

STATE OF KUWAIT

DIRECTORATE GENERAL OF CIVIL AVIATION
AVIATION SAFETY



دولة الكويت
الإدارة العامة للطيران المدني
سلامة الطيران

2024/07/15

2024/154/SUPDT-R/41

REGULATORY CIRCULAR (NO. 2024-07)

Subject:

Notice of Amendment to Kuwait Civil Aviation Safety Regulations KCASR (issue 4).

Purpose:

The purpose of this Regulatory Circular No. **2024-07** is to Amend KCASR 12 - SEARCH AND RESCUE (issue 4) to comply with DGCA requirements.

This Regulatory Circular No. **2024-07** is based on (NPA) No. 2024-06 dated 02/Jun/2024

Revisions:

This amendment will be included in the revision (2) of KCASR 12 - SEARCH AND RESCUE.

Regulatory Requirements:

This amendment shall apply to the following Organizations approved by the Directorate General of Civil Aviation (DGCA) or authorised to operate within the State of Kuwait:

1. Airport Operators;
2. Air Navigation Service Providers;
3. Air Operator Certificate (AOC);
4. Approved Maintenance Organizations (AMO) Holders;
5. Ground Handling Service Providers;
6. Flying Training Organizations;
7. All users of KCASRs.

Effective Date:

This new revision will be in effect from **03/Nov/2024**.

Required Action:

All users of KCASR must comply with the provisions of this amendment from the effective date.

President of Civil Aviation

Abdullah F. Alrajhi

Acting / Deputy Director General
for Aviation Safety, Air Transport & Aviation Security

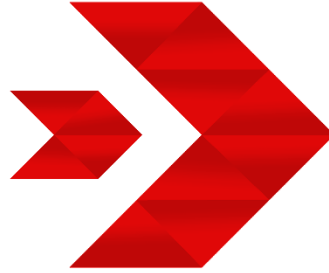


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الطيران المدني
Civil Aviation

الإدارة العامة للطيران المدني - دولة الكويت
Directorate General of Civil Aviation - State of Kuwait

Kuwait Civil Aviation Safety Regulations

KCASR 12 – SEARCH AND RESCUE



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Amendment Record

Amendment No	Date of Issue	Remarks
1	June 2018	Part Rename
2	July 2024	Based on NPA 2024-06 – Up to amendment of Annex 12 Amendment 19



CHAPTER 1 - DEFINITIONS

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

Alerting post. Any facility intended to serve as an intermediary between a person reporting an emergency and a rescue coordination centre or rescue subcentre.

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 and 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.

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

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

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

Rescue. An operation to retrieve persons in distress, provide for their initial medical or other needs, and deliver them to a place of safety.

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

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

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

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

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

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

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

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

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.



CHAPTER 2 - ORGANIZATION

2.1 Search and Rescue Services

2.1.1 Kuwait DGCA shall, individually or in cooperation with other States, arrange for the establishment and prompt provision of search and rescue services within their territories to ensure that assistance is rendered to persons in distress. 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. The State of Kuwait having accepted the responsibility to provide search and rescue services in such areas shall thereafter, individually or in cooperation with other States, arrange for the services to be established and provided in accordance with the provisions of this Regulation.

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.

2.1.1.2 Basic elements of search and rescue services shall include a legal framework, a responsible authority, organized available resources, communication facilities and a workforce skilled in coordination and operational functions.

2.1.1.3 Search and rescue services shall establish processes to improve service provision, including the aspects of planning, domestic and international cooperative arrangements and training.

2.1.2 In providing assistance to aircraft in distress and to survivors of aircraft accidents, the State of Kuwait shall do so regardless of the nationality or status of such persons or the circumstances in which such persons are found.

2.1.3 The State of Kuwait having accepted responsibility to provide search and rescue services shall use search and rescue units and other available facilities to assist any aircraft or its occupants that are or appear to be in a state of emergency.

2.1.4 Where separate aeronautical and maritime rescue coordination centers serve the same area, the State of Kuwait shall ensure the closest practicable coordination between the centers.

2.1.5 The State of Kuwait should facilitate consistency and cooperation between their aeronautical and maritime search and rescue services.

2.1.6 The State of Kuwait should establish joint rescue coordination centers to coordinate aeronautical and maritime search and rescue operations, where practical.

2.2 Search and Rescue Regions

2.2.1 The State of Kuwait shall delineate the search and rescue regions within which they will provide search and rescue services. Such regions shall not overlap and neighboring regions shall be contiguous.

Note1:- Search and rescue regions are established to ensure the provision of adequate communication infrastructure, efficient distress alert routing and proper operational coordination to effectively support search and rescue services. Neighbouring States may cooperate to establish search and rescue services within a single SAR region.

Note2:- The delineation of search and rescue regions is determined on the basis of technical and operational considerations and is not related to the delineation of boundaries between States.



2.2.1.1 Search and rescue regions should, in so far as practicable, be coincident with corresponding flight information regions and, with respect to those areas over the high seas, maritime search and rescue regions.

2.3 Rescue Coordination Centers and Rescue Sub Centers

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

Note:- The State of Kuwait may establish a rescue coordination center with an associated search and rescue region that, in accordance with regional air navigation agreement, extends over an area greater than its sovereign airspace.

2.3.2 Where all or part of the airspace of the State of Kuwait is included within a search and rescue region associated with a rescue coordination center in another State, The State of Kuwait should establish a rescue sub center subordinate to the rescue coordination center wherever this would improve the efficiency of search and rescue services within its territory.

