



REPUBLIC OF CYPRUS

MINISTRY OF DEFENCE

JOINT RESCUE COORDINATION CENTRE



“NEARCHOS” NATIONAL SEARCH AND RESCUE PLAN

LARNACA 14 Sep 2022

(Translated from original Greek text)

* Includes amendments T1-T2, T3, T4 and T5

“NEARCHOS” NATIONAL SEARCH AND RESCUE PLAN

TABLE OF CONTENTS

1. GENERAL	1
2. LEGISLATION	1
3. MISSION	2
4. CONDITIONS	2
5. SEARCH AND RESCUE REGION IN CYPRUS (CYPRUS SRR)	2
6. COMPOSITION	3
6.1 Primary SAR Units	3
6.2 Secondary SAR Units	3
6.3 Alerting Stations	4
7. CONCEPT	5
7.1 Sectors of Operation	5
7.2 Execution - Readiness of SAR means	6
7.3 Coordination of SAR Operations	8
7.4 Suspension - Termination of SAR Operations	11
7.5 JRCC Cooperation with other countries	11
8. SUITABILITY OF SAR MEANS	13
9. COMMUNICATIONS	13
10. LOGISTICS	14
11. MEDIA MANAGEMENT	15
12. FINAL PROVISIONS	15
<u>APPENDIXES</u>	
APPENDIX “A”: CYPRUS SRR – SEARCH AND RESCUE SECTORS	A-1
ADDENDUM “1”: CYPRUS SRR	A-1-1
APPENDIX “B”: CATEGORISATION – SUITABILITY OF SAR ASSETS	B-1
ADDENDUM “1”: VESSELS’ CAPABILITIES	B-1-1
ADDENDUM “2”: AIRCRAFTS’ CAPABILITIES	B-2-1
APPENDIX “C”: COMMUNICATIONS - CALL SIGNS	C-1
APPENDIX “D”: VOLUNTEER GROUPS	D-1
APPENDIX “E”: OPERATIONAL ORDERS	E-1

ADDENDUM "1": MOBILISATION ORDER	E-1-1
ADDENDUM "2": SAR MISSION REPORT	E-2-1
APPENDIX "F": GUIDELINES IN SAR INCIDENTS	
ADDENDUM "1": AERONAUTICAL OR MARITIME INCIDENT AT OPEN SEA	F-1-1
ADDENDUM "2": INCIDENT NEAR THE SHORES	F-2-1
ADDENDUM "3": AERONAUTICAL INCIDENT IN THE AIRPORT AREA - SALT LAKE	F-3-1
ADDENDUM "4": WATER DAMS INCIDENT	F-4-1
ADDENDUM "5": OVERLAND AREAS INCIDENT	F-5-1
ADDENDUM "6": AIR ACCIDENT	F-6-1
ADDENDUM "7": FIRE ON BOARD	F-7-1
APPENDIX "G": COMMAND AND CONTROL DEFINITIONS	
	G-1

TABLE OF ABBREVIATIONS

AAIC	Aircraft Accident Investigation Committee
ACC	Air Control Centre
ACCC	Ambulance Call Control Centre
ACT	Airport Control Tower
AFC	Air Force Command
A/FT	Aircraft
AFTN	Aeronautical Fixed Telecommunication Network
CAD	Civil Aviation Department
CD	Civil Defence
CCT	Crisis Coordination Team
CASEVAC	Casualty Evacuation
CG	Combat Group
CP	Command Post
CPAU	Cyprus Police Aviation Unit
CPC	Coastal Patrol Command
CPMP	Cyprus Ports & Marine Police
CR	Cyprus Radio
COSPAS-SARSAT	COsmicheskaya Sistyema Poiska Ayariynich Sudoy - Search And Rescue Satellite-Aided Tracking
ELT	Emergency Locator Transmitters
EPIRB	Emergency Position-Indicating Radio Beacon
ERU	Emergency Response Unit
FIR	Flight Information Region
F/L	First Light
GMDSS	Global Maritime Distress Safety System
H/C	Helicopter
HEL-M	Helicopter Medium
HD	Helicopter Division
HLS	Helicopter Landing Spot
HSV	High Speed Vessel
IAMSAR	International Aeronautical Maritime Search And Rescue
ICAO	International Civil Aviation Organisation
ICS	Incident Command System
IMO	International Maritime Organisation
JRCC	Joint Rescue Coordination Centre
JOC	Joint Operation Center
LDG	Landing
L/L	Last Light
MCC	Mission Control Center
MCMT	Ministerial Crisis Management Team
MEDEVAC	Medical Evacuation
MEDICO	Medical Consultation
MFA	Ministry of Foreign Affairs

