search and rescue operation in the RCC's or RSC's area of responsibility should be conducted during different phases of an emergency;
 - (c) arrangements for the servicing and re-fuelling of aircraft, vessels and vehicles employed in search and rescue operations;
 - (d) arrangements for expeditious access to weather information and other operational information, including NOTAM and navigational warnings;
 - (e) the precise area of responsibility pertaining to the RCC or RSC;
 - (f) the responsibilities and accommodation of personnel assigned to search and rescue operations;
 - (g) methods and procedures for obtaining, storing and retrieving information for use in search and rescue operations;
 - (h) the training and exercising of search and rescue personnel; and
 - (i) the facilities available to the RCC or RSC.

- (4) In respect of the facilities available to the RCC or RSC, the plan of operation must –
- (a) state precisely which agencies are responsible for activating facilities;
 - (b) detail the methods of communication with the various agencies (communication network);
 - (c) detail the methods for alerting mobile facilities;
 - (d) detail the methods of coordination with various facilities;
 - (e) indicate by whom, and to what extent, any of these facilities can be requested to participate in an operation; and
 - (f) describe the facilities available to the RCC or RSC.
- (5) All search and rescue action must be undertaken according to the search and rescue plan.
- (6) Search and rescue plans of operation must include details of the actions to be taken with respect to –
- (a) the available communication systems and facilities;
 - (b) alerting en-route aircraft and ships at sea;
 - (c) the duties and prerogatives of all participating personnel;
 - (d) the possible redeployment of personnel and equipment that may be necessitated by meteorological or other dynamic conditions;
 - (e) the particular assistance appropriate to distressed aircraft confronted with the need to ditch, including rendezvous with surface craft; and
 - (f) in-flight diversion to and the interception and escorting of aircraft in distress.
- (7) RCCs must ensure that their plans of operation are integrated with aerodrome emergency procedures to provide for an optimal, coordinated response to aircraft emergencies that may arise in the vicinity of airports, including coastal aerodromes and areas of water.

(8) RCCs must ensure that Plans of Operation are integrated with harbour/port emergency procedures to provide for a coordinated response to marine emergencies that may arise in the vicinity of harbours, ports and vessel traffic services (VTS) areas of responsibility.

14. Search and rescue units and facilities

(1) RCCs must –

(a) designate and make formal arrangements for the co-operative and appropriate use of public and private search and rescue units that are suitably located, equipped and crewed for search and rescue operations throughout the SRR;

(b) designate and make formal arrangements for the co-operative and appropriate use of craft, vehicles and personnel that do not qualify as search and rescue units but that may be able to participate effectively in search and rescue operations; and

(c) maintain an accurate and complete database of search and rescue units and other search and rescue facilities and resources within the SRR and make arrangements for providing timely advice to the RCC of any change in their readiness or capability.

(2) The Department must provide relevant information about the availability of search and rescue units within the SRR to the relevant authority for publication by notice in the *Gazette*, *Aeronautical Information Publication (AIP)* and *Marine Notice*.

(3) The Department must ensure the availability of appropriately packed, droppable survival equipment that is securely positioned and maintained at strategic locations throughout the SRR and readily available for rapid loading onto search and rescue units.

(4) RCCs must ensure the availability of trained personnel and the necessary personal

safety equipment at strategic locations within the SRR for the airborne and surface delivery of life support equipment to accident survivors by search and rescue units.

15. Alerting posts

- (1) A designated alerting post must immediately inform the RCCs or RSCs of an emergency or a potential emergency once it becomes aware of it.
- (2) The following organizations or institutions are designated as dedicated alerting posts and must be staffed 24 hours a day:
 - (a) Air traffic service units (ATSUs);
 - (b) Harbour masters' offices;
 - (c) Coastal radio stations;
 - (d) South African police stations;
 - (e) The MRCC; and
 - (f) The ARCC.
- (3) The following procedures must be followed by the alerting post on becoming aware of an emergency or a potential emergency:
 - (a) Gather as much information about the emergency as possible;
 - (b) Report to the nearest maritime RCC or RSC in the event of maritime distress or to the ARCC or nearest ATSU in the event of an aeronautical emergency;
 - (c) After making the initial report in terms of (b) above, make an attempt to check the report for authenticity and accuracy;
 - (d) If there is reason to suspect that the message or signal indicating the emergency is a hoax or false alert, declare the message as such; and
 - (e) Keep the channel of communication between itself and the source of the emergency message open until the appropriate RCC declares that it is no longer required.

(4) A designated alerting post must attempt to gather the following information about the distressed craft for passing on to the RCC or RSC:

- (a) Distressed craft identification (name or type/call sign);
- (b) Position of emergency (latitude/longitude or bearing/distance from known position or last reported position and next reporting position);
- (c) Date or time of position;
- (d) Nature of emergency (fire, collision, person overboard, disabled, overdue, bail-out, crash);
- (e) Craft description, (size, type, hull colour, cabin colour, deck colour, rigging, fuselage colour, tail colour, wingtip colour);
- (f) Persons on board;
- (g) Date, time and point of departure, planned route; speed of advance, estimated time of arrival (ETA) and point of destination;
- (h) Radio frequency in use, monitored or scheduled;
- (i) Emergency radio equipment and frequencies, including emergency position indicating beacons;
- (j) On-scene weather and sea conditions;
- (k) Assistance desired, if not obvious;
- (l) Assistance being received, if any;
- (m) Heading, speed, altitude and fuel;
- (n) Initial reporter (name, telephone or address of person, name/call sign of craft, parent agency);
- (o) Date and time of initial report;
- (p) Possible route deviations;
- (q) Navigation equipment;
- (r) Survival equipment;

- (s) Other information, sources (friends, relatives, associates, agents and agencies);
 - (t) Car or boat trailer licence, description, location if pertinent;
 - (u) Any other pertinent information.
- (5) A designated alerting post must gather the following information in relation to a lost person involved in a maritime or aviation incident or emergency:
- (a) Name of the missing person;
 - (b) Location last seen;
 - (c) Date or time last seen;
 - (d) Known intentions or possible actions of missing person;
 - (e) Description of missing person;
 - (f) Clothing, footwear and equipment;
 - (g) Physical and mental condition;
 - (h) Knowledge of area;
 - (i) Outdoor experience;
 - (j) Weather conditions;
 - (k) Action being taken;
 - (l) Assistance desired, if not obvious;
 - (m) Initial reporter (name and telephone number or address);
 - (n) Date and time of initial report;
 - (o) Next of kin (name and telephone number or address);
 - (p) Any other pertinent information.
- (6) A designated alerting post must gather information about the existing weather conditions from the person who reported an occurrence by asking questions about the following:
- (a) Clear skies or cloudy weather and recent changes;
 - (b) Whether rain or snow is falling or has fallen, and when the rainfall or snowfall started and ended;

- (c) Whether severe weather conditions such as thunderstorms, hail, ice pellets or freezing rain are occurring or have occurred, and at what times such conditions started and stopped;
- (d) Visibility and any factors affecting it, such as fog, smoke or haze, and the time of recent changes;
- (e) Description of the water or sea conditions;
- (f) Wind direction and velocity, and recent changes.

16. Reporting system

- (1) RCCs must establish a reporting system covering the documentation of occurrences during the conducting of search and rescue operations and exercises.
- (2) RCCs must immediately provide evidence of such records to the relevant oversight authorities upon request.

17. Document library

- (1) RCCs and RSCs must ensure the establishment and maintenance of a document library that contains up-to-date editions of relevant documentation and is immediately accessible to its operational and management personnel.
- (2) The library must at all times have available for reference the current editions of the documentation prescribed by the relevant international bodies.
- (3) RCCs and RSCs must produce, maintain and update master copies of all manuals required for the safe, effective and timely provision of aviation and maritime search and rescue services, and provide copies on request to the authorities responsible for search and rescue oversight duties.

18. Record-keeping

Search and rescue service providers must retain all data relating to every search and rescue action undertaken by an RCC or RSC, in an orderly and easily accessed manner for a period of at least five years.

19. Competence and training

(1) SASAR must ensure that initial and recurrent training of all RCC and, as appropriate, RSC operational and immediate supervisory personnel is conducted according to a syllabus that is acceptable to the Department and oversight authorities:

(2) SASAR must ensure that RCC and, as appropriate, RSC personnel are given regular proficiency training and exercises to maintain their skills, knowledge and attitudes as appropriate to the provision of aviation and maritime search and rescue services.

20. Preparatory information

(1) The Department and SASAR must ensure that RCCs always has immediate access to comprehensive, accurate and up-to-date data concerning the following assets and facilities in the SRR:

- (a) RSCs;
- (b) Search and rescue units;
- (c) Locations where supplies of droppable emergency and survival equipment are stored;
- (d) Alerting posts;
- (e) ATSU's;
- (f) Means of communication that can be used in search and rescue operations;
- (g) Addresses (electronic and postal) and telephone numbers of duly authorised operators' representatives;

(h) Any other public and private resources, including medical and transportation facilities that are likely to be useful in search and rescue operations.

(2) The Department must publish the information articulated in (1) above by notice in the *Gazette* and by means of printed and electronic media, as appropriate, to ensure wide publicity.

21. Information concerning emergencies

(1) Any authority or element of the search and rescue organization, having reason to believe or having been informed that an aircraft or vessel is undergoing an emergency, must immediately give all available and pertinent information to the relevant RCC.

(2) An RCC, on being advised that an aircraft or vessel is undergoing a state of emergency, must immediately evaluate such information and assess the extent of the measures to be taken.

(3) AN RCC must ensure that, on being advised that an aircraft or vessel is undergoing an emergency, the required emergency phase is declared.

22. Procedures during emergency phases

(1) Up the declaration of an emergency phase, an RCC must comply with all standard procedures as defined in the relevant international and national guidance materials.

(2) In an aeronautical search and rescue incident involving an aircraft for which a flight plan has been filed, an uncertainty phase must be declared when –

(a) no communication has been received within a period of 30 minutes after the time it should have been received, or from the time a first unsuccessful attempt was made to establish communication with the aircraft, whichever is earlier;

- (b) the aircraft fails to arrive within 30 minutes of the ETA last notified or estimated, whichever is the later; or
 - (c) the evaluation of other circumstances, e.g. knowledge that the aircraft is having difficulties, makes it advisable to declare the uncertainty phase.
- (3) In respect of an aircraft for which no flight plan has been filed, an uncertainty phase must be declared by the ATSU when information that the aircraft is overdue or missing is received from any source, e.g. an ATSU, the aircraft operator, relatives of the pilot or any other person. In such cases the ARCC must be notified and must monitor the progress.
- (4) An alert phase must be declared by an ARCC when–
- (a) the attempts made during the uncertainty phase to establish contact with the aircraft or to gain any news from other sources have failed and the aircraft is clearly overdue;
 - (b) an aircraft that has been cleared to land has failed to land within five minutes of the estimated time of landing and communications have not been re-established with the aircraft;
 - (c) information has been received which indicates that the operating efficiency of the aircraft for which the uncertainty phase was declared or that of another aircraft has become impaired, but not to the extent that a forced landing is likely; or
 - (d) there is reason to believe that the operation of an aircraft is being interfered with.

In such cases the ARCC must be informed, which must, in turn, continue alerting relevant and related organizations and authorities.

