

## Act No. 44, 2002

SOUTH AFRICAN MARITIME AND AERONAUTICAL  
SEARCH AND RESCUE ACT, 2002

*Standard.* Any specification for physical characteristics, configuration, matériel, performance, personnel or procedure, the uniform application of which is recognized as necessary for the safety or regularity of international air navigation and to which Contracting States will conform in accordance with the Convention; in the event of impossibility of compliance, notification to the Council is compulsory under Article 38.

*Recommended Practice.* Any specification for physical characteristics, configuration, matériel, performance, personnel or procedure, the uniform application of which is recognized as desirable in the interests of safety, regularity or efficiency of international air navigation, and to which Contracting States will endeavour to conform in accordance with the Convention.

- b) *Appendices* comprising material grouped separately for convenience but forming part of the Standards and Recommended Practices adopted by the Council.
- c) *Definitions* of terms used in the Standards and Recommended Practices which are not self-explanatory in that they do not have accepted dictionary meanings. A definition does not have an independent status but is an essential part of each Standard and Recommended Practice in which the term is used, since a change in the meaning of the term would affect the specification.
- 2.— *Material approved by the Council for publication in association with the Standards and Recommended Practices:*
- a) *Forewords* comprising historical and explanatory material based on the action of the Council and including an explanation of the obligation of States with regard to the application of the Standards and Recommended Practices ensuing from the Convention and the Resolution of Adoption.
- b) *Introductions* comprising explanatory material introduced at the beginning of parts, chapters or sections of the Annex to assist in the understanding of the application of the text.
- c) *Notes* included in the text, where appropriate, to give factual information or references bearing on the

Standards or Recommended Practices in question, but not constituting part of the Standards or Recommended Practices.

- d) *Attachments* comprising material supplementary to the Standards and Recommended Practices, or included as a guide to their application.

**Selection of language**

This Annex has been adopted in five languages — English, Arabic, French, Russian and Spanish. Each Contracting State is requested to select one of those texts for the purpose of national implementation and for other effects provided for in the Convention, either through direct use or through translation into its own national language, and to notify the Organization accordingly.

**Editorial practices**

The following practice has been adhered to in order to indicate at a glance the status of each statement: *Standards* have been printed in light face roman; *Recommended Practices* have been printed in light face italics, the status being indicated by the prefix *Recommendation*; *Notes* have been printed in light face italics, the status being indicated by the prefix *Note*.

The following editorial practice has been followed in the writing of specifications: for Standards the operative verb "shall" is used, and for Recommended Practices the operative verb "should" is used.

Throughout this document:

- a) measurements are given in the metric system followed in parentheses by corresponding measurements in the foot-pound system; and
- b) the use of the male gender should be understood to include male and female persons.

Any reference to a portion of this document, which is identified by a number and/or title, includes all subdivisions of that portion.

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*Standaard.* Enige spesifikasie vir fisiese eienskappe, konfigurasie, uitrusting, prestasie, personeel of prosedure waarvan die eenvormige toepassing nodig beskou word vir die veiligheid of gereeldheid van internasionale lugvaart en waaraan Kontrakterende State sal voldoen ooreenkomstig die Konvensie; indien dit onmoontlik is om daaraan te voldoen, is kennisgewing aan die Raad verpligtend ingevolge Artikel 38.

*Aanbevole Gebruik.* Enige spesifikasie vir fisiese eienskappe, konfigurasie, uitrusting, prestasie, personeel of prosedure waarvan die eenvormige toepassing as wenslik beskou word in belang van die veiligheid, gereeldheid of doeltreffendheid van internasionale lugvaart en waaraan Kontrakterende State sal poog om te voldoen ooreenkomstig die Konvensie.

- b) *Appendikse* bestaan uit stof wat geriefshalwe afsonderlik gegroepeer word maar wat deel uitmaak van die Standaard en Aanbevole Gebruik deur die Raad aangeneem.
- c) *Omskrywings* van terme gebruik in die Standaard en Aanbevole Gebruik wat nie selfverklarend is nie in die sin dat dit nie aanvaarde woordeboekbetekenisse het nie. 'n Omskrywing het nie 'n onafhanklike status nie, maar is 'n wesenslike deel van elke Standaard en Aanbevole Gebruik waarin die term gebruik word, aangesien 'n verandering in die betekenis van die term die spesifikasie sal beïnvloed.

2.—*Stof deur die Raad goedgekeur vir publikasie in samehang met die Standaard en Aanbevole Gebruik:*

- a) *Voorwoorde* wat historiese en verklarende stof bevat wat berus op die handeling van die Raad, met inbegrip van 'n verduideliking van die verpligting van State met betrekking tot die toepassing van die Standaard en Aanbevole Gebruik voortspruitend uit die Konvensie en die Aannemingsresolusie.
- b) *Inleidings* wat verduidelikende stof bevat aan die begin van dele, hoofstukke of afdelings van die Aanhangsel om te help met die begrip van die toepassing van die teks.
- c) *Opmerkings* wat, waar van toepassing, in die teks opgeneem is om feitlike inligting of verwysings te gee met betrekking tot die betrokke Standaard of Aanbevole

Gebruik maar wat nie deel van die Standaard of Aanbevole Gebruik uitmaak nie.

- d) *Aanhangsels* wat aanvullende stof met betrekking tot die Standaard of Aanbevole Gebruik bevat of wat as 'n riglyn ingesluit is by die toepassing daarvan.

**Taalkeuse**

Hierdie Aanhangsel is in vyf tale aangeneem: Engels, Arabies, Frans, Russies en Spaans. Elke Kontrakterende Staat word versoek om een van daardie tekste te kies vir die doeleindes van nasionale inwerkingstelling en ander uitwerkings waarvoor die Konvensie voorsiening maak, hetsy regstreek deur gebruik of deur vertaling in sy eie landstaal, en om die Organisasie dienooreenkomstig in kennis te stel.