2.3.3 Each rescue coordination center and, as appropriate, rescue sub center, shall be staffed 24 hours a day by trained personnel proficient in the use of the language used for radiotelephony communications.

2.3.4 RCC personnel involved in the conduct of radiotelephony communications should be proficient in the use of the English language.

2.3.5 In areas where public telecommunications facilities would not permit persons observing an aircraft in emergency to notify the rescue coordination center concerned directly and promptly, The State of Kuwait should designate suitable units of public or private services as alerting posts.

2.3.6 Each rescue coordination centre and, as appropriate, rescue subcentre shall maintain up-to-date contact details in the OPS Control Directory.

2.3.7 Each rescue coordination centre and, as appropriate, rescue subcentre shall subscribe and maintain access to the location of an aircraft in distress repository (LADR).

Note. Guidance on the use of the OPS Control Directory and the LADR is contained in the Manual on Global Aeronautical Distress and Safety System (GADSS) (Doc 10165).

2.4 Search and Rescue Communications

2.4.1 Each rescue coordination center shall have means of rapid and reliable two-way communication with:

- a) associated air traffic services units;
- b) associated rescue sub centers;
- c) appropriate direction-finding and position-fixing stations;
- d) where appropriate, coastal radio stations capable of alerting and communicating with surface vessels in the region;
- e) the headquarters of search and rescue units in the region;
- f) all maritime rescue coordination centers in the region and aeronautical, maritime or joint rescue coordination centers in adjacent regions;
- g) a designated meteorological office or meteorological watch office;
- h) search and rescue units;



- i) alerting posts; and
- j) the Cospas-Sarsat Mission Control Center servicing the search and rescue region.

Note:- Maritime rescue coordination centers are identified in relevant documents of the International Maritime Organization.

2.4.2 Each rescue sub center shall have means of rapid and reliable two-way communication with:

- a) adjacent rescue sub centers;
- b) a meteorological office or meteorological watch office;
- c) search and rescue units; and
- d) alerting posts.

2.5 Search and Rescue Units

2.5.1 The State of Kuwait shall designate as search and rescue units elements of public or private services suitably located and equipped for search and rescue operations.

Note:- The minimum units and facilities necessary for provision of search and rescue operations within a search and rescue region are determined by regional air navigation agreements and are specified in the appropriate Air Navigation Plan and Facilities and Services Implementation Document publications.

2.5.2 The State of Kuwait shall designate as parts of the search and rescue plan of operation, elements of public or private services that do not qualify as search and rescue units but are nevertheless able to participate in search and rescue operations.

2.6 Search and Rescue Equipment

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

2.6.2 Each search and rescue unit should have means of rapid and reliable two-way communication with other search and rescue facilities engaged in the same operation.

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

2.6.4 Each search and rescue aircraft shall be equipped with a device for homing on distress frequencies.

Note1:- Emergency locator transmitter (ELT) carriage requirements are given in KCASR 6

Note2:- Specifications for ELTs are given in KCASR 10, Volume III.

2.6.5 Each search and rescue aircraft, when used for search and rescue over maritime areas, shall be equipped to be able to communicate with vessels.

Note: Until 25 November 2026 many vessels can communicate with aircraft on 2182 kHz, 4125 kHz and 121.5 MHz. However, these frequencies, and in particular 121.5 MHz, may not be routinely monitored by vessels.

Note. As of 26 November 2026, many vessels can communicate with aircraft on 2182 kHz, 4125 kHz, 121.5 MHz and 123.1 MHz. However, these frequencies, and in particular 121.5 MHz and 123.1 MHz, may not be routinely monitored by vessels. Rather, vessels monitor Channel 16 (156.8 MHz), the international maritime distress, safety and calling frequency.



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

Note: *The International Code of Signals is published in English, French and Spanish by the International Maritime Organization as documents I994E, I995F and I996S.*

2.6.7 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 The State of Kuwait should locate, at appropriate aerodromes, survival equipment suitably packed for dropping by aircraft.

2.6.9 As of 26 November 2026, each search and rescue aircraft, when used for search and rescue over maritime areas, should carry a droppable device for measuring actual surface drift.



CHAPTER 3 - COOPERATION

3.1 Cooperation between States

- 3.1.1 The State of Kuwait shall coordinate its search and rescue organizations with those of neighboring States.
- 3.1.2 The State of Kuwait should, whenever necessary, coordinate their search and rescue operations with those of neighboring States especially when these operations are proximate to adjacent search and rescue regions.
- 3.1.2.1 The State of Kuwait should, in so far as practicable, develops common search and rescue plans and procedures to facilitate coordination of search and rescue operations with those of neighboring States.
- 3.1.3 Subject to such conditions as may be prescribed by its own authorities, The State of Kuwait shall permit immediate entry into its territory of search and 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 State who wish their search and rescue units to enter the territory of The State of Kuwait 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 center of the State of Kuwait, or to such other authority as has been designated by the State of Kuwait.
- 3.1.4.1 The authorities of The State of Kuwait 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 The State of Kuwait should enter into agreements with neighboring States to strengthen search and rescue cooperation and coordination, setting forth the conditions for entry of each other's search and 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 The State of Kuwait should authorize its rescue coordination centers to:
- a) request from other rescue coordination centers such assistance, including aircraft, vessels, persons or equipment, as may be needed;
 - b) grant any necessary permission for the entry of such aircraft, vessels, persons 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 The State of Kuwait should authorize its rescue coordination centers to provide, when requested, assistance to other rescue coordination centers, including assistance in the form of aircraft, vessels, persons or equipment.
- 3.1.8 Until 25 November 2026 the State of Kuwait should make arrangements for joint training exercises involving its search and rescue units, those of other States and operators, in order to promote search and rescue efficiency.
- 3.1.8 As of 26 November 2026 the State of Kuwait should make arrangements for joint training exercises involving their RCCs, RSCs and search and rescue units, those of other States and operators, in order to promote search and rescue efficiency.