MM	Mass Media
MRG	Medium Range
MRO	Massive Rescue Operation
MSPOC	Multi-sector Special Operations Command
MSD	Merchant Shipping Department
MTCW	Ministry of transportation, Communications & Works
NC	Navy Command
NG	National Guard
NGHQ	National Guard Headquarters
NM	Nautical Miles
NSRP	National Search and Rescue Plan
OC	Operations Centre
OSC	On Scene Commander
PLB	Personal Locator Beacon
RB	Rescue Boat
RC	Republic of Cyprus
RCC	Rescue Coordination Centre
RV	Rescue Vessel
SAR	Search and Rescue
SBA	(British) Sovereign Base Areas
SCHU	Special Catastrophe Handling Unit
SITREP	Situation Report
SMC	SAR Mission Coordinator
SOLAS	Safety Of Life At Sea
SPC	Special Command
SRD	Search-Rescue Division
SRG	Short Range
SRR	Search & Rescue Region
SRU	Search and Rescue Unit
STD	Special Teams Division
TMA	Terminal Manoeuvring area
T/O	Take off
UDU	Underwater Demolition Unit

TABLE FOR RECORDING AMENDMENTS

S/N	PARTICULARS OF AMENDMENT	DATE OF RECORD	FILED BY (Rank – Full name)
1.	Amendment No.1	04 JUNE 2012	
2.	Amendment No.2	DEC 2013	
3.	Amendment No.3	01 JULY 2016	
4.	Amendment No.4	07 MAY 2018	
5.	Amendment No.5	14 SEP 2022	
6.			
7.			
8.			
9.			
10.			
11.			
12.			
13.			
14.			
15.			
16.			
17.			
18.			
19.			
20.			

NATIONAL SEARCH AND RESCUE PLAN **(N.S.R.P.)**

1. GENERAL

- 1.1 The creation and implementation of an effective Search and Rescue (SAR) system by all the states, with a clear determination of the duties, powers and responsibilities of all parties involved in respect of the provision of SAR services is particularly challenging in the 21st century and with high priority.
- 1.2 In particular for the Republic of Cyprus (RoC), which, in comparison with its size as a state has a huge area of responsibility, the timely and effective provision of SAR services within the area of responsibility which is identified with the Nicosia FIR, constitutes a national goal, considering that Turkey as an occupying force, questions the capabilities of the republic to provide SAR in our area of responsibility which is identical to the Nicosia FIR.
- 1.3 The present plan was prepared on the basis of international conventions concerning Search and Rescue and has been ratified by relevant laws of the RC and also on the basis of other relevant International texts which the RoC has ratified or has accepted.
- 1.4 No provision of this Plan shall be interpreted in a manner that is contrary to the responsibilities and obligations of any party involved, as these are defined by legislation, the internal provisions or international agreements in force, or with the recognised obligations of other services and organisations which provide assistance to persons and properties in danger as a result of a nautical or aeronautical accident.

2. LEGISLATION - INTERNATIONAL CONVENTIONS

The organisation and obligations of the Republic of Cyprus in aeronautical SAR are determined by the laws of the Republic and the regulations of international organisations. In particular:

- 2.1 The Chicago Convention of 1944 (International Civil Aviation Organisation Appendix 12) and the Hamburg Convention of 1979 (International Maritime Organisation - IMO), which the Republic of Cyprus has signed and ratified by Laws 213 of 1988 and 5 (III) of 1994 respectively.
- 2.2 Section 6 of Law 5 (III) / 94 under which the JRCC was established. The same section determines that the JRCC is integrated and covers both Maritime and Aeronautical Incidents. Since the 27th of July 2010, after an attorney advice on the provisions of Law 5 (III) of 1994 "On Search and Rescue", JRCC is under the full commandment of the Minister of Defence, who has the responsibility for its establishment and operational function as well as other SAR sub centres.
- 2.3 The Cabinet Decision dated 1st March 2002 by which JRCC undertook on official and exclusive basis the responsibility for organising, coordinating and controlling SAR operations for the purpose of locating and rescuing persons whose lives are at risk as a consequence of an aviation and/or navy accident within the region of responsibility.

