



# **SEARCH AND RESCUE FRAMEWORK FOR THE BAILIWICK OF GUERNSEY**

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## **FOREWORD**

Search and rescue is the activity of locating and recovering persons either in distress, potential distress or missing and delivering them to a place of safety. The Bailiwick of Guernsey provides a maritime search and rescue service for those reported in trouble on water and for those reported missing within the Bailiwick's Search and Rescue Region, including coastal areas. The organisation of maritime search and rescue, including the handling of emergency telephone and radio calls, co-ordination and search and rescue units is supported by a communications infrastructure and a standard search and rescue model.

In Guernsey this responsibility is part of the mandate of the States Trading Supervisory Board (STSB) and has been delegated to the Harbour Authority.

This framework follows the guidance laid down within IAMSAR but is tailored to meet local needs. This framework is part of wider civil contingencies arrangements.

The purpose of this document is to describe the background, scope and responsibilities of the Bailiwick maritime search and rescue and its strategic and operational management. It also describes more fully those parties who provide a significant role in the provision of search and rescue within the Bailiwick

## 1. Introduction

The States of Guernsey STSB and the States of Alderney General Services Committee (GSC) are mandated to provide Coastguard Services. Sark has no formal or dedicated marine provision leaving such matters to MRCC Guernsey.

**This statement is understood to mean provision of an appropriate maritime search and rescue capability. Other related responsibilities include counter pollution, wreck management and salvage.**

- 1.1 This document seeks to expand upon and describe the coastguard services provided – i.e. the maritime search and rescue responsibility and commitment.
- 1.2 The organisation for maritime search and rescue (SAR) in the Bailiwick of Guernsey is an amalgam of separate Islands and Government Departments, emergency services, charities, voluntary organisations, private companies and individuals, any and all of which may play a significant role.
- 1.3 These parties are committed to a cohesive and co-operative partnership, the aim of which is the continued provision of an effective SAR capability.
- 1.4 The purpose of this document is to provide a management framework within which the various parties can work together to meet this aim and deliver an effective SAR response capability.
- 1.5 Some SAR incidents require a response which is beyond the capability of the Bailiwick management and/or assets. These scenarios are covered by the MANCHEPLAN. A more detailed description of the participants and resources can be found in Part 6 of this document.

## 2. International Obligations

- 2.1 The Bailiwick organisation for maritime search and rescue is derived from the British Government's adherence to the Convention on the Law of the Sea (UNCLOS), the Convention on Safety of Life at Sea (SOLAS) (1974) and the Maritime Search and Rescue (SAR) Convention (1979). Most particularly, the United Kingdom, as a Flag State, is a signatory to the SAR Convention and its instrument of deposition (SAR Convention 2.1.11) at IMO extends the Convention, at our request, to cover Bailiwick waters.
  - 2.1.1 Aviation SAR derives from the Convention on International Civil Aviation (Chicago 1944) (Annex 12).
  - 2.1.2 This document does not directly address Aviation SAR. However, for the purposes of this document and safety of life, an aircraft which crashes, lands in the sea or is reported missing is treated, for all practical purposes as a maritime SAR event.
  - 2.1.3 The formal aviation SAR Memorandum of Understanding between Guernsey and France is attached for reference. **(See Annex A.)**

- 2.2** The Bailiwick responsibility for maritime SAR measures for ships and persons, whether civilian or military, covers the Channel Islands North Search and Rescue Region (SRR). (**See Sketch Drawing at Annex B.**)
- 2.2.1** More specifically this is defined within the MANCHEPLAN (1.2.7): “A sub-region of responsibility for local operations is established around the Channel Islands, extending for a distance of 12 miles from the Islands to the sea, with the exception of the east and south, where it follows the median line to the French coast.”
- 2.2.2** The extent of this area of responsibility is depicted clearly on British Admiralty Chart 2669. It is the same area and 12 mile and median line boundary depicted for fisheries limits as shown thereon.

### **3. Scope of Bailiwick SAR**

- 3.1** The key function is to initiate and co-ordinate maritime SAR in offshore, inshore and shoreline areas.
- 3.2** This function is undertaken through the ability of the various authorities and organisations to:
- a) receive details of persons, vessels and aircraft in distress,
  - b) task appropriate units,
  - c) communicate between SAR units and the co-ordinating authority,
  - d) communicate between SAR units,
  - e) communicate between co-ordinating authorities,
  - f) maintain declared SAR units as appropriate to:
    - i) provide assistance to persons, vessels and aircraft in distress
    - ii) deliver survivors to a place of safety or where further assistance can be rendered.

### **4. Division of SAR Responsibility**

- 4.1** Political responsibility for maritime SAR policy rests with the Guernsey STSB and the Alderney General Services Committee.

These are mandated to provide coastguard services and for assessing the adequacy of Bailiwick maritime SAR resources, response and co-ordination. This was formally confirmed during the Summer of 2009, when an external review of the Bailiwick SAR capability was undertaken.

