



# **RWANDA CIVIL AVIATION REGULATIONS**

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## **PART 32: SEARCH & RESCUE**

Consolidated to include Special Regulations issued since last amendment of Ministerial Order N°01/CAB.M/019 OF 06/02/2019 Establishing Civil Aviation Regulations.

# Part 32

## Search & Rescue

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**SUBPART A: GENERAL****32.001 CITATION & APPLICABILITY**

- (a) These Regulations may be cited as the Civil Aviation (Search and Rescue) Regulations.
- (b) This Part prescribes the requirements of the Republic of Rwanda for search and rescue preparation and conduct.
- (c) These regulations shall apply to all—
  - (1) aircraft requiring search and rescue services;
  - (2) persons or organizations responsible for the maintenance and operation of search and rescue services in Rwanda; and
  - (3) persons performing duties on their behalf
- (d) This Part is also applicable to any person who has knowledge of the possible location of a lost aircraft or is requested to participate in the search for such an aircraft.
- (e) The Civil Aviation Technical Standards -Search and Rescue that may be published by the Authority are applicable to the provision of search and rescue services in the airspace of Rwanda.

**32.003 SUMMARY OF AMENDMENTS AND REVISION HIGHLIGHTS**

- (a) The summary of amendments and Revision Highlights to this part are contained in Appendix 1 to 32.003.

*New: Internal: Special Regulation RSR/01/2020: Effective 15 November*

2020

**32.005 DEFINITIONS**

- (a) When the following terms are used in this Part, they have the following meanings—
  - Aircraft.** Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.
  - Alerting post.** Any facility intended to serve as an intermediary between a person reporting an emergency and a rescue coordination centre or rescue sub-centre.
  - Alert phase.** A situation wherein apprehension exists as to the safety of an aircraft and its occupants.
  - Annex 1.** Annex 1 to the Convention.
  - Annex 2.** Annex 2 to the Convention.
  - Annex 3.** Annex 3 to the Convention.
  - Annex 11.** Annex 11 to the Convention.
  - Annex 12.** Annex 12 to the Convention.
  - Annex 13.** Annex 13 to the Convention.
  - Distress phase.** A situation wherein there is a reasonable certainty that an aircraft and its occupants are threatened by grave and imminent danger and require immediate assistance.
  - Ditching.** The forced landing of an aircraft on water.
  - Document 9731.** The ICAO document titled International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual.
  - Document 7030.** The ICAO document titled *Regional Supplementary Procedures* as applicable to the Africa-Indian Ocean (AFI) Regions.
  - Emergency phase.** A generic term meaning, as the case may be, uncertainty phase, alert phase or distress phase.
  - Flight information region.** An airspace of defined dimensions within which flight information service and alerting service are provided.
  - incident.** An occurrence, other than an accident, associated with the operation of an aircraft

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which affects or could affect the safety of operation.

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

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

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

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

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

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

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

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

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

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

**Search and rescue service.** The performance of distress monitoring, communication, coordination and search and rescue functions, initial medical assistance or medical evacuation, through the use of public and private resources, including cooperating aircraft, vessels and other craft and installations.

**Search and rescue organisation.** The provider of search and rescue services within the Rwanda search and rescue region.

**Search and rescue region (SRR).** An area of defined dimensions, associated with a rescue coordination centre, within which search and rescue services are provided.

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

**Vessel.** Any water-navigable craft of any type, whether self-propelled or not.

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

### 32.010 ACRONYMS & ABBREVIATIONS

(a) When the following terms are used in this Part, they have the following meanings—

**ICAO** = International Civil Aviation Organization

**IAMSAR** = International Aeronautical and Maritime Search and Rescue

**JRCC** = Joint Rescue Coordination Centre

**PIC** = Pilot in Command

**RCC** = Rescue Coordination Centre

**RSC** = Rescue Sub-Centre

**SAR** = Search & Rescue

**SRR** = Search and Rescue Region

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**SUBPART B: SEARCH & RESCUE ORGANIZATION****32.015 PROVISION OF SEARCH & RESCUE SERVICES**