- 2.4 The Cabinet Decision (302/2011) order determining the means to cover the international Search and Rescue obligations within the area of responsibility of the Republic of Cyprus. The order may be revised at any time and whenever required.
- 2.5 The Cabinet Decision of 2008, based on which, JRCC is authorized to cooperate with JRCC's of neighbouring countries.
- 2.6 The IMO, SOLAS-60 and SOLAS-74 International Conventions, which were ratified by the Republic of Cyprus.
- 2.7 The approved, by the responsible Ministers of Defence and Minister of Transportation, Communications & Works, JRCC SOP
- 2.8 The Basic National Plan "ZENON" which concerns the management of crises during peace time in the Terrestrial, Air and Sea areas within our area of responsibility.

3. MISSION

- 3.1 "NEARCHOS" as a Plan, contains specific and clear instructions as to the establishment, coordination, control and direction of the SAR operations for the purpose of locating and rescuing persons in distress as a result of aeronautical or maritime accidents within the region of responsibility of the Republic of Cyprus (Nicosia FIR), in the least possible time. Additionally, the JRCC is obligated to aid all aircrafts or ships under Cyprus flag, worldwide and in cooperation with the responsible RCC, depending on the location of the incident.
- 3.2 During wartime, the JRCC is under the operational command of the Chief of the National Guard. Wartime missions and responsibilities of the JRCC are specified in the National War Plans.

4. CONDITIONS

- 4.1 The existence and availability of the necessary Aeronautical Assets to perform operations within the Republic's area of responsibility.
- 4.2 No implemented War Plans.
- 4.3 The incident is not deemed a "CRISIS".

5. SEARCH AND RESCUE REGION OF CYPRUS REPUBLIC

- 5.1 The Cyprus maritime SAR region (Cyprus Search and Rescue Region - SRR), as mentioned in the IMO, is identical to the corresponding air navigation region, which, on the basis of the regional Air Navigation Plan of ICAO (European Region, Doc 7754), was determined in such a manner that it would coincide with the boundaries of Nicosia FIR.

5.2 According to Law 5 (III) of Cyprus Republic 1994, which ratifies the International Convention for Nautical SAR of 1979, JRCC's area of responsibility coincides with the Republic's area of responsibility, which has been defined in the basis of the provisions of the Convention of the International Civil Aviation of 1944.

5.3 Cyprus's SRR is shown on the map of Annex "A".

6. COMPOSITION

Based on the relative Cabinet Decision (302/2011) the following means have been determined as "Primary" and "Secondary" SAR units:

6.1 Primary SAR Units

Primary SRUs are all those assets and personnel of the Republic of Cyprus kept on a daily standby for immediate deployment by the JRCC to conduct SAR operations. These units are:

- 6.1.1 Air assets (Helicopters and UAVs) of the NG/AFC and CPAU
- 6.1.2 Naval assets and special teams of NG/NC and P&M Police
- 6.1.3 Rescue teams, personnel and assets of the Cyprus Fire Service
- 6.1.4 Doctors, nurses and paramedic personnel of the Ministry of Health and State Health Services Organization, trained for SAR operations
- 6.1.5 Assets and personnel of Larnaca and Pafos Airports Administrator
- 6.1.6 Personnel of the Civil Defence teams, which is trained for SAR operations of JRCC's jurisdictions
- 6.1.7 Specialised Diver Teams and Assets of the UDT, P&M Police, DRSU as well as of the CPAU
- 6.1.8. Special Operations Team of the NG

A number of the Primary SAR Units is set to up to 30' readiness (by region), in order to be able to respond immediately. In case of an incident with a large number of persons in distress and/or with high complexity, the JRCC may request additional means and personnel by the commands of the primary as well as of the secondary assets.

6.2 SAR Secondary Units

SAR Secondary Units include all those assets and personnel of the services that are not on standby for immediate deployment for SAR purposes. Secondary Units can be mobilised by JRCC after a request that is submitted to the particular Service, to take part in a SAR operation.