- (5) A distress phase must be declared by an ARCC when –

- (a) attempts made during the alert phase to establish contact with the aircraft and to gain information through more widespread enquiries have failed and the aircraft is clearly missing and probably in distress;
 - (b) the fuel on board is considered exhausted or insufficient for the aircraft to reach safety;
 - (c) information is received which indicates that the operating efficiency of the aircraft has become impaired to the extent that a forced landing is likely;
 - (d) information is received, or it is reasonably certain, that the aircraft is about to make or has made a forced landing, or has crashed; or
 - (e) a downed aircraft is inadvertently located as a result of a sighting or of homing in on an ELT transmission.
- (6) In a maritime incident, an uncertainty phase must be declared once an alerting post advises the MRCC that –
- (a) there is doubt about the safety of a vessel and/or the persons on board;
 - (b) the vessel is overdue and has failed to make its estimated time of arrival; or
 - (c) the vessel has failed to make an expected position or safety report.
- (7) An alert phase must be declared by an MRCC when –
- (a) there is apprehension about the safety of a vessel or the person or persons on board;
 - (b) following the uncertainty phase, attempts to establish contact with the vessel have failed and enquiries addressed to other appropriate sources have been unsuccessful; or
 - (c) information has been received indicating that the operational efficiency of a vessel has become impaired but not to the extent that a distress situation is likely.
- (8) A distress phase must be declared by an MRCC when –

- (a) positive information is received that a vessel or the person or persons on board are in grave and imminent danger and in need of immediate assistance;
 - (b) following the alert phase, further unsuccessful attempts to establish contact with the vessel and more widespread unsuccessful enquiries point to a probability that the vessel is in distress; or
 - (c) information is received which indicates that the operating efficiency of the vessel has been impaired to the extent that a distress situation is likely.
- (9) An ATSU must notify its associated RCC when an aircraft is or probably is in a state of emergency. Such notification to the ARCC must contain the following information, if available, as appropriate to the phase of the emergency:
- (a) Agency and person calling;
 - (b) Nature of emergency;
 - (c) Significant information from the flight plan;
 - (d) Unit which made the last contact, the time and frequency used;
 - (e) The last position report and how the position was determined;
 - (f) The colour and distinctive marks of the aircraft in difficulty;
 - (g) Any action taken by the reporting office;
 - (h) The number of persons on board (POB);
 - (i) Survival equipment carried;
 - (j) Relevant radar and voice recordings;
 - (k) Any other information.
- (10) The notification from a coastal radio station to the MRCC regarding a maritime craft in distress must contain the following information, if available:
- (a) Name and call sign (or ship station identity) of the ship or craft;
 - (b) Nature of the emergency;
 - (c) Type of assistance needed;

- (d) Time of communication with the ship or craft;
- (e) Position or last known position of the ship or craft;
- (f) Description of the ship or craft;
- (g) Intentions of the ship or craft;
- (h) Number of POB if known;
- (i) Any other information.

(11) Notification from any other source should contain any abnormal occurrence that such source has witnessed or heard about.

23. Procedures at the scene of an emergency

(1) When multiple facilities are engaged in search and rescue operations on-scene and the RCC designates an on-scene coordinator (OSC) or aircraft coordinator to coordinate the tactical activity on-scene to improve the safety and efficiency of operations, the OSC or aircraft coordinator must perform the assigned tasks, taking full account of the nature of the search target, the type, number and capacity of search and rescue units and the environment, and keep the RCC fully informed of the actions proposed and taken.

(2) When a pilot-in-command observes that another aircraft or a vessel is in distress, the pilot must, if possible and unless considered unreasonable or unnecessary, –

- (a) keep the aircraft or vessel in distress in sight until compelled to leave the scene or advised by the RCC that it is no longer necessary to keep such aircraft or vessel in sight;
- (b) determine the position of the aircraft or vessel in distress;
- (c) as appropriate, report to the RCC or ATSU as much of the following information as possible:
 - (i) The type of aircraft or vessel in distress, its identification and condition;

- (ii) The position of the aircraft or vessel, expressed in geographical coordinates or as a bearing and distance from a distinctive landmark or ground radio navigation aid;
 - (iii) The time of observation, expressed in hours and minutes in Coordinated Universal Time (UTC);
 - (iv) The number of persons on board;
 - (v) Whether the persons have been seen to have abandoned the aircraft or vessel in distress;
 - (vi) The apparent physical condition of the survivors;
 - (vii) On-scene weather conditions;
 - (viii) Apparent best land access route to the distress site; and
- (d) act as instructed by the ATSU on advice from the RCC.

24. Procedures for authorities in the field

When cooperating authorities vested with functions and responsibilities under the National search and rescue plan engage in the field in an search and rescue-related activity being coordinated by the RCC or RSC, they must keep the RCC or RSC informed of the instructions given to the units under their direction and of relevant developments.

25. Cancellation of search and rescue filed during submission of flight plans

(1) Owners or operators of aircraft that filed for search and rescue during the submission of their flight plan must on reaching their destination cancel search and rescue by informing any ATSU of their safe landing.

(2) When search and rescue is cancelled with an ATSU with which the owner or operator did not file his or her search and rescue action, the owner or operator must disclose to his or her original ATSU the search and rescue action requirement.

(3) Any owner or operator of an aircraft who by an unlawful act or omission fails to cancel search and rescue as required by subregulation (1), will be guilty of an offence and the Director of Civil Aviation must after considering the facts brought before him or her by the ARCC in conjunction with SASAR, including the type of resources deployed by SASAR as a result of this omission, decide on an appropriate fine for the transgressor.

(4) Though each and every case must be judged on its own merits, the fine imposed by the Director may not be less than the cost spent on the resources deployed.

26. Termination and suspension of operations

(1) Search and rescue operations must continue, when practicable, until all survivors are delivered to a place of safety or until all reasonable hope of rescuing survivors has gone.

(2) The RCC will be responsible for determining when to discontinue search and rescue operations and in taking that decision will take into full account the operational standards and practices as contained in the relevant guiding materials.

(3) When a search and rescue operation has been successful or when the RCC considers that an emergency no longer exists, the emergency phase must be cancelled and any authority, facility or service that has been activated or notified must be informed promptly.

(4) If, for any reason, a search and rescue operation becomes impracticable and the RCC concludes that there is still some prospect of finding survivors, the RCC must temporarily suspend the on-scene activities pending further developments and must promptly inform any authority, facility or service that has been activated or notified.

(5) On evaluating the relevant information that is subsequently received, search and

rescue operations may be resumed when deemed by the RCC to be justified and practicable or instructed by the Minister.

PART 3

SEARCH AND RESCUE COMMUNICATIONS

27. Communication equipment

(1) The organization or institution designated pursuant to these regulations to operate an RCC must ensure that the RCC is capable of rapid and reliable two-way communication with the following:

- (a) Associated air traffic services;
- (b) Associated RSCs;
- (c) Appropriate direction-finding and position-fixing stations in the SRR;
- (d) The appropriate operations centres of search and rescue units in the SRR;
- (e) The MRCCs in the SRR and all ARCCs, MRCCs and JRCCs in adjacent SRRs;
- (f) Designated meteorological offices and meteorological watch offices in the SRR;
- (g) All designated search and rescue units;
- (h) All designated alerting posts;
- (i) All associated police forces;
- (j) The Cospas-Sarsat Mission Control Centre servicing the SRR or the relevant search and rescue points of contact (SPOC), as appropriate; and
- (k) All aviation and maritime security and surveillance centres in the SRR.

(2) The organization or institution designated pursuant to these regulations to operate an RSC within the SRR must ensure that the RSC is capable of rapid and reliable two-way

communication with the following:

- (a) The RCC;
- (b) Associated air traffic services;
- (c) All associated police forces;
- (d) All adjacent RSCs;
- (e) Associated meteorological offices or meteorological watch offices;
- (f) All appropriate designated search and rescue units;
- (g) All appropriate designated alerting posts; and
- (h) All associated aviation and maritime security and surveillance centres in the SRR.

28. Communication frequencies

(1) Communications must support the distress alerting, coordination and locating functions by allowing those in distress to alert the search and rescue system, the search and rescue system to respond and conduct its mission, and survivors to help search and rescue units respond and conduct a rescue.

(2) The necessary communication equipment for search and rescue may include telephones, radios operating on international distress frequencies, long-range terrestrial and satellite systems and other equipment, depending upon geography, the capabilities of mobile facilities within an area and other factors affecting the ability of persons to contact one another.

(3) Search and rescue communication equipment must be reliable, i.e. in good working order at all times, and be accessible to all parties involved in a search and rescue operation.

(4) Distress messages should always have precedence, i.e. they must be processed before all other communications.

(5) Communications must be able to take place reliably and quickly between units in distress and the search and rescue system, and between components of the search and rescue system, nationally and internationally.

(6) Search and rescue operations are likely to require communication between two or more of the following units and/or authorities:

- (a) ATSUs;
- (b) Search and rescue aircraft;
- (c) Other vessels at sea;
- (d) Search and rescue vessels;
- (e) Naval shore authorities;
- (f) Air force bases/command posts;
- (g) Port authorities;
- (h) Coastal radio stations;
- (i) RCCs;
- (j) Police stations, vessels and vehicles;
- (k) National Sea Rescue Institute (NSRI) land stations, land mobile stations and vessels; and
- (l) Emergency medical services.

(7) All who may be involved with search and rescue must be provided with communication procedures, frequencies and equipment that are sufficiently compatible to carry out their duties.

(8) All communications related to search and rescue must be conducted in accordance with the various requirements as stipulated by both the International Civil Aviation Organization (ICAO) and the International Maritime Organization (IMO), and also in terms of the Safety of Life at Sea (SOLAS), the Chicago and SAR Conventions and the ITU regulation on radio frequency usage or as directed by the government.

(9) In the event that search and rescue is taking place in controlled or advisory airspace, the published aeronautical frequency must be used or monitored for air-traffic control purposes.

(10) When a search and rescue operation is declared, a frequency must be allocated for aircraft-to-aircraft communication.

PART 4

SPECIAL PROVISIONS AND REQUIREMENTS

29. Minimum carriage requirements for search and rescue aircraft

- (1) Search and rescue aircraft must –
- (a) carry equipment for promptly locating the site of an accident, including direction-finding equipment with a homing capability for search and rescue distress frequencies;
 - (b) carry equipment in order to provide adequate and timely assistance to survivors;
 - (c) be equipped to enable communication on the aeronautical and maritime distress and on-scene radio frequencies;
 - (d) be equipped to enable communication with other search and rescue units and facilities engaged in search and rescue operations; and
 - (e) carry Volume III, “Mobile Facilities”, of the International Aeronautical and Maritime Search and Rescue Manual.
- (2) Search and rescue aircraft designated for search and rescue operations over maritime areas must –
- (a) be equipped to enable communication with vessels and to receive signals from the Automatic Identification Systems carried by ships and lifeboats in accordance with the global maritime distress and safety system administered

- by the International Maritime Organization;
- (b) carry a copy of the "International Code of Signals" (IMO Sales Number IA994E) to assist in communication with ships.
- (3) Helicopter search and rescue units designated for night-time rescue operations must –
- (a) be equipped with night-vision enhancement devices; and
- (b) have at least two pilot crews.
- (4) Helicopter search and rescue units must be equipped with a certified rescue winch.

30. Survival equipment

- (1) No owner or operator of an aircraft may operate the aircraft over areas where search and rescue would be extremely difficult, unless the aircraft is equipped with appropriate survival equipment as contemplated in part 91.04.29 of the Civil Aviation Regulations.
- (2) Such equipment must comply with the conditions, rules, requirements, procedures or standards as prescribed in SA-CATS-OPS 91.