3.1.9 The State of Kuwait should make arrangements for periodic liaison visits by personnel of its rescue coordination centers and sub-centers to the centers of neighboring States.

3.2 Cooperation with other Services

3.2.1 The State of Kuwait 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 The State of Kuwait should ensure the closest practicable coordination between the relevant aeronautical and maritime authorities to provide for the most effective and efficient search and rescue services.

3.2.3 The State of Kuwait 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.

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

3.2.5 Until 25 November 2026, the State of Kuwait shall designate a search and rescue point of contact for the receipt of Cospas-Sarsat distress data.

3.2.5 As of 26 November 2026, the State of Kuwait shall designate a 24-hour search and rescue point of contact available for the receipt and acknowledgement of Cospas-Sarsat distress alert data that ensures timely notification to the responsible RCC for the initiation of appropriate search and rescue response action

3.3 Dissemination of Information

3.3.1 The State of Kuwait shall publish and disseminate all information necessary for the entry of search and rescue units of other States into its territory or, alternatively, include this information in search and rescue service arrangements.

3.3.2 When such information could benefit the provision of search and rescue services, The State of Kuwait should make available, through the rescue coordination Centers or other agencies, information regarding their search and rescue plans of operation.

3.3.3 The State of Kuwait should, to the extent desirable and practicable, disseminate information to the general public and emergency response authorities regarding actions to be taken when there is reason to believe that an aircraft's emergency situation may become cause for public concern or require a general emergency response.



CHAPTER 4 - PREPARATORY MEASURES

4.1 Preparatory information

4.1.1 Each rescue coordination center shall have readily available at all times up-to-date information concerning the following in respect of its search and rescue region:

- a) search and rescue units, rescue sub-centers and alerting posts;
- b) air traffic services units;
- c) means of communication that may be used in search and rescue operations;
- d) addresses and telephone numbers of all operators, or their designated representatives, engaged in operations in the region; and
- e) any other public and private resources including medical and transportation facilities that are likely to be useful in search and rescue.

4.1.2 Each rescue coordination center should have readily available all other information of interest to search and rescue, including information regarding:

- a) the locations, call signs, hours of watch, and frequencies of all radio stations likely to be employed in support of search and rescue operations;
- b) the locations and hours of watch of services keeping radio watch, and the frequencies guarded;
- c) locations where supplies of droppable emergency and survival equipment are stored; and
- d) objects which it is known might be mistaken for unlocated or unreported wreckage, particularly if viewed from the air.
- e) as of 26 November 2026, the position, course and speed of aircraft that may be able to provide assistance to aircraft in distress; and
- f) as of 26 November 2026, where the search and rescue region includes maritime areas, the position, course and speed of ships that may be able to provide assistance to aircraft in distress.

4.1.3 Until 25 November 2026 each rescue coordination center whose search and rescue region includes maritime areas should have ready access to information regarding the position, course and speed of ships within such areas that may be able to provide assistance to aircraft in distress and information on how to contact them.

Note: *This information may either be kept in the rescue coordination centers or be readily accessible.*

Note: *Paragraph 4.1.3 and the accompanying Note will be deleted as of 26 November 2026.*

4.1.4 The State of Kuwait should, individually or in cooperation with other States, either establish ship reporting systems in cooperation with maritime authorities or arrange communication links with Amver or regional ship reporting systems to facilitate search and rescue operations at sea.

Note:- *Amver is a cooperative international ship reporting system with worldwide coverage that is available for interrogation by all rescue coordination centers. A number of Contracting States also operate regional ship reporting systems.*



4.2 Plans of Operation

- 4.2.1 Each rescue coordination center shall prepare detailed plans of operation for the conduct of search and rescue operations within its search and rescue region.
- 4.2.2 Search and rescue plans of operations should be developed jointly with representatives of the operators and other public or private services that may assist in providing search and rescue services or benefit from them, taking into account that the number of survivors could be large.
- 4.2.3 The plans of operation shall specify arrangements for the servicing and refueling, to the extent possible, of aircraft, vessels and vehicles employed in search and rescue operations, including those made available by other States.
- 4.2.4 The search and rescue plans of operation shall contain details regarding actions to be taken by those persons engaged in search and rescue, including:
- a) the manner in which search and rescue operations are to be conducted in the search and rescue region;
 - b) the use of available communication systems and facilities;
 - c) the actions to be taken jointly with other rescue coordination centres;
 - d) the methods of alerting en-route aircraft and ships at sea;
 - e) the duties and prerogatives of persons assigned to search and rescue;
 - f) the possible redeployment of equipment that may be necessitated by meteorological or other conditions;
 - g) the methods for obtaining essential information relevant to search and rescue operations, such as weather reports and forecasts, appropriate NOTAM, etc.;
 - h) the methods for obtaining, from other rescue coordination centers, such assistance, including aircraft, vessels, persons or equipment, as may be needed;
 - i) as of 26 November 2026, the methods for obtaining approval to allow search and rescue units from an assisting State to enter into the territory of the State of the RCC;
 - j) the methods for assisting distressed aircraft being compelled to ditch to rendezvous with surface craft;
 - k) the methods for assisting search and rescue or other aircraft to proceed to aircraft in distress; and
 - l) cooperative actions taken in conjunction with air traffic services units and other authorities concerned to assist aircraft known or believed to be subject to unlawful interference.
- 4.2.5 Search and rescue plans of operation should be integrated with airport emergency plans to provide for rescue services in the vicinity of aerodromes including, for coastal aerodromes, areas of water.