**Redaksionele gebruike**

Daar is by die volgende gebruik gehou sodat die status van elke stelling met een oogopslag bepaal kan word: *Standaard* is lig roem gedruk; *Aanbevole Gebruik* is lig kursief gedruk, terwyl die status aangetoon word deur **Aanbeveling** vooraan te plaas; *Opmerkings* is lig kursief gedruk, terwyl die status aangedui word deur *Opmerking* vooraan te plaas.

Die volgende redaksionele gebruik is in die bewoording van die spesifikasies gevolg: in die Standaard word die bepalende werkwoord "moet" gebruik, en in die Aanbevole Gebruik word die bepalende werkwoorde "behoort te" of "kan" gebruik.

Deur die hele dokument:

- a) word mates volgens die metrieke stesel gegee, met die ooreenstemmende mate volgens die voet-pond-stelsel tussen hakies; en
- b) word die gebruik van die manlike geslag vertolk as sou dit sowel manlike as vroulike persone insluit.

Enige verwysing na 'n gedeelte van hierdie dokument wat geïdentifiseer word deur 'n nommer en/of 'n titel, sluit al die onderafdelings van daardie gedeelte in.

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Table A. Amendments to Annex 12

<i>Amendment</i>	<i>Source(s)</i>	<i>Subject(s)</i>	<i>Adopted/Approved Effective Applicable</i>
1st Edition	Search and Rescue Division, Second Session (1946) Air Navigation Commission	International Standards and Recommended Practices — Search and Rescue Services.	25 May 1950 1 December 1950 1 March 1951
1 (2nd Edition)	Search and Rescue Division, Third Session (1951)	Search and rescue organization; communications; appraisals of search and rescue operations; procedures for search and rescue; air-to-ground signals.	31 March 1952 1 September 1952 1 January 1953
2 (3rd Edition)	Second Air Navigation Conference (1955)	Rescue sub-centres; servicing and refuelling rescue units of other Contracting States.	8 May 1956 1 September 1956 1 December 1956
3	Third Air Navigation Conference (1956). Amendment 140 to Annex 6, Chapter 6	Marking of areas of the fuselage suitable for break-in.	13 June 1957 1 October 1957 1 December 1957
4 (4th Edition)	Rules of the Air, Air Traffic Services and Search and Rescue Divisions (1958)	Cooperation between States; information concerning emergencies; procedures for rescue coordination centres.	8 December 1959 1 May 1960 1 August 1960
5	Amendment 13 to Annex 11	Notification of rescue coordination centres by air traffic services units.	13 April 1962 — 1 November 1962
6	Amendment 4 to Annex 9	Temporary entry of rescue units from other Contracting States.	— — 1 July 1964
7	Amendment 14 to Annex 11, Chapter 5	Alerting of surface vessels and en-route aircraft to assist an aircraft in distress.	19 June 1964 1 November 1964 1 February 1965
8	International Convention for the Safety of Life at Sea. Amendment 15 to Annex 11	Updating of reference; alerting service.	10 December 1965 — 25 August 1966
9 (5th Edition)	Air Navigation Commission review of the Regional Supplementary Procedures	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.	25 May 1970 25 September 1970 4 February 1971
10	Air Navigation Commission	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.	11 December 1972 11 April 1973 16 August 1973

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Tabel A. Wysigings aan Aanhangsel 12

<i>Wysigings</i>	<i>Bron(ne)</i>	<i>Onderwerp(e)</i>	<i>Aangeneem/ goedgekeur Van krag In werking</i>
1e uitgawe	Afdeling Soek en Redding. Tweede Sessie (1946) Lugvaartkommissie	Internasionale Standaard en Aanbevole Gebruike — Soek-en-reddingsdienste.	25 Mei 1950 1 Desember 1950 1 Maart 1951
1 (2e uitgawe)	Afdeling Soek en Redding. Derde Sessie (1951)	Soek-en-reddingsorganisasie; kommunikasie; evaluering van soek-en-reddingsoperasies; prosedures vir soek en redding; lug-tot-grond-seine.	31 Maart 1952 1 September 1952 1 Januarie 1953
2 (3e uitgawe)	Tweede Lugvaartkonferensie (1955)	Reddingsentrums, versiening en brandstofinname van reddingseenhede van ander Kontrakterende State.	8 Mei 1956 1 September 1956 1 Desember 1956
3	Derde Lugvaartkonferensie (1956). Wysiging 140 aan Aanhangsel 6, Hoofstuk 6.	Merk van gedeeltes van romp geskik vir deurbreek.	13 Junie 1957 1 Oktober 1957 1 Desember 1957
4 (4e uitgawe)	Afdelings Lugvaartreëls, Lugverkeersdienste en Soek en Redding (1958)	Samewerking tussen State; inligting betreffende noodgevallen; prosedures vir reddingskoördineringsentrums.	8 Desember 1959 1 Mei 1960 1 Augustus 1960
5	Wysiging 13 aan Aanhangsel 11	Verwittiging van reddingskoördineringsentrums deur lugverkeersdienseenhede.	13 April 1962 — 1 November 1962
6	Wysiging 4 aan Aanhangsel 9	Tydelike toegang van reddingseenhede van ander Kontrakterende State.	— — 1 Julie 1964
7	Wysiging 14 aan Aanhangsel 11, Hoofstuk 5	Waarskuwing van bowatervaartuie en lugvaartuie onderweg om 'n vliegtuig wat in nood verkeer, by te staan.	19 Junie 1964 1 November 1964 1 Februarie 1965
8	Internasionale Konvensie vir die Beveiliging van Menselewens op See. Wysiging 15 aan Aanhangsel 11	Bywerking van verwysing; waarskuwingsdiens.	10 Desember 1965 — 25 Augustus 1966
9 (5e uitgawe)	Lugvaartkommissie: Hersiening van Streeks- Aanvullende Prosedures	Samewerking tussen Kontrakterende State; versiening en brandstofinname van reddingseenhede van ander Kontrakterende State; toets van soek-en- reddingskommunikasiefasiliteite; bystand deur bykomende eenhede of dienste tydens soek-en- reddingsoperasies.	25 Mei 1970 25 September 1970 4 Februarie 1971
10	Lugvaartkommissie	Aan boord hou van Internasionale Seinboek deur soek-en- reddingslugvaartuie; toerus van soek-en- reddingslugvaartuie met frekwensie 2182 kHz; inligting oor posisie van handelskepe.	11 Desember 1972 11 April 1973 16 Augustus 1973

