INTERNATIONAL STANDARDS
AND RECOMMENDED PRACTICES

SEARCH AND RESCUE

ANNEX 12
TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION

EIGHTH EDITION — JULY 2004

INTERNATIONAL CIVIL AVIATION ORGANIZATION
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Amendment 18

to the

International Standards and
Recommended Practices

SEARCH AND RESCUE

(Annex 12 to the Convention on International Civil Aviation)

1. Insert the following replacement pages in Annex 12 (Eighth Edition) to incorporate Amendment 18 which becomes applicable on 22 November 2007:

   a) Page (viii) — Foreword

   b) Pages 4-1 and 4-2 — Chapter 4

2. Record the entry of this amendment on page (ii).
Table A. Amendments to Annex 12

<table>
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<th>Amendment</th>
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<td>1 (2nd Edition)</td>
<td>Search and Rescue Division, Third Session (1951)</td>
<td>Search and rescue organization; communications; appraisals of search and rescue operations; procedures for search and rescue; air-to-ground signals.</td>
<td>31 March 1952</td>
<td>1 September 1952</td>
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<td>2 (3rd Edition)</td>
<td>Second Air Navigation Conference (1955)</td>
<td>Rescue sub-centres; servicing and refuelling rescue units of other Contracting States.</td>
<td>8 May 1956</td>
<td>1 September 1956</td>
<td>1 December 1956</td>
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<td>3</td>
<td>Third Air Navigation Conference (1956). Amendment 140 to Annex 6, Chapter 6</td>
<td>Marking of areas of the fuselage suitable for break-in.</td>
<td>13 June 1957</td>
<td>1 October 1957</td>
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<td>5</td>
<td>Amendment 13 to Annex 11</td>
<td>Notification of rescue coordination centres by air traffic services units.</td>
<td>13 April 1962</td>
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<td>6</td>
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<td>Amendment 14 to Annex 11, Chapter 5</td>
<td>Alerting of surface vessels and en-route aircraft to assist an aircraft in distress.</td>
<td>19 June 1964</td>
<td>1 November 1964</td>
<td>1 February 1965</td>
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<td>9 (5th Edition)</td>
<td>Air Navigation Commission review of the Regional Supplementary Procedures</td>
<td>Cooperation between Contracting States; servicing and refuelling of rescue units of other Contracting States; testing search and rescue communications facilities; assistance in search and rescue operations by additional units or services.</td>
<td>25 May 1970</td>
<td>25 September 1970</td>
<td>4 February 1971</td>
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<td>10</td>
<td>Air Navigation Commission</td>
<td>Carriage of the International Code of Signals by search and rescue aircraft; equipment of search and rescue aircraft with frequency 2182 kHz; information on position of merchant ships.</td>
<td>11 December 1972</td>
<td>11 April 1973</td>
<td>16 August 1973</td>
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## Foreword

Annex 12 — Search and Rescue

### Amendment | Source(s) | Subject(s) | Adopted/approved | Effective | Applicable
--- | --- | --- | --- | --- | ---
11  | Complete review of the Annex by the Air Navigation Commission | New signal to surface craft; provision of search and rescue services on a 24-hour basis; dissemination of information on position of merchant ships; appraisals of search and rescue operations; improvement of cooperation between neighbouring States; equipment of rescue units; availability of information on air traffic services; location of droppable survival equipment; methods for assisting aircraft in distress and being compelled to ditch to rendezvous with surface craft; methods for assisting search and rescue or other aircraft to rendezvous with aircraft in distress. | 25 November 1974 | 25 March 1975 | 9 October 1975
12  | Amendment 60 to Annex 3 | Supplementary communication facilities between meteorological offices and search and rescue units. | 8 December 1975 | 8 April 1976 | 12 August 1976
14  | Air Navigation Commission | Rescue coordination centre (RCC) responsibilities regarding preparatory measures in the event an aircraft is subject to unlawful interference. | 12 March 1990 | 30 July 1990 | 15 November 1990
15  | Air Navigation Commission | Definition for search and rescue aircraft; communications requirements for rescue coordination centres (RCCs) and equipment of search and rescue (SAR) aircraft; SAR point of contact (SPOC). | 12 March 1993 | 26 July 1993 | 11 November 1993
17  | ICAO Secretariat/Air Navigation Commission | Updating to align provisions with the IMO Convention to the extent practicable; harmonization of definitions between aeronautical and maritime SAR documents; regional approach to SAR system establishment; policy agreement between States and operational coordination between aeronautical and maritime SAR services; ready availability of essential data to RCC. | 23 February 2004 | 12 July 2004 | 25 November 2004
CHAPTER 4. PREPARATORY MEASURES

