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AIC for Malaysia



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ACTION BY PILOTS WHEN OBSERVING ANOTHER AIRCRAFT IN DISTRESS OR INTERCEPTING A DISTRESS TRANSMISSION.

1 PURPOSE

1.1 The purpose of this AIC is to provide information and advice to pilot on action to be taken when observing another aircraft in distress or on intercepting a distress transmission.

2 PROCEDURES

2.1 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 centre that it is no longer necessary;
- b. determine the position of the craft in distress;
- c. as appropriate, report to the rescue coordination centre 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;
 - on-scene weather conditions;
 - apparent physical condition of survivors;
 - apparent best ground access route to the distress site; and
- d. act as instructed by the rescue coordination centre or the air traffic services unit.

2.1.1 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 centre 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.

2.2 Procedures for a pilot-in-command intercepting a distress transmission.

2.2.1 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 centre 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.

3 IMPLEMENTATION SCHEDULE

- 3.1 These procedures shall be implemented with immediate effect.
- 3.2 This AIC is published for information and guidance of all concerned.

DATO' IR KOK SOO CHON

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