- 4.2** The responsibility for the co-ordination of land-based SAR rests with the Police Service and is derived from their duty to protect life and property. However, SAR within the littoral zone may be coordinated by Coastguard.
- 4.3** It is recognised that large maritime SAR events may require assets, management capability and manpower beyond that available within the Bailiwick. Such events may also affect other adjacent sea areas and jurisdictions. MANCHEPLAN was created to assist in managing such events.
- 4.4** Co-operation with Other Search and Rescue Authorities

**4.4.1** The waters surrounding the islands are wholly enclosed within the French SAR Region of MRCC Jobourg and the Premar Manche. The Channel Islands are represented on the UK SAR Maritime and Aviation Consultative Committee and the Anglo French Working Group for the MANCHEPLAN. UK SAR liaison through the National Maritime Operations Centre (NMOC) at Fareham and with France via MRCCs Jobourg and Corsen as appropriate.

#### **4.5 MANCHEPLAN**

The MANCHEPLAN (The Anglo French Joint Maritime Contingency Plan) is a multi-partite International agreement designed to assist in managing SAR and pollution incidents which have consequences beyond political boundaries. It covers the region from the Dover Strait to the Western Limits of the Bonn Agreement, including CI Waters. Mancheplan is routinely updated and makes clear reference to the SAR Convention. The intention being that the two documents are seamless. The arrangements contained in the MANCHEPLAN agreement go back into the early 1950's and have stood the test of time through many events, including *MSC Napoli*, *Ievoli Sun*, *Herald of Free Enterprise* etc.

**4.5.1** Importantly, safety of navigation is not addressed by MANCHEPLAN. Jobourg MRCC is responsible for management of safety of navigation in the IMO Traffic Separation Scheme that lies about 12 miles to the north of Alderney. This is a separate and unconnected matter.

**4.5.2** Under MANCHEPLAN, France is principally responsible for SAR activities on the southern side of the English Channel. MANCHEPLAN includes arrangements to account for the unique geography and the existence of Guernsey SRR within the boundaries of the French declared SRR.

**4.5.3** According to MANCHEPLAN (1.3.14) SAR operations within the Channel Islands sub-region, may be co-ordinated by the French Authorities at the request of the Island Authority concerned. Should such a request be made by Guernsey MRCC, the coordination centre for MARSAR [Maritime Search and Rescue] operation in the SRR is Jobourg MRCC under Préfet Maritime de la Manche et de la Mer du Nord's authority.

## **5. Bailiwick Departments with Responsibility for SAR**

### **5.1 Guernsey Harbours**

**5.1.1** Guernsey Harbours has been delegated the broad responsibility for maritime SAR. Guernsey Harbours provides a maritime rescue and co-ordination centre, known as a MRCC, for maritime SAR on a continuous basis, at the Joint Emergency Service Control Centre (JESCC) in St Peter Port. MRCC Guernsey has prime responsibility for the initiation and co-ordination of maritime SAR. This includes the mobilisation, organisation and tasking of adequate resources to respond to persons in distress at sea and up to the shoreline of the Bailiwick. **(See Annex C)**

## 5.2 Alderney Harbour

5.2.1 Alderney Harbour is a Maritime Rescue Sub-Centre (MRSC). Alderney MRSC provides a 24 hour on-call SAR Officer but is staffed on a less than 24/7 basis. It carries the broad responsibility for management of, and responding to SAR within the North of the Bailiwicks Territorial Waters.

5.3 A Memorandum of Understanding exists between Guernsey MRCC and Alderney MRSC which describes the relationship between the two.

## 6. Authorities and organisations with responsibility for or significant involvement in SAR

### 6.1 Guernsey Harbours (As a Government Department)

6.1.1 As part of the STSB, Guernsey Harbours is responsible for developing, promoting and enforcing high standards of marine safety, including the safety of navigation; minimising loss of life amongst seafarers and coastal users and responding to maritime emergencies 24 hours a day. It also assists in the investigation of accidents, in minimising the risk of pollution of the marine environment from ships, and where pollution occurs, minimising the impact on Bailiwick interests.

#### *Organisation and Readiness*

### 6.2 Guernsey MRCC/Alderney MRSC

6.2.1 Guernsey MRCC lies within GMDSS Area A1. As a joint function of Guernsey Harbours and Home Department's Joint Emergency Service Control Centre (JESCC), Guernsey MRCC has a command, control and communications system enabling it to assume control of the Area and to provide mutual support to other MRCCs during emergency response operations.

6.2.2 As a SAR co-ordinator, Guernsey MRCC is responsible for requesting and tasking its own SAR assets and those made available by other emergency services, organisations and external authorities, co-ordinating the subsequent SAR operations unless the operations are formally handed over or delegated to another SAR co-ordinator. Close liaison is maintained with other emergency services and rescue organisations including adjacent (i.e. non Bailiwick of Guernsey) SAR organisations.

6.2.3 The organisation is based upon a continuous communications watch on VHF and VHF/DSC radio, but not satellite communications. Radio coverage extends out to approximately 20+ miles, depending on aerial heights, from Guernsey, Alderney and Sark. **(See Annex D.)**

6.2.4 This communications watch includes the monitoring of the international distress frequencies on VHF and VHF/DSC. The same frequencies are monitored for Ship Security Alerts.