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<i>Amendment</i>	<i>Source(s)</i>	<i>Subject(s)</i>	<i>Adopted/approved/ Effective Applicable</i>
11 (6th Edition)	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
13	Air Navigation Commission	Ground-air visual signal code for use by survivors.	15 December 1980 15 April 1981 26 November 1981
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
16 (7th Edition)	Amendments 25, 20 and 7 to Annex 6, Parts I, II and III, respectively; Air Navigation Commission	Revised definition of "pilot-in-command"; editorial amendments.	12 March 2001 16 July 2001 1 November 2001

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<i>Wysigings</i>	<i>Bron(ne)</i>	<i>Onderwerp(e)</i>	<i>Aangeneem/ goedgekeur Van krag In werking</i>
11 (6e uitgawe)	Volledige hersiening van die Aanhangel deur die Lugvaartkommissie	Nuwe sein aan bowatervaartuie; lewering van seek-en-reddingsdiens op 24-uur-grondslag; verspreiding van inligting oor posisie van handelskepe; evaluering van seek-en-reddingsoperasies; verbetering van samewerking tussen buurstate; toerusting van reddingseenhede; beskikbaarheid van inligting oor lugverkeersdienste; plasing van neerwerp-oorlewingsstoerusting; metodes om lugvaartuie wat in nood verkeer en 'n noodwaterlanding moet uitvoer, te help om bowatervaartuie te ontmoet; metodes om seek-en-reddings- en ander lugvaartuie te help om vliegtuie wat in nood verkeer, te ontmoet.	25 November 1974 25 Maart 1975 9 Oktober 1975
12	Wysiging 60 aan Aanhangel 3	Aanvullende kommunikasiegeriewe tussen weerkantore en seek-en-reddingseenhede.	8 Desember 1975 8 April 1976 12 Augustus 1976
13	Lugvaartkommissie	Grond-tot-lug- visuele seinboek vir gebruik deur oorlewendes.	15 Desember 1980 15 April 1981 26 November 1981
14	Lugvaartkommissie	Verantwoordelikhede van reddingskoördineringsentrums (RKS'e) betreffende voorbereidingsmaatreëls indien 'n lugvaartuig onderwerp word aan onregmatige inmenging.	12 Maart 1990 30 Julie 1990 15 November 1990
15	Lugvaartkommissie	Omskrywing van seek-en-reddingslugvaartuig; kommunikasievereistes vir reddingskoördineringsentrums (RKS'e) en toerusting van seek-en-reddingslugvaartuie; seek-en-reddingskontakpunt.	12 Maart 1993 26 Julie 1993 11 November 1993
15 (7e uitgawe)	Wysigings 25, 20 en 7 aan Aanhangel 6, onderskeidelik Deel I, II en III; Lugvaartkommissie	Hersiene omskrywing van "vlieënier-gesagvoerder"; redaksionele wysigings.	12 Maart 2001 16 Julie 2001 1 November 2001

## INTERNATIONAL STANDARDS AND RECOMMENDED PRACTICES

*Note.— Although the Convention on International Civil Aviation allocates to the State of Registry certain functions which that State is entitled to discharge, or obliged to discharge, as the case may be, the Assembly recognized, in Resolution A23-13, that the State of Registry may be unable to fulfil its responsibilities adequately in instances where aircraft are leased, chartered or interchanged — in particular without crew — by an operator of another State and that the Convention may not adequately specify the rights and obligations of the State of an operator in such instances. Accordingly, the Council, without prejudice to the question of whether the Convention may require amendment with respect to the allocation of functions to States, urged that if, in the above-mentioned instances, the State of Registry finds itself unable to discharge adequately the functions allocated to it by the Convention, it delegate to the State of the operator, subject to acceptance by the latter State, those functions of the State of Registry that can more adequately be discharged by the State of the operator. It is understood that the foregoing action will only be a matter of practical convenience and will not affect either the provisions of the Chicago Convention prescribing the duties of the State of Registry or any third State.*

### CHAPTER 1. DEFINITIONS

When the following terms are used in the Standards and Recommended Practices for Search and Rescue, they have the following meanings:

*Note.— The designation (RR) in these definitions indicates a definition which has been extracted from the Radio Regulations of the International Telecommunication Union (ITU) (see Handbook on Radio Frequency Spectrum Requirements for Civil Aviation including statement of approved ICAO policies (Doc 9718)).*

**Alerting post.** A unit designated to receive information from the general public regarding aircraft in emergency and to forward the information to the associated rescue coordination centre.

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

**Distress phase.** A situation wherein there is a reasonable certainty that an aircraft and its occupants are threatened by grave and imminent danger or require immediate assistance.

**Ditching.** The forced landing of an aircraft on water.

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

**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.

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*Opmerking. — Hoewel die Konvensie oor Internasionale Burgerlike Lugvaart sekere werksaamhede aan die Staat van registrasie toewys wat daardie Staat kan of moet verrig, na gelang van die geval, het die Vergadering in Resolusie A23-13 erkenning daaraan verleen dat die Staat van registrasie moontlik nie sy verantwoordelikhede genoegsaam kan nakom nie in gevalle waar lugvaartuie gehuur of uitgehuil word — in die besonder sonder bemanning — deur 'n operateur van 'n ander Staat en dat die Konvensie moontlik nie die regte en verpligtinge van die Staat van 'n operateur in sulke gevalle voldoende uiteensit nie. Derhalwe het die Raad, sonder om af te doen aan die vraag of die Konvensie gewysig moet word met betrekking tot die toewysing van werksaamhede aan State, sterk aanbeveel dat indien, in bogenoemde gevalle, die Staat van registrasie dit onmoontlik vind om die werksaamhede wat by die Konvensie aan hom toegewys is, voldoende te verrig, hy die werksaamhede van die Staat van registrasie wat beter deur die Staat van die operateur verrig kan word, kan delegeer aan die Staat van die operateur mits laasbedoelde Staat dit aanvaar. Daar word aanvaar dat sodanige optrede slegs 'n saak van praktiese gerief is en nóg die bepalings van die Chicago-konvensie wat die pligte van die Staat van registrasie voorskryf, nóg 'n derde Staat raak.*