31. Search and rescue signals

- (1) On observing any of the visual signals given in ICAO documents, an aircraft must take action as follows:
- (a) When a ground signal has been displayed, a searching aircraft must indicate whether the signal has been understood by any of the following means:
- (i) two-way radio communication on equipment that is to hand; or
- (ii) communication equipment dropped from an aircraft;
- (b) In the event of the means referred to in subregulation (a) being impracticable, a searching aircraft must indicate by any of the following means whether the signal has been understood:

- (i). During the hours of daylight, by rocking the aircraft's wings;
 - (ii) During the hours of darkness, by flashing the aircraft's lights on and off;
or
 - (iii) If not so equipped, by switching its navigation lights on and off.
- (c) A lack of the above signals will indicate that the ground signal is not understood.
- (2) When it is necessary for an aircraft to direct a search and rescue facility to the place where an aircraft or vessel is in distress, the aircraft must do so by transmitting precise instructions by any means at its disposal. If no radio communication can be established, the aircraft must, in a safe manner –
- (a) circle the distress aircraft or vessel at least once;
 - (b) cross the projected course of the distress aircraft or vessel close ahead at a low altitude, and
 - (i) rock the wings; or
 - (ii) open and close the throttle; or
 - (iii) change the propeller pitch; and
 - (c) head in the direction from which the search and rescue facility is to be directed.
 - (d) A repetition of this procedure will have the same meaning.

32. Emergency locator beacons

- (1) The provisions of part 91.04.26 of the Civil Aviation Regulations pertaining to the carriage of ELTs apply.
- (2) All emergency position-indicating radio beacons procured by vessels of South African nationality must be registered in terms of and according to the requirements as prescribed by the Merchant Shipping (EPIRB Registration) Regulations, 2002.
- (3) Owners and operators of classes of aircraft that have been exempted from carrying ELTs in terms of the Civil Aviation Regulations referred to in subregulation (1) may, bearing

in mind the limitations of personal locator beacons, at least carry an approved and registered personal locator beacon capable of transmitting on 406 MHz.

33. Ship reporting system

(1) A ship reporting system must be established in terms of Chapter 5 of the Maritime SAR Convention with the objective of providing up-to-date information about shipping resources in the vicinity of a casualty and to limit the area of search in the event of the need to conduct or carry out a search and rescue mission at sea.

(2) The ship reporting system must provide up-to-date information about the movements of vessels in order to, in the event of a distress incident, –

- (a) reduce the interval between loss of contact with a vessel and initiation of search and rescue operations in cases where no distress signal has been received;
- (b) permit the rapid identification of vessels which may be called upon to provide assistance;
- (c) permit the delineation of a search area of limited size in case the position of a person, a vessel or other craft in distress is not known or uncertain; and
- (d) facilitate the provision of urgent medical assistance or advice.

(3) The ship reporting system must meet the following requirements:

- (a) Provision of information, including sailing plans and position reports, that would make it possible to determine the current and future positions of participating vessels;
- (b) Maintenance of a shipping plot;
- (c) Receipt of reports at appropriate intervals from participating vessels;
- (d) Simplicity in system design and operation;
- (e) Use of the internationally agreed standard ship reporting format and procedures.

- (4) The ship reporting system must incorporate the following types of ship reports:
- (a) Sailing plan;
 - (b) Position report; and
 - (c) Final report.

34. Penalty

No person may provide search and rescue services except under the authority of SASAR and in accordance with the provisions of these regulations.

35. Short title and commencement

These regulations are called the South African Maritime and Aeronautical Search and Rescue Regulations, 2016 published for comments.

**DEPARTEMENT VAN VERVOER
KENNISGEWING 753 VAN 2015**

**REGULASIES BETREFFENDE SUID-AFRIKAANSE MARITIEME EN LUGVAART-
SOEK-EN-REDDING (SASER), 2016**

Die Minister van Vervoer het, ingevolge artikel 23 van die Wet op Suid-Afrikaanse Maritieme en Lugvaart-soek-en-redding, 2002 (Wet No. 44 van 2002), die regulasies in die Bylae uitgevaardig.

BYLAE

Indeling van die Regulasies

DEEL 1

INLEIDING

1. Woordomskrywing

In hierdie regulasies het 'n uitdrukking waaraan daar in die Wet 'n betekenis geheg is, daardie betekenis en, tensy uit die samehang anders blyk, beteken-

"Cospas-Sarsat-stelsel" 'n satellietstelsel wat bedoel is om noodbakens op te spoor wat in die 406 MHz-frekwensieband uitsaai;

"gereedheidsfase" 'n situasie waarin daar 'n besorgdheid bestaan oor die veiligheid van 'n lugvaartuig of seevaartuig en sy insittendes;

"gesamentlike reddingskoördineringsentrum (GRKS)" 'n reddingskoördineringsentrum wat verantwoordelik is vir maritieme en lugvaart-soek-en-reddingsoperasies;

"gevaarfase" 'n generiese term wat, na gelang van die geval, 'n onsekerheidsfase, gereedheidsfase of noodfase is;

"globale maritieme nood- en veiligheidstelsel" 'n globale kommunikasiediens gebaseer op geoutomatiseerde stelsels, beide satellietgesteun en terrestrieel, om noodgereedheid en die uitvaardiging van maritiemeveiligheidsinligting vir seelui te bied;

"hawemeester" 'n persoon wat aangewys is as die beampte wat gesag uitoefen oor bedrywighede by 'n hawe soos bepaal deur die "National Ports Act, 2005" (Wet No. 12 van 2005);

"LRKS" lugvaartreddingskoördineringsentrum;

"lugvaartuigkoördineerder" 'n persoon wat die betrokkenheid van veelvuldige lugvaartuie in soek-en-reddingsoperasies koördineer;

"MRKS" maritieme reddingskoördineringsentrum;

"nasionale soek-en reddingsplan" omvattende beleidsriglyne oor hoe soek-en-reddingsdienste binne die soek-en-reddingstreek georganiseer, gelewer en bestuur moet word;

"noodfase" 'n situasie waarin daar redelike sekerheid bestaan dat 'n vaartuig, met inbegrip van 'n lugvaartuig, of 'n persoon, in ernstige en onmiddellike gevaar verkeer en dadelik bystand nodig het;

"noodopspoordersender (NOS)" 'n lugvaartradionoodbaken vir waarskuwing en die uitstuur van aanpeilingseine;

"onsekerheidsfase" 'n situasie waarin twyfel bestaan oor die veiligheid van 'n lug- of seevaartuig, en van die persoon of persone aan boord;

"operateur" 'n persoon, organisasie of onderneming wat betrokke is, of aanbied om betrokke te raak, by 'n operasie;

"persoonlike opspoorderbaken" 'n persoonlike radionoodbaken vir waarskuwing en die uitstuur van aanpeilingseine;

"reddingsendingkoördineerder" 'n amptenaar wat tydelik aangewys is om die reaksie op 'n werklike of klaarblyklike noodsituasie te koördineer;

"RKS" reddingskoördineringsentrum soos omskryf in artikel 1 van die Wet;

"RKS-hoof" een of meer persone in 'n administrasie met oorkoepelende verantwoordelikheid vir die vestiging en lewering van operasionele soek-en-reddingsdienste wat verseker dat beplanning vir daardie dienste behoorlik gekoördineer word;

"RSS" reddingssubsentrum soos omskryf in artikel 1 van die Wet;

"soek-en-reddingsdiens" 'n diens wat noodmoniterings-, kommunikasie-, koördinerings- en soek-en-reddingswerkzaamhede en aanvanklike mediese bystand of mediese ontruiming verskaf met behulp van openbare en privaat hulpbronne, met inbegrip van samewerkende lugvaartuie, vaartuie en ander voertuie en installasies;

"soek-en-reddingseenheid" 'n eenheid saamgestel uit opgeleide personeel en voorsien van toerusting wat geskik is vir die vinnige en doeltreffende uitvoering van soek-en-reddingsoperasies;

"soek-en-reddingsfasiliteit" enige mobiele hulpbron, met inbegrip van aangewese soek-en-reddingseenhede, wat gebruik word om soek-en-reddingsoperasies uit te voer;

"soek-en-reddingsoperasieplan" 'n gedetailleerde plan wat die grondslag uitmaak van soek-en-reddingsoperasies;

"soek-en-reddingstreek (SRS)" 'n soek-en-reddingstreek soos omskryf in artikel 1 van die Wet;

"soektog" 'n operasie wat gewoonlik deur 'n reddingskoördineringsentrum of reddingssubsentrum gekoördineer word en die beskikbare personeel en fasiliteite gebruik om persone in nood op te spoor;

"toneelkoördineerder" 'n persoon wat aangewys is om soek-en-reddingsoperasies in 'n gespesifiseerde gebied te koördineer;

"vaartuig" 'n lugvaartuig, bowatervaartuig of onderwatervaartuig van enige soort of grootte;

"vlieëniergesagvoerder" die vlieënier wat deur die operateur of, in die geval van algemene lugvaart, die eienaar aangewys is as in bevel en belas met die veilige uitvoering van 'n vlug;

"waarskuwingspos" enige fasiliteit wat bedoel is om te dien as tussenganger tussen 'n persoon wat 'n noodgeval aanmeld en 'n reddingskoördineringsentrum of reddingssubsentrum.

2. Aanhef

(1) Hierdie Regulasies-

- (a) stel die algemene bepalings wat die regte en verpligtinge reël van

maritieme en lugvaartsoek-en-reddingsdiensverskaffers en ander partye wat beplan of deelneem aan maritieme en lugvaartsoek-en-reddingsoperasies;

(b) word uitgevaardig ooreenkomstig Suid-Afrika se verpligtinge om die toepassing van aanvaarde internasionale standaarde en aanbevole praktyke deur organisasies te verseker wat maritieme en lugvaartsoek-en-reddingsdienste binne hul aangewese soek-en-reddingstreke lewer, wat van tyd tot tyd gewysig en ingevolge die Wet deur die Minister in die *Staatskoerant* gepubliseer word;

(c) bepaal die tipe en graad van soek-en-reddingsdienste wat ooreenkomstig SASER se mandaat en ingevolge die Wet, die die SASER-grondwet, die SASER-beleidshandleiding, toepaslike internasionale soek-en-reddingskonvensies en riglyne, en hierdie regulasies, binne die Suid-Afrikaanse Soek-en-Reddingstreke gelewer moet word.

3. Toepassing

(1) Hierdie regulasies is van toepassing op alle verskaffers van soek-en-reddingsdienste soos deur die Minister aangewys ingevolge die Wet en ooreenkomstig die volgende internasionale konvensies en riglyne:

Aanhangsel 12 – *Soek en Redding* by die Konvensie oor Internasionale Burgerlike Lugvaart;

Die Internasionale Maritieme en Lugvaart-soek-en-reddingshandleiding (IAMSAR-handleiding) (Internasionale Burgerlike Lugvaartorganisasie - IBLO Dok. 9731-AN/9580);

IBLO se Basiese Lugnavigasieplan – [streek] en Fasiliteite- en Dienste-implementeringsdokument (Dok. 9708);

Internasionale Konvensie oor die Veiligheid van Lewe ter See, 1974;

Internasionale Konvensie oor Maritieme Soek en Redding, 1979;

Artikel 98 van die Verenigde Nasies se Konvensie oor die Seereg, 1982

IBLO se Veiligheidsoorsighandleiding (Dok. 9734)

Handleiding vir Veiligheidsbestuurstelsel

SAOG-protokol.

DEEL 2

SOEK-EN-REDDINGSBEHEER, -KOÖRDINERING EN -TOESIG

4. Magte, werksaamhede en samestelling van die uitvoerende komitee

(1) Die uitvoerende komitee wat ingevolge die Wet ingestel is, moet die aktiwiteite van SASER beheer en koördineer en daarvoor toesig hou, en is uiteindelik teenoor die Minister of sy of haar aangewesene verantwoordelik en aanspreeklik.