4.3 Search and Rescue Units

- 4.3.1 Each search and rescue unit shall:
- a) be cognizant of all parts of the plans of operation prescribed in 4.2 that are necessary for the effective conduct of its duties; and
 - b) keep the rescue coordination center informed of its preparedness.



4.3.2 The State of Kuwait shall:

- a) maintain in readiness the required number of search and rescue facilities; and
- b) maintain adequate supplies of rations, medical stores, signalling devices and other survival and rescue equipment.

4.4 Training and Exercises

Until 25 November 2026 to achieve and maintain maximum efficiency in search and rescue. The State of Kuwait shall provide for regular training of its search and rescue personnel and arrange appropriate search and rescue exercises.

As of 26 November 2026, to achieve and maintain maximum efficiency in search and rescue, Contracting States shall provide for regular training and exercises for of their search and rescue personnel, which include both land and maritime environments as appropriate, containing both search and rescue elements, remote from an aerodrome.

4.5 Wreckage (Applicable until 25 November 2026)

The State of Kuwait should ensure that wreckage resulting from aircraft accidents within its territory or, in the case of accidents on the high seas or in areas of undetermined sovereignty, within the search and rescue regions for which it is responsible, is removed, obliterated or charted following completion of the accident investigation, if its presence might constitute a hazard or confuse subsequent search and rescue operations.

4.5 Accident sites and wreckage (Applicable as of 26 November 2026)

4.5.1 Contracting States shall ensure that search and rescue personnel that may be required to respond to an aircraft accident site are trained in the management of related occupational health risks.

Note. Guidance related to effective occupational health practices at aircraft accident sites is contained in the Manual of Aircraft Accident and Incident Investigation, Part I – Organization and Planning (Doc 9756) and Circular 315 – Hazards at Aircraft Accident Sites.

4.5.2 The State of Kuwait should ensure that wreckage resulting from aircraft accidents within its territory or, in the case of accidents on the high seas or in areas of undetermined sovereignty, within the search and rescue regions for which it is responsible, is removed, obliterated or charted following completion of the accident investigation, if its presence might constitute a hazard or confuse subsequent search and rescue operations.



CHAPTER 5 - OPERATING PROCEDURES

5.1 Information Concerning Emergencies

- 5.1.1 Any authority or any element of the search and rescue organization having reason to believe that an aircraft is in an emergency shall give immediately all available information to the rescue coordination center concerned.
- 5.1.2 Rescue coordination centers shall, immediately upon receipt of information concerning aircraft in emergency, evaluate such information and assess the extent of the operation required.
- 5.1.3 When information concerning aircraft in emergency is received from other sources than air traffic services units, the rescue coordination center shall determine to which emergency phase the situation corresponds and shall apply the procedures applicable to that phase.

5.2 Procedures for Rescue Coordination Centers during Emergency Phases

5.2.1 Uncertainty phase

Upon the occurrence of an uncertainty phase, the rescue coordination center shall cooperate to the utmost with air traffic services units and other appropriate agencies and services in order that incoming reports may be speedily evaluated.

5.2.2 Alert phase

Upon the occurrence of an alert phase the rescue coordination center shall immediately alert search and rescue units and initiate any necessary action.

5.2.3 Distress phase

Upon the occurrence of a distress phase, the rescue coordination center shall:

- a) immediately initiate action by search and rescue units in accordance with the appropriate plan of operation;
- b) ascertain the position of the aircraft, estimate the degree of uncertainty of this position, and, on the basis of this information and the circumstances, determine the extent of the area to be searched;
- c) notify the operator, where possible, and keep the operator informed of developments;
- d) notify other rescue coordination centers, the help of which seems likely to be required, or which may be concerned in the operation;
- e) notify the associated air traffic services unit, when the information on the emergency has been received from another source;
- f) request at an early stage such aircraft, vessels, coastal stations and other services not specifically included in the appropriate plan of operation and able to assist to:
 - 1) maintain a listening watch for transmissions from the aircraft in distress, survival radio equipment or an ELT;

Note: *Until 25 November 2026 the frequencies contained in the specifications for ELTs given in ICAO KCASR 10, Volume III, are 121.5 MHz and 406 MHz.*



Note. As of 26 November 2026, the frequencies contained in the specifications for ELTs given in Annex 10, Volume III, are 121.5 MHz and 406.0 to 406.1 MHz. The Cospas-Sarsat 406 MHz channel assignment plan is contained in Cospas-Sarsat Document C/S T.012.

- 2) assist the aircraft in distress as far as practicable; and
- 3) inform the rescue coordination center of any developments;
- g) from the information available, draw up a detailed plan of action for the conduct of the search and/or rescue operation required and communicate such plan for the guidance of the authorities immediately directing the conduct of such an operation;
- h) amend as necessary, in the light of evolving circumstances, the detailed plan of action;
- i) notify the appropriate accident investigation authorities; and
- j) notify the State of Registry of the aircraft. The order in which these actions are described shall be followed unless circumstances dictate otherwise.

