

SEARCH AND RESCUE AGREEMENT  
BETWEEN  
THE AERONAUTICAL AUTHORITIES OF  
THE REPUBLIC OF SINGAPORE  
AND  
THE AERONAUTICAL AUTHORITIES OF  
THE KINGDOM OF THAILAND

11 OCT 1985

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Whereas the governments of the Republic of Singapore and the Kingdom of Thailand, being members of the Association of South East Asian Nations, have ratified the "Agreement for the Facilitation of Search for Aircraft in Distress and Rescue of Survivors of Aircraft Accidents" (hereinafter referred to as the ASEAN SAR Agreement)

And whereas the Republic of Singapore and the Kingdom of Thailand are also Contracting Parties to the Convention on International Civil Aviation (hereinafter referred to as The Convention)

And whereas it would be desirable to set out the operational procedures to facilitate the implementation of the provisions of the ASEAN SAR Agreement and Annex 12 to The Convention. NOW IT IS HEREBY agreed between the Aeronautical Authorities of the Republic of Singapore and Kingdom of Thailand as follows:

The respective authorities shall

- (1) provide mutual assistance in the conduct of search and rescue (SAR) operations within each other's Search and Rescue Region (SRR), and



- (2) approve entry of SAR aircraft/vessel/personnel of one State into the SRR of the other State for the purpose of conducting SAR operations or rendering SAR assistance.

## 2 OBJECTIVE

The objective of this Agreement is to define SAR co-ordination procedures, as detailed below, between the Rescue Coordination Centres (RCC) of Singapore and Bangkok in the facilitation of search and rescue assistance to aircraft in distress and survivors of aircraft accidents within the common boundary and/or respective SRR.

## 3 SCOPE

This Agreement supplements ICAO and other relevant documents and shall be equally binding on the Singapore and Bangkok RCCs. Permanent revisions to this Agreement shall only be made with the concurrence of both parties.

## 4 INITIATION OF SAR ACTION

While the responsibility of declaring an emergency phase and commencing local action rests with Air Traffic Services units, the responsibility for initiating subsequent SAR actions shall rest with the RCC concerned, determined by the following circumstances:-



- (a) when an aircraft's position is known, the RCC in whose area of responsibility the aircraft is located.
- (b) When the aircraft's position is unknown, SAR action shall be initiated by:
  - (i) the first RCC becoming aware that the aircraft is in need of assistance, or
  - (ii) the RCC in whose area of responsibility the aircraft was operating when the last radio contact was made, or
  - (iii) the RCC into whose areas of responsibility the aircraft was passing if the last radio contact was made on the common SRR boundary.

5

DETERMINATION OF THE RCC RESPONSIBLE FOR CONDUCTING  
THE SAR OPERATIONS

After SAR action has been initiated, it may be established that the search area overlaps into the area of responsibility of the other RCC. In this event, the RCC initiating the search action shall remain in charge until the other RCC responsible for the area is ready to take over responsibility to continue SAR operations.



6

PROCEDURES TO BE ADOPTED BY THE RCC INITIATING SAR ACTION

When it is necessary for one RCC to deploy SAR aircraft/vessel into the area of responsibility of the other RCC, the search mission co-ordinator (SMC) of the RCC initiating SAR action shall immediately deploy the SAR aircraft/vessel on search and rescue operations. He shall then send an AFTN message to the other RCC forwarding a request for an approval for entry of SAR aircraft/vessel/personnel into the SRR across the national boundary of the other State with the following information:-

- (a) notification of the SAR operation,
- (b) details of aircraft requiring SAR assistance such as:
  - (i) identification and type;
  - (ii) last reported position;
  - (iii) point of departure, route and destination;
  - (iv) total number of persons on board;
  - (v) radio frequencies in use; and
  - (vi) any other relevant details.



(c) area of operations; and

(d) number and types of SAR aircraft/vessel deployed;

If the AFTN circuits are deemed to be inadequate the information as detailed above shall be passed by any of the following means:

(a) inter-centre ATS direct speech circuit;

(b) air - ground - air HF frequencies; or

(c) public services.