4.1 Preparatory information

4.1.1 Each rescue coordination centre shall have readily available at all times up-to-date information concerning the following in respect of its search and rescue region:

a) search and rescue units, rescue subcentres and alerting posts;

b) air traffic services units;

c) means of communication that may be used in search and rescue operations;

d) addresses and telephone numbers of all operators, or their designated representatives, engaged in operations in the region; and

e) any other public and private resources including medical and transportation facilities that are likely to be useful in search and rescue.

4.1.2 Recommendation.— Each rescue coordination centre should have readily available all other information of interest to search and rescue, including information regarding:

a) the locations, call signs, hours of watch, and frequencies of all radio stations likely to be employed in support of search and rescue operations;

b) the locations and hours of watch of services keeping radio watch, and the frequencies guarded;

c) locations where supplies of droppable emergency and survival equipment are stored; and

d) objects which it is known might be mistaken for unlocated or unreported wreckage, particularly if viewed from the air.

4.1.3 Recommendation.— Each rescue coordination centre whose search and rescue region includes maritime areas should have ready access to information regarding the position, course and speed of ships within such areas that may be able to provide assistance to aircraft in distress and information on how to contact them.

Note.— This information may either be kept in the rescue coordination centres or be readily accessible.

4.1.4 Recommendation.— Contracting States should, individually or in cooperation with other States, either establish ship reporting systems in cooperation with maritime authorities or arrange communication links with Amver or regional ship reporting systems to facilitate search and rescue operations at sea.

Note.— Amver is a cooperative international ship reporting system with worldwide coverage that is available for interrogation by all rescue coordination centres. A number of Contracting States also operate regional ship reporting systems.

4.2 Plans of operation

4.2.1 Each rescue coordination centre shall prepare detailed plans of operation for the conduct of search and rescue operations within its search and rescue region.

4.2.2 Recommendation.— Search and rescue plans of operations should be developed jointly with representatives of the operators and other public or private services that may assist in providing search and rescue services or benefit from them, taking into account that the number of survivors could be large.

4.2.3 The plans of operation shall specify arrangements for the servicing and refuelling, to the extent possible, of aircraft, vessels and vehicles employed in search and rescue operations, including those made available by other States.

4.2.4 The search and rescue plans of operation shall contain details regarding actions to be taken by those persons engaged in search and rescue, including:

a) the manner in which search and rescue operations are to be conducted in the search and rescue region;

b) the use of available communication systems and facilities;

c) the actions to be taken jointly with other rescue coordination centres;

d) the methods of alerting en-route aircraft and ships at sea;

e) the duties and prerogatives of persons assigned to search and rescue;

f) the possible redeployment of equipment that may be necessitated by meteorological or other conditions;
g) the methods for obtaining essential information relevant to search and rescue operations, such as weather reports and forecasts, appropriate NOTAM, etc.;

h) the methods for obtaining, from other rescue coordination centres, such assistance, including aircraft, vessels, persons or equipment, as may be needed;

i) the methods for assisting distressed aircraft being compelled to ditch to rendezvous with surface craft;

j) the methods for assisting search and rescue or other aircraft to proceed to aircraft in distress; and

k) cooperative actions to be taken in conjunction with air traffic services units and other authorities concerned to assist aircraft known or believed to be subject to unlawful interference.

4.2.5 Recommendation.— Search and rescue plans of operation should be integrated with airport emergency plans to provide for rescue services in the vicinity of aerodromes including, for coastal aerodromes, areas of water.

4.3 Search and rescue units

4.3.1 Each search and rescue unit shall:

a) be cognizant of all parts of the plans of operation prescribed in 4.2 that are necessary for the effective conduct of its duties; and

b) keep the rescue coordination centre informed of its preparedness.

4.3.2 Contracting States shall:

a) maintain in readiness the required number of search and rescue facilities; and

b) maintain adequate supplies of rations, medical stores, signalling devices and other survival and rescue equipment.

4.4 Training and exercises

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

4.5 Wreckage

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