5.2.4 Initiation of search and rescue action in respect of an aircraft whose position is unknown In the event that an emergency phase is declared in respect of an aircraft whose position is unknown and may be in one of two or more search and rescue regions, the following shall apply:

- a) When a rescue coordination center is notified of the existence of an emergency phase and is unaware of other centers taking appropriate action, it shall assume responsibility for initiating suitable action in accordance with 5.2 and confer with neighboring rescue coordination centers with the objective of designating one rescue coordination center to assume responsibility forthwith.
- b) Unless otherwise decided by common agreement of the rescue coordination centers concerned, the rescue coordination center to coordinate search and rescue action shall be the center responsible for:
 - the region in which the aircraft last reported its position; or
 - the region to which the aircraft was proceeding when its last reported position was on the line separating two search and rescue regions; or
 - the region to which the aircraft was destined when it was not equipped with suitable two-way radio communication or not under obligation to maintain radio communication; or
 - the region in which the distress site is located as identified by the Cospas-Sarsat system.
- c) After declaration of the distress phase, the rescue coordination center with overall coordination responsibility shall inform all rescue coordination centers that may become involved in the operation of all the circumstances of the emergency and subsequent developments. Likewise, all rescue coordination centers becoming aware of any information pertaining to the emergency shall inform the rescue coordination center that has overall responsibility.

5.2.5 Passing of information to aircraft in respect of which an emergency phase has been declared Whenever applicable, the rescue coordination center responsible for search and rescue action shall forward to the air traffic services unit serving the flight information region in which the aircraft is operating, information of the search



and rescue action initiated, in order that such information can be passed to the aircraft.

5.3 Procedures where Responsibility for Operations Extends to Two or more States

Where the conduct of operations over the entire search and rescue region is the responsibility of more than one state, each involved state shall take action in accordance with the relevant plan of operations when so requested by the rescue coordination center of the region.

5.4 Procedures for Authorities in the Field

The authorities immediately directing the conduct of operations or any part thereof shall:

- a) give instructions to the units under their direction and inform the rescue coordination center of such instructions; and
- b) keep the rescue coordination center informed of developments.

5.5 Procedures for Rescue Coordination Centers — Termination and Suspension of Operations

5.5.1 Search and rescue operations shall continue, when practicable, until all survivors are delivered to a place of safety or until all reasonable hope of rescuing survivors has passed.

5.5.2 The responsible rescue coordination center shall normally be responsible for determining when to discontinue search and rescue operations.

Note:- The state of Kuwait may require input from other appropriate state authorities in the decision-making process leading to termination of SAR operations.

5.5.3 When a search and rescue operation has been successful or when a rescue coordination center considers, or is informed, that an emergency no longer exists, the emergency phase shall be cancelled, the search and rescue operation shall be terminated and any authority, facility or service that has been activated or notified shall be promptly informed.

5.5.4 If a search and rescue operation becomes impracticable and the rescue coordination center concludes that there might still be survivors, the center shall temporarily suspend on-scene activities pending further developments and shall promptly inform any authority, facility or service which has been activated or notified. Relevant information subsequently received shall be evaluated and search and rescue operations resumed when justified and practicable.

5.6 Procedures at the Scene of an Accident

5.6.1 When multiple facilities are engaged in search and rescue operations on-scene, the rescue coordination center or rescue sub-center shall designate one or more units on-scene to coordinate all actions to help ensure the safety and effectiveness of air and surface operations, taking into account facility capabilities and operational requirements.



- 5.6.2 When a pilot-in-command observes that either another aircraft or a surface craft is in distress, the pilot shall, if possible and unless considered unreasonable or unnecessary:
- a) keep the craft in distress in sight until compelled to leave the scene or advised by the rescue coordination center that it is no longer necessary;
 - b) determine the position of the craft in distress;
 - c) as appropriate, report to the rescue coordination center or air traffic services unit as much of the following information as possible:
 - type of craft in distress, its identification and condition;
 - its position, expressed in geographical or grid coordinates or in distance and true bearing from a distinctive landmark or from a radio navigation aid;
 - time of observation expressed in hours and minutes Coordinated Universal Time (UTC);
 - number of persons observed;
 - whether persons have been seen to abandon the craft in distress;
 - as of 26 November 2026, whether any distress signals, including distress beacon transmissions, have been received or observed;
 - on-scene weather conditions;
 - apparent physical condition of survivors;
 - until 25 November 2026, apparent best ground access route to the distress site; and
 - as of 26 November 2026, apparent best ground access route to the distress scene; and
 - as of 26 November 2026, position and description of any other craft in the area that may assist; and
 - d) act as instructed by the rescue coordination center or the air traffic services unit.
- 5.6.2.1 Until 25 November 2026, if the first aircraft to reach the scene of an accident is not a search and rescue aircraft, it shall take charge of on-scene activities of all other aircraft subsequently arriving until the first search and rescue aircraft reaches the scene of the accident. If, in the meantime, such aircraft is unable to establish communication with the appropriate rescue coordination center or air traffic services unit, it shall, by mutual agreement, hand over to an aircraft capable of establishing and maintaining such communications until the arrival of the first search and rescue aircraft.
- 5.6.2.1 As of 26 November 2026, if the first aircraft to reach the distress scene is not a search and rescue aircraft, it shall take charge of on-scene activities of all other aircraft subsequently arriving until the first search and rescue aircraft reaches the distress scene. If, in the meantime, such aircraft is unable to establish communication with the appropriate rescue coordination center or air traffic services unit, it shall, by mutual agreement, hand over to an aircraft capable of establishing and maintaining such communications until the arrival of the first search and rescue aircraft.