- 6.2.5** In addition to radio communications, Guernsey MRCC keeps a constant emergency telephone watch and has a VHF Direction Finding (DF) capability. Facsimile and e-mail complete the communications system. Additionally Alderney MRSC has a multi channel (including 121.5 MHz) VHF Direction Finding (DF) capability. Facsimile and e-mail complete the communications system. Alderney MRSC operates an on Island Combined Emergency Services Communication System. When requested by the Island Police Alderney MRSC will co-ordinate the combined on Island Emergency Services.
- 6.2.6** SAR Operations are supported by a computerised search tool known as SARIS which provides the facility to predict the movement of drifting targets at sea and to produce search areas and optimum search coverage plans for search units
- 6.2.7** Search incident management and recording; resource selection and alerting; logging and databases; management information and statistical data are variously recorded on the VISION Command and Control System operated through JESCC.
- 6.2.8** Guernsey MRCC and Alderney MRSC are equipped with an Automatic Identification System (AIS) which makes it possible to electronically monitor and track AIS fitted ships. Alderney MRSC has an AIS system integrated into an ARPA Port Radar System combined with an Electronic Chart Display System.
- 6.2.9** At present, only SOLAS regulated ships of 300GT and above are required to carry AIS. AIS equipped vessels transmit regular digital messages on VHF detailing the type of vessel, identity, position, course and speed over the ground and other operational and safety data. The system provides a surface picture, albeit incomplete as non-SOLAS vessels are not obliged to carry AIS, out to the maximum range of VHF with ranges of 70 nautical miles not uncommon. AIS has uses for SAR response and co-ordination, accident prevention, environmental protection, enforcement and security. AIS can also be used to initiate distress alerts.

#### *Maritime Safety Information*

- 6.2.10** Guernsey MRCC broadcasts Maritime Safety Information (MSI) on VHF in accordance with published schedules and also as required. Gale warnings, shipping forecasts, local inshore forecasts, strong wind warnings and storm tide warnings are transmitted by Jersey Coastguard.
- 6.2.11** Neither Guernsey MRCC nor Alderney MRSC provide a NAVTEX service.
- 6.2.12** Vessels may also make voluntary position and intended movement reports to MRCC Guernsey and/or MRSC Alderney when leaving and transiting Bailiwick waters.



### **6.3 Police Service**

**6.3.1** The Police Service, through its command infrastructure, co-ordinates land based SAR operations including the inland aspects of those incidents that originate at sea or in the air and provides co-ordination of all emergency services and other authorities where appropriate.

### **6.4 Guernsey Fire and Rescue Service (GFRS)**

**6.4.1** Guernsey Fire and Rescue Service has a statutory responsibility to deal with fires and road traffic collisions. It has the power to use the resources primarily provided for fire fighting to deal with non-fire incidents. These may include maritime, aeronautical and land based SAR operations.

**6.4.2** The GFRS also has at its disposal a Cliff Rescue Team which is equipped to deal with incidents appropriate to the risks associated with local coastal terrain and local shoreline activities and conditions. The Cliff Rescue Team are equipped with portable VHF radios.

Whilst cliff rescues do not fall within the remit of Guernsey MRCC, on occasion, such rescues can only be delivered from seaward and on such occasions, Guernsey MRCC will provide support to the Cliff Rescue Team.

**6.4.3** Alderney Fire Brigade (AFB) is responsible to the GSC for dealing with fires and road traffic collisions. It is authorised by the GSC to use the resources primarily provided for fire fighting to deal with non-fire incidents. These may include maritime, aeronautical and land based SAR operations.

**6.4.4** AFB provides the Alderney Cliff Rescue Team. Cliff rescues are co-ordinated by Alderney MRSC.

**6.4.5** The Sark Fire & Rescue Service is responsible for dealing with fires and road traffic collisions. It is able to use the resources primarily provided for fire fighting to deal with non-fire incidents and land based SAR operations. Sark F&RS is also equipped to support inshore maritime daylight SAR operations with shore/cliff based search teams.

**6.4.6** Sark Fire and Rescue Service provides the Sark Cliff Rescue Team.

### **6.5 St John Ambulance and Rescue Service (SJARS)**

**6.5.1** The SJARS has a responsibility to respond to traumatic and medical emergencies. SJARS provides a 'Marine Ambulance' for patient transfers from outlying island communities.

**6.5.2** St John Ambulance Alderney (SJAA) has a responsibility to respond to traumatic and medical emergencies

### **6.6 Royal National Lifeboat Institution (RNLI)**

**6.6.1** The RNLI is a voluntary organisation incorporated by Royal Charter for the purpose of saving lives and promoting safety and providing relief from

disaster, primarily at sea and secondly on the inland waters of the UK, Channel Islands, Isle of Man and Republic of Ireland. The RNLI reserves the right to direct its own assets, co-ordinated by the responsible authority.

- 6.6.2** Within the Bailiwick, the RNLI provides two all weather always afloat lifeboats, based in St Peter Port and Braye Alderney.
- 6.6.3** The RNLI also provides safety education and accident prevention to a defined standard of performance, commensurate with the resources available, using trained and competent people who, wherever possible, are volunteers.