**HOOFSTUK 1. WOORDOMSKRYWING**

Wanneer die volgende terme in die Standaard en Aanbevole Gebruike vir Soek en Redding gebruik word, het dit die volgende betekenisse:

**Gereedheidsfase.** 'n Situasië waarin daar gevrees word vir die veiligheid van 'n lugvaartuig en die mense aan boord.

**Gevaarfase.** 'n Generiese term wat, na gelang van die geval, onsekerheidsfase, gereedheidsfase of noodfase beteken.

**Noodfase.** 'n Situasië waarin daar redelike sekerheid bestaan dat 'n lugvaartuig en die mense aan boord in ernstige en onmiddellike gevaar verkeer of dadelik bystand nodig het.

**Noodwaterlanding.** Die dwanglanding van 'n lugvaartuig op water.

**Onsekerheidsfase.** 'n Situasië waarin daar onsekerheid is oor die veiligheid van 'n lugvaartuig en die mense aan boord.

**Operateur.** 'n Persoon, organisasie of onderneming wat betrokke is by, of aanbied om betrokke te wees by, 'n lugvaartuig-bedrywigheid.

**Radiatorigtingpeilingstasie (RR SJ.91).** 'n Radiostasie wat die rigting van ander stasies bepaal deur middel van radiatorigtingpeiling.

*Opmerking. — Die lugvaarttoepassing van radiatorigtingpeiling is die lugvaarradionavigasiediens.*

**Reddingseenheid.** 'n Eenheid wat bestaan uit opgeleide personeel en voorsien is van toerusting geskik vir die spoedige uitvoering van soek-en-reddingsoperasies.

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**Radio direction-finding station (RR S1.91).** A radio determination station using radio direction finding.

*Note.— The aeronautical application of radio direction finding is in the aeronautical radio navigation service.*

**Rescue coordination centre.** 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 subcentre.** A unit subordinate to a rescue coordination centre, established to complement the latter within a specified portion of a search and rescue region.

**Rescue unit.** A unit composed of trained personnel and provided with equipment suitable for the expeditious conduct of search and rescue.

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

**Search and rescue region.** An area of defined dimensions within which search and rescue services are provided.

**Search and rescue services unit.** A generic term meaning, as the case may be, rescue coordination centre, rescue subcentre or alerting post.

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

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

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**Reddingskoördineringsentrum.** 'n Eenheid verantwoordelik daarvoor om die doeltreffende organisering van soek-en-reddingsdienste te bevorder en om die uitvoer van soek-en-reddingsoperasies binne 'n soek-en-reddingstreek te koördineer.

**Reddingssubsentrum.** 'n Eenheid ondergeskik aan 'n reddingskoördineringsentrum, ingestel om laasgenoemde aan te vul binne 'n omskrewe deel van 'n soek-en-reddingstreek.

**Staat van registrasie.** Die Staat in wie se register die lugvaartuig aangeteken is.

**Soek-en-reddingsdiensseenheid.** 'n Generiese term wat, na gelang van die geval, reddingskoördineringsentrum, reddingssubsentrum of waarskuwingspos beteken.

**Soek-en-reddingslugvaartuig.** 'n Lugvaartuig uitgerus met gespesialiseerde toerusting wat geskik is vir die doeltreffende uitvoering van soek-en-reddingsoperasies.

**Soek-en-reddingstreek.** 'n Gebied van omskrewe omvang waarbinne soek-en-reddingsdienste gelewer word.

**Vlieënier-gesagvoerder.** Die vlieënier aangewys deur die operateur of, in die geval van algemene lugvaart, die eienaar, as die gesagvoerder en belas met die veilige uitvoering van 'n vlug.

**Waarskuwingspos.** 'n Eenheid aangewys om inligting van die breë publiek te ontvang oor lugvaartuie wat in nood verkeer en om die inligting aan die betrokke reddingskoördineringsentrums deur te gee.

## CHAPTER 2. ORGANIZATION

**2.1 Establishment and provision of search and rescue services**

2.1.1 Contracting States shall arrange for the establishment and provision of search and rescue services within their territories. Such services shall be provided on a 24-hour basis.

2.1.1.1 Those portions of the high seas or areas of undetermined sovereignty for which search and rescue services will be established shall be determined on the basis of regional air navigation agreements. A Contracting State having accepted the responsibility to provide search and rescue services in such areas shall thereafter arrange for the services to be established and provided in accordance with the provisions of this Annex.

*Note.— The phrase "regional air navigation agreements" refers to the agreements approved by the Council of ICAO normally on the advice of Regional Air Navigation Meetings.*

2.1.2 In providing assistance to aircraft in distress and to survivors of aircraft accidents, Contracting States shall do so regardless of the nationality of such aircraft or survivors.

**2.2 Establishment of search and rescue regions**

2.2.1 Contracting States shall delineate the search and rescue regions within which they will provide search and rescue services. Such regions shall not overlap.

2.2.1.1 **Recommendation.**— *Boundaries of search and rescue regions should, in so far as practicable, be coincident with the boundaries of corresponding flight information regions.*

**2.3 Establishment and designation of search and rescue services units**

2.3.1 Contracting States shall establish a rescue coordination centre in each search and rescue region.

2.3.2 **Recommendation.**— *Contracting States should establish rescue subcentres whenever this would improve the efficiency of search and rescue services.*

2.3.3 **Recommendation.**— *In areas where public telecommunications facilities would not permit persons observing an aircraft in emergency to notify the rescue coordination centre concerned directly and promptly, Contracting States should designate suitable units of public or private services as alerting posts.*

**2.4 Communication for search and rescue services units**

2.4.1 Each rescue coordination centre shall have means of immediate communication with:

- a) the associated air traffic services unit;
- b) associated rescue subcentres;
- c) appropriate direction-finding and position-fixing stations in the region;
- d) where appropriate, coastal radio stations capable of alerting and communicating with surface vessels in the region.