Specifically:

- 6.2.1 Additional NG/AFC Aircrafts
- 6.2.2. Forestry Department Aircrafts
- 6.2.3 Naval assets of DFMR and the Cyprus Ports Authority
- 6.2.4 Personnel and assets of all the Provincial Administrations, as well as of both Municipal and Community Authorities
- 6.2.5 Personnel and assets of Cyprus Ministry of Health, Health State Services, Private Hospitals and clinics
- 6.2.6 The Department of Social Welfare of the Ministry of Labour and Social Insurance
- 6.2.7 Cyprus Red Cross
- 6.2.8 Government and Semi-Government Bodies, depending on the incident.
- 6.2.9 Civilian aircraft and helicopters, as well as Lifeboats and Trailer Boats
- 6.2.10 Volunteer rescue teams
- 6.2.11 Lifeguard Groups of Municipalities and District Administrations

6.3 Alerting Stations POSTS

The Alert Stations of the SAR system are the first to receive information of any vessel or aircraft in distress and they inform JRCC immediately. Such Alert Stations include:

- The Nicosia Air Control Centre (Nicosia ACC)
- The NGHQ/Navy and Airforce RADAR stations
- The Larnaca and Pafos ACTs
- The Cyprus Coastal Station (Cyprus Radio)
- Cyprus Mission Control Center of Cospas – Sarsat
- Coastal Surveillance System of JRCC
- The VTMS of Cyprus Department of Merchant Shipping
- The VTS of Limassol port
- The SAR assets stations
- Foreign JRCCs

- Any other station, agency or person, who takes knowledge for the existence or suspicion of any danger on an aircraft or a vessel

7. **CONCEPT**

7.1 **Sectors of Operation**

Due to the large size of the SRR of Cyprus Republic and in order to have complete coordination, ergonomic spread of SAR assets and to achieve the best possible result, the Cyprus SRR is divided into four (4) sectors of operation. It is clearly noted that the sectors of operation exist to ensure the best possible management of SAR assets and do not block their sites of action. In the case of a serious incident in any of the four sectors of operation ~~that~~ where a large number of SAR assets will be required, sea and air assets from all the other sectors can be used, as necessary. Due to the operational control that JRCC has to all the standby SAR assets, JRCC is able to instruct any SAR asset to take a mission in any operation sector it deems necessary, having secured the agreement of the political leadership as necessary. The coordinates of the points that make up each of the four operation sectors as well as the main bases of the SAR units are determined, as follows:

7.1.1 **Eastern Sector (ALPHA)**

This sector includes the area which is enclosed by St. Andreas Cape (35° 41.677'N – 034° 35.203'E) until Point 1 (35° 55'N - 035° 40'E) and by Cape Kiti (34° 48.951'N - 033° 36.147'E) until Point 2 (31° 50'N - 033° 59'E). It is covered by the vessels of the Marine Police based in Paralimni, Ayia Napa and Larnaca and the aircrafts of the PAU at Larnaca airport.

7.1.2 **Southern Sector (BRAVO)**

This sector includes the area which is enclosed by Cape Kiti until Point 2 (31° 50'N - 033° 59'E) and by Pafos airport (34° 42.636'N - 032° 28.800'E) until Point 3 (33° 30'N - 030° 00'E). It is covered by the vessels of the Limassol Marine Police, the NGHQ/NC in the Naval Base at Mari and aircrafts of PAU from Larnaca Airport