*Strategic Performance Standards*

- 6.6.4** The RNLI aims to
- (i) Achieve an average launch time of 10 minutes from notification to the RNLI.
  - (ii) Reach all notified casualties where a risk of life exists, in all weathers, out to a maximum of 100 nautical miles.
  - (iii) Reach at least 90% of all casualties within 10 nautical miles of Lifeboat stations within 30 minutes of launch in all weathers.

*Co-ordination of RNLI SAR Services in the Channel Islands*

- 6.6.5** SAR operations involving lifeboats in the Channel Islands are co-ordinated by the MRCCs of the Harbour Authorities of either Guernsey or Jersey, or MRSC Alderney depending on location of the incident.

*Authority to Launch*

- 6.6.6** Each lifeboat station is controlled by a Lifeboat Operations Manager (LOM). The LOM authorises the launching of a lifeboat. The LOM is supported by one or more Deputy Launching Authorities who can act in the absence of the LOM. Whilst the SAR co-ordinators are responsible for requesting the launch of a lifeboat, the final decision to launch in the weather and sea or water conditions prevailing, rests with the Launching Authority and the Coxswain or Helmsman.
- 6.6.7** The Central Cooperation's and Information Room (COIR) at RNLI headquarters, Poole, Dorset, is staffed continuously and enables a responsible officer to be fully and quickly informed of lifeboat operations. The COIR also ensures that there is adequate liaison between RNLI staff and Lifeboat Station officials and provides advice and guidance where necessary. It also provides a central point of contact for other SAR authorities wishing to contact the RNLI.

*Communication with Lifeboats*

- 6.6.8** All lifeboats are fitted with VHF, VHF/DF equipment (also on 121.5 MHz), VHF Digital Selective Calling (DSC) and MF radiotelephone equipment. The Severn, Trent and Tamar class lifeboats have an HF capability. All lifeboats carry Global Positioning System (GPS) receivers. All-weather lifeboats are fitted with GPS, integrated to an electronic chart system operating ARCS (Admiralty Raster Chart System).

### *Duration of Lifeboats*

**6.6.9** All-weather lifeboats have a duration of 10 hours at full speed. Proceeding at economic or slow speed can considerably extend this duration when on scene and searching.

## **6.7** Channel Islands Air Search (CIAS)

**6.7.1** CIAS is a voluntary charitable organisation for the purpose of assisting in saving lives at sea by providing the other rescue services with their “eyes in the sky”. CIAS provides this service, primarily in Channel Island waters, but also beyond, in circumstances compatible with the type and operating limitations of the aircraft.

**6.7.2** The aircraft is equipped with marine VHF/DF, marine radar, GPS plotting equipment and a Forward Looking Infrared (FLIR) system. The aircraft also has the ability to drop smoke and strobe markers upon location of a casualty to assist other SAR assets and can also deploy lifejackets and liferaft if required.

## **6.8** Other Bailiwick resources, asset providers and assets.

<b>SAR Asset Provider</b>	<b>Asset type</b>	<b>Name</b>	<b>Capability and limitations</b>
RNLI	Severn (Guernsey)	Spirit of Guernsey	25 knots. 250 nautical mile range. ALB
RNLI	Trent (Alderney)	Roy Barker I	25 knot. 250 nautical mile range. ALB
<b>SJARS (Not SAR)</b>	Marine Ambulance	Flying Christine III	20 knots
Sark Sea Fisheries	Fast RIB	Sea Fish RIB	30 knots. 60 nautical mile range. Launch F6 or below.
CIAS	BN2 Islander	AirSearch One.	All weather. 4.3 hours duration. 120 knots
Guernsey Harbours	Workboat	Sarnia	14 knots
Customs/Sea Fisheries	Patrol vessel	Leopardess	20 knots
Alderney harbour	Pilot Boat	Leonore Chilcott	20 knots

A number of additional facilities are also available but not to any predetermined state or criteria.

## **7. External Resources and Providers**

### **7.1** States of Jersey

**7.1.2** The States of Jersey responsibility for maritime SAR measures for ships and persons, whether civilian or military, covers the Channel Islands South Search and Rescue Region (SRR). (**See Sketch Drawing at Annex B.**)

**7.1.3** This is also defined within the MANCHEPLAN (1.2.7): A sub-region of responsibility for local operations is established around the Channel Islands, extending for a distance of 12 miles from the Islands to the sea, with the

exception of the east and south, where it follows the median line to the French coast.

**7.1.4** The extent of this area of responsibility is depicted clearly on British Admiralty Chart 2669. It is the same area and 12 mile and median line boundary depicted for fisheries limits as shown thereon.

**7.1.5** In addition to an always afloat lifeboat and two IRBs, Jersey Harbours has a tug which can be used as an emergency towing vessel with both SAR and counter pollution capability, based in St Helier. A document showing the resource capability of the States of Jersey Coastguard is held at Guernsey Coastguard.