*Note.— "Means of immediate communication" are considered to be direct-line telephone or teletype, direct radiotelephone circuit, or, when these cannot be made available, telephone or teletype via a switchboard.*

2.4.2 Each rescue coordination centre shall have means of rapid and reliable communication with:

- a) the headquarters of rescue units in the region;
- b) rescue coordination centres in adjacent regions;
- c) a designated meteorological office or meteorological watch office;
- d) rescue units when employed in search and rescue;
- e) alerting posts;
- f) the COSPAS-SARSAT\* Mission Control Centre servicing the search and rescue (SAR) region when the

\* COSPAS — space system for search of vessels in distress  
SARSAT — search and rescue satellite-aided tracking

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## HOOFSTUK 2. ORGANISASIE

## 2.1 Instelling en lewering van soek-en-reddingsdienste

2.1.1 Kontrakterende State moet reëlings tref vir die instelling en lewering van soek-en-reddingsdienste in hulle gebiede. Sodanige dienste moet op 'n 24-uur-grondslag gelewer word.

2.1.1.1 Die gedeeltes van die oop see of gebiede van onbepaalde soewereiniteit waarvoor soek-en-reddingsdienste ingestel word, moet bepaal word op grond van streeklugvaarttooreenkomste. 'n Kontrakterende Staat wat die verantwoordelikheid aanvaar het om soek-en-reddingsdienste in sodanige gebiede te lewer, moet daarna reëlings tref dat die dienste ingestel en gelewer word ooreenkomstig die bepalings van hierdie Aanhangsel.

*Opmerking.* — Die uitdrukking "streeklugvaarttooreenkomste" dui op die ooreenkomste goedgekeur deur die Raad van die IBLO, gewoonlik op advies van die Streeklugvaartvergaderings.

2.1.2 Wanneer bystand verleen word aan lugvaartuie in nood en aan oorlewendes van lugvaartuigongelukke, moet Kontrakterende State dit doen ongeag die nasionaliteit van die lugvaartuig of oorlewendes.

## 2.2 Instelling van soek-en-reddingstreke

2.2.1 Kontrakterende State moet die soek-en-reddingstreke waarbinne hulle soek-en-reddingsdienste sal lewer, afbaken. Sodanige streke moet nie oorvleuel nie.

2.2.1.1 *Aanbeveling.* — Die grense van soek-en-reddingstreke behoort so ver doenlik ooreen te stem met die grense van ooreenstemmende vluginligtingstreke.

## 2.3 Instelling en aanwysing van soek-en-reddingsdienseenhede

2.3.1 Kontrakterende State moet 'n reddingskoördineringsentrum in elke soek-en-reddingstreke instel.

2.3.2 *Aanbeveling.* — Kontrakterende State behoort reddingssubsentriums in te stel wanneer dit ook al die doeltreffendheid van soek-en-reddingsdienste sal bevorder.

2.3.3 *Aanbeveling.* — In gebiede waar openbare telekommunikasiegeriewe dit nie moontlik maak vir persone wat 'n lugvaartuig waarneem wat in nood verkeer, om die betrokke reddingskoördineringsentrum regstreeks en onmiddellik in kennis te stel nie, behoort Kontrakterende State geskikte eie of van openbare of private dienste as waarskuwingsposte aan te wys.

## 2.4 Kommunikasie van soek-en-reddingsdienseenhede

2.4.1 Elke reddingskoördineringsentrum moet middele hê om onmiddellik te kommunikeer met —

- a) die betrokke lugverkeersdienseenhede;
- b) die betrokke reddingssubsentriums;
- c) geskikte rigtingsoek- en posisiebepalingstasies in die streek;
- d) waar gepas, kusradiostasies wat bowatervaartuie in die streek kan waar ku en met hulle kan kommunikeer.

*Opmerking.* — "Middele om onmiddellik te kommunikeer" word beskou as regstreekselyntelefoon of teledrukker, regstreekse radiotelefoonkring of, wanneer dit nie beskikbaar gestel kan word nie, telefoon of teledrukker via 'n skakelbord.

2.4.2 Elke reddingskoördineringsseenheid moet middele vir snelle en betroubare kommunikasie hê met —

- a) die hoofkwartier van reddingsseenhede in die streek;
- b) reddingskoördineringsseenhede in aangrensende streke;
- c) 'n aangewese weerkantoor of weerwagkantoor;
- d) reddingsseenhede wanneer hulle met soek en redding besig is;
- e) waarskuwingsposte;
- f) die COSPAS-SARSAT\* -sendingbeheersentrum wat die soek-en-reddingstreke bedien wanneer die reddingskoördineringsentrum as soek-en-reddingkontakpunt aangewys is.

COSPAS — ruimtestelsel vir soek van vaartuie in nood  
SARSAT — satellietgesteunde volging vir soek en redding

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rescue coordination centre (RCC) has been designated SAR point of contact (SPOC).

*Note.*— "Means of rapid and reliable communication" include digital data interchange, telephone, facsimile and radiotelephone.

2.4.3 In addition to the requirements in 2.4.1 b), each rescue subcentre shall have means of rapid and reliable communication with:

- a) adjacent rescue subcentres;
- b) a meteorological office or meteorological watch office;
- c) rescue units when employed in search and rescue;
- d) alerting posts.

*Note.*— See Note following 2.4.2.

2.4.4 *Recommendation.*— The means of communication provided in accordance with 2.4.2 c) and 2.4.3 b) should be supplemented, as and where necessary, by other means of visual or audio communication, for example, closed-circuit television.

#### 2.5 Designation of rescue units

2.5.1 Contracting States shall designate as rescue units elements of public or private services suitably located and equipped for search and rescue in each search and rescue region, and shall define the relative functions of these elements and the respective rescue coordination centre.

2.5.1.1 Contracting States shall establish additional rescue units wherever the units designated in accordance with 2.5.1 are insufficient.

*Note.*— The minimum units and facilities necessary for provision of search and rescue within a search and rescue region are determined by regional air navigation agreements and are specified in the appropriate Air Navigation Plan publications.