7 ACTION BY COUNTERPART RCC

The SMC at the counterpart RCC shall, on receipt of the message as specified in para 6, send an acknowledgement and render all possible assistance to enable the SAR operation to be carried out successfully. Arrangements must be made to ensure entry without delay into any area, other than prohibited area, on a temporary basis of qualified personnel and material required for search and rescue.

8 PROMULGATION OF SEARCH AREA(S) BY NOTAM

Once the area of probability has been worked out, the RCC initiating the SAR action shall, in co-ordination with the counterpart RCC, arrange for the issuance of joint Class One NOTAM to promulgate the search area(s).



9 ARRANGEMENTS FOR ASSISTANCE

- (a) When so requested by an RCC, the RCC to which the request is addressed, shall, when circumstances permit, make available to the requesting RCC one or more aircraft of such other facilities as requested suitable for the type of operations being undertaken with the object of bringing speedy relief to occupants of any aircraft irrespective of nationality.
- (b) The requesting RCC, when making a request for aid or for use of facilities, shall provide all pertinent facts on the scope of the assistance required.
- (c) The RCC requested shall, when circumstances permit, assign as soon as possible one or more search and rescue aircraft to the requesting RCC for designated periods and will advise the requesting RCC accordingly.
- (d) Wherever possible the requesting RCC, on being advised of available aircraft, will allocate an en route search area and advise the despatching RCC of briefing instructions for the operations.
- (e) On despatch of search aircraft the requesting RCC will be advised of the relevant particulars of the aircraft, and will be responsible for providing suitable instructions to the aircraft before it enters the SRR of the requesting RCC.



- (f) Upon completion of the search mission the aircraft may be required to land at the base assigned by the requesting RCC for debriefing purposes or, if need be, to prepare for further operations.
- (g) During the periods of allocation of an aircraft, the pilot in command will place himself and his crew and aircraft at the disposal of the requesting RCC subject only to considerations relating to the safety of his aircraft and personnel.

10 ENTRY INTO AND USE OF FACILITIES IN OTHER STATE

- (a) Entry of SAR aircraft/vessel/personnel into the SRR area of the other State for the purpose of rendering SAR assistance shall be recognised provided that prior notification and approval by the quickest possible means have been conveyed to the appropriate authorities.

- (b) When it has requested assistance, an RCC will make arrangements to facilitate the entry of SAR aircraft of the other State and will notify the authorities concerned that such entry is about to take place. Any necessary restrictions en route or entry points will be advised to the RCC despatching the aircraft.

*Recd from RCC for SAR*

*for SAR*

*any necessary*

*any necessary*

*any necessary*

*any necessary*

*Recd from RCC*



- (c) When so required by an RCC, the RCC receiving the request will make suitable arrangements for aircraft to use such bases in its SRR as may be necessary for a particular SAR operation together with necessary refuelling, servicing and other facilities required.
- (d) The authority responsible for search and rescue in the State requesting assistance will defray the cost of the following services:
  - (i) Utilization of designated aerodromes and their equipment;
  - (ii) Fuelling, servicing and handling; and
  - (iii) Accommodation, transportation and provisioning for crew members.
- (e) In view of the requirement to obtain immediate clearance to cross the national boundary and the impracticability of using the normal diplomatic channels, request and conveying such clearance may be arranged through the respective RCC.



11 GENERAL PROVISIONS

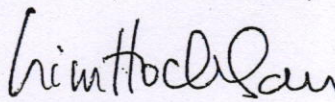
The SAR aircraft deployed by RCC initiating SAR action shall be instructed to maintain communications with that RCC in charge of the SAR operations.

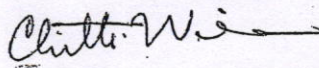
The RCC in charge of the SAR operations shall periodically keep the other RCC informed as to the number of aircraft engaged in the SAR mission, areas to be searched, actions so far taken and termination or suspension of SAR operations.

12 TENURE

There shall be mutual consultation between the two parties for the purpose of securing the successful implementation of this arrangement.

This arrangement will become effective from the date of signature and will remain effective until 90 days after notice of either Party to the other of its desire to terminate.

  
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DIRECTOR-GENERAL  
CIVIL AVIATION AUTHORITY  
SINGAPORE

  
DR CHITTI WACHARASINDHU  
DIRECTOR-GENERAL  
DEPARTMENT OF AVIATION  
THAILAND