- (a) The SAR organization shall, individually or in cooperation with other states, arrange for the establishment and prompt provision of search and rescue services within Rwanda SRR including portions of the high seas as determined in the basis of regional air navigation agreements to ensure that assistance is rendered to persons in distress.
- (b) Such services shall be provided on a 24-hour basis.
- (c) Basic elements of search and rescue services shall include—
  - (1) legal framework, a responsible authority; and
  - (2) responsible authority;
  - (3) organized available resources, communication facilities and;
  - (4) a workforce skilled in coordination and operational functions.
- (d) Search and rescue services shall establish processes to improve service provision, including the aspects of planning, domestic and international cooperative arrangements and training.
- (e) The SAR organization shall provide assistance to aircraft in distress and to survivors of aircraft accidents regardless of the nationality or status of such persons or the circumstances in which such persons are found.
- (f) The SAR organization having accepted responsibility to provide search and rescue services shall use search and rescue units and other available facilities to assist any aircraft or its occupants that are or appear to be in a state of emergency.
- (g) Where separate aeronautical and maritime rescue coordination centres serve the same area, the SAR organization shall ensure the closest practicable coordination between the centres.
- (h) The SAR organization shall facilitate consistency and cooperation between their aeronautical and maritime search and rescue services.

**32.020 SEARCH & RESCUE REGION**

- (a) Search and rescue region shall, in so far as practicable, be coincident with the Rwandan territorial boundaries and neighbouring regions shall be contiguous.
- (b) The search and rescue operations shall include land operations and river and lake operations.

**32.025 RESCUE COORDINATION CENTRE**

- (a) The rescue coordination centre (RCC) shall be established for promoting efficient organization of search and rescue services within the SRR.
- (b) The rescue coordination centre shall be staffed 24 hours a day by trained personnel proficient in the use of the English language used for radiotelephony communications.

**32.030 SEARCH & RESCUE COMMUNICATIONS**

- (a) The rescue coordination centre shall have means of rapid and reliable two-way communication with—
  - (1) associated air traffic services units;
  - (2) associated rescue subcentres;
  - (3) appropriate direction-finding and position-fixing stations;
  - (4) the headquarters of SAR units in the region;
  - (5) a designated meteorological office or meteorological watch office;
  - (6) SAR units;
  - (7) alerting posts; and
  - (8) the COSPAS-SARSAT Mission Control Centre servicing the search and rescue region.

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- (b) Each rescue subcentre shall have means of rapid and reliable two-way communication with:
  - (1) adjacent rescue subcentres; and
  - (2) a meteorological office or meteorological watch office;
  - (3) search and rescue units; and
  - (4) alerting posts.

### 32.035 SEARCH & RESCUE UNITS

- (a) The SAR organisation shall designate as search and rescue units elements of public or private services suitably located and equipped for search and rescue operations.
- (b) The SAR organisation shall designate elements of public or private services that do not qualify as SAR units, as parts of the search and rescue plan of operation to participate in search and rescue operation.

### 32.040 SEARCH & RESCUE EQUIPMENT

- (a) SAR units shall be provided with equipment for locating promptly, and for providing adequate assistance at, the scene of an accident.
- (b) Each SAR unit shall have means of rapid and reliable two-way communication with other search and rescue facilities engaged in the same operation.
- (c) Each search and rescue aircraft shall be equipped to be able to communicate on the aeronautical distress and on-scene frequencies and on such other frequencies as may be prescribed.
- (d) Each search and rescue aircraft shall be equipped with a device for homing on distress frequencies.
- (e) Each search and rescue aircraft, when used for search and rescue over maritime areas, shall be equipped to be able to communicate with vessels.
- (f) Each search and rescue aircraft, when used for search and rescue over maritime areas shall carry a copy of the International Code of Signals to enable it to overcome language difficulties that may be experienced in communicating with ships.