2.5.2 *Recommendation.*— Contracting States should designate as parts of the search and rescue plan of operation, elements of public or private services that do not qualify as rescue units but are nevertheless able to participate in search and rescue operations, and should define the relative functions of these elements and the respective rescue coordination centres.

#### 2.6 Equipment of rescue units

2.6.1 Rescue units shall be provided with facilities and equipment for locating promptly, and for providing adequate assistance at, the scene of an accident.

*Note.*— In selecting equipment for rescue units it is important that due regard be given to the size and passenger capacity of modern aircraft.

2.6.2 *Recommendation.*— In addition to the communications required by the Standards in 2.4.2 d) and 2.4.3 c), each rescue unit should have means of rapid and reliable communication with other units or elements engaged in the same operation.

*Note.*— See Note following 2.4.2.

2.6.3 Each search and rescue aircraft shall be equipped to be able to communicate on the aeronautical distress and some of action frequencies and on such other frequencies as may be prescribed.

2.6.4 Each search and rescue aircraft shall be equipped with a device for homing on emergency locator transmitters transmitting on 121.5 MHz required to be carried by aircraft in accordance with the provisions of Annex 6, Parts I, II and III.

*Note.*— Specifications for emergency locator transmitters (ELTs) are given in Annex 10, Volume III.

2.6.5 Each search and rescue aircraft, when used for search and rescue over maritime areas and required to communicate with merchant ships, shall be equipped to be able to communicate with such ships on 2182 kHz.

2.6.6 Each search and rescue aircraft, when used for search and rescue over maritime areas and required to communicate with merchant ships, shall carry a copy of the International Code of Signals to enable it to overcome language difficulties that may be experienced in communicating with such ships.

2.6.7 *Recommendation.*— Unless it is known that there is no need to provide supplies to survivors by air, at least one of the aircraft participating in a search and rescue operation should carry droppable survival equipment.

2.6.8 *Recommendation.*— States should provide, at appropriate aerodromes where search and rescue aircraft are not readily available, survival equipment suitably packed for dropping by aircraft not normally participating in search and rescue operations.

2.6.9 *Recommendation.*— Containers or packages containing survival equipment for dropping to survivors should have the general nature of their contents indicated by a colour code, by printed indication, and by self-explanatory symbols, to the extent that such symbols exist.

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*Opmerking.* — “Middele vir snelle en betroubare kommunikasie” sluit in digitale dataruiling, telefoon, faks en radiotelefoon.

2.4.3 Benewens die vereiste in 2.4.1 b) moet elke reddingssubsentrum middele vir snelle en betroubare kommunikasie hê met —

- a) aangrensende reddingssubsentrum;
- b) 'n weerkantoor of weerwagkantoor;
- c) reddingseenhede wanneer hulle met seek en redding besig is;
- d) waarskuwingsposte.

*Opmerking.* — Sien *Opmerking* ná 2.4.2.

2.4.4 **Aanbeveling.** Die kommunikasiemiddele voorsien ooreenkomstig 2.4.2 c) en 2.4.3 b), behoort soos en wanneer nodig aangevul te word deur ander maniere van visuele of audiokommunikasie, byvoorbeeld kringtelevisie.

#### 2.5 Aanwysing van reddingseenhede

2.5.1 Kontrakterende State moet elemente van openbare of private dienste met geskikte ligging en toerusting vir seek-en-reddingswerk in elke seek-en-reddingsstreek as reddingseenhede aanwys en moet die toepaslike werksaamhede van dié elemente en die onderskeie reddingskoördineringsentrums omskryf.

2.5.1.1 Kontrakterende State moet bykomende reddingseenhede instel waar die eenhede aangewys ooreenkomstig 2.5.1 ook al onvoldoende is.

*Opmerking.* — Die minimum eenhede en fasiliteite vir die levering van seek-en-reddingsdienste in 'n seek-en-reddingsstreek word bepaal deur die streeklugvaartoooreenkomste en word uiteengesit in die toepaslike Lugvaartplan-publikasies.

2.5.2 **Aanbeveling.** — Kontrakterende State behoort elemente van openbare of private dienste wat nie as reddingseenhede kwalifiseer nie maar nietemin aan seek-en-reddingsoperasies kan deelneem, as dele van die seek-en-reddingsplan aan te wys, en behoort die toepaslike werksaamhede van dié elemente en die onderskeie reddingskoördineringsentrums te omskryf.

#### 2.6 Toerusting van reddingseenhede

2.6.1 Reddingseenhede moet voorsien word van fasiliteite en toerusting vir die spoedige opsporing van en die verlening van toereikende bystand op 'n ongelukstoneel.

*Opmerking.* — By die keuse van toerusting vir reddingseenhede is dit belangrik om die grootte en pasassiersvermoë van moderne lugvaartuie behoorlik in ag te neem.

2.6.2 **Aanbeveling.** — Benewens die kommunikasiemiddele vereis by die Standaarde in 2.4.2 d) en 2.4.3 c), moet elke reddingseenheid middele vir snelle en betroubare kommunikasie hê met ander eenhede of elemente wat betrokke is by dieselfde operasie.

*Opmerking.* — Sien *Opmerking* ná 2.4.2.

2.6.3 Elke seek-en-reddingslugvaartuig moet so toegerus wees dat dit kan kommunikeer op die lugvaartnood- en toneelfrekwensies en op die ander frekwensies wat voorgeskryf word.

2.6.4 Elke seek-en-reddingslugvaartuig moet met 'n toestel toegerus wees vir aanpeiling op 'n noodopspoorersender wat op 121,5 MHz uitsend en wat alle lugvaartuie aan boord moet hê ooreenkomstig die bepalings van Aanhangsel 6, Dele I, II en III.

*Opmerking.* — Spesifikasies vir noodopspoorersenders word in Aanhangsel 10, Vol. III, gegee.

2.6.5 Elke seek-en-reddingslugvaartuig moet, wanneer dit vir seek en redding oor maritieme gebiede gebruik word en met handelskepe moet kan kommunikeer, toegerus wees om op 2182 kHz met sodanige skepe te kommunikeer.