## **7.2** UK Maritime and Coastguard Agency (MCA)

**7.2.1** The MCA provides coastguard capability for UK waters. Should assistance be required from UK Coastguard, the main point of contact is NMOC Fareham.

**7.2.2** The UK helicopter SAR capability is currently provided by Bristow UK using a fleet of Sikorsky S-92 and Augusta Westland AW189 helicopters.

**7.2.3** SAR tasking is currently carried out by the Aeronautical Rescue Co-ordination Centre (ARCC) at Fareham. Requests for this facility may be made through any the NMOC.

**7.2.4** The Sikorsky S-92 has an operational range of 250 nautical miles with airspeed of 145 Knots. The Augusta Westland AW189 has an operational range of 200 nautical miles with airspeed of 145 Knots.

**7.2.5** Up to 17 passengers can be carried on the S-92 and 12 passengers on the AW189. However, this is dependent on weather conditions and the distance of the incident from the helicopter's operating base.

**7.2.6** In addition to its normal search and rescue co-ordination role, MRCC Falmouth is also the UK's Global Maritime Distress and Safety System (GMDSS) Centre. Distress, urgency or safety messages received via the Inmarsat satellite systems are routed automatically to MRCC Falmouth for SAR action. MRCC Falmouth will pass details to the appropriate RCC.

**7.2.7** NAVTEX broadcasts originate from MRCC Falmouth for both the 518 kHz and 490 kHz services.

**7.2.8** The National Maritime Emergency Position Indicating Radio Beacon (EPIRB) Registry is also located at MRCC Falmouth and provides the necessary identification of vessels following distress alerts from EPIRBs.

## **7.3** Emergency Towing Vessels

**7.3.1** The French Government have Emergency Towing Vessels based in Cherbourg and Brest. Abeille Liberte in Cherbourg and Abeille Bourbon in Brest both have a bollard pull of 200t.

**7.4** France: MRCC Jobourg, MRCC Corsen.

**7.4.1** The French SAR capability is described in the ORSEC Maritime Manche et Mer du Nord (April 2010) document.

## **7.5** Channel Navigation Information Service

**7.5.1** In addition to its search and rescue co-ordination responsibilities, MRCCs Jobourg and Corsen operate the Channel Navigation Information Service (CNIS). This vessel traffic monitoring service, which is operated in conjunction with the UK MCA, provides continuous radar surveillance of the English Channel to ensure vessels transiting do so in accordance with the International Regulations for Preventing Collisions at Sea, 1972. Vessels failing to comply with these regulations are identified either by other vessels or surveillance aircraft and a plot of the contravention is available from the radar tracking system. A prosecution normally follows a contravention.

**7.5.2** As part of the CNIS, MRCC Jobourg makes regular safety broadcasts, which include weather conditions and other occurrences within the traffic separation scheme to assist vessels in their passage planning through this busy waterway. A mandatory reporting system is also in place for certain sizes and classes of vessels of 300GT and above are required to report. This reporting system also assists in identifying those ships which contravene the regulations.

**ANNEX A**

Memorandum of Understanding between DCA Guernsey  
And  
DSNA - Département Recherches et Sauvetage  
Concerning  
Search and Rescue Operations

THE DCA GUERNSEY

AND

THE CHEF DU DEPARTEMENT RECHERCHES ET SAUVETAGE

Mindful of the importance of cooperation in SAR and the delivery of fast and efficient SAR services;

Desirous of establishing mutual assistance in search and rescue operations in accordance with the principles and provisions of the Convention on International Civil Aviation signed in Chicago on December 7, 1944;

The two parties therefore agree as follows:

#### Definitions and Abbreviations

For the purposes of this Memorandum of Understanding an aircraft is considered to be in distress if the aircraft and its occupants are facing, or presumed to be facing, serious and/or imminent danger for which they require immediate assistance.

The following definitions shall apply:

**Search and Rescue (SAR):** The international acronym SAR covers all responsibility, activities or means used in the search and rescue of aircraft 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. For the purposes of this Memorandum of Understanding the relevant RCC is Cinq Mars la Pile;

**Director of Civil Aviation: (DCA):** The person responsible in respect of Guernsey and any relevant adjacent territory for the regulating the safety of international civil aviation activities;

**Search and Rescue Unit (SRU):** A mobile resource composed of trained personnel and provided with equipment suitable for the expeditious conduct of search and rescue operations. For the purposes of this Memorandum of Understanding the relevant SRUs are—

	<b>Land</b>	<b>Maritime</b>
Guernsey (including Herm and Jethou)	Guernsey Fire and Rescue Service	Guernsey Harbour Master - Maritime Rescue Co-ordination Centre
Alderney	Alderney Fire and Rescue Service	Guernsey Harbour Master - Maritime Rescue Co-ordination Centre
Sark	Sark Fire and Rescue Service	Guernsey Harbour Master - Maritime Rescue Co-ordination Centre

**Guernsey:** The Bailiwick of Guernsey including Guernsey, Alderney and Sark and their adjacent territorial seas.

### **Area of Applicability**

The provisions of this Memorandum of Understanding apply in respect of any air accident that has occurred, or which it is anticipated may occur, in the Bailiwick of Guernsey.

