

CHAPTER 90

SEARCH AND RESCUE EMERGENCY PROCEDURES

90.1	SEARCH AND RESCUE (SAR)	Pg.	90-1
90.11	POLICIES	Pg.	90-1
90.12	GENERAL PROCEDURES	Pg.	90-1
90.13	AIRCRAFT ACCIDENT PROCEDURES	Pg.	90-3

90.1 SEARCH AND RESCUE (SAR)

90.11 POLICIES:

- A. AICC is the primary point of contact for all SAR operations involving lost, overdue or down BLM aircraft in Alaska. SAR efforts will be coordinated by AICC in close communication with the DOI Aviation Management Directorate (AMD) Flight Coordination Center. In the event AICC is unable to provide coordination of a SAR operation, responsibility will pass to the AMD Flight Coordination Center.
- B. The role of the BLM in Alaska will be supportive to the Alaska Air Command and State agencies with statutory SAR responsibilities. However, the BLM may assist individuals requiring immediate emergency assistance when the BLM is the closest force and has in-place capability. Requests for routine assistance from the public will be relayed to the responsible SAR office.
- C. Statutory authority and coordination responsibility for SAR in Alaska is as follows:

<u>Type of Incident</u>	<u>Authority</u>	<u>Coordination Responsibility</u>
Aircraft SAR(land)	State Troopers	U.S. Air Force, Alaska Air Command Rescue Coordination Center (RCC)
Aircraft SAR(sea)	State Troopers	U.S. Coast Guard
Ground SAR	State Troopers	State Troopers
Large scale rescue operations (e.g., evacuations)	Alaska Division of Emergency Services	Alaska Division of Emergency Services

90.12 GENERAL PROCEDURES:

- A. Overdue Flights:
 - 1. BLM aircraft are considered overdue when they fail to communicate at any pre-established check-in or communication time. This includes any established takeoff time, enroute check-in time, or arrival time. When an aircraft becomes overdue, a thorough communications search shall be immediately initiated by the responsible dispatcher. This shall include searching by radio, telephone, and any other available appropriate means. A communications search shall include contacting the intended destination, point of departure, possible stops along the planned route, the aircraft's base of operations and other aircraft in the target area. If repeated communications searches are unsuccessful, Zones/Areas shall

notify AICCIA within one hour of the original time of failed communications, and advise the Coordinator of the ongoing situation and actions being taken. The AICCIA Coordinator will make subsequent required notifications.

2. If contact is not made with the aircraft within one hour, the AICCIA Coordinator will contact AMD Flight Coordination Center, the BLM State Aviation Manager, and the AFS Manager. AICC or AMD will then coordinate actions and make other appropriate notifications. Any request for RCC involvement shall be placed by AICC through AMD.
- B. "Mayday" Transmissions:
1. The distress signal "Mayday" has absolute priority over all other transmissions. All stations will immediately cease transmissions that could potentially interfere with the distress transmission. The pilot will transmit as much of the following as possible (listed in order of priority).
 - a. Mayday, Mayday, Mayday.
 - b. Aircraft ID; repeated three times.
 - c. Type of aircraft.
 - d. Position or estimated position (stating which).
 - e. Heading (stating true or magnetic).
 - f. Nature of distress.
 - g. Pilot's intentions.
 - h. Assistance desired.
 - i. True or indicated air speed.
 - j. Altitude.
 - k. Fuel remaining.
 2. Acknowledgment of receipt shall be given following *conclusion* of (do not interrupt) the message and consist of the aircraft call sign three times. The words, "this is," the call sign of the receiving station three times, and the words, "received Mayday."
 3. Receiving station will immediately relay any Mayday message from non-BLM aircraft to the nearest FAA office who will initiate rescue operations. When Mayday involves BLM aircraft, follow established agency SAR procedures.
 4. If the pilot alerts the a dispatch office of possible problems, the dispatcher will closely monitor the aircraft's progress. If practical, the aircraft should be routed to an airport with crash rescue capabilities. The pilot will normally communicate directly with the airport. If the pilot is unable to do so, the dispatcher may act as a relay.

C. Aircraft Accident Procedures:

An accident is any unplanned event that results in either serious injury to one or more people or substantial damage to property, or both. The responding dispatch office will first verify that an aircraft accident has occurred. If an aircraft is only overdue and presumed down, initiate search procedures. If an actual aircraft accident is known to have occurred, priorities will be:

1. Rescue injured personnel.
2. Protect the public from injury.
3. Secure the site and protect the wreckage from further damage.
4. Secure all BLM records pertaining to the operation, flight, maintenance, crewmembers, etc.
5. Gather data for the AIRCRAFT MISHAP REPORT. This data will be telephoned to the AMD Aviation Safety Manager for completion of the preliminary accident/serious incident report for DOI aircraft. This data will also provide the input for completing Form AMD-34 if the mishap is less than an accident or serious incident. Obtain as much information as possible and complete an AIRCRAFT MISHAP REPORT. Much of the information should be available from the aircraft flight request and the aircraft flight following log. Relay to AMD as soon as possible.
6. The BLM State Aviation Manager will notify the AMD National Aviation Safety Manager, the Chief of External Affairs, and the State Director.
7. The State Director will:
 - a. Depending on the severity of the accident, may request AMD to include a BLM member on the accident investigation team.
 - b. Notify next of kin if serious injury or fatality.
 - c. Notify BLM Director's Office.
 - d. Notify Director-NIFC.
8. The AMD Regional Director is responsible for investigating all Departmental aircraft accidents in Alaska. AMD is responsible for:
 - a. Submission of an Aircraft Accident Report.
 - b. Notifying the National Transportation Safety Board.

- c. Establishing an Aircraft Accident Investigation team. (See Departmental Manual Part 352, Aviation Safety, Chapter 6, for detailed information).

D. Aircraft Incidents:

An incident is any unplanned event that could have, but did not result in serious injury or extensive damage.

A formal incident report form AMD-77 must be completed promptly after each incident and forwarded to the BLM State Aviation Manager, who will forward it to the State Safety Officer. In addition, Form AMD-34 (Safecom) will be completed by pilot and/or supervisor and forwarded within five days to the BLM State Aviation Manager.