### 32.045 SEARCH & RESCUE MANUAL

- (a) The SAR organisation shall develop and maintain a search and rescue operations manual.
- (b) The operations manual shall serve to demonstrate how the SAR organisation will comply with the requirements set out in these regulations.
- (c) The contents of the operations manual shall include but not limited to the following—
  - (1) the information required of the SAR organisation as mentioned in this Manual; and
  - (2) a description of the SAR organisation that shows the role, responsibilities and job functions of the search and rescue personnel who are responsible for ensuring the compliance of the organisation with the requirements in paragraph (c)(1) above.
- (d) The SAR organisation shall—
  - (1) keep the operations manual in a readily accessible form;
  - (2) ensure that SAR personnel have ready access to the operations manual; and
  - (3) amend the operations manual whenever necessary to keep its content up to date.

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**SUBPART C: COOPERATION****32.050 COOPERATION BETWEEN STATES**

- (a) The SAR organisation shall coordinate their search and rescue efforts with those of neighbouring States.
- (b) Subject to the SAR agreements that had been concluded between the SAR organisation of Rwanda and the SAR authorities or agencies of neighbouring States, the SAR organisation shall permit immediate entry into Rwanda for the purpose of searching for the site of aircraft accidents and rescuing survivors of such accidents.
- (c) SAR units entering the territory of Rwanda for search and rescue purposes shall transmit a request, giving full details of the projected mission and the need for it, to the rescue coordination centre.
- (d) The Rescue Coordination Center (RCC) shall—
  - (1) immediately acknowledge the receipt of such a request, and
  - (2) as soon as possible, indicate the conditions, if any, under which the projected mission may be undertaken.
- (e) Instructions as to the control which will be exercised on entry of such aircraft and/or personnel shall be given by the RCC in accordance with the standing plan/arrangements for the conduct of search and rescue in the area.
- (f) The SAR organization shall enter into agreements with neighbouring States to strengthen search and rescue cooperation and coordination, and set forth the conditions for entry of each other's search and rescue units into respective territories.
- (g) The agreements referred in paragraph (f) shall also provide for expediting entry of such units with the least possible formalities.
- (h) The SAR organisation shall—
  - (1) request from other rescue coordination centres such assistance, including aircraft, vessels, persons or equipment, as may be needed;
  - (2) grant any necessary permission for the entry of such aircraft, vessels, persons or equipment into its territory; and
  - (3) make the necessary arrangements with the appropriate customs, immigration or other authorities with a view to expediting such entry.
- (i) The SAR organisation shall provide, when requested, assistance to other rescue coordination centres, including assistance in the form of aircraft, vessels, persons or equipment.
- (j) The SAR organisation shall make arrangement for joint training exercises involving its SAR units, those of neighbouring States and operators, to promote search and rescue efficiency.

**32.055 COOPERATION WITH OTHER SERVICES**

- (a) The SAR organisation shall arrange for all aircraft, vessels and local services and facilities which do not form part of the SAR organization to cooperate fully with the latter in search and rescue and to extend any possible assistance to the survivors of aircraft accidents.
- (b) The SAR organization shall ensure that their search and rescue services cooperate with those responsible for investigating accidents and with those responsible for the care of those who suffered from the accident.
- (c) Rescue units shall when practicable, be accompanied by persons qualified in the conduct of aircraft accident investigations.
- (d) The SAR organisation shall designate a search and rescue point of contact for the receipt of Cospas-Sarsat distress data.



**32.060 DISSEMINATION OF INFORMATION**

- (a) All information necessary for the entry of search and rescue units of other States into Rwanda shall be published and disseminated to the neighbouring States or, alternatively, include this information in search and rescue service arrangements.
- (b) The rescue coordination centre shall make available the information regarding search and rescue plans of operation which contain information that could benefit the provision of search and rescue services.
- (c) To the extent desirable and practicable, information shall be disseminated to the general public and emergency response authorities regarding actions to be taken when there is reason to believe that an aircraft's emergency situation may become cause for public concern or require a general emergency response.