(2) Ingevolge die bevoegdhede en werksaamhede in subregulasie (1) genoem, moet die uitvoerende komitee-

- (a) 'n staande nasionale forum bied wat nasionale strategieë en soek-en-reddingsbeleid vir oorweging deur die regering kan opstel en aanbeveel;
- (b) 'n staande nasionale forum bied vir die koördinering van administratiewe en operasionele soek-en-reddingsaangeleenthede;
- (c) 'n koppelvlak daar te stel met ander nasionale, streek- en internasionale organisasies wat by nooddienste betrokke is;
- (d) toesig hou oor die soek-en-reddingsbedryfsplan vir Suid-Afrika, en 'n nasionale soek-en-reddingshandleiding opstel en byhou;
- (e) die doeltreffende gebruik van alle beskikbare fasiliteite vir soek-en-redding bevorder;

- (f) as samewerkende forum dien om inligting uit te ruil en posisies en beleide daarstel wat vir meer as een party tot die plan van belang is;
 - (g) noue samewerking en koördinerings bevorder tussen burgerlike en militêre owerhede en organisasies vir die lewering van doeltreffende soek-en-reddingsdienste;
 - (h) samewerking tussen lugvaart-, maritieme en grond-soek-en-redding-gemeenskappe verbeter vir die lewering van doeltreffende soek-en-reddingsdienste; en
 - (i) ander maniere bepaal om die algemene doeltreffendheid en doelmatigheid van soek-en-reddingsdienste binne Suid-Afrika te bepaal en om SASER-prosedures en -toerusting waar doenlik te standaardiseer.
- (3) Die uitvoerende komitee moet bestaan uit al die statutêre lede van SASER sowel as enige ander persoon wat deur die uitvoerende komitee benoem en goedgekeur word en wat hetsy permanent hetsy op 'n *ad hoc*-basis deur die Direkteur-generaal aangestel word.
- (4) Elke lid van SASER moet 'n verteenwoordiger aanstel of 'n plaasvervanger aanwys om na die aktiwiteite van SASER om te sien.
- (5) Die hoof van SASER of sy of haar aangewesene moet by alle vergaderings van die uitvoerende komitee as voorsitter optree.

5. Bevoegdhede, werksaamhede en samestelling van die bestuurskomitee

- (1) Die bestuurskomitee moet die uitvoerende komitee adviseer oor enige aangeleentheid wat beleids- of finansiële implikasies kan hê, en met dringende daaglikse administratiewe aangeleenthede handel wat deur die uitvoerende komitee goedgekeur moet word.
- (2) Die bestuurskomitee moet-

- (a) nuwe tegnologie en ander omgewingsveranderinge assesser en die uitvoerende komitee dienooreenkomstig van raad dien;
 - (b) die uitvoerende komitee adviseer oor die paslikheid en noodsaak van opgestelde soek-en-reddingsplanne, wetgewing, beleide, regulasies, reëls, verdrae of ooreenkomste;
 - (c) die ongehinderde toepassing van die soek-en-reddingsprogram te verseker;
 - (d) verseker dat die beperkte soek-en-reddingshulpbronne op die mees ekonomiese, doeltreffende en doelmatige manier gebruik word;
 - (e) verseker dat die soek-en-reddingsoperasies uitgevoer word ooreenkomstig neergelegde standaarde en aanbevole praktyke wat in die SASER-beleidshandleiding weergegee en ingevolge internasionale konvensies as die norm beskou word; en
 - (f) besluite neem oor enige operasionele en administratiewe aangeleenthede wat nie 'n impak op soek-en-reddingsbeleid het nie en nie noodwendig deur die uitvoerende komitee goedgekeur moet word nie.
- (3) Die bestuurskomitee word soos volg saamgestel:
- (a) Hoof van die SASER-sekretariaat of sy of haar aangewesene;
 - (b) Hoof van lugvaart- SASER-operasies;
 - (c) Hoof van maritieme SASER-operasies;
 - (d) MRKS-hoof; en
 - (e) LRKS-hoof.

- (4) Die Hoof van die SASER-sekretariaat of sy of haar aangewesene moet as voorsitter optree tydens vergaderings van die bestuurskomitee.
- (5) Die bestuurskomitee vergader minstens twee keer per jaar.
- (6) Die bestuurskomitee kan, soos nodig, na goeddunke van die SASER-hoof, *ad hoc*-vergaderings belê.

6. Maritieme en lugvaartsbkomitees

- (1) Die maritieme en lugvaartsbkomitees wat ooreenkomstig artikel 5 van die Wet ingestel is, moet die uitvoerende komitee en die bestuurskomitee adviseer oor die tegniese en bedryfsaspekte wat 'n impak het op soek-en-reddingsbeleid en, waar nodig, veranderinge aanbeveel.
- (2) By die uitvoering van die werksaamhede in subregulasie (1) beoog, moet die subkomitees-
 - (a) nuwe tegnologie en ander omgewingsveranderinge assesser en dienooreenkomstig aan die bestuurskomitee en die uitvoerende komitee aanbevelings doen;
 - (b) maritieme en lugvaartsoek-en-reddingsbedryfsplanne opstel en hersien;
 - (c) die gladde funksionering van die MRKS, die LRKS en die RSS'e verseker en die bestuurs- en uitvoerende komitee van raad dien oor enige aangeleentheid wat die gladde bestuur van hierdie sentrums kan belemmer;
 - (d) verseker dat die beperkte soek-en-reddingshulpbronne op die mees ekonomiese, doeltreffende en doelmatige manier gebruik word;
 - (e) verseker dat soek-en-redding-operasies uitgevoer word ooreenkomstig neergelegde standarde en aanbevole praktyke wat in die SASER-

beleid en -handleidings weergegee en ingevolge internasionale konvensies as die norm beskou word; en

- (f) besluite neem oor bedryfsaangeleenthede wat nie op soek-en-reddingsbeleid 'n impak het nie, en wat nie noodwendig deur die bestuurs- en uitvoerende komitees goedgekeur moet word nie.

(3) Die hoofde van die maritieme en lugvaartsoek-en-reddingsoperasies, of hulle aangewesenes, moet as voorsitter optree van onderskeidelik die maritieme en lugvaartsuubkomitee.

(4) Die maritieme en lugvaartsuubkomitees kan, soos nodig, na goeddunke van onderskeidelik die hoofde van maritieme en lugvaart-SASER-soek-en-reddingsoperasies.

7. Nasionale soek-en-reddingsplan

(1) Die Departement, in samewerking met SASER, moet 'n gedetailleerde nasionale soek-en-reddingsplan opstel oor die lewering van soek-en-reddingsdienste binne die Suid-Afrikaanse soek-en-reddingstreek.

8. Hulpbronne en fasiliteite

(1) Die Departement en SASER moet die beskikbaarheid van voldoende akkommodasie, toerusting en hulpbronne verseker om veelvuldige maritieme en lugvaart-soek-en-reddingsoperasies op enige tydstep te koördineer.

(2) SASER moet 'n gebeurlikheidsplan opstel wat afgehandelde reëlings insluit om toegang te kry tot alternatiewe akkommodasie en hulpbronne ten einde die voortgaande lewering van maritieme en lugvaart-soek-en-reddingsdienste te verseker in geval primêre akkommodasie of toerusting om enige rede onverkrygbaar word.

(3) Die organisasies of instansies aangewys ingevolge artikel 11 van die Wet moet die voorsiening verseker van 'n RKS of RSS, wat op 'n 24 uur-grondslag voorsien moet word van 'n personeelkorps wat opgelei, gekwalifiseer, bekwaam en gesertifiseer is op die vlakke van bevoegdheid wat van toepassing is op die werksaamhede en verantwoordelikhede wat geskik is vir 'n maritieme en lugvaart-soek-en-reddingsdiens en wat vir die tersaaklike owerheid aanvaarbaar is.

(4) Die instansies aangewys as registrateurs van noodbakens moet verseker dat:

- (a) voorsiening gemaak word vir 'n 406 MHz-noodbakenregister wat wanneer ook al nodig bygewerk word; en
- (b) geregistreerde noodbakeninligting onmiddellik op versoek vir RKS'e en RSS'e verkrygbaar is.

9. Samewerking en medewerking met ander state en soek-en-reddingsdienste

(1) SASER moet, onder die leiding van die Departement, poog om formele, gedokumenteerde samewerkingsooreenkomste met die soek-en-reddingsdiensverskaffers van alle aangrensende state aan te gaan met die doel om-

- (a) soek-en-reddingsamewerking en –koördinerings te versterk;
- (b) die voorwaardes uiteen te sit vir die toegang van hulle onderskeie soek-en-reddingseenhede tot hulle onderskeie gebiede; en
- (c) die toegang van sodanige soek-en-reddingseenhede te bespoedig.

(2) Die samewerkingsooreenkoms met die soek-en-reddingsdiensverskaffers van aangrensende state moet inligting insluit rakende soek-en-reddingsdienste en –

vermoëns soos besonderhede van die soek-en-reddingseenhede wat bystand kan verleen met soek-en-reddingsoperasies in hulle onderskeie SRS'e.

(3) Die Departement moet alle inligting wat vir die toegang van soek-en-reddingseenhede van ander state tot sy gebied nodig is publiseer en versprei of hierdie inligting alternatiewelik in formele soek-en-reddingsooreenkomste insluit.

(4) SASER moet die soek-en-reddingsoperasies wat die naaste is aan aangrensende SRS'e met die soek-en-reddingsverskaffers van daardie state koördineer.

(5) Die Departement moet, in die hoogste mate moontlik, operateurs van alle lugvaartuie, vaartuie en toepaslike plaaslike dienste en fasiliteite wat nie deel uitmaak van die soek-en-reddingsorganisasie nie, aanmoedig om so volledig as wat hulle kapasiteit dit toelaat saam te werk in die beplanning en uitvoering van soek-en-reddingsoperasies.

(6) SASER moet formele, gedokumenteerde samewerkingsooreenkomste wat vir die Departement aanvaarbaar is, met lugverkeer- of maritieme diensverskaffers aangaan wat hulle onderskeie verantwoordelikhede ten opsigte van die lewering van noodreaksiedienste aan lugvaartuie en vaartuie duidelik omskryf, met inbegrip van die uitruil van vlugplanne en operasionele data, kommunikasiedienste, tydelike toewysing van personeel en ander gespesialiseerde dienste wat van tyd tot tyd nodig geag kan word.

(7) SASER moet sover doenlik saamwerk met alle behoorlik geakkrediteerde owerhede en entiteite wat voorvalle en ongelukke ondersoek.

(8) Die Departement moet, in oorleg met SASER, 'n soek-en-reddingkontakpunt aanwys vir die ontvangs van noodwaarskuwings en opsporingsboodskappe en

verwante data van owerhede en gebruikers van die Cospas-Sarsat-stelsel.

(9) Die LRKS moet dokumentasie aanbeveel en opstel vir die verklaring van 'n beperkte gebied wanneer dit ook al vir veilige en doeltreffende soek-en-reddingsoperasies nodig geag word.

(10) Die Departement moet, met die medewerking van SASER, poog om gesamentlike opleidingsoefeninge te reël wat hulle soek-en-reddingseenhede en daardie van ander State betrek.

(11) Die Departement moet, in oorleg met SASER, poog om-

- (a) periodieke skakelbesoeke vir RKS- en RSS-personeel te reël aan samewerkende entiteite in die land en lugverkeerdienste en soek-en-reddingsdiensverskaffers in aangrensende state; en
- (b) die bywoning te reël van aangewese soek-en-reddingsamptenarië by plaaslike, streek- en internasionale vergaderings.