### **Use of Resources**

#### **Notifications**

When it is considered by an Air Traffic Control Unit or the DCA that an aircraft accident has happened or is likely to happen and that the provision of SAR is, or may be, required then the notification procedure in Annex A to this Memorandum of Understanding shall be used.

#### **Land activities**

When an air accident has occurred, or is likely to occur, on the landmass of Guernsey, the SRU is expected to provide SAR. In the event that additional SAR facilities are required, the relevant SRU may approach the RCC for assistance.

#### **Marine activities**

When an air accident has occurred, or is likely to occur, within Guernsey's territorial waters, the relevant SRU is expected to provide SAR. In the event that additional SAR facilities are required, the relevant SRU may approach the RCC for assistance.

When it is unclear as to whether the SRU or the RCC is best able and appropriate to manage the mission then SRU and RCC will agree as to which party is appropriate taking into account the location and scale of the accident.

### **Facilitation of Entry for Search and Rescue Units**

In the event that Guernsey's SRU requests assistance from the RCC then the DCA will expedite the obtaining of any necessary approvals to ensure that any units supplied as SAR provided by the RCC shall have authority to enter into or leave or land at the designated aerodromes within the Area of Applicability, without delay.

### **Deployment**

Once deployed, SAR resources shall identify themselves as SAR units and shall remain at the disposal of the requesting SRU until the operations are completed or withdrawn by the assisting centre.

Operational costs shall be borne by the organisation that provided the resources.

The SRU(s) employed shall provide the RCC with a report and any observations within a reasonable time frame of the completion of the SAR mission.

### **Liability**

The RCC shall remain liable for any units it provides to the requesting SRU.

### **Available Resources**

Each party agrees to use its best endeavours to provide resources at its disposal to assist the other in any SAR incident, if requested.

## Relations

The parties to this Memorandum of Understanding shall participate in other collaborative SAR efforts, which shall include among others:

- exchange of pertinent SAR information;
- coordination meetings, with a jointly established agenda, shall be organized between these authorities, at least once every three years;

## Entry into force, termination and amendment

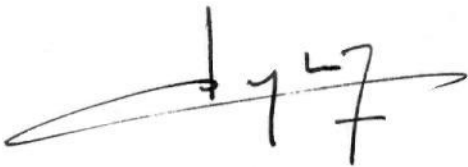
This Memorandum of Understanding shall come into effect on the date it is signed by both parties. It may be terminated by either party upon 3 months written notice to the other party.

Any amendment to this Memorandum of Understanding shall be subject to the written agreement of both parties.

## Application

This Memorandum of Understanding is not intended to create binding obligations under international law.

DSNA  
Département Recherche et Sauvetage



Date 26 January 2009.