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**SUBPART D: PREPARATORY MEASURES****32.065 PREPARATORY INFORMATION**

- (a) The RCC shall have readily available at all times up-to-date information concerning the following in respect of its search and rescue region—
  - (1) SAR units and alerting posts;
  - (2) air traffic services units;
  - (3) means of communication that may be used in search and rescue operations;
  - (4) addresses and telephone numbers of all operators, or their designated representatives, engaged in operations in the region; and
  - (5) any other public and private resources including medical and transportation facilities that are likely to be useful in search and rescue.

**32.070 PLANS OF OPERATIONS**

- (a) The RCC shall prepare detailed plans of operation for the conduct of search and rescue operations within its search and rescue region in collaboration with the national coordination committee.
- (b) The plans of operation shall specify arrangements for the servicing and refueling, to the extent possible, of aircraft, vessels and vehicles employed in search and rescue operations, including those made available by other States.
- (c) The SAR plans of operation shall contain details regarding actions to be taken by those persons engaged in search and rescue, including—
  - (1) the manner in which search and rescue operations are to be conducted in the search and rescue region;
  - (2) the use of available communication systems and facilities;
  - (3) the actions to be taken jointly with other rescue coordination centres;
  - (4) the methods of alerting enroute aircraft;
  - (5) the duties and entitlement of persons assigned to search and rescue;
  - (6) the possible redeployment of equipment that may be necessitated by meteorological or other conditions;
  - (7) the methods for obtaining essential information relevant to search and rescue operations, such as weather reports and forecasts, appropriate NOTAM, etc.;
  - (8) the methods for obtaining, from other rescue coordination centres, such assistance, including aircraft, vessels, persons or equipment, as may be needed;
  - (9) the methods for assisting distressed aircraft being compelled to ditch to rendezvous with surface craft;
  - (10) the methods for assisting search and rescue or other aircraft to proceed to aircraft in distress; and
  - (11) cooperative actions to be taken in conjunction with air traffic services units and other authorities concerned to assist aircraft known or believed to be subject to unlawful interference.
- (d) Search and rescue plans of operations shall 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.
- (e) Search and rescue plans of operation shall be integrated with airport emergency plans to provide for rescue services in the vicinity of aerodromes.

**32.075 SEARCH & RESCUE UNITS**

- (a) Each SAR unit shall—
  - (1) be cognizant of all parts of the plans of operation prescribed in Regulation 32.070 that are necessary for the effective conduct of its duties; and

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- (2) keep the rescue coordination centre informed of its Preparedness.
- (b) The SAR organisation shall—
  - (1) maintain in readiness the required number of search and rescue facilities; and
  - (2) maintain adequate supplies of rations, medical stores, signaling devices and other survival and rescue equipment.

### **32.080 TRAINING & EXERCISES**

- (a) To achieve and maintain maximum efficiency in search and rescue, search and rescue personnel shall be provided with regular training and appropriate search and rescue exercises shall be arranged.
- (b) The SAR organisation shall ensure that SAR personnel maintain a basic level of competency in recurrent / refresher training that includes knowledge about updates in ICAO provisions and other provisions pertaining to SAR.
- (c) The SAR organisation shall maintain training records for their SAR personnel.

### **32.085 WRECKAGE**

- (a) Wreckage resulting from aircraft accidents within Rwanda shall be removed, obliterated or charted following completion of the accident investigation if its presence might constitute a hazard or confuse subsequent search and rescue operations.

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**SUBPART E: OPERATING PROCEDURES****32.090 INFORMATION CONCERNING EMERGENCIES**

- (a) Any authority or any element of the SAR organization having reason to believe that an aircraft is in an emergency shall give immediately all available information to the RCC.
- (b) RCC shall, immediately upon receipt of information concerning aircraft in emergency, evaluate such information and assess the extent of the operation required.
- (c) When information concerning aircraft in emergency is received from other sources than air traffic services units, the RCC shall determine to which emergency phase the situation corresponds and shall apply the procedures applicable to that phase.