5.6.3 When it is necessary for an aircraft to convey information to survivors or surface rescue units, and two-way communication is not available, it shall, if practicable, drop communication equipment that would enable direct contact to be established, or convey the information by dropping a hard copy message.

5.6.4 When a ground signal has been displayed, the aircraft shall indicate whether the signal has been understood or not by the means described in 5.6.3 or, if this is not practicable, by making the appropriate visual signal.

5.6.5 When it is necessary for an aircraft to direct a surface craft to the place where an aircraft or surface craft is in distress, the aircraft shall do so by transmitting precise instructions by any means at its disposal. If no radio communication can be established, the aircraft shall make the appropriate visual signal.

Note: Air-to-surface and surface-to-air visual signals are published in Volume III of ICAO Doc 9731.

5.6.5 When it is necessary for an aircraft to direct a surface craft to the place where an aircraft or surface craft is in distress, the aircraft shall do so by transmitting precise instructions by any means at its disposal. If no radio communication can be established, the aircraft shall make the appropriate visual signal.

Note. Until 25 November 2026, air-to-surface and surface-to-air visual signals are published in Volume III of Doc 9731.

Note. As of 26 November 2026, air-to-surface and surface-to-air visual signals are published in the Appendix and in the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual, Volume III — Mobile Facilities (Doc 9731).

5.6.6 As of 26 November 2026, when carrying a device for measuring actual surface drift in accordance with 2.6.9, a search and rescue aircraft should drop the device as soon as it reaches the scene of an accident.

Note. The deployment of such devices will assist with search area planning accuracy and, therefore, minimize search times.

5.7 Procedures for a Pilot-in-Command Intercepting a Distress Transmission (Applicable until 25 November 2026)

Whenever a distress transmission is intercepted by a pilot-in-command of an aircraft, the pilot shall, if feasible:

- a) acknowledge the distress transmission;
- b) record the position of the craft in distress if given;
- c) take a bearing on the transmission;
- d) inform the appropriate rescue coordination center or air traffic services unit of the distress transmission, giving all available information; and
- e) at the pilot's discretion, while awaiting instructions, proceed to the position given in the transmission.



5.7 Procedures for a Pilot-in-Command Intercepting a Distress Transmission (Applicable as of 27 November 2026)

5.7.1 Whenever a distress transmission is intercepted by a pilot-in-command of an aircraft, the pilot shall, if feasible:

- a) acknowledge the distress transmission;
- b) record the position of the craft in distress if given;
- c) take a bearing on the transmission;
- d) inform the appropriate rescue coordination center or air traffic services unit of the distress transmission, giving all available information; and
- e) at the pilot's discretion, while awaiting instructions, proceed to the position given in the transmission.
- d) inform the appropriate rescue coordination centre or air traffic services unit of the distress transmission, giving all available information;
- e) at the pilot's discretion, while awaiting instructions, proceed to the distress position; and
- f) attempt to establish communications with the person(s) in distress.

5.7.2 Whenever a pilot monitors 121.5 MHz, and intercepts a transmission from a distress beacon, the pilot shall also:

- a) record, and report as soon as possible, the position where the transmission was first received;
- b) not alter any settings for squelch on the aircraft's radio; and
- c) if feasible, continue to monitor the frequency until such time as the signal ceases, and inform the appropriate rescue coordination centre or air traffic services unit of such.

Note. Retaining the existing settings for squelch from the time the transmission is first received until the signal ceases provides rescue coordination centres with the most accurate potential location of the distress beacon.

5.8 Search and Rescue Signals

5.8.1 The air-to-surface and surface-to-air visual signals in the Appendix shall, when used, have the meaning indicated therein. They shall be used only for the purpose indicated and no other signals likely to be confused with them shall be used.

5.8.2 Upon observing any of the signals in the Appendix, aircraft shall take such action as may be required by the interpretation of the signal given in that Appendix.

5.9 Maintenance of Records

5.9.1 Each rescue coordination center should keep a record of the operational efficiency of the search and rescue organization in its region.

5.9.2 Each rescue coordination center should prepare appraisals of actual search and rescue operations in its region. These appraisals should comprise any pertinent



remarks on the procedures used and on the emergency and survival equipment, and any suggestions for improvement of those procedures and equipment. Those appraisals which are likely to be of interest to other States should be submitted to ICAO for information and dissemination as appropriate.



APPENDIX. SEARCH AND RESCUE SIGNALS

(Note. See Chapter 5, 5.8 of this KCASR)

1. Signals with Surface Craft

1.1 The following maneuvers performed in sequence by an aircraft mean that the aircraft wishes to direct a surface craft towards an aircraft or a surface craft in distress:

- a) circling the surface craft at least once;
- b) crossing the projected course of the surface craft close ahead at low altitude and:
 - 1) rocking the wings; or
 - 2) opening and closing the throttle; or
 - 3) changing the propeller pitch.

Note: *Due to high noise level on board surface craft, the sound signals in 2) and 3) may be less effective than the visual signal in 1) and are regarded as alternative means of attracting attention.*

- c) heading in the direction in which the surface craft is to be directed. Repetition of such maneuvers has the same meaning.

1.2 The following maneuvers by an aircraft means that the assistance of the surface craft to which the signal is directed is no longer required:

- crossing the wake of the surface craft close astern at a low altitude and:
- 1) rocking the wings; or
 - 2) opening and closing the throttle; or
 - 3) changing the propeller pitch.