(12) SASER moet poog om die nouste samewerking en koördinerende moontlik met tersaaklike lugvaart-, maritieme, landgebaseerde en militêre noodreaksieowerhede aan te moedig, met inbegrip van die moontlikheid om 'n GRKS in te stel om maritieme en lugvaart-soek-en-reddingsoperasies, waar uitvoerbaar en doenlik, te koördineer.

10. Toesig- en regulatoriese stelsel vir veiligheid

(1) Die Departement moet 'n liggaam aanwys om 'n toesig- en regulatoriese stelsel vir veiligheid in te stel wat, as minimum-

- (a) 'n kultuur van veiligheid bevorder;

- (b) risiko-evaluasies van die soek-en-reddingsprogram of -stelsel uitvoer, enige risikofaktore en veiligheidsbevindings, en oorsaaklike faktore en verwante regstellende optrede identifiseer en opteken; en
- (c) die voortgesette voldoening van regulatoriese bepalings aan internasionale standaarde en praktyke, soos beoog in toepaslike internasionale konvensies en riglyne, moniteer.

11. Veiligheidsbestuurstelsel

(1) SASER moet 'n veiligheidsbestuurstelsel implementeer wat vir die Minister aanvaarbaar is en wat, as minimum-

- (a) veiligheidsrisiko's identifiseer;
- (b) die doen van remediërende stappe verseker wat nodig is om ooreengekome veiligheidsprestasie in stand te hou;
- (c) voorsiening maak vir deurlopende monitering en die gereelde assessering van sodanige veiligheidsprestasie; en
- (d) onderhewig is aan gereelde hersiening wat die verbetering van die algemene prestasie van die veiligheidsbestuurstelsel ten doel het.

(2) Die veiligheidsbestuurstelsel moet die veiligheidsverantwoordbaarheid van die senior personeel en ampsdraers van SASER duidelik omskryf tot die bevrediging van die Minister.

12. Delegering van gesag (kommandering van hulpbronne in die lug of ter see)

(1) Die gesag om namens die Minister paslik toegeruste en gesertifiseerde vaartuie en lugvaartuie vir die doel van enige maritieme of lugvaart-soek-en-reddingsoperasies te kommandeer en te ontplooi, word aan die volgende persone gedelegeer:

- (a) Hoof van SASER;
- (b) Hoof van maritieme SASER-operasies;
- (c) Hoof van lugvaart- SASER-operasies;
- (d) LRKS-hoof;
- (e) MRKS-hoof;
- (f) reddingsendingkoördineerders;
- (g) Hawemeesters; en
- (h) Adjunkhawemeesters.

DEEL 3

SOEK-EN-REDDINGSOPERASIE-AANGELEENTHEDE, -STANDAARDE EN - PROSEDURES

13. Soek-en-reddingsoperasieplanne

(1) Die Departement moet, in samewerking met SASER, gedetailleerde planne opstel met operasieprosedures vir die veilige en doeltreffende uitvoering van soek-en-reddingsoperasies binne die SRS.

(2) Benewens die planne genoem in subregulasie (1), moet die owerhede wat as RKS'e of RSS'e aangewys is verseker dat die RKS-hoof of die RSS-hoof 'n omvattende, gedetailleerde en ondubbelsinnige soek-enreddingsplan opstel om te verseker dat die RKS of RSS tydens 'n soek-en-reddingsaksie behoorlik funksioneer.

(3) Die operasieplan moet, as minimum, die volgende uiteensit:

- (a) die struktuur van funksionele verantwoordelikhede met inbegrip van gesag, delegering en verslagdoeningskanale;

- (b) die prosedures waarvolgens 'n soek-en-reddingsoperasie in die RKS of RSS se gebied van verantwoordelikheid tydens die verskillende fases van 'n noodsituasie uitgevoer moet word;
 - (c) die reëlins vir die versiening van lugvaartuie, vaartuie en voertuie wat in soek-en-reddingsoperasies gebruik word en die herinname van brandstof;
 - (d) die reëlins vir vinnige toegang tot inligting oor die weer en ander operasionele inligting, met inbegrip van NOTAM en navigasiewaarskuwings;
 - (e) die presiese gebied van verantwoordelikheid van die RKS of RSS;
 - (f) die verantwoordelikhede en akkommodasie van personeel aangewys vir soek-en-reddingsoperasies;
 - (g) die metodes en prosedures waarvolgens inligting verkry, gestoor en herwin word vir gebruik in soek-en-reddingsoperasies;
 - (h) die opleiding en dril van soek-en-reddingspersoneel; en
 - (i) die fasiliteite wat tot die RKS of RSS se beskikking is.
- (4) Ten opsigte van die fasiliteite wat tot die RKS of RSS se beskikking is, moet die operasieplan-
- (a) presies noem watter agentskappe verantwoordelik is vir die aktivering van fasiliteite;
 - (b) die metodes vir kommunikasie met die verskillende agentskappe in besonderhede uiteensit (kommunikasienetwerk);
 - (c) die metodes om mobiele fasiliteite in gereedheid te stel in besonderhede uiteensit;
 - (d) die metodes vir koördinerings met verskillende fasiliteite in besonderhede uiteensit;
 - (e) aandui deur wie, en in watter mate, enige van hierdie fasiliteite versoek kan word om aan 'n operasie deel te neem; en

- (f) die fasiliteite wat tot die RKS of RSS se beskikking is, beskryf.
- (5) Alle soek-en-reddingsoptrede moet volgens die soek-en reddingsplan onderneem word.
- (6) Soek-en-reddingsoperasieplanne moet besonderhede bevat van stappe wat gedoen moet word ten opsigte van-
- (a) die beskikbare kommunikasiestelsels en -fasiliteite;
 - (b) die waarskuwing van lugvaartuie wat onderweg is en skepe ter see;
 - (c) die pligte en prerogatiwe van alle deelnemende personeel;
 - (d) die moontlike herontplooiing van personeel en toerusting wat weens meteorologiese of ander dinamiese toestande genoodsaak kan word;
 - (e) die besondere bystand wat van toepassing is op lugvaartuie wat in nood verkeer en 'n noodwaterlanding moet uitvoer, ook die ontmoeting met bowatervaartuie; en
 - (f) uitwyking in vlug na en die onderskepping en begeleiding van lugvaartuie wat in nood verkeer.
- (7) Die RKS'e moet seker maak dat hulle operasieplanne geïntegreer is met vliegveldnoodprosedures om voorsiening te maak vir optimale, gekoördineerde reaksie op lugvaartnoodsituasies wat in die omgewing van lughawens, ook kusvliegvelde en gebiede van water, kan ontstaan.
- (8) Die RKS'e moet seker maak dat operasieplanne met hawenoodprosedures geïntegreer is om voorsiening te maak vir 'n gekoördineerde reaksie op seenoodsituasies wat in die omgewing van hawens en vaartuigverkeersdienste se gebiede van verantwoordelikheid kan ontstaan.

14. Soek-en-reddingseenhede en -fasiliteite

- (1) Die RKS'e moet-

- (a) openbare en privaat soek-en-reddingseenhede aanwys wat gepas geleë, toegerus en van personeel voorsien is vir soek-en-reddingsoperasies regdeur die SRS en formele reëlings tref vir hulle samewerkende en gepaste aanwending;
- (b) vaartuie, voertuie en personeel aanwys wat nie as soek-en-reddingseenhede kwalifiseer nie, maar wat doeltreffend aan soek-en-reddingsoperasies kan deelneem en formele reëlings tref vir hulle samewerkende en gepaste aanwending; en
- (c) 'n akkurate en volledige databasis in stand van soek-en-reddingseenhede en ander soek-en-reddingsfasiliteite en -hulpbronne in die SRS en reëlings tref vir tydige advies aan die RKS in verband met enige verandering in hulle gereedheid of vermoë.

(2) Die Departement moet toepaslike inligting oor die beskikbaarheid van soek-en-reddingseenhede binne die SRS aan die betrokke owerheid verskaf vir publikasie by kennisgewing in die *Staatskoerant*, *Aeronautical Information Publication (AIP)* en *Marine Notice*.

(3) Die Departement moet die beskikbaarheid verseker van gepas verpakte neerwerp-oorlewingstoerusting wat veilig geposisioneer en in stand gehou word by strategiese plekke regdeur die SRS en geredelik beskikbaar is om vinnig op soek-en-reddingseenhede gelaai te word.

(4) Die RKS'e moet die beskikbaarheid van opgeleide personeel en die nodige persoonlikeveiligheidstoerusting verseker op strategiese plekke binne die SRS vir die lewering van oorlewingstoerusting vanuit die lug of oor land aan oorlewendes van ongelukke deur soek-en-reddingseenhede.

15. Waarskuwingsposte

- (1) 'n Aangewese waarskuwingspos moet die RKS'e of RSS'e onmiddellik inlig oor 'n noodsituasie of 'n potensiële noodsituasie sodra hy daarvan bewus raak.
- (2) Die volgende organisasies of instansies word as toegewyde waarskuwingsposte aangewys en moet 24 uur per dag personeel beskikbaar hê:
- (a) Lugverkeerdienseenhede;
 - (b) Hawemeesterkantore;
 - (c) Kusradiostasies;
 - (d) Suid-Afrikaanse polisiestasies;
 - (e) Die MRKS; en
 - (f) Die LRKS.
- (3) Die volgende prosedures moet deur die waarskuwingspos gevolg word by bewuswording van 'n noodsituasie of potensiële noodsituasie:
- (a) Versamel soveel inligting as moontlik oor die noodsituasie;
 - (b) In die geval van 'n maritieme noodsituasie, meld dit aan by die naaste maritieme RKS of RSS, of, in die geval van 'n lugvaartnoodsituasie, by die LRKS of naaste lugverkeerdienseenheid;
 - (c) Ná die aanvanklike aanmelding ingevolge (b) hierbo, wend 'n poging aan om die egtheid en akkuraatheid daarvan na te gaan;
 - (d) Indien daar rede is om te vermoed dat die boodskap of sein wat die noodsituasie aandui 'n geksheerdery of vals alarm is, verklaar die boodskap as sodanig; en
 - (e) Hou die kommunikasiekanaal tussen die waarskuwingspos en die bron van die noodboodskap oop tot die toepaslike RKS verklaar dat dit nie langer nodig is nie.
- (4) 'n Aangewese waarskuwingspos moet poog om die volgende inligting te versamel oor die vaartuig wat in nood, wat aan die RKS of RSS deurgegee moet word:
- (a) Identifikasie van vaartuig wat in nood verkeer (naam of tipe/roepsein)

- (b) Posisie van noodsituasie (lengtegraad/breedtegraad of rigting/afstand vanaf 'n bekende posisie of die posisie wat die laaste aangemeld of volgende aangemeld moet word)
- (c) Datum of tyd van posisie;
- (d) Aard van die noodsituasie (brand, aanvaring, persoon oorboord, onklaarraking, verstreke aankomstyd, 'n sprong met valskerm, neerstorting);
- (e) Beskrywing van vaartuig (grootte, tipe, kleur van romp van seevaartuig, kleur van kajuit, kleur van dek, touwerk, kleur van romp van lugvaartuig, kleur van stert, kleur van vlerkpunt)
- (f) Persone aan boord;
- (g) Datum, tyd en punt van vertrek, beplande roete, aankomsspoed, verwagte aankomstyd en bestemming;
- (h) Radiofrekwensie wat gebruik word, gemonitor word of geskeduleer is;
- (i) Noodradiotoerusting en -frekwensies, met inbegrip van noodopspoorderbakens;
- (j) Weer- en seetoestande op die toneel;
- (k) Bystand verlang, indien dit nie voor die hand liggend is nie;
- (l) Bystand wat ontvang word, indien enige;
- (m) Koers, spoed, hoogte en brandstof;
- (n) Aanvanklike aanmelder (naam, telefoonnommer of adres van persoon, naam/roepsein van vaartuig, moedermaatskappy)
- (o) Datum en tyd van aanvanklike aanmelding;
- (p) Moontlike roete-uitwykings;
- (q) Navigasietoerusting;
- (r) Oorlewingstoerusting;
- (s) Ander inligting, bronne (vriende, familielede, vennote, agente en agentskappe)
- (t) Lisensie, beskrywing, ligging (indien ter sake) van motorvoertuig of bootsleepwa;
- (u) Enige ander tersaaklike inligting.