**32.095 OPERATION OF RESCUE COORDINATION CENTRES DURING EMERGENCY PHASES**

- (a) When an uncertainty phase occurs, the RCC shall cooperate to the utmost with air traffic services units and other appropriate agencies and services in order that incoming reports may be speedily evaluated.
- (b) When an alert phase occurs, the RCC shall immediately alert SAR units and initiate any necessary action.
- (c) When a distress phase occurs, the rescue coordination centre shall—
  - (1) immediately initiate action by SAR units in accordance with the appropriate plan of operation;
  - (2) ascertain the position of the aircraft, estimate the degree of uncertainty of this position, and, on the basis of this information and the circumstances, determine the extent of the area to be searched;
  - (3) notify the operator, where possible, and keep the operator informed of developments;
  - (4) notify other RCCs, the help of which seems likely to be required, or which may be concerned in the operation;
  - (5) notify the associated air traffic services unit, when the information on the emergency has been received from another source;
  - (6) request at an early stage such aircraft, vessels, coastal stations and other services not specifically included in the appropriate plan of operation and able to assist to—
    - (i) maintain a listening watch for transmissions from the aircraft in distress, survival radio equipment or an ELT;
    - (ii) assist the aircraft in distress as far as practicable; and
    - (iii) inform the rescue coordination centre of any developments;
  - (7) from the information available, draw up a detailed plan of action for the conduct of the search and/or rescue operation required and communicate such plan for the guidance of the authorities immediately directing the conduct of such an operation;
  - (8) amend as necessary, in the light of evolving circumstances, the detailed plan of action;
  - (9) notify the appropriate accident investigation authorities; and
  - (10) notify the State of Registry of the aircraft.
- (d) The order in which these actions are described shall be followed unless circumstances dictate otherwise.
- (e) Where the conduct of operations over the entire search and rescue region is the responsibility of more than one SAR organisation, each involved State shall take action in accordance with the relevant plan of operations when so requested by the rescue coordination centre of the region.

**32.100 INITIATION OF SEARCH & RESCUE ACTION IN RESPECT OF AN AIRCRAFT WHOSE POSITION IS UNKNOWN**

- (a) In the event that an emergency phase is declared in Unless otherwise decided by common agreement of the RCCs concerned, the RCC to coordinate search and rescue action shall be

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the centre responsible for; -

- (1) the region in which the aircraft last reported its position; or
  - (2) the region to which the aircraft was proceeding when its last reported position was on the line separating two search and rescue regions; or
  - (3) the region to which the aircraft was destined when it was not equipped with suitable two-way radio communication or not under obligation to maintain radio communication; or
  - (4) the region in which the distress site is located as identified by the Cospas-Sarsat system.
- (b) the RCC with overall coordination responsibility shall inform all RCCs that may become involved in the operation of all the circumstances of the emergency and subsequent developments.
- (c) All rescue coordination centres becoming aware of any information pertaining to the emergency shall inform the rescue coordination centre that has overall responsibility.
- (d) The RCC responsible for SAR action shall forward to the air traffic services unit serving the flight information region in which the aircraft is operating, information of the SAR action initiated, in order that such information can be passed to the aircraft.

### **32.105 AUTHORITIES IN THE FIELD**

- (a) The authorities immediately directing the conduct of operations or any part thereof shall—
- (1) give instructions to the units under their direction and inform the rescue coordination centre of such instructions; and
  - (2) keep the rescue coordination centre informed of developments.

### **32.110 TERMINATION & SUSPENSION OF OPERATIONS**

- (a) SAR operations shall continue, when practicable, until all survivors are delivered to a place of safety or until all reasonable hope of rescuing survivors has passed.
- (b) The responsible RCC shall normally be responsible for determining when to discontinue search and rescue operations.
- (c) When a SAR operation has been successful or when a RCC considers, or is informed, that an emergency no longer exists, the emergency phase shall be cancelled, the SAR operation shall be terminated and any authority, facility or service that has been activated or notified shall be promptly informed.
- (d) If a SAR operation becomes impracticable and the RCC concludes that there might still be survivors, the centre shall temporarily suspend on-scene activities pending further developments and shall promptly inform any authority, facility or service which has been activated or notified.
- (e) Relevant information subsequently received shall be evaluated and SAR operations resumed when justified and practicable.