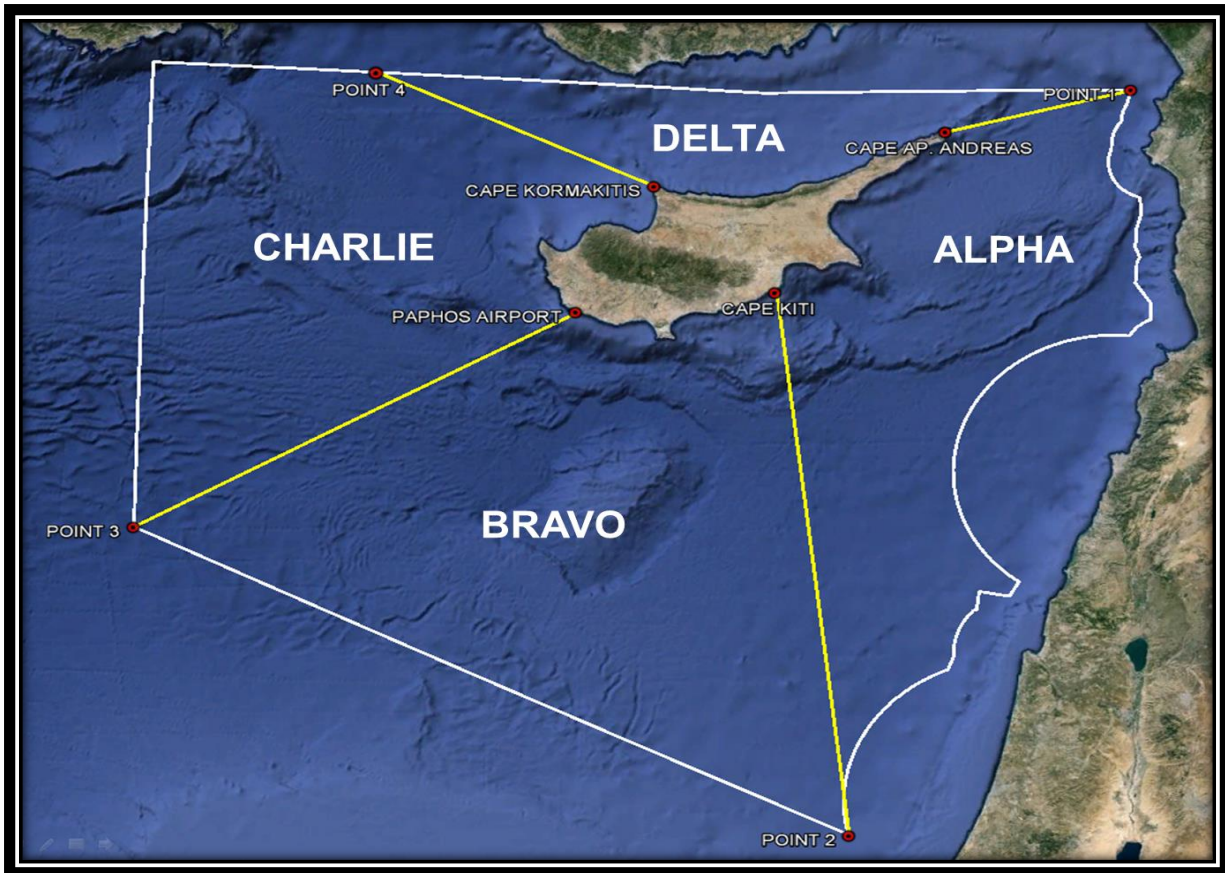
7.1.3 **Western Sector (CHARLIE)**

This sector includes the area which is enclosed by Pafos Airport until Point 3 (33° 30'N - 030° 00'E) and by Cape Kormakitis (35° 24.226'N - 032° 55.226'E) until Point 4 (36° 02.025'N - 031° 18.838'E). It is covered by the Marine Police vessels based at Pafos and Latsi Stations and the aircrafts of the 55 CG.

7.1.4 **Northern Sector (DELTA)**

This sector includes the area which is enclosed by Cape Kormakitis until Point 4 (36° 02.025'B - 031° 18.838'A) and by Cape St. Andreas until Point 1. It is covered by the Marine Police based at Latsi and Paralimni Stations and aircrafts from both Larnaca (PAU) and Pafos (55th CG) airports.

7.1.5 Operational Sectors in the Search and Rescue Region of the Republic of Cyprus



7.2 Execution – Standby of Assets/Personnel

7.2.1 According to the International Aeronautical Maritime Search And Rescue Manual (IAMSAR Manual) issued jointly by the IMO and the ICAO, all the primary SAR units, that are on standby for SAR mission, must be able to set sail/take off within 30' from the time that JRCC gives the relevant order. Furthermore, air assets should be at the most remote point of the Search and Rescue Region of the Republic of Cyprus, within 90' from the time of take-off.

7.2.2 To cover the Republic's international obligations regarding the rescue of persons whose lives are in danger as a result of an aeronautical and maritime accidents, the following readiness have been defined for SRUs on a daily basis in accordance with their categorisation, as indicated in Appendix "B":

7.2.3 Naval Assets

7.2.3.1 One RV (25) in ALPHA, BRAVO and CHARLIE Sectors is maintained 24/7, on 30' readiness to be deployed upon receiving the relevant instruction. Their duty starts at 0700 hrs and finishes at 0700 hrs local time of the next day. In case of difficulties caused by administrative or

operational reasons, the duties and readiness status of the assets can be altered by the perspective Command upon informing and being approved by JRCC Larnaca.

7.2.3.2 One RB (25) at all Naval Stations of Paralimni, Ayia Napa, Larnaca, Limassol, Pafos and Latsi as well as at the “Evaggelos Florakis” Naval Base on 24/7 standby, for immediate departure (5’ max) from the time of receiving of the relevant instruction.