2.6.6 Elke seek-en-reddingslugvaartuig moet, wanneer dit vir seek en redding oor maritieme gebiede gebruik word en met handelskepe moet kan kommunikeer, 'n afskrif van die Internasionale Seinboek aan boord hê om hom in staat te stel om taalprobleme te oorkom wat ondervind kan word wanneer met sodanige skepe gekommunikeer moet word.

2.6.7 **Aanbeveling.** — Tensy dit bekend is dat dit nie nodig is om oorlewendes vanuit die lug van voorrade te voorsien nie, behoort minstens een lugvaartuig wat aan 'n seek-en-reddingsoperasie deelneem, neerwerp-oorlewings-toerusting aan boord te hê.

2.6.8 **Aanbeveling.** — State behoort by geskikte vliegvelde waar seek-en-reddingslugvaartuie nie gereedlik beskikbaar is nie, oorlewings-toerusting te voorsien in verpakings wat vir neerwerping geskik is deur lugvaartuie wat nie gewoonlik aan seek-en-reddingsoperasies deelneem nie.

2.6.9 **Aanbeveling.** — Die algemene aard van die inhoud van houers of pakke oorlewings-toerusting bestem vir neerwerping na oorlewendes, behoort aangedui te word deur 'n kleurkode, 'n gedrukte aanduiding of selfverklarende simbole, in die mate dat sulke simbole bestaan.

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2.6.9.1 **Recommendation.**— *The colour identification of the contents of droppable containers and packages containing survival equipment should take the form of coloured streamers according to the following code:*

- Red* — *medical supplies and first-aid equipment.*
- Blue* — *food and water.*
- Yellow* — *blankets and protective clothing.*
- Black* — *miscellaneous equipment such as stoves, axes, compasses, cooking utensils, etc.*

2.6.9.2 **Recommendation.**— *Where supplies of a mixed nature are dropped in one container or package, the colour code should be used in combination.*

2.6.10 **Recommendation.**— *Instructions on the use of the survival equipment should be enclosed in each of the droppable containers or packages. They should be printed in at least three languages of which at least one should be one of the working languages of ICAO.*

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2.6.9.1 **Aanbeveling.** — *Die kleuridentifikasie van die inhoud van neerwerphouers en -pake met oorlewings-toerusting behoort die vorm aan te neem van linte wat soos volg gekleur is:*

*Rooi — mediese voorraad en noodhulptoerusting.*

*Blou — kos en water.*

*Geel — komberse en beskermende kleding.*

*Swart — diverse toerusting soos stofies, byle, kompasse en kookgerei, ens.*

2.6.9.2 **Aanbeveling.** — *Wanneer voorrade van gemengde aard in een houer of pak neergewerp word, kan die kleurkodes in kombinasie gebruik word.*

2.6.10 **Aanbeveling.** — *Instruksies oor die gebruik van die oorlewings-toerusting behoort by elk van die neerwerphouers of -pake ingesluit te word. Dit behoort in minstens drie tale gedruk te wees waarvan minstens een een van die werkstate van die IBLO behoort te wees.*

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CHAPTER 3. COOPERATION

3.1 Cooperation between States

3.1.1 Contracting States shall coordinate their search and rescue organizations with those of neighbouring Contracting States.

3.1.2 **Recommendation.**— *Contracting States should, whenever necessary, coordinate their search and rescue operations with those of neighbouring States.*

3.1.2.1 **Recommendation.**— *Contracting States should, in so far as practicable, develop common search and rescue procedures to facilitate coordination of search and rescue operations with those of neighbouring States.*

3.1.3 Subject to such conditions as may be prescribed by its own authorities, a Contracting State shall permit immediate entry into its territory of rescue units of other States for the purpose of searching for the site of aircraft accidents and rescuing survivors of such accidents.

3.1.4 The authorities of a Contracting State which wish its rescue units to enter the territory of another Contracting State for search and rescue purposes shall transmit a request, giving full details of the projected mission and the need for it, to the rescue coordination centre of the State concerned or to such other authority as has been designated by that State.

3.1.4.1 The authorities of Contracting States shall:

- immediately acknowledge the receipt of such a request, and
- as soon as possible indicate the conditions, if any, under which the projected mission may be undertaken.

3.1.5 **Recommendation.**— *Contracting States should enter into agreements with neighbouring States setting forth the conditions for entry of each other's rescue units into their respective territories. These agreements should also provide for expediting entry of such units with the least possible formalities.*

3.1.6 **Recommendation.**— *Each Contracting State should authorize its rescue coordination centres to:*

- a) request from other rescue coordination centres such assistance, including aircraft, vessels, personnel or equipment, as may be needed;

b) grant any necessary permission for the entry of such aircraft, vessels, personnel or equipment into its territory; and

c) make the necessary arrangements with the appropriate customs, immigration or other authorities with a view to expediting such entry.

3.1.7 **Recommendation.**— *Each Contracting State should authorize its rescue coordination centres to provide, when requested, assistance to other rescue coordination centres, including assistance in the form of aircraft, vessels, personnel or equipment.*

3.1.8 **Recommendation.**— *Contracting States should make arrangements for joint training exercises involving their search and rescue units, those of other States and operators, in order to promote search and rescue efficiency.*

3.1.9 **Recommendation.**— *Contracting States should make arrangements for periodic liaison visits by personnel of their rescue coordination centres and subcentres to the centres of neighbouring States.*

3.2 Cooperation with other services

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

3.2.2 Contracting States 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.

3.2.3 **Recommendation.**— *To facilitate accident investigation, rescue units should, when practicable, be accompanied by persons qualified in the conduct of aircraft accident investigations.*

3.2.4 States shall designate a search and rescue point of contact (SPOC) for the receipt of COSPAS-SARSAT distress data.

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## HOOFSTUK 3. SAMEWERKING

## 3.1 Samewerking tussen State

3.1.1 Kontrakterende State moet hulle soek-en-reddingsorganisasies koördineer met dié van buurstate wat Kontrakterende State is.