### **32.115 PROCEDURES AT THE SCENE OF AN ACCIDENT**

- (a) When multiple facilities are engaged in SAR operations on-scene, the RCC shall designate one or more units on-scene to coordinate all actions to help ensure the safety and effectiveness of air and surface operations, taking into account facility capabilities and operational requirements.
- (b) When a pilot-in-command observes that either another aircraft or a surface craft is in distress, the pilot shall, if possible and unless considered unreasonable or unnecessary—
- (1) keep the craft in distress in sight until compelled to leave the scene or advised by the RCC that it is no longer necessary;
  - (2) determine the position of the craft in distress;
  - (3) as appropriate, report to the RCC or air traffic services unit as much of the following

information as possible—

- (i) type of craft in distress, its identification and condition;
  - (ii) its position, expressed in geographical or grid coordinates or in distance and true bearing from a distinctive landmark or from a radio navigation aid;
  - (iii) time of observation expressed in hours and minutes Coordinated Universal Time (UTC);
  - (iv) number of persons observed;
  - (v) whether persons have been seen to abandon the craft in distress;
  - (vi) on-scene weather conditions;
  - (vii) apparent physical condition of survivors;
  - (viii) apparent best ground access route to the distress site; and
- (4) act as instructed by the RCC or the air traffic services unit.
- (c) If the first aircraft to reach the scene of an accident is not a SAR aircraft, it shall take charge of on-scene activities of all other aircraft subsequently arriving until the first SAR aircraft reaches the scene of the accident.
- (d) If, in the meantime, such aircraft is unable to establish communication with the appropriate RCC or air traffic services unit, it shall, by mutual agreement, hand over to an aircraft capable of establishing and maintaining such communications until the arrival of the first SAR aircraft.
- (e) When it is necessary for an aircraft to convey information to survivors or surface rescue units, and two-way communication is not available, it shall, if practicable, drop communication equipment that would enable direct contact to be established, or convey the information by dropping a hard copy message.
- (f) When a ground signal has been displayed, the aircraft shall indicate whether the signal has been understood or not by the means described in paragraph (d) or, if this is not practicable, by making the appropriate visual signal.
- (g) When it is necessary for an aircraft to direct a surface craft to the place where an aircraft or surface craft is in distress, the aircraft shall do so by transmitting precise instructions by any means at its disposal. If no radio communication can be established, the aircraft shall make the appropriate visual signal.

**32.120 PROCEDURES FOR A PILOT-IN-COMMAND INTERCEPTING A DISTRESS TRANSMISSION**

- (a) Whenever a distress transmission is intercepted by a pilot-in command of an aircraft, the pilot shall, if feasible—
- (1) acknowledge the distress transmission;
  - (2) record the position of the craft in distress if given;
  - (3) take a bearing on the transmission;
  - (4) inform the appropriate RCC or air traffic services unit of the distress transmission, giving all available information; and
  - (5) at the pilot's discretion, while awaiting instructions, proceed to the position given in the transmission.

**32.125 SEARCH & RESCUE SIGNALS**

- (a) The air-to-surface and surface-to-air visual signals in the Appendices 1 through 4 of 32.125 to this Part shall, when used, have the meaning indicated therein.
- (b) The Signals shall be used only for the purpose indicated and no other signals likely to be confused with them shall be used.
- (c) Aircraft observing the signal shall take such action as may be required by the interpretation of the signal given in Appendix 5 to 32.125.

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### **32.130 MAINTENANCE OF RECORDS**

- (a) The RCC shall keep a record of the operational efficiency of the SAR organisation in its region
- (b) RCC should prepare appraisals of actual SAR operations in its region. These appraisals should comprise any pertinent remarks on.

