

GEN 3.6 Search and Rescue

1. Responsible Services

1.1 The responsible authority is the Ministry of Transport in collaboration with the Ministry of Defence and the Ministry of Justice.

1.2 The Search and Rescue Service in Denmark is provided by the Joint Rescue Coordination Center (JRCC) Denmark.

Contact address:

Værnsfælles Forsvarskommando
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1.3 Rescue sub-centres may be established when search and rescue facilities can be more efficiently coordinated and directed on a local basis under the authority of and in close cooperation with the JRCC. When rescue sub-centres are established at Danish aerodromes the JRCC if necessary can transfer staff to these.

1.4 The search and rescue service in Denmark is provided in accordance with International Standards and Recommended Practices.

1.5 Applicable ICAO documents:

- ICAO Annex 12, Search and Rescue.
- ICAO DOC 9731, International Aeronautical and Maritime Search and Rescue Manual (IAMSAR).
- ICAO DOC 7030, Regional Supplementary Procedures, EUR Region.

1.6 Applicable National documents:

- SAR Danmark (in Danish language only)

2. Area of Responsibility

2.1 The Danish Search and Rescue Region (SRR) includes København FIR and Rønne TMA. However, the SRR boundaries to Great Britain, Norway and Germany in the North Sea, and Germany and Sweden in the Baltic Sea have been modified by bilateral agreements. See Search and Rescue Area - Chart on page GEN 3.6 - 3.

3. Types of Service

3.1 JRCC directs and coordinates the search and rescue service to aircraft and collaborates herein with the maritime rescue service, the Police, the private rescue corps and the Danish Emergency Management Agency.

Maritime rescue facilities stationed at airports near the water - in accordance with the recommendations in ICAO Annex 14 for approaches made over the water and the requirement of Annex 11, para. 5.1.3.1 - are normally alerted by the appropriate ATS unit. Maritime rescue facilities available at airports near the water are published in the AD 2 section.

3.2 The aeronautical, maritime, and public telecommunication services are available to the search and rescue service.

3.3 Escort service on a limited scale may be provided by JRCC on request from aircraft in an emergency phase.

3.4 JRCC Denmark is the SAR Point of Contact (SPOC) for Denmark in connection with the use of the COSPAS- SARSAT System, and they have access to data bases to the national register of all registered 406 MHz ELTs.

4. SAR Agreements

4.1 Agreements on cooperation within Search and Rescue have been signed between Denmark and Germany, Great Britain, Norway, Poland and Sweden. The agreements include provisions for pooling of SAR facilities.

4.2 Request for the entry of aircraft, equipment, and personnel from other states to engage in search for aircraft in distress or to rescue survivors of aircraft accidents should be transmitted to the JRCC. Instructions as to the control which will be exercised on entry of such aircraft and/or personnel will be given by the JRCC.

5. Conditions of Availability

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6. Procedures and Signals Used

6.1 General

6.1.1 In order to enable JRCC to activate the most suitable facilities as quickly as possible, operators are requested to forward to the JRCC centre information on the emergency and survival equipment carried on board any of their aircraft operating regularly within Danish SRR.

6.2 Procedures

6.2.1 Aircraft not engaged in an actual search and rescue operation should as far as practical avoid any area in which actual search and rescue operations are in progress unless authorized by the appropriate controlling agency. The controlling agency can either be JRCC or the appropriate ATS unit or both in unison.

6.2.2 Procedures for a pilot-in-command observing an accident or intercepting a distress call and/or message are outlined in ICAO, Annex 12.

6.2.3 Ditching reports, requested by aircraft about to ditch will as far as possible be given in accordance with the provisions in ICAO Annex 3, Meteorological Service for International Air Navigation.

6.3 Communication

6.3.1 Exchange of distress messages within Danish SRR are handled in accordance with the provisions of ICAO, Annex 10.

6.3.2 For communication during search and rescue operations, the codes and abbreviations published in ICAO DOC 8400 (ICAO Abbreviations and Codes) are used.

6.3.3 Military SAR aircraft will use the call sign RESCUE followed by an aircraft tail number, e.g. "RESCUE 276".

6.3.4 Military radar stations continuously monitor the international emergency frequencies 121.500 MHz and 243.000 MHz.

6.3.5 The coastal radio station "Lyngby Radio" call sign OXZ/Lyngby Radio continuously monitor the international emergency frequency 156.800 KHZ.

6.3.6 The frequencies 3023 KHZ, 5680 KHZ, 123.100 MHz, 156.300 MHz, 156.600 MHz, 156.800 MHz and 282.800 MHz are employed by military vessels and aircraft as on-scene-frequencies. The frequencies 3023 KHZ and 5680 KHZ will be utilized for communication between SAR aircraft and JRCC.

6.3.7 SAR HEL are equipped with UHF, VHF (AM/FM) and HF (SSB), and are able to home on frequencies in the band 100-400 MHz and 200-3000 KHZ.

6.4. Emergency Locator Transmitter (ELT).

6.4.1 The Danish SRR is an integrated part of the Norwegian Service Area of the COSPAS-SARSAT System (Space System for the Search of Vessels in Distress (SNG) - Search and Rescue Satellite-Aided Tracking (Canada, France and USA)).

The Norwegian COSPAS-SARSAT Mission Control Centre at Bodø will inform JRCC whenever ELT signals on 406 MHz are received and positioned within the Danish SRR.

6.4.2 Valuable SAR resources are at times being spent searching for the source of inadvertent ELT transmissions and can thus delay the response to an actual emergency situation. Great care should be taken to avoid inadvertent ELT transmissions, but if it occurs, a report should be made to the nearest ATS unit as soon as possible. It is recommended that the emergency frequencies are briefly monitored as part of the aircraft shutdown procedure to detect inadvertent ELT transmissions

6.4.3 In connection with check-up and maintenance of ELTs, installed in aircraft, an occasional need for a functions check is necessary. The Danish CAA therefore allows that such checks are carried out on the following conditions:

Tests of automatic ELTs, installed in aircraft, may only take place on the ground and only during the first 5 minutes of every full hour in accordance with the following guidelines:

- The VHF-receiver of the aircraft is tuned to the civilian emergency frequency 121.5 MHz.
- The ELT is activated - the activation switch is shifted from OFF to ON for 1 second or 3 sweep (tone cycles), while the function is monitored on the VHF-receiver (mentioned above).

It should be born in mind, that civilian ELTs are transmitting on the civilian emergency frequency (121.5 MHz), in which case false, as well as intentional, test transmissions of a longer duration than specified above, may activate a search operation or seriously disrupt an ongoing operation.

6.5 Search and rescue signals

6.5.1 The Search and Rescue Signals to be used as those prescribed in ICAO, Annex 12.

6.5.2 Special signals and procedures for use in search operations

6.5.2.1 When observing or hearing an aircraft, survivors should fire a red pyrotechnic signal.

6.5.2.2 SAR aircraft, and, if feasible, also other aircraft, when observing this signal, will fire a single green pyrotechnic signal or change course towards the survivors.

6.5.2.3 Survivors should hereupon fire another red pyrotechnic signal to enable the aircraft to obtain the correct heading.

6.5.2.4 Survivors should economize on signals and only fire further signals when:

- the aircraft so request by firing a green signal;
- it is observed that the aircraft appears to be getting off track; and
- the aircraft is almost overhead.

7. Search and Rescue Area. Chart

Changes: Lateral dimensions of SRR area around the island of Bornholm changed