Note: *The following replies may be made by surface craft to the signal in 1.1:*

— *for acknowledging receipt of signals:*

- 1) *the hoisting of the “code pennant” (vertical red and white stripes) close up (meaning understood);*
- 2) *the flashing of a succession of “T’s” by signal lamp in the Morse code;*
- 3) *the changing of heading to follow the aircraft.*

— *for indicating inability to comply:*

- 1) *the hoisting of the international flag “N” (a blue and white checkered square);*
- 2) *the flashing of a succession of “N’s” in the Morse code.*

Note:- *See Note following 1.1 b), 3).*



2. Ground-Air Visual Signal Code

2.1 Ground-air visual signal code for use by survivors.

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

2.2 Ground-air visual signal code for use by rescue units.

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



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

Note1:- Symbols may be formed by any means such as:

strips of fabric, parachute material, pieces of wood, stones or such like material; marking the surface by tramping, or staining with oil.

Note2:- Attention to the above signals may be attracted by other means such as radio, flares, smoke and reflected light.

3. Air-to-Ground Signals

3.1 The following signals by aircraft mean that the ground signals have been understood:

a) during the hours of daylight:

— by rocking the aircraft's wings;

b) during the hours of darkness:

— flashing on and off twice the aircraft's landing lights or, if not so equipped, by switching on and off twice its navigation lights.

3.2 Lack of the above signal indicates that the ground signal is not understood.

Affected Pages from Last Update

#	Page	Amendment
1.	4	[TABLE] 2 July 2024 Based on NPA 2024-06 – Up to amendment of Annex 12 Amendment 19
2.	7	Each rescue coordination centre and, as appropriate, rescue subcentre shall maintain up-to-date contact details in the OPS Control Directory.
3.	7	Each rescue coordination centre and, as appropriate, rescue subcentre shall subscribe and maintain access to the location of an aircraft in distress repository (LADR).
4.	7	Note. Guidance on the use of the OPS Control Directory and the LADR is contained in the Manual on Global Aeronautical Distress and Safety System (GADSS) (Doc 10165).
5.	8	Note:- Until 25 November 2026 m Many vessels can communicate with aircraft on 2182 kHz, 4125 kHz and 121.5 MHz. However, these frequencies, and in particular 121.5 MHz, may not be routinely monitored by vessels.
6.	8	Note. As of 26 November 2026, many vessels can communicate with aircraft on 2182 kHz, 4125 kHz, 121.5 MHz and 123.1 MHz. However, these frequencies, and in particular 121.5 MHz and 123.1 MHz, may not be routinely monitored by vessels. Rather, vessels monitor Channel 16 (156.8 MHz), the international maritime distress, safety and calling frequency.
7.	9	Note:- The International Code of Signals is published in English, French and Spanish by the International Maritime Organization as documents I994E, I995F and I996S.
8.	9	As of 26 November 2026, each search and rescue aircraft, when used for search and rescue over maritime areas, should carry a droppable device for measuring actual surface drift.
9.	10	Until 25 November 2026 t he State of Kuwait should make arrangements for joint training exercises involving its search and rescue units, those of other States and operators, in order to promote search and rescue efficiency.
10.	10	As of 26 November 2026 the State of Kuwait should make arrangements for joint training exercises involving their RCCs, RSCs and search and rescue units, those of other States and operators, in order to promote search and rescue efficiency.
11.	11	Until 25 November 2026, t he State of Kuwait shall designate a search and rescue point of contact for the receipt of Cospas-Sarsat distress data.
12.	11	As of 26 November 2026, the State of Kuwait shall designate a 24-hour search and rescue point of contact available for the receipt and acknowledgement of Cospas-Sarsat distress alert data that ensures timely notification to the responsible RCC for the initiation of appropriate search and rescue response action
13.	12	as of 26 November 2026, the position, course and speed of aircraft that may be able to provide assistance to aircraft in distress; and
14.	12	as of 26 November 2026, where the search and rescue region includes maritime areas, the position, course and speed of ships that may be able to provide assistance to aircraft in distress.
15.	12	Until 25 November 2026 E ach rescue coordination center whose search and rescue region includes maritime areas should have ready access to information regarding the position, course and speed of ships within such areas that may be able to provide assistance to aircraft in distress and information on how to contact them.
16.	12	Note:- This information may either be kept in the rescue coordination centers or be readily accessible.
17.	12	Note: Paragraph 4.1.3 and the accompanying Note will be deleted as of 26 November 2026.
18.	13	The search and rescue plans of operation should shall contain details regarding actions to be taken by those persons engaged in search and rescue, including:
19.	13	as of 26 November 2026, the methods for obtaining approval to allow search and rescue units from an assisting State to enter into the territory of the State of the RCC;
20.	13	i) the methods for assisting distressed aircraft being compelled to ditch to rendezvous with surface craft;
21.	13	j) the methods for assisting search and rescue or other aircraft to proceed to aircraft in distress; and