(5) 'n Aangewese waarskuwingspos moet die volgende inligting versamel ten opsigte van 'n vermiste persoon wat by 'n maritieme of lugvaartinsident of -noodsituasie betrokke is:

- (a) Naam van die vermiste persoon;
- (b) Plek die laaste gesien;
- (c) Datum of tyd die laaste gesien;
- (d) Bekende voornemens of moontlike optrede van vermiste persoon;
- (e) Beskrywing van vermiste persoon;
- (f) Kleding, skoene en toerusting;
- (g) Fisiese en geestelike toestand;
- (h) Kennis van die gebied;
- (i) Ondervinding van die buitelewe;
- (j) Weerstoestande;
- (k) Stappe wat gedoen word;
- (l) Bystand verlang, indien dit nie voor die hand liggend is nie;
- (m) Aanvanklike aanmelder (naam en telefoonnommer of adres);
- (n) Datum en tyd van aanvanklike aanmelding;
- (o) Naasbestaandes (naam en telefoonnommer of adres);
- (p) Enige ander tersaaklike inligting.

(6) 'n Aangewese waarskuwingspos moet inligting oor bestaande weerstoestande by die persoon inwin wat 'n gebeurtenis aangemeld het deur vrae oor die volgende te vra:

- (a) Helder lug of bewolkte weer, en onlangse veranderinge;
- (b) Of dit reën of sneeu of gereën of gesneeu het, en wanneer die reënval of sneeuval begin het en opgehou het;
- (c) Of strawwe weerstoestande soos donderstorms, hael, yskorrels of ysreën voorkom of voorgekom het, en wanneer dit begin het en opgehou het;
- (d) Sigbaarheid en enige faktore wat dit raak, byvoorbeeld mis, rook, waas, en die tyd van onlangse veranderinge;

- (e) Beskrywing van die water- of seetoestande;
- (f) Windrigting en –snelheid, en onlangse veranderinge.

16. Aanmeldingstelsel

- (1) Die RKS'e moet 'n aanmeldingstelsel vestig wat die dokumentering van gebeurtenisse gedurende die uitvoering van soek-en-reddingsoperasies en -oefeninge dek.
- (2) Die RKS'e moet bewys van sodanige rekords op versoek onverwyld aan die tersaaklike toesighoudende owerhede lewer.

17. Dokumentbiblioteek

- (1) Die RKS'e en RSS'e moet die vestiging en instandhouding verseker van 'n dokumentbiblioteek wat die jongste uitgawes van tersaaklike dokumentasie bevat en wat onmiddellik toeganklik is vir sy operasionele en bestuurspersoneel.
- (2) Die biblioteek moet die jongste uitgawes van die dokumentasie wat deur die betrokke internasionale liggame voorgeskryf word, te alle tye vir naslaandoeleindes beskikbaar stel.
- (3) Die RKS'e en RSS'e moet meesterkopieë van alle handleidings wat vir die veilige, doeltreffende en tydige voorsiening van maritieme en lugvaart-soek-en-reddingsdienste vereis word, opstel, in stand hou en bywerk, en afskrifte daarvan op versoek verskaf aan die owerhede wat vir die soek-en-reddingstoesigpligte verantwoordelik is.

18. Rekordhouding

Die soek-en-reddingsverskaffers moet alle data in verband met elke soek-en-reddingsaksie wat deur 'n RKS of RSS onderneem is, vir 'n tydperk van minstens vyf jaar op 'n ordelike en maklik toeganklike manier bewaar.

19. Bevoegdheid en opleiding

(1) SASER moet verseker dat die aanvanklike en herhaalde opleiding van alle operasionele personeel, en hulle onmiddellike toesighouers, van die RKS'e en, waar toepaslik, RSS'e ooreenkomstig 'n leerplan uitgevoer word wat vir die Departement en toesighoudende owerhede aanvaarbaar is.

(2) SASER moet verseker dat RKS-personeel en, waar toepaslik RSS-personeel, gereeld vaardigheidsopleiding en -oefeninge deurloop om hulle vaardighede, kennis en houdings wat vir die lewering van maritieme en lugvaart-soek-en-reddingsdienste gepas is, te behou.

20. Voorbereidingsinligting

(1) Die Departement en SASER moet verseker dat die RKS'e altyd onmiddellike toegang het tot omvattende, akkurate en bygewerkte data rakende die volgende bates en fasiliteite in die SRS:

- (a) RSS'e;
- (b) Soek-en-reddingseenhede;
- (c) Plekke waar voorrade van neerwerp-nood- en oorlewingstoerusting gestoor word;
- (d) Waarskuwingsposte;
- (e) Lugverkeerdienseenhede;
- (f) Kommunikasie-middels wat in soek-en-reddingsoperasies gebruik kan word;

- (g) Adresse (elektroniese en posadresse) en telefoonnommers van behoorlik gemagtigde verteenwoordigers van operateurs;
- (h) Enige ander openbare en privaat hulpbronne, met inbegrip van mediese en vervoerfasiliteite wat waarskynlik nuttig sal wees in soek-en-reddingsoperasies.

(2) Die Departement moet die inligting wat in (1) hierbo verwoord is by kennisgewing in die *Staatskoerant* en by wyse van die gedrukte en elektroniese media, soos toepaslik, publiseer om wye publisiteit te verseker.

21. Inligting rakende noodsituasies

(1) Enige owerheid of element van die soek-en-reddingsorganisasie wat rede het om te glo of wat ingelig is dat 'n vaartuig of lugvaartuig in nood verkeer, moet onmiddellik alle beskikbare en tersaaklike inligting aan die toepaslike RKS verskaf.

(2) 'n RKS, moet by ontvangs van inligting dat 'n vaartuig of lugvaartuig in nood verkeer, sodanige inligting onmiddellik evalueer en die omvang beraam van die maatreëls wat getref moet word.

(3) 'n RKS, moet by ontvangs van inligting dat 'n vaartuig of lugvaartuig in nood verkeer, verseker dat die vereiste noodfase verklaar word.

22. Prosedures tydens noodfasies

(1) By die verklaring van 'n noodfase, moet 'n RKS alle standaardprosedures nakom wat in die toepaslike internasionale en nasionale riglyne omskryf word.

(2) In die geval van 'n lugvaart-soek-en-reddingsinsident wat 'n lugvaartuig behels waarvoor 'n vlugplan ingedien is, moet 'n onsekerheidsfase verklaar word wanneer:

- (a) geen kommunikasie ontvang is binne 'n tydperk van 30 minute na die tyd wanneer dit behoort ontvang te gewees het nie, of vanaf die tyd wat 'n eerste onsuksesvolle poging aangewend is om kommunikasie met die lugvaartuig te bewerkstellig, wat ook al eerste geskied;
 - (b) die lugvaartuig versuim om binne 30 minute van die verwagte aankomstyd wat laaste beraam of bekend gemaak is te arriveer, wat ook al die laaste geskied het; of
 - (c) die evaluering van ander omstandighede, byvoorbeeld kennis dat die lugvaartuig probleme ondervind, dit raadsaam maak om 'n onsekerheidsfase te verklaar.
- (3) In die geval van 'n lugvaartuig waarvoor geen vlugplan ingedien is nie, moet 'n onsekerheidsfase deur die lugverkeerdienseenheid verklaar word wanneer inligting dat die lugvaartuig laat of vermis is, ontvang word vanuit enige bron, byvoorbeeld 'n lugverkeerdienseenheid, die lugvaartuigoperateur, familieledede van die vlieënier of enige ander persoon. In sodanige gevalle moet die LRKS in kennis gestel en moet die LRKS die vordering moniteer.
- (4) 'n Gereedheidsfase moet deur 'n LRKS verklaar word wanneer-
- (a) die pogings wat tydens die onsekerheidsfase aangewend is om met die lugvaartuig kontak te maak of om enige nuus vanuit ander bronne te bekom, misluk het en die lugvaartuig duidelik laat is;
 - (b) 'n lugvaartuig wat klaring ontvang het om te land, versuim het om te land binne vyf minute van die verwagte landingstyd en kommunikasie nie weer met die lugvaartuig bewerkstellig is nie;
 - (c) inligting ontvang is wat daarop dui dat die dryfdoeltreffendheid van die lugvaartuig waarvoor die onsekerheidsfase verklaar is, of dié van 'n ander lugvaartuig, gebrekkig geword het maar nie in so 'n mate dat 'n dwanglanding waarskynlik is nie; en
 - (d) daar rede is om te glo dat daar met die bedryf van 'n lugvaartuig ingemeng word.

In sodanige gevalle moet die LRKS ingelig word, wat op sy beurt moet voortgaan om die tersaaklike en verwante organisasies en owerhede in gereedheid te stel.

- (5) 'n Noodfase moet deur 'n LRKS verklaar word wanneer-
- (a) pogings wat tydens die gereedheidsfase aangewend is om kontak te maak met die lugvaartuig en om inligting deur middel van wyer navrae te bekom, misluk het en die lugvaartuig duidelik vermis is en moontlik in nood verkeer;
 - (b) die brandstof aan boord geag word uitgeput of onvoldoende is vir die lugvaartuig om veiligheid te bereik;
 - (c) inligting ontvang is wat daarop dui dat die operasionele doeltreffendheid van die lugvaartuig in so 'n mate gebrekkig geword het dat 'n dwanglanding waarskynlik is;
 - (d) inligting ontvang is of wanneer dit redelik seker is dat die lugvaartuig op die punt staan om 'n dwanglanding uit te voer of 'n dwanglanding uitgevoer het of neergestort het; of
 - (e) 'n lugvaartuig wat nie meer in die lug is nie toevallig weens 'n waarneming of aanpeiling op 'n NOS opgespoor word.
- (6) In 'n maritieme insident moet 'n onsekerheidsfase verklaar word sodra 'n waarskuwingspos die MRKS inlig dat-
- (a) daar twyfel bestaan oor die veiligheid van 'n vaartuig en/of die persone aan boord;
 - (b) die vaartuig laat is en versuim het om op die verwagte aankomstyd te arriveer; of
 - (c) die vaartuig versuim het om 'n verwagte verslag posisie- of veiligheidsverslag te doen.
- (7) 'n Gereedheidsfase moet deur 'n MRKS verklaar word wanneer-
- (a) daar kommer bestaan oor die veiligheid van 'n vaartuig of die persoon of persone aan boord;

- (b) pogings , na die onsekerheidsfase, om met die vaartuig kontak te maak, misluk het en navrae gerig aan ander toepaslike bronne onsuksesvol was; of
 - (c) inligting ontvang is wat daarop dui dat die operasionele doeltreffendheid van 'n vaartuig gebrekkig geword het, maar nie in so 'n mate dat 'n noodsituasie waarskynlik is nie.
- (8) 'n Noodfase moet deur 'n MRKS verklaar word wanneer-
- (a) bevestigde inligting ontvang word dat 'n vaartuig of die persoon of persone aan boord in ernstige of dreigende gevaar verkeer en onmiddellike bystand nodig het;
 - (b) verdere onsuksesvolle pogings, na die gereedheidsfase, om met die vaartuig kontak te maak en wyer onsuksesvolle navrae dui op 'n waarskynlikheid dat die vaartuig in nood verkeer; of
 - (c) inligting ontvang word wat daarop dui dat die operasionele doeltreffendheid van die vaartuig in so 'n mate gebrekkig is dat 'n noodsituasie waarskynlik is.
- (9) 'n Lugverkeerdeenseenheid moet sy geassosieerde RKS in kennis stel wanneer 'n lugvaartuig in nood verkeer of waarskynlik in nood verkeer. Sodanige kennisgewing aan die LRKS moet die volgende inligting, indien beskikbaar, soos gepas vir die noodfase bevat:
- (a) Agentskap en persoon wat kontak maak;
 - (b) Aard van noodsituasie;
 - (c) Belangrike inligting uit die vlugplan;
 - (d) Eenheid wat die laaste kontak gemaak het, die tyd, en die frekwensie wat gebruik is;
 - (e) Die laaste posisieverslag en hoe die posisie bepaal is;
 - (f) Die kleur en onderskeidende tekens van die lugvaartuig wat in nood verkeer;
 - (g) Enige handeling deur die aanmeldingsbeampte;
 - (h) Die getal persone aan boord;

- (i) Oorlewingstoerusting aan boord;
- (j) Toepaslike radar- en stemopnames;
- (k) Enige ander inligting.