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**APPENDICES****APPENDIX 1 TO 32.003.- SUMMARY OF AMENDMENTS AND REVISION HIGHLIGHTS**

This appendix contains a summary of all amendments and revision highlights to this Part since the issuance of the original regulation

Amended Regulation	Source of Amendment	Revision	Description of Revision
32.003	Internal	Special Regulation RSR/01/2020 Effective 15 November 2020	Added a new summary of Amendments and Highlight of Revisions.
Appendix 1 to 32.003	Internal	Special Regulation RSR/01/2020 Effective 15 November 2020	Added a new Appendix providing details to the summary of Amendments and Highlight of Revisions.

**New: Internal: Special Regulation RSR/01/2020: Effective 15 November 2020**

**APPENDIX 1 TO 32.125: SIGNALS WITH SURFACE CRAFT**

- (a) The following manoeuvres performed in sequence by an aircraft mean that the aircraft wishes to direct a surface craft towards an aircraft or a surface craft in distress—
- (1) circling the surface craft at least once;
  - (2) crossing the projected course of the surface craft close ahead at low altitude and—
    - (i) rocking the wings; or
    - (ii) opening and closing the throttle; or
    - (iii) changing the propeller pitch.
- Note: Due to high noise level on board surface craft, the sound signals in (ii) and (iii) may be less effective than the visual signal in (i) and are regarded as alternative means of attracting attention.*
- (3) heading in the direction in which the surface craft is to be directed.
  - (4) repetition of such manoeuvres has the same meaning.
- (b) The following manoeuvres by an aircraft means that the assistance of the surface craft to which the signal is directed is no longer required—
- (1) crossing the wake of the surface craft close astern at a low altitude and—
    - (i) rocking the wings; or
    - (ii) opening and closing the throttle; or
    - (iii) changing the propeller pitch.

**APPENDIX 2 TO 32.125: SURFACE CRAFT TO AIRCRAFT**

- (a) The following replies may be made by surface craft to the signal in Appendix 1 to 32.125—
- (1) for acknowledging receipt of signals—
    - (i) the hoisting of the “code pennant” (vertical red and white stripes) close up (meaning understood);
    - (ii) the flashing of a succession of “T” s” by signal lamp in the Morse code;
    - (iii) the changing of heading to follow the aircraft.
  - (2) for indicating inability to comply—
    - (i) the hoisting of the international flag “N” (a blue and white checkered square);
    - (ii) the flashing of a succession of “N” s” in the Morse code.



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**APPENDIX 3 TO 32.125: GROUND-TO-AIR VISUAL SIGNAL CODE FOR SURVIVORS**

(a) Ground-air visual signal code for use by survivors—

No.	Message	Code symbol
1	Require assistance	V
2	Require medical assistance	X
3	No or Negative	N
4	Yes or Affirmative	Y
5	Proceeding in this direction	↑

**APPENDIX 4 TO 32.125: GROUND-TO-AIR FOR RESCUE UNITS**

(a) Ground-air visual signal code for use by rescue units—

No.	Message	Code symbol
1	Operation completed	LLL
2	We have found all personnel	<u>LL</u>
3	We have found only some personnel	++
4	We are not able to continue. Returning to base	XX
5	Have divided into two groups. Each proceeding in direction indicated	
6	Information received that aircraft is in this direction	
7	Nothing found. Will continue to search	NN

(b) Symbols shall be at least 2.5 metres (8 feet) long and shall be made as conspicuous as possible.

*Note 1: Symbols may be formed by any means such as: strips of fabric, parachute material, pieces of wood, stones or such like material; marking the surface by tramping, or staining with oil.*

*Note 2: Attention to the above signals may be attracted by other means such as radio, flares, smoke and reflected light.*

## Civil Aviation Regulations

### **APPENDIX 5 TO 32.125: AIR-TO-GROUND SIGNALS**

- (a) The following signals by aircraft mean that the ground signals have been understood—
  - (1) *during the hours of daylight*: by rocking the aircraft's wings;
  - (2) *during the hours of darkness*: flashing on and off twice the aircraft's landing lights or, if not so equipped, by switching on and off twice its navigation lights.
- (b) Lack of the above signal indicates that the ground signal is not understood.

*END OF RCAR PART 32*