7.2.3.3 All vessel-providing Commands/Services should maintain proper coordination and cooperation, as well as establishing the necessary duty schedules for their personnel and assets in a way that covers the main demand of a 24-hour readiness and be able to depart in 30’.

7.2.4 Aircrafts

7.2.4.1 One (1) AW-139 or B-412 helicopter from CPAU at Larnaca airport, on readiness for take-off within 30’ throughout the day (from 0700 until 0700 the following day) along with one (1) specialized nurse of the Ambulance Service as a crew member

7.2.4.2 One (1) AW139 helicopter of the NGHQ/AFC¹ at Pafos airport, on readiness for take-off within 30’ throughout the day (from 0700 until 0700 the following day) along with one (1) specialized nurse of the Ambulance Service as a crew member.

7.2.4.3 One (1) UAV of the NG/AFC at Pafos Airport in 90’ readiness on a 24/7 basis (from 0700 until 0700 the following day)

7.2.4.4 The above aircraft readiness can be altered only when serious reasons occur and always after informing JRCC and getting approved. In case an air asset in SAR readiness is mobilized for non-SAR operation, then the Administrator Commands should ensure as the readiness be covered by another air asset/personnel

7.2.4.4 The Administrator Commands and the Aircraft Units are demanded to ensure the timely and effective cooperation between them, as well as to schedule the manning of Helicopter crews and maintenance, so that the readiness program is not affected.

7.2.5 Personnel

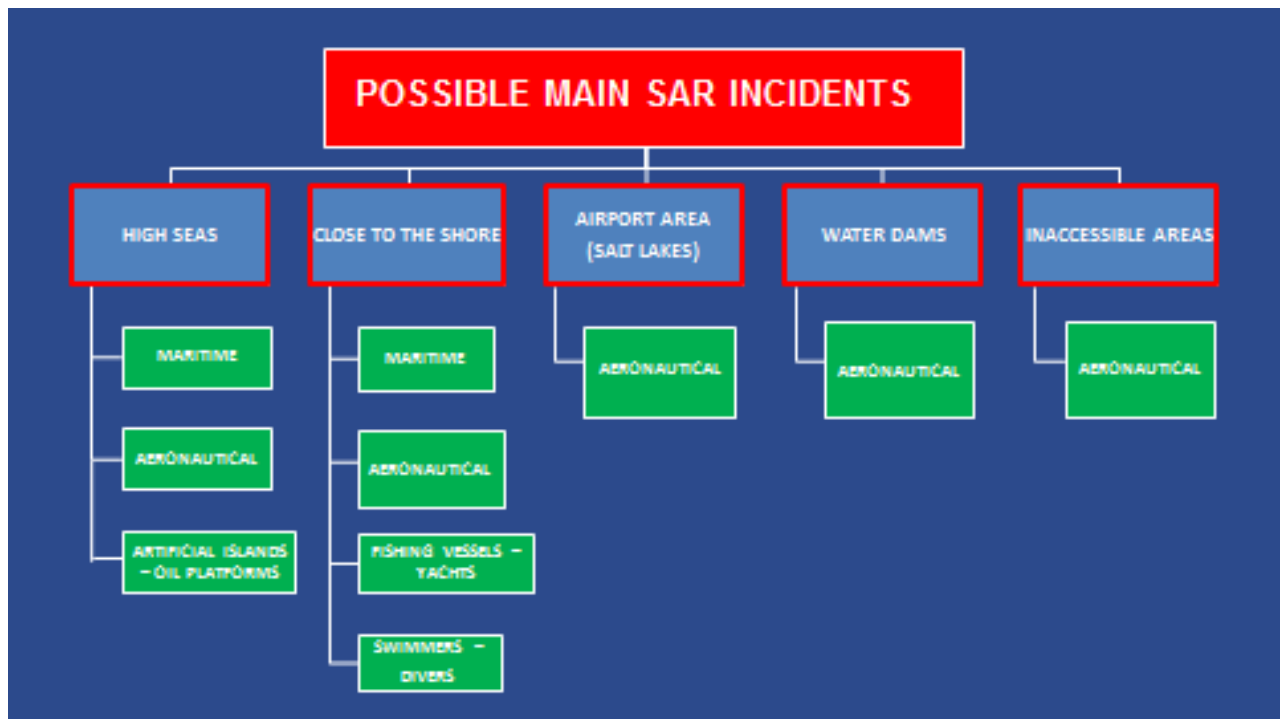
7.2.5.1 The Health State Services Nursing staff should maintain a readiness of 30’ (maximum) for undertaking an operation, boarding SAR units of the Republic. The coordination of the readiness of the nursing personnel is the responsibility of the Ambulance Call Control Centre (ACCC). The readiness schedule should be submitted to the JRCC.