(10) Die kennisgewing van 'n kusradiostasie aan die MRKS betreffende 'n maritieme vaartuig in nood moet die volgende inligting bevat, indien beskikbaar-

- (a) Naam en roepsein (of skeepstasie-identiteit) van die skip of vaartuig;
- (b) Aard van die noodsituasie;
- (c) Tipe bystand benodig;
- (d) Tyd van kommunikasie met die skip of vaartuig;
- (e) Posisie of laaste bekende posisie van die skip of vaartuig;
- (f) Beskrywing van die skip of vaartuig;
- (g) Voornemens van die skip of vaartuig;
- (h) Die getal persone aan boord, indien bekend;
- (i) Enige ander inligting.

(11) 'n Kennisgewing uit enige ander bron moet enige buitengewone gebeurtenis wat daardie bron waargeneem of van verwittig is, insluit.

23. Prosedures op die toneel van 'n noodsituasie

(1) Wanneer verskeie fasiliteite op die toneel by soek-en-reddingsoperasies betrokke is en die RKS 'n toneelkoördineerder of 'n lugvaartuigkoördineerder aanwys om taktiese bedrywighede op die toneel te koördineer ten einde die veiligheid en doeltreffendheid van operasies te verbeter, moet die toneel- of lugvaartuigkoördineerder die opgelegde take verrig met volle inagneming van die aard van die soektogteiken, die tipe, getal en kapasiteit van die soek-en-reddingseenhede en die omgewing, en die RKS volledig op die hoogte hou van die stappe wat en voorgestel en gedoen is.

(2) Wanneer 'n vlieënier-gesagvoerder waarneem dat 'n ander vaartuig of lugvaartuig in nood verkeer, moet die vlieënier, indien moontlik en tensy dit as

onredelik of onnodig beskou word-

- (a) die vaartuig of lugvaartuig wat in nood verkeer in sig hou totdat hy of sy verplig word om die toneel te verlaat of deur die RKS ingelig word dat dit nie langer nodig is om daardie vaartuig of lugvaartuig in sig te hou nie;
- (b) die posisie bepaal van die vaartuig of lugvaartuig wat in nood verkeer;
- (c) soos gepas, soveel as moontlik van die volgende inligting aan die RKS of lugverkeerdienseenheid verskaf:
 - i. Die tipe vaartuig of lugvaartuig wat in nood verkeer, en sy identifikasie en toestand;
 - ii. Die posisie van die vaartuig of lugvaartuig, uitgedruk in geografiese koördinate of as 'n rigting en afstand van 'n belangrike landmerk of grondradionavigasiehulpmiddel;
 - iii. Die tyd van waarneming, uitgedruk in ure en minute in gekoördineerde universele tyd;
 - iv. Die getal mense aan boord;
 - v. Of daar gesien is dat die persone die vaartuig of lugvaartuig wat in nood verkeer verlaat het;
 - vi. Die klaarblykbare fisiese toestand van die oorlewendes;
 - vii. Die weerstoestande op die toneel;
 - viii. Oënskynlik beste toegangsroete oor land na die nooddoneel; en
- (d) optree soos beveel deur die lugverkeerdienseenheid op advies van die RKS.

24. Prosedures vir owerhede in die veld

Wanneer samewerkende owerhede wat ingevolge die nasionale soek-en-reddings met funksies en verantwoordelikhede beklee is, in die veld in 'n soek-en-reddingsverwante aktiwiteit betrokke is wat deur die RKS of RSS gekoördineer word, moet hulle die RKS of RSS op die hoogte hou van instruksies wat aan die eenhede onder hulle leiding gegee is en van relevante ontwikkelings.

25. Kansellering van soek en redding ingedien tydens voorlegging van vlugplanne

(1) Eienaars of operateurs van lugvaartuie wat tydens die voorlegging van hulle vlugplan 'n soek en redding ingedien het, moet by bereiking van hulle bestemming die soek en redding kanselleer deur enige lugverkeerdienseenheid van hulle veilige landing te verwittig.

(2) Wanneer die soek en redding gekanselleer word by 'n lugverkeerdienseenheid by wie die eienaar of operateur nie sy of haar soek-en-reddingshandeling ingedien het nie, moet die eienaar of operateur sy of haar soek-en-reddingshandelingsvereiste aan sy of haar oorspronklike lugverkeerdienseenheid openbaar maak.

(3) 'n Eienaar of operateur van 'n lugvaartuig wat weens 'n onregmatige handeling of versuim nalaat om 'n soek en redding te kanselleer, soos vereis by subregulasie (1), is aan 'n misdryf skuldig, en die Kommissaris van Burgerlike Lugvaart moet na oorweging van die feite gebring voor hom of haar deur die LRKS in samewerking met SASER, ook die tipe hulpbronne wat weens hierdie versuim deur SASER ontplooi is, besluit oor 'n gepaste boete vir die oortreder.

(4) Hoewel elke geval volgens meriete beoordeel moet word, mag die boete opgelê deur die Kommissaris nie minder wees nie as die koste van die ontplooiing van die hulpbronne.

26. Beëindiging en opskorting van operasies

(1) Soek-en-reddingsoperasies moet voortgaan, wanneer doenlik, tot alle oorlewendes na 'n plek van veiligheid gebring is of tot daar geen redelike hoop is om oorlewendes te red nie.

(2) Die RKS is verantwoordelik vir die besluit oor wanneer soek-en-

reddingsoperasies gestaak moet word en moet by die neem van daardie besluit die operasionele standarde en praktyke vervat in die tersaaklike riglyne volledig in ag neem.

(3) Wanneer 'n soek-en-reddingsoperasie suksesvol was of wanneer die RKS van mening is dat 'n noodsituasie nie langer bestaan nie, moet die noodfase gekanselleer word en moet enige owerheid, fasiliteit of diens wat geaktiveer of in kennis gestel is, onverwyld daarvan verwittig word.

(4) Indien 'n soek-en-reddingsoperasie om enige rede ondoenlik word en die RKS tot die gevolgtrekking kom dat daar steeds 'n moontlikheid is dat oorlewendes gevind kan word, moet die RKS die bedrywighede op die toneel tydelik opskort hangende verdere verwickelings en moet hy enige owerheid, fasiliteit of diens wat geaktiveer of in kennis gestel is, onverwyld daarvan verwittig.

(5) By evaluering van die toepaslike inligting wat gevolglik ontvang word, kan soek-en-reddingsoperasies hervat word wanneer die RKS dit geregverdig en doenlik ag of die Minister daartoe opdrag gee.

DEEL 3

SOEK-EN-REDDINGSKOMMUNIKASIE

27. Kommunikasietoerusting

(1) Die organisasie of instansie wat ingevolge hierdie regulasies aangewys is om 'n RKS te bedryf, moet seker maak dat die RKS in staat is tot vinnige en betroubare twee-rigtingkommunikasie met die volgende:

- (a) Geassosieerde lugverkeerdienste;
- (b) Geassosieerde RSS'e;
- (c) Toepaslike rigting- en posisiebepalingstasies in die SRS;

- (d) Die toepaslike operasiesentrums van soek-en-reddingseenhede in die SRS;
- (e) Die MRKS'e in die SRS en alle LRKS'e, MRKS'e en GRKS'e in aanliggende SRS'e;
- (f) Aangewese meteorologiese kantore en weerwagkantore in die SRS;
- (g) Alle aangewese soek-en-reddingseenhede;
- (h) Alle aangewese waarskuwingsposte;
- (i) Alle geassosieerde polisiemagte;
- (j) Die Cospas-Sarsat-sendingbeheersentrum wat die SRS of die betrokke soek-en-reddingskontakpunt bedien, soos van toepassing; en
- (k) Alle maritieme en lugvaartveiligheid- en -waarnemingsentrums in die SRS.

(2) Die organisasie of instansie wat ooreenkomstig hierdie regulasies aangewys word om 'n RSS binne die SRS te bedryf, moet seker maak dat die RSS tot vinnige en betroubare tweerigtingkommunikasie in staat is met die volgende:

- (a) Die RKS;
- (b) Geassosieerde lugverkeerdienste;
- (c) Alle geassosieerde polisiemagte;
- (d) Aangrensende RSS'e;
- (e) Geassosieerde meteorologiese kantore of weerwagkantore;
- (f) Alle toepaslike aangewese soek-en-reddingseenhede;
- (g) Alle toepaslike aangewese waarskuwingsposte; en
- (h) Alle geassosieerde maritieme en lugvaartveiligheid- en -waarnemingsentrums in die SRS.

28. Kommunikasiefrekwensies

- (1) Kommunikasie moet noodgereedheid-, koördinerings- en opsporingswerkzaamhede bevorder deur diegene wat in nood verkeer in staat te stel om die soek-en-reddingsstelsel in gereedheid te bring, die soek-en-reddingsstelsel in staat te stel om te reageer en sy sending uit te voer en deur oorlewendes in staat te stel om soek-en-reddingsseenhede te help om te reageer en 'n redding uit te voer.
- (2) Die nodige kommunikasie vir soek en redding kan insluit telefone, radios wat op internasionale noodfrekwensies bedryf word, langafstand- terrestriële en satellietstelsels en ander toerusting, afhangend van die geografie, die vermoëns van mobiele fasiliteite binne 'n gebied, en ander faktore wat die vermoë van persone raak om met mekaar kontak te maak.
- (3) Soek-en-reddingskommunikasietoerusting moet betroubaar wees, dit is, te alle tye in 'n goeie werkende toestand, en moet toeganklik wees vir alle partye wat by 'n soek-en-reddingsoperasie betrokke is.
- (4) Noodboodskappe moet altyd voorrang verleen word, dit wil sê dit moet voor enige ander kommunikasie verwerk word.
- (5) Kommunikasie moet betroubaar en vinnig kan plaasvind tussen eenhede wat in nood is en die soek-en-reddingsstelsel, asook nasionaal en internasionaal tussen komponente van die soek-en-reddingsstelsel.
- (6) Soek-en-reddingsoperasies vereis waarskynlik kommunikasie tussen twee of meer van die volgende eenhede en/of owerhede:
- (a) Lugverkeerdienseenhede;
 - (b) Soek-en-reddingslugvaartuie;
 - (c) Ander vaartuie op see;
 - (d) Soek-en-reddingsvaartuie;
 - (e) Vlootkusowerhede;
 - (f) Lugmagbasisse/Bevelsposte;
 - (g) Hawe-owerhede;

- (h) Kusradiostasies;
- (i) RKS'e;
- (j) Polisiestasies, -vaartuie en -voertuie;
- (k) Landstasies, mobiele landstasies en vaartuie van die Nasionale Seereddingsinstituut (NSRI); en
- (l) Mediese nooddienste.