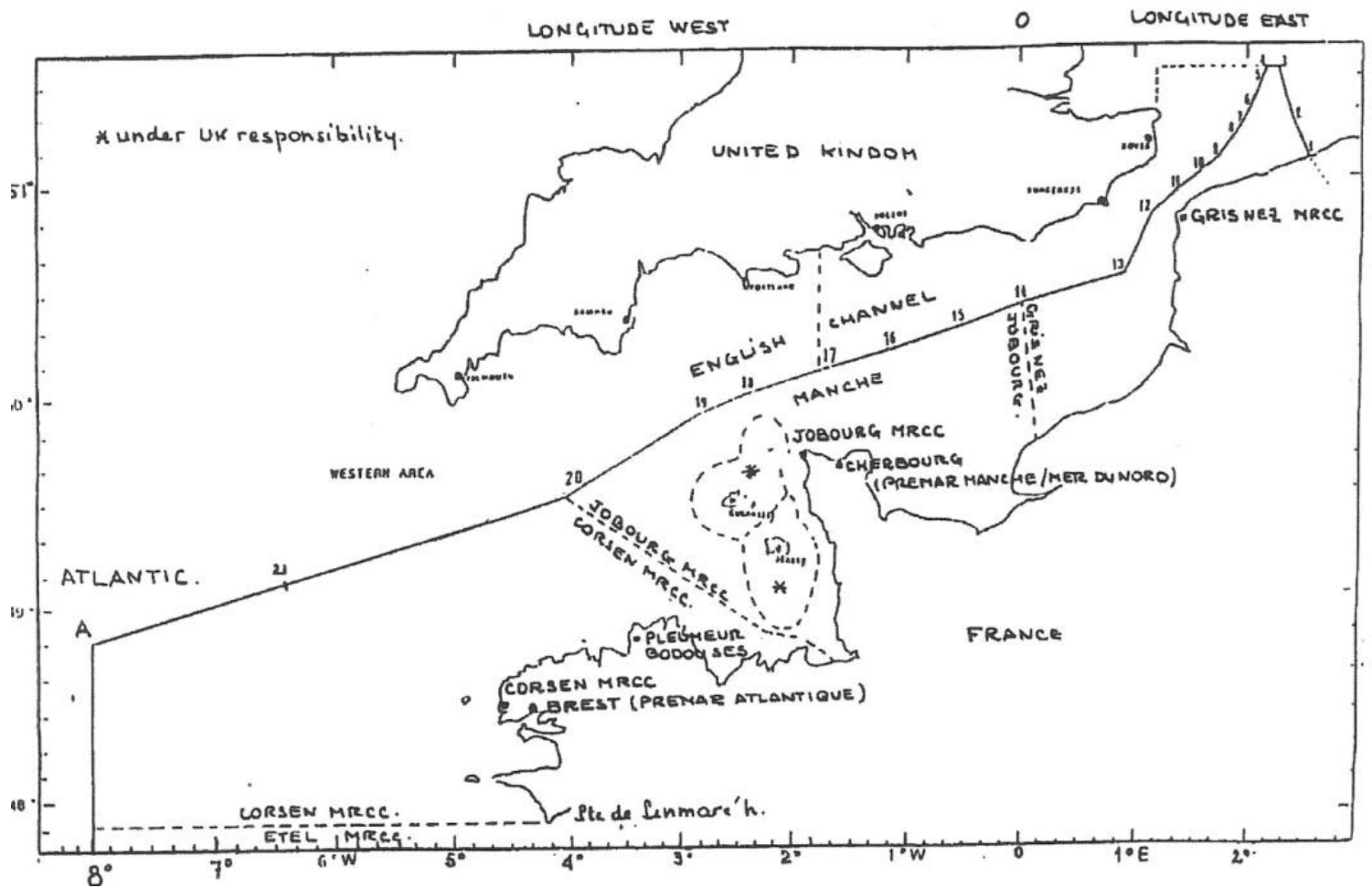
DCA - Guernsey



Date 26 January 2009

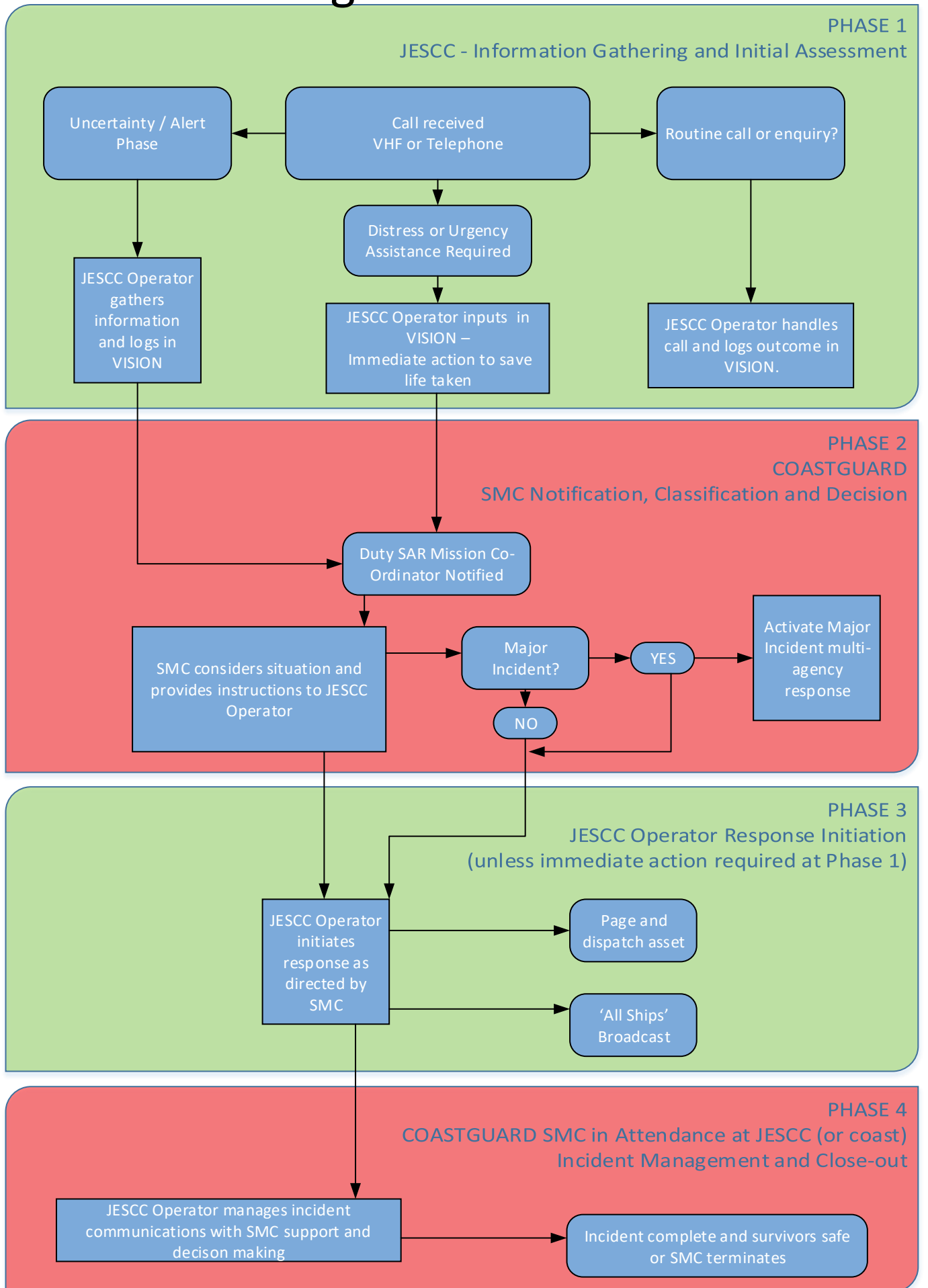


ANNEX B



Extract from IMO SAR2 Circ 6 Annex1 p 11

# Coastguard Call Phases Flow Diagram



**ANNEX D***Guernsey Search and Rescue VHF Channels*

<b>Channel</b>	<b>Mode + Simplex = (S) Duplex (D)</b>	<b>Purpose and Remarks</b>
Ch16	S	Distress and calling.
Ch73	S	Secondary emergency channel
Ch67	S	Maritime Safety Information
Ch0	S	Emergency working

*Other Bailiwick VHF Channels*

<b>Channel</b>	<b>Mode + Simplex = (S) Duplex (D)</b>	<b>Purpose and Remarks</b>
Ch12	S	Port Control
Ch10	S	Safety
Ch06	S	Ship to Ship
Ch20	D	Working Channel (Guernsey)
Ch 74	S	Working Channel (Alderney)
Ch78	D	Back up working Channel.
Ch62	D	Public correspondence.
Ch80	S	Marinas

*Other VHF Channels*

<b>Channel</b>	<b>Mode + Simplex = (S) Duplex (D)</b>	<b>Purpose and Remarks</b>
Ch13	S	Traffic reports. (France)
Ch68	S	Emergency working (France)
Ch82	D	Working Channel (Jersey)
Ch14	S	Port Control. (Jersey)

## Abbreviations used:

<b>AIS</b>	Automatic Identification System
<b>ALBs</b>	All Weather Lifeboats
<b>AFB</b>	Alderney Fire Brigade
<b>ARCC</b>	Aeronautical Rescue Co-ordination Centre
<b>ARCS</b>	Admiralty Raster Chart System
<b>ARPA</b>	Automatic Radar Plotting Aid
<b>CIAS</b>	Channel Islands Air Search
<b>CNIS</b>	Channel Navigation Information Service
<b>COIR</b>	Central Operations and Information Room
<b>DCA</b>	Director of Civil Aviation
<b>DF</b>	Direct Finding
<b>DfT</b>	Department for Transport
<b>DSC</b>	Digital Selective Calling
<b>EPIRB</b>	Emergency Position Indicating Radio Beacon
<b>ETV</b>	Emergency Towing Vessel
<b>FLIR</b>	Forward Looking Infrared
