

GEN 3.6 Search and Rescue

1. Responsible services

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

Contact address:

Defence Command
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AFS: EKMCYCYX

JRCC Denmark is operated by Royal Danish Air Force and Royal Danish Navy. The responsible authority is the Ministry of Transport in collaboration with the Ministry of Defence and the Ministry of Justice.

JRCC Denmark has been appointed as the Danish point of contact for the COSPAS-SARSAT System, and as such maintains the national register for Denmark, Greenland and the Faroe Islands of all registered 406 MHz emergency beacons.

2. Applicable documents:

a. ICAO SAR documents:

- Annex 12, SEARCH AND RESCUE.
- DOC 7030, REGIONAL SUPPLEMENTARY PROCEDURES FOR ALERTING AND SEARCH AND RESCUE SERVICES applicable in the EUM region.
- DOC 7333-an/859, SEARCH AND RESCUE MANUAL.

b. Applicable national document:

- SAR handbook Denmark (Danish language only)

c. Applicable NATO document:

- ATP-10 (D), Search and Rescue

3. Area of responsibility

ICAO prescribes in general that the aeronautical SRR boundaries coincide with FIR boundaries. The SRR boundaries to Great Britain in the North Sea, and Germany in the North Sea and Baltic Sea have been modified by bilateral agreements. Under these agreements, the SRR boundaries to Great Britain and Germany will not follow the FIR boundary, but instead they are coincident with the median line.
(See page GEN 3-6-5).

4. Types of services

SAR aircraft will normally be stationed as follows:

Aalborg Airbase:	EH-101	Helicopter (HEL-H)
Skrydstrup Airbase:	EH-101	Helicopter (HEL-H)
Roskilde Airport:	EH-101	Helicopter (HEL-H)

SAR Helicopter state of Readiness is:

Between 0500 and 2000 UTC: 15 MIN.

Between 2000 and 0500 UTC: 30 MIN.

Aalborg Airbase:	C-130	Very Long Range
Aalborg Airbase:	CL-604	Very Long Range

C-130/CL-604 are only available on aircraft availability basis.

Other rescue facilities as depicted on Search and Rescue Chart.

5. SAR Agreements:

Agreements on cooperation within Search and Rescue have been signed between Denmark and:

- Sweden
- Poland
- Great Britain
- Germany and
- Norway

The agreements include provision for pooling of SAR facilities.

Request for entry of aircraft, equipment and personnel from other states to engage in search for aircraft in distress or to rescue survivors of aircraft accidents should be transmitted to the rescue coordination centre.

Instructions as to the control which will be exercised on entry of such aircraft and/or personnel will be given by the rescue coordination centre.

6. Conditions of availability

JRCC directs and coordinates the search and rescue service to aircraft and collaborates herein with the police, the private rescue corps, and the Civil Defence Corps.

The rescue helicopters are dedicated for SAR operations with specialised equipment and trained crews.

The Very Long Range aircraft (C-130/CL-604) are transport aircraft, but are adapted for SAR purpose with equipment and trained crews.

7. Procedures and signals used

Search and rescue procedures used by rescue units will be in accordance with ICAO DOC 7333-AN/859, SEARCH AND RESCUE MANUAL and NATO ATP-10 (D).

Exchange of distress messages within Danish search and rescue region are handled in accordance with the provisions of ICAO, ANNEX 10.

For communication during search and rescue operations, the codes and abbreviations published in ICAO DOC 8400 and NATO ATP-10 (D) are used.

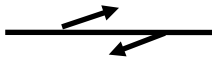

SIGNALS TO BE USED BY SURVIVORS

Nr.	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	↑

Instructions for use:

- 1: Make signals not less than 8 ft (2,5 m)
- 2: Take care to lay out signals exactly as shown
- 3: Provide as much colour contrast as possible between signals and background
- 4: Make every effort to attract attention by other means such as radio, flares, smoke, reflected light.

SIGNALS TO BE USED BY RESCUE PATROLS

Nr.	Message	Code symbol
1.	Operation completed	L L L
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	X X
5.	Have divided into 2 groups each proceeding in direction indicated	
6.	Information received that aircraft is in this direction	
7.	Nothing found. Will continue to search	N N