

A light blue world map is centered in the background of the slide. The map shows the continents in a slightly darker shade of blue against the lighter blue background.

# *ICAO NACC SAR Implementation Workshop 2023*

## *SAR Operations Stages*

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# SAR Operations Stages

A faint, light blue world map is visible in the background of the slide, centered behind the text boxes.

- 1. Awareness**
- 2. Initial Actions**
- 3. Planning**
- 4. Operations**
- 5. Conclusion**

# AWARENESS

The period during which the SAR system becomes aware of an actual or potential incident.

<b>SAR-00 Initial</b>		Watchstander:		CIC: Time:	
Title:			MISLE:		
Radio Call	Frequency:	RFF:	DF Bearing:		
Type of Comms:		Original	Relay	Other _____	
Time:	Date:	UCN:	Initials:		
<b>-- Initial SAR Check Sheet --</b>					
1. Position How determined?		Type of Position:	Lat/Long Geographic Reference		
2. Number of Persons On Board		Adults:	Children:	Total:	
3. Nature of Distress (if PIW complete additional PIW box below)					
4. Description of Vessel Name:		Length:	Type:		
Make:		Color:			
5. Is there an adequate number of Personal Floatation Devices (PFDs) available for all persons onboard the vessel? Y / N Have all persons on board the vessel put on PFDs? Y / N					

# INITIAL ACTIONS

(Maritime)

## UNCERTAINTY

An UNCERTAINTY phase exists when there is knowledge of a situation that may need to be monitored, or to have more information gathered, but that does not require moving resources.

## ALERT

An ALERT phase exists when a craft or person is experiencing some difficulty and may need assistance, but is not in immediate danger or in need of immediate response. Apprehension is usually associated with the ALERT phase.

## DISTRESS

The DISTRESS phase exists when grave or imminent danger requiring immediate response to the distress scene threatens a craft or person.

# INITIAL ACTIONS

(Aeronautical)

## INCERFA

- Comms not received within 30 minutes after the time comms should have been received, or from the time an unsuccessful attempt to establish comms was first made, whichever is the earlier, or when
- Aircraft fails to arrive within 30 minutes of the estimated time of arrival last notified to or estimated by air traffic services, whichever is the later.

## ALERFA

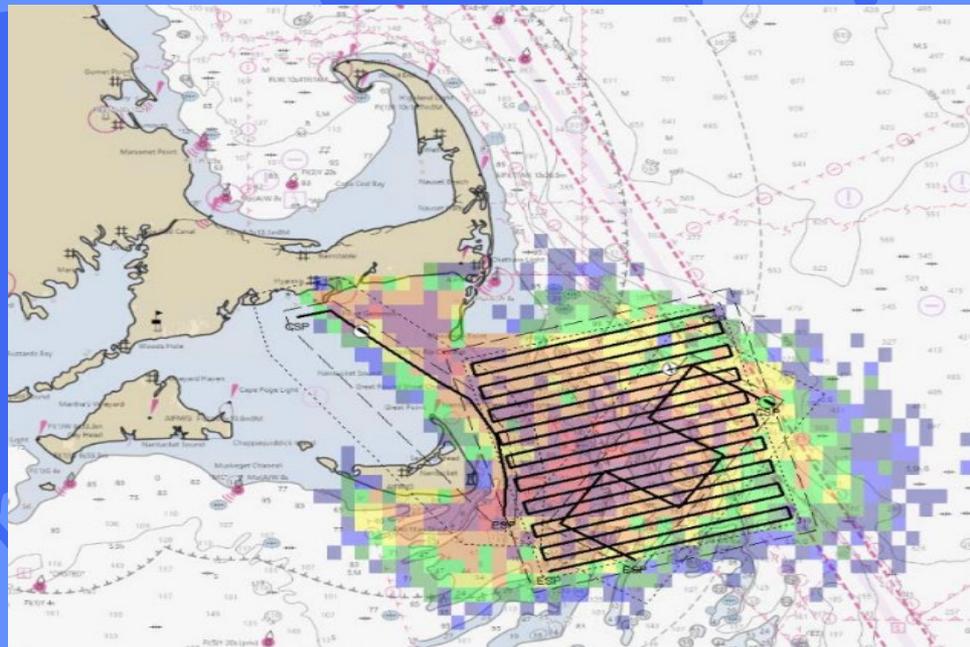
- Subsequent attempts to establish comms have failed.
- Aircraft cleared to land and fails to land within 5 minutes of estimated time to land
- Information has been received that indicates the operating efficiency has been impaired

## DETRESFA

- Further attempts to establish comms have failed.
- Fuel onboard is considered to be exhausted
- Information has been received that indicates the operating efficiency has been impaired to the extent that a forced landing is likely.
- Information is received or it is reasonably likely that the aircraft is about to make a forced landing.

# PLANNING

Comprehensive planning of SAR response tasks is essential, especially when the location of the distress situation is unknown and the survivors may move.



# OPERATIONS

This stage encompasses all activities that involve searching for the distressed persons or craft, providing assistance, and delivering them to a place of safety.



# CONCLUSION

When SAR operations have terminated, all authorities, facilities, or services which have been activated must be immediately notified.





**Questions?**