(7) Almal wat by soek en redding betrek kan word, moet voorsien word van kommunikasieprosedures, -frekwensies en -toerusting wat voldoende verenigbaar is om hulle werksaamhede te verrig.

(8) Alle kommunikasie wat met soek en redding verband hou, moet uitgevoer word ooreenkomstig die verskillende vereistes voorgeskryf deur beide die Internasionale Burgerlugvaartorganisasie en die Internasionale Maritieme Organisasie (IMO), sowel as ingevolge die Internasionale Konvensie vir die Veiligheid van Lewe ter See (SOLAS), die Chicago-konvensie, soek-en-reddingskonvensies en die Internasionale Telekommunikasie-unie (ITU)-regulasie oor radiofrekwensiegebruik of soos deur die regering bepaal.

(9) In die geval dat soek en redding plaasvind in 'n beheerde of advieslugruim, moet die gepubliseerde lugvaartfrekwensie vir lugverkeerbeheerdoeleindes gebruik of gemonitor word.

(10) Wanneer 'n soek-en-reddingsoperasie verklaar word, moet 'n frekwensie vir lugvaartuig-tot-lugvaartuigkommunikasie toegeken word.

DEEL 4

SPESIALE BEPALINGS EN VEREISTES

29. Minimum vervoervereistes vir soek-en-reddingslugvaartuie

- (1) Soek-en-reddingslugvaartuie moet-

- (a) toerusting vervoer vir die vinnige opsporing van 'n ongelukstoneel, met inbegrip van rigtingsbepalingstoerusting met 'n peilingsvermoë vir soek-en-reddingsnoodfrekwensies;
 - (b) toerusting vervoer om voldoende en tydige bystand aan oorlewendes te verleen;
 - (c) toegerus wees om kommunikasie op die maritieme en lugvaart-noodradiofrekwensies en op dié op die toneel moontlik te maak;
 - (d) toegerus wees om kommunikasie met ander soek-en-reddingseenhede en fasiliteite wat by soek-en-reddingsoperasies betrokke is moontlik te maak; en
 - (e) Volume III, "Mobiele Fasiliteite", van die Internasionale Maritieme en Lugvaart-soek-en-reddingshandleiding aan boord hê.
- (2) Soek-en-reddingslugvaartuie wat vir soek-en-reddingsoperasies oor maritieme gebiede aangewys is, moet-
- (a) toegerus wees om kommunikasie met vaartuie moontlik te maak en om seine te ontvang van die Outomatiese Identifikasiesistelsels wat skepe en reddingsbote ooreenkomstig die globale maritieme nood- en veiligheidstelsel, wat deur die Internasionale Maritieme Organisasie geadministreer word, aan boord moet hê;
 - (b) 'n afskrif van die "Internasionale Kode van Seine" (IMO-verkoopsnommer IA994E) aan boord hê om kommunikasie met skepe te vergemaklik.
- (3) Helikopter-soek-en-reddingseenhede wat vir reddingsoperasies in die nag aangewys is, moet-
- (a) toegerus wees met donkersigversterkingstoestelle; en
 - (b) minstens twee vliegspanne hê.
- (4) Helikopter-soek-en-reddingseenhede moet met 'n gesertifiseerde

reddingshystoestel toegerus word.

30. Oorlewingstoerusting

(1) Geen eienaar of operateur van 'n lugvaartuig mag die lugvaartuig bedryf oor gebiede waar soek en redding uiters moeilik sal wees nie, tensy die lugvaartuig toegerus is met gepaste oorlewingstoerusting soos beoog in Deel 91.04.29 van die Burgerlike Lugvaartregulasies;

(2) Sodanige toerusting moet voldoen aan die voorwaardes, reëls, vereistes, prosedures of standarde soos voorgeskryf in SA-CATS-OPS 91.

31. Soek-en-reddingseine

(1) By waarneming van enige van die visuele seine gemeld in IBLO-dokumente, moet 'n lugvaartuig soos volg handel:

(a) Wanneer 'n grondsein gegee is, moet 'n lugvaartuig wat soek op enige van die volgende wyses aandui dat die teken verstaan is:

- (i) tweerigtingradiokommunikasie met toerusting wat byderhand is,
- (ii) kommunikasietoerusting neergewerp uit 'n lugvaartuig;

(b) In die geval dat die wyses genoem in subregulasie (a) ondoenlik is, moet 'n lugvaartuig wat soek op enige van die volgende wyses aandui dat die sein verstaan is:

- (i) Tydens dagligure, deur die lugvaartuig se vlerke te wieg;
- (ii) Tydens die ure van duisternis, deur die lugvaartuig se ligte aan en af te flits; of
- (iii) indien nie sodanig toegerus nie, deur die navigasieligte aan en af te skakel.

(c) Indien die bogenoemde seine nie gegee word nie, dui dit aan dat die grondsein nie verstaan word nie.

(2) Wanneer dit vir 'n lugvaartuig nodig is om 'n soek-en-reddingsfasiliteit die rigting aan te gee na die plek waar 'n lugvaartuig of vaartuig in nood verkeer, moet die lugvaartuig dit doen deur presiese instruksies by wyse van enige metode tot sy beskikking uit te stuur. Indien geen radiokommunikasie bewerkstellig kan word nie, moet die lugvaartuig op 'n veilige manier-

- (a) die minstens een keer om die lugvaartuig of vaartuig in nood sirkel;
- (b) die geprojekteerde baan van die lugvaartuig of vaartuig in nood reg voor en op lae hoogte kruis, en
 - (i) die vlerke wieg; of
 - (ii) die gasarm oop en toe stoot; of
 - (iii) die skroefsteek verander; en
- (c) in die rigting beweeg vanwaar die soek-en-reddingsfasiliteit gelei moet word.
- (d) 'n Herhaling van hierdie prosedure het dieselfde betekenis.

32. Noodopspoorerbakens

(1) Die bepalings van Deel 91.04.26 van die Burgerlike Lugvaartregulasies betreffende die dra van NOS'e is van toepassing.

(2) Alle noodposisie-aanduiding-radiobakens wat deur Suid-Afrikaanse vaartuie verkry is, moet geregistreer word ingevolge en ooreenkomstig die vereistes wat deur die Handelskeepsvaartregulasies (NPARB-registrasie), 2002, uiteengesit word.

(3) Die eienaars en operateurs van klasse lugvaartuie wat vrygestel is van die dra van NOS'e ingevolge die Burgerlike Lugvaartregulasies genoem in subregulasie (1), mag, gedagtig aan die beperkings van persoonlike opspoorerbakens, minstens 'n goedgekeurde en geregistreerde persoonlike opspoorerbaken dra wat op die 406 MHz-band kan uitsaai.

33. Skeepsverslagdoeningstelsel

- (1) 'n Skeepsverslagdoeningstelsel moet ingevolge Hoofstuk 5 van die Konvensie oor Maritieme Soek en Redding ingestel word met die doel om bygewerkte inligting oor skeepshulpbronne in die omgewing van 'n ongeval te verskaf en om die gebied van die soektog te beperk in die geval van die behoefte om 'n soek-en-reddingsending ter see te doen of uit te voer.
- (2) Die skeepsverslagdoeningstelsel moet bygewerkte inligting oor die bewegings van vaartuie verskaf ten einde, in die geval van 'n noodsituasie-
- (a) die interval te verklein tussen verlies aan kontak met 'n vaartuig en die aanvang van soek-en-reddingsoperasies in gevalle waar geen noodsein ontvang is nie;
 - (b) die vinnige identifikasie van vaartuie op wie 'n beroep gedoen kan word om bystand te verleen, moontlik te maak;
 - (c) die afbakening van 'n gebied van 'n soektog van beperkte grootte moontlik te maak in geval die posisie van 'n persoon of 'n vaartuig in nood onbekend of onseker is; en
 - (d) die verlening van dringende mediese bystand of advies te vergemaklik.
- (3) Die skeepsverslagdoeningstelsel moet aan die volgende vereistes voldoen:
- (a) Die verskaffing van inligting, met inbegrip van vaartplanne en posisieverslae, wat dit moontlik sal maak om die huidige en toekomstige posisies van deelnemende vaartuie te bepaal;
 - (b) Instandhouding van 'n skeepsperseel;
 - (c) Die ontvangs van verslae teen toepaslike intervalle vanaf deelnemende vaartuie;
 - (d) Eenvoud van ontwerp en bedryf van stelsel; en
 - (e) Die gebruik van die internasionaal ooreengekome standaardformaat en -prosedures vir skeepsverslagdoening.

(4) Die skeepsverslagdoeningstelsel moet die volgende soorte skeepsverslae insluit:

- (a) Vaartplan;
- (b) Posisieverslag; en
- (c) Finale verslag.

34. Boete

Geen persoon mag seek-en-reddingsdienste lewer nie, buiten onder die gesag van SASER en in ooreenstemming met die bepalings van hierdie regulasies.

35. Kort titel en inwerkingtreding

Hierdie regulasies heet die Suid-Afrikaanse Maritieme en Lugvaart-soek-en-reddingsregulasies, 2016.

IMPORTANT Information from Government Printing Works

Dear Valued Customers,

Government Printing Works has implemented rules for completing and submitting the electronic Adobe Forms when you, the customer, submits your notice request.

Please take note of these guidelines when completing your form.

GPW Business Rules

1. No hand written notices will be accepted for processing, this includes Adobe forms which have been completed by hand.
2. Notices can only be submitted in Adobe electronic form format to the email submission address submit.egazette@gpw.gov.za. This means that any notice submissions not on an Adobe electronic form that are submitted to this mailbox will be **rejected**. National or Provincial gazette notices, where the Z95 or Z95Prov must be an Adobe form but the notice content (body) will be an attachment.
3. Notices brought into GPW by "walk-in" customers on electronic media can only be submitted in Adobe electronic form format. This means that any notice submissions not on an Adobe electronic form that are submitted by the customer on electronic media will be **rejected**. National or Provincial gazette notices, where the Z95 or Z95Prov must be an Adobe form but the notice content (body) will be an attachment.
4. All customers who walk in to GPW that wish to submit a notice that is not on an electronic Adobe form will be routed to the Contact Centre where the customer will be taken through the completion of the form by a GPW representative. Where a customer walks into GPW with a stack of hard copy notices delivered by a messenger on behalf of a newspaper the messenger must be referred back to the sender as the submission does not adhere to the submission rules.
5. All notice submissions that do not comply with point 2 will be charged full price for the notice submission.
6. The current cut-off of all Gazette's remains unchanged for all channels. (Refer to the GPW website for submission deadlines – www.gpwonline.co.za)
7. Incorrectly completed forms and notices submitted in the wrong format will be rejected to the customer to be corrected and resubmitted. Assistance will be available through the Contact Centre should help be required when completing the forms. (012-748 6200 or email info.egazette@gpw.gov.za)
8. All re-submissions by customers will be subject to the above cut-off times.
9. All submissions and re-submissions that miss the cut-off will be rejected to the customer to be submitted with a new publication date.
10. Information on forms will be taken as the primary source of the notice to be published. Any instructions that are on the email body or covering letter that contradicts the notice form content will be ignored.

You are therefore advised that effective from **Monday, 18 May 2015** should you not comply with our new rules of engagement, all notice requests will be rejected by our new system.

Furthermore, the fax number **012- 748 6030** will also be **discontinued** from this date and customers will only be able to submit notice requests through the email address submit.egazette@gpw.gov.za.