<b>FM</b>	Frequency Modulation
<b>GMDSS</b>	Global Maritime Distress and Safety System
<b>GPS</b>	Global Positioning System
<b>GSC</b>	General Services Committee , Alderney
<b>GT</b>	Gross Tonnes
<b>HF</b>	High Frequency
<b>HMCG</b>	Her Majesty's Coastguard
<b>IAMSAR</b>	International Aeronautical and Maritime Search and Rescue Manual
<b>IMO</b>	International Maritime Organisation
<b>IR</b>	Infra Red
<b>KHz</b>	Kilo-Hertz
<b>LOM</b>	Lifeboat Operations Manager
<b>MARSAR</b>	Maritime Search and Rescue
<b>MCA</b>	Maritime and Coastguard Agency
<b>MCC</b>	Mission Control Centre
<b>MF</b>	Medium Frequency
<b>MFDC</b>	Medium Frequency Digital Selective Calling
<b>MHz</b>	Mega-Hertz
<b>MIRG</b>	Maritime Incident Response Group
<b>MMSI</b>	Mobile Maritime Ship Identification
<b>MoD</b>	Ministry of Defence
<b>MoU</b>	Memorandum of Understanding
<b>MPA</b>	Maritime Patrol Aircraft
<b>MRCC</b>	Maritime Rescue Co-ordination Centre
<b>MRSC</b>	Maritime Rescue Sub-Centre
<b>MSI</b>	Maritime Safety Information
<b>NAVTEX</b>	Navigation Safety Text
<b>NVG</b>	Night Vision Goggles
<b>PSD</b>	Public Services Department Guernsey
<b>RAF</b>	Royal Air Force
<b>RCC</b>	Rescue Co-ordination Centre
<b>RN</b>	Royal Navy
<b>RNLI</b>	Royal National Lifeboat Institution
<b>SAR</b>	Search and Rescue
<b>SJAA</b>	St John Ambulance Alderney
<b>SJARS</b>	St John Ambulance and Rescue Service Guernsey
<b>SOA</b>	States of Alderney
<b>SOLAS</b>	Convention on Safety of Life at Sea (1974)
<b>SRR</b>	Search and Rescue Region
<b>SRU</b>	Search and Rescue Unit
<b>UHF</b>	Ultra-High Frequency
<b>UK</b>	United Kingdom
<b>VHF</b>	Very High Frequency
<b>VHFDC</b>	Very High Frequency Digital Selective Calling