3.1.2 **Aanbeveling.** — *Kontrakterende State behoort, wanneer ook al nodig, hulle soek-en-reddingsoperasies te koördineer met dié van daardie buurstate.*

3.1.2.1 **Aanbeveling.** — *Kontrakterende State kan, in soverre dit uitvoerbaar is, gemeenskaplike soek-en-reddingsprosedures ontwikkel om die koördinering van soek-en-reddingsoperasies met dié van buurstate te vergemaklik.*

3.1.3 Behoudens die voorwaardes wat deur sy eie owerhede voorgeskryf word, moet 'n Kontrakterende Staat aan reddingseenhede van ander State onmiddellike toegang tot sy gebied verleen ten einde na die toneel van 'n lugvaartuigongeluk te soek en oorlewendes van so 'n ongeluk te red.

3.1.4 Die owerhede van 'n Kontrakterende Staat wat verlang dat sy reddingseenhede die gebied van 'n ander Kontrakterende Staat binnegaan vir soek-en-reddingsdoeleindes, moet 'n versoek, wat volle besonderhede van die beoogde sending en die nodigheid daarvan bevat, aan die reddingskoördineringsentrum van die betrokke Staat of die ander owerheid wat deur daardie Staat aangewys is, deurstuur.

3.1.4.1 Die owerhede van Kontrakterende State moet:

- onmiddellik ontvangs van sodanige versoek erken; en
- so gou moontlik die voorwaardes, as daar is, stel waarop die beoogde sending onderneem mag word.

3.1.5 **Aanbeveling.** — *Kontrakterende State kan ooreenkomste met buurlande aangaan waarin die voorwaardes uiteengesit word waarop die een se reddingseenhede die ander se gebied mag binnegaan. Sodanige ooreenkomste kan ook voorsiening maak vir die bespoediging van toegang deur sodanige eenhede met die minste moontlike formaliteite.*

3.1.6 **Aanbeveling.** — *Elke Kontrakterende Staat behoort sy reddingskoördineringsentrums te magtig om —*

- a) *van ander reddingskoördineringsentrums die bystand, met inbegrip van lugvaartuie, vaartuie, personeel en toerusting, te vra wat nodig is;*

b) *die nodige toestemming vir toegang deur sodanige lugvaartuie, vaartuie, personeel of toerusting tot sy gebied te verleen; en*

c) *die nodige reëlins met die betrokke doeane-, immigrasie- of ander owerhede te tref om sodanige toegang te bespoedig.*

3.1.7 **Aanbeveling.** — *Elke Kontrakterende Staat kan sy reddingskoördineringsentrums magtig om, wanneer daarom versoek, bystand, met inbegrip van lugvaartuie, vaartuie, personeel of toerusting, aan ander reddingskoördineringsentrums te verleen.*

3.1.8 **Aanbeveling.** — *Kontrakterende State behoort reëlins te tref vir gesamentlike opleidingsoefeninge deur hulle soek-en-reddingseenhede en dié van ander State en operateurs ten einde soek-en-reddingsdoeltreffendheid te bevorder.*

3.1.9 **Aanbeveling.** — *Kontrakterende State kan reëlins tref vir periodieke skakelbesoeke deur personeel van hulle reddingskoördineringsentrums en reddingsentrums aan die sentrums van buurstate.*

## 3.2 Samewerking met ander dienste

3.2.1 Kontrakterende State moet reëlins tref dat alle lugvaartuie, vaartuie en plaaslike dienste en fasiliteite wat nie deel van die soek-en-reddingsorganisasie uitmaak nie, ten volle met laasgenoemde saamwerk in soek en redding, en dat alle moontlike hulp aan oorlewendes van lugvaartuigongelukke verleen word.

3.2.2 Kontrakterende State moet toesien dat hulle soek-en-reddingsdienste saamwerk met diegene wat verantwoordelik is vir die ondersoek van ongelukke en met diegene wat mense versorg wat weens die ongeluk gely het.

3.2.3 **Aanbeveling.** — *Ten einde die ondersoek van 'n ongeluk te vergemaklik, kan reddingseenhede, wanneer doenlik, vergesel word deur persone wat gekwalifiseer is in die ondersoek van lugvaartuigongelukke.*

3.2.4 State moet 'n soek-en-reddingskontakpunt aanwys vir die ontvangs van COSPAS-SARSAT-nooddata.

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**3.3 Dissemination of information**

3.3.1 Each Contracting State shall publish and disseminate all information necessary for the entry of rescue units of other States into its territory.

*Note.— See 3.1.3.*

3.3.2 **Recommendation.**— *When requested, Contracting States should make available, through the rescue coordination centres or other agencies, information regarding their search and rescue plans of operation.*

3.3.3 **Recommendation.**— *Each Contracting State recording information on the position of ships at sea should disseminate, on a regular basis, in so far as practicable, such information to other Contracting States concerned requesting it.*

3.3.4 **Recommendation.**— *Contracting States should, to the extent desirable and practicable, disseminate to the general public directives on actions to be taken when there is reason to believe that an aircraft is in an emergency and in the event of an aircraft accident.*

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**3.3 Verspreiding van inligting**

3.3.1 Elke Kontrakterende Staat moet al die inligting wat nodig is vir die toegang van reddingseenhede van ander State tot sy gebied, publiseer en versprei.

*Opmerking.* — Sien 3.1.3.

3.3.2 **Aanbeveling.** — Wanneer daarom versoek, behoort Kontrakterende State inligting betreffende hulle soek-en-reddingsoperasieplanne deur middel van hulle reddings-koördineringsentrums of ander agentskappe beskikbaar te stel.

3.3.3 **Aanbeveling.** — Elke Kontrakterende Staat wat inligting oor die posisie van skepe ter see aanteken, behoort, so ver doenlik, op 'n gereelde grondslag sodanige inligting te verstrek aan ander betrokke Kontrakterende State wat dit versoek.

3.3.4 **Aanbeveling.** — Kontrakterende State behoort, in die mate wat wenslik en doenlik is, voorskrifte onder die breë publiek te versprei oor die stappe wat gedoen moet word wanneer daar rede is om te vermoed dat 'n lugvaartuig in nood verkeer en wanneer daar 'n lugvaartuigongeluk plaasvind.