#	Page	Amendment
22.	14	<u>Until 25 November 2026, Itto achieve and maintain maximum efficiency in search and rescue. The State of Kuwait shall provide for regular training of its search and rescue personnel and arrange appropriate search and rescue exercises.</u>
23.	14	<u>As of 26 November 2026, to achieve and maintain maximum efficiency in search and rescue, Contracting States shall provide for regular training and exercises for of their search and rescue personnel, which include both land and maritime environments as appropriate, containing both search and rescue elements, remote from an aerodrome.</u>
24.	14	4.5 Wreckage <u>(Applicable until 25 November 2026)</u>
25.	14	<u>4.5 Accident sites and wreckage (Applicable as of 26 November 2026)</u>
26.	14	<u>Contracting States shall ensure that search and rescue personnel that may be required to respond to an aircraft accident site are trained in the management of related occupational health risks.</u>
27.	14	<u>Note. Guidance related to effective occupational health practices at aircraft accident sites is contained in the Manual of Aircraft Accident and Incident Investigation, Part I – Organization and Planning (Doc 9756) and Circular 315 – Hazards at Aircraft Accident Sites.</u>
28.	14	<u>The State of Kuwait should ensure that wreckage resulting from aircraft accidents within its territory or, in the case of accidents on the high seas or in areas of undetermined sovereignty, within the search and rescue regions for which it is responsible, is removed, obliterated or charted following completion of the accident investigation, if its presence might constitute a hazard or confuse subsequent search and rescue operations.</u>
29.	15	Note:- <u>Until 25 November 2026, Ithe frequencies contained in the specifications for ELTs given in ICAO KCASR 10, Volume III, are 121.5 MHz and 406 MHz.</u>
30.	16	<u>Note. As of 26 November 2026, the frequencies contained in the specifications for ELTs given in Annex 10, Volume III, are 121.5 MHz and 406.0 to 406.1 MHz. The Cospas-Sarsat 406 MHz channel assignment plan is contained in Cospas-Sarsat Document C/S T.012.</u>
31.	18	<u>— as of 26 November 2026, whether any distress signals, including distress beacon transmissions, have been received or observed;</u>
32.	18	<u>— until 25 November 2026, apparent best ground access route to the distress site; and</u>
33.	18	<u>— as of 26 November 2026, apparent best ground access route to the distress scene; and</u>
34.	18	<u>— as of 26 November 2026, position and description of any other craft in the area that may assist; and</u>
35.	18	<u>Until 25 November 2026, Itif the first aircraft to reach the scene of an accident is not a search and rescue aircraft, it shall take charge of on-scene activities of all other aircraft subsequently arriving until the first search and rescue aircraft reaches the scene of the accident. If, in the meantime, such aircraft is unable to establish communication with the appropriate rescue coordination center or air traffic services unit, it shall, by mutual agreement, hand over to an aircraft capable of establishing and maintaining such communications until the arrival of the first search and rescue aircraft.</u>
36.	18	<u>As of 26 November 2026, if the first aircraft to reach the distress scene is not a search and rescue aircraft, it shall take charge of on-scene activities of all other aircraft subsequently arriving until the first search and rescue aircraft reaches the distress scene. If, in the meantime, such aircraft is unable to establish communication with the appropriate rescue coordination center or air traffic services unit, it shall, by mutual agreement, hand over to an aircraft capable of establishing and maintaining such communications until the arrival of the first search and rescue aircraft.</u>
37.	19	When it is necessary for an aircraft to convey information to survivors or surface rescue units, and two-way communication its is not available, it shall, if practicable, drop communication equipment that would enable direct contact to be established, or convey the information by dropping a hard copy message.
38.	19	Note:- Air-to-surface and surface-to-air visual signals are published in Volume III of ICAO Doc 9731.
39.	19	<u>When it is necessary for an aircraft to direct a surface craft to the place where an aircraft or surface craft is in distress, the aircraft shall do so by transmitting precise instructions by any means at its disposal. If no radio communication can be established, the aircraft shall make the appropriate visual signal.</u>
40.	19	<u>Note. Until 25 November 2026, air-to-surface and surface-to-air visual signals are published in Volume III of Doc 9731.</u>
41.	19	<u>Note. As of 26 November 2026, air-to-surface and surface-to-air visual signals are published in the Appendix and in the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual, Volume III — Mobile Facilities (Doc 9731).</u>

#	Page	Amendmant
42.	19	As of 26 November 2026, when carrying a device for measuring actual surface drift in accordance with 2.6.9, a search and rescue aircraft should drop the device as soon as it reaches the scene of an accident.
43.	19	Note. The deployment of such devices will assist with search area planning accuracy and, therefore, minimize search times.
44.	19	5.7 Procedures for a Pilot-in-Command Intercepting a Distress Transmission (Applicable until 25 November 2026)
45.	20	5.7 Procedures for a Pilot-in-Command Intercepting a Distress Transmission (Applicable as of 27 November 2026)
46.	20	Whenever a distress transmission is intercepted by a pilot-in-command of an aircraft, the pilot shall, if feasible:
47.	20	acknowledge the distress transmission;
48.	20	record the position of the craft in distress if given;
49.	20	take a bearing on the transmission;
50.	20	inform the appropriate rescue coordination center or air traffic services unit of the distress transmission, giving all available information; and
51.	20	at the pilot's discretion, while awaiting instructions, proceed to the position given in the transmission.
52.	20	inform the appropriate rescue coordination centre or air traffic services unit of the distress transmission, giving all available information;
53.	20	at the pilot's discretion, while awaiting instructions, proceed to the distress position; and
54.	20	attempt to establish communications with the person(s) in distress.
55.	20	Whenever a pilot monitors 121.5 MHz, and intercepts a transmission from a distress beacon, the pilot shall also:
56.	20	record, and report as soon as possible, the position where the transmission was first received;
57.	20	not alter any settings for squelch on the aircraft's radio; and
58.	20	if feasible, continue to monitor the frequency until such time as the signal ceases, and inform the appropriate rescue coordination centre or air traffic services unit of such.
59.	20	Note. Retaining the existing settings for squelch from the time the transmission is first received until the signal ceases provides rescue coordination centres with the most accurate potential location of the distress beacon.