- 7.2.5.2 During the execution of Combined Refugees/Immigrants Rescue Operations and within the framework of the Memorandum of Cooperation between the NG and the Police, it may be deemed necessary to board a number of police officers onboard NGHQ/NC assets in order to carry out police controls and actions, without affecting the response time.
- 7.2.5.3 All the assets provided by the services for SAR readiness duty are automatically placed under the operational control of the JRCC and any involvement in other activities requires their release from the JRCC Commander following the written or verbal request from their Commands, so that they are replaced on time.
- 7.2.5.4 The scheduling for Naval and Air assets, as well as the personnel that is on readiness status is communicated daily to JRCC. The SAR readiness of every implicated service is required to be sent in writing to JRCC, NLT 07:30 a.m. on a daily basis, via email at info@jrcc.org.cy or fax at 24643254.
- 7.2.8 Any change in the readiness status of a SAR unit or personnel must be immediately reported verbally at first and then in writing via email or fax.

7.3 Coordination of SAR Operations

- 7.3.1 JRCC is responsible to assess the information, alert the SAR Units, coordinate and perform SAR operations regarding aeronautical or maritime incidents. Templates of the mobilization orders for SAR Units by JRCC, are found in Annex "E".
- 7.3.2 When the JRCC deems it necessary to carry out a SAR operation by using secondary means, the assets and personnel made available for this purpose by various services are placed under JRCC's operational control until the completion of the operation and their release thereof.
- 7.3.3 During a SAR operation, in order to avoid overlapping and accidents, no agency is allowed to independently carry out SAR operations within the operation area determined by the JRCC.
- 7.3.4 If deemed necessary during an operation, the JRCC may request from the participating Agencies to assign a liaison officer to be present at the JRCC.
- 7.3.5 Upon the termination/suspension of a SAR operation, JRCC may support other Bodies or individuals who wish to continue the operations, if so requested. It is understood that such further assistance shall not affect the SAR assets and personnel on readiness.

- 7.3.6 Volunteer Teams can be used in SAR missions, depending on the area and extent of the incident. In that case the teams are under the operational control of JRCC, as described in Annex “D”.
- 7.3.7 Decisive factor for the Services and Bodies that will be called by JRCC to take part in a SAR mission is the number of people in danger. In case where the number of persons in danger and/or the complexity of the incident call for the mobilization of means and personnel additionally to those in readiness, then the SAR operation is characterized as “Mass Rescue Operation-MRO”. The main role and responsibilities of the Services/Bodies involved, as well as the course of action in an MRO and/or in a Crisis situation, are determined in the Special National Plan “TEFKROS”.
- 7.3.8 In order for each operation to reach a successful outcome, it’s essential that the Services/Bodies are alerted by the JRCC and they strictly follow the safety rules for the personnel involved, as well as the materials available. Guidelines for dealing with possible incidents that may occur within the Republic’s area of responsibility requiring the initiation of a SAR operation, under the coordination of JRCC, are described in Annex “F”. The SAR incidents mainly concern the open high seas, close to shore, in the airport areas and salt lakes, dams, inland areas as well as Combined Refugee/Migrants SAR Missions.
- 7.3.9 For every case of 7.3.8, Primary and Secondary Units are expected to take part under the control and coordination of JRCC, until the termination of the SAR operation. Every Service/Body must, in cooperation with JRCC, issue Operating Procedures which will indicate the SAR Units and personnel who will take part and provide clear guidance concerning WHAT-WHERE-HOW-WHEN and WHY they act, depending on the incident.
- 7.3.10 The SAR missions must be conducted according to the provisions of the current Plan so that all participants act under the legal and insurance cover that is provided. The immediate transmission of the first information to JRCC for investigation and/or response to any emergency incident, from the Alert Stations, which are defined in Paragraph 6.3, is a key factor for the mobilisation of the appropriate SAR Units and personnel of the Services involved in the SAR system, in the minimum amount of time, while keeping with the provisions and necessary briefing that is required for legal and financial reasons.
- 7.3.11 The General Diagram of Events as well as the Analysis of the possible SAR Incidents is shown below:



- 7.3.12 In case the Units of the SAR providers receive an information or they detect a distress situation, their **first task is to inform JRCC in order to be set under its operational control in order to achieve the optimal and effective coordination of the SAR operation, especially when any amendment in the search areas and/or the participation of additional SAR Units from other services is required.**
- 7.3.13 In case of a medical evacuation (MEDEVAC) the SAR services will not order the sailing or take off of SAR Units without the prior approval of JRCC. After the decision for the execution of a MEDEVAC is made, in cooperation with the Center for Medical Advice MEDICO (provides Tele-Medical Advices to ships) of Nicosia General Hospital, JRCC chooses the appropriate, according to the situation, SAR Unit (vessel or aircraft) for the mission and coordinates the participation and boarding of trained medical and nursing personnel in cooperation with the coordinating centres of ACCC. During the execution of a MEDEVAC operation the SAR Units must have direct contact with JRCC's Operations Room on the development of the operation so that contact with the ship, in which the patient or injured person is located, is established as well as to receive specific instructions regarding the delivery point, depending on how critical the situation is. The only case where the SAR Units of the maritime SAR assets have the right to order immediate sailing of a SAR asset, while informing the JRCC, is to rescue swimmers under the necessary condition that there is no immediate danger to the safety of the SAR asset's crew. The Administrator Commands of the assets must ensure that the crews are well trained in First Aid/CPR procedures and the vessel is properly equipped.
- 7.3.14 In the event of a fire on a ship which cannot be extinguished using its own means and where there is a risk of fatality and/or a marine casualty, then the JRCC requests the involvement of private companies with which the JRCC has signed Operational MoUs, according to Appendix "7" of Annex "F", and coordinates the execution of a fire-fighting operation and rescuing people from the vessel in distress.
- 7.3.15 In the event of a call or information about a call from a mobile phone that refers to the risk of a loss of a human life as result of an air or marine incident, the JRCC (in cooperation with mobile operators) may request the Police Headquarters to investigate the possibility to locate the broadcasting position of the mobile phone to localize persons in distress.
- 7.3.16 The captain of the SAR Unit or the head of the Team bears the ultimate responsibility for the safe execution of the SAR operation, on the base of the safety of his/hers personnel and means. **In case that a Captain or Chief of a Ground Team decides to abort a SAR mission, he has to inform in writing the JRCC on the grounds of his/hers decision IOT be included in the Operation's Logbook and File, for future reference.**

7.3.17 Concepts of Administration and Control, and their definitions are described in Annex "G".

7.4 Suspension – Termination of Operations

7.4.1 The decision to suspend–terminate a SAR operation rests with the JRCC Commander or his lawful replacement, according with the criteria mentioned in the IAMSAR Manual Vol II and depending on the nature of the operation.

7.4.2 In addition, a SAR operation may be suspended – terminated upon the decision of the Minister of Defence, following a recommendation by the JRCC Commander, provided special grounds are satisfied.

7.5 JRCC Cooperation with other countries

7.5.1 The JRCC, upon the relevant decision of the Council of Ministers which exercises the powers conferred to it by Articles 8 and 9 of the International Convention on Maritime SAR in 1979 and for matters Connected Therewith Law of 1994, decided (Decision Number 67.670 of 2008), to delegate JRCC Larnaca to cooperate directly with other JRCCs for SAR reasons, to provide and be provided any facilities relevant to SAR, as well as to take part in SAR operations that are performed in sea areas outside Cyprus SRR.

7.5.2 The JRCC (where a bilateral agreement is in place) constitutes the point of contact for the request for assistance of SAR means of other countries in operations coordinated by the JRCC within the Cyprus SRR or for availability and assistance by forces of the Republic in SAR operations occurring in neighbouring SRR, under the coordination of any other JRCC.

7.5.3 In the case of accidents involving ships under Cyprus flag which occur outside the boundaries of RoC region of responsibility, JRCC cooperates with the competent foreign SAR Centre which has undertaken responsibility to collect or provide the relevant information, as well as with the Shipping Deputy Ministry based on the Maritime Accident Investigation Act 94 of 2012, for the gathering and provision of relevant information.

7.5.4 In SAR operations abroad where Cypriot citizens are in danger or saved, or when the same applies for foreigners in Cyprus SRR, the Department of Consular Affairs of the Ministry of Foreign Affairs is informed, which then in turn, together with Cyprus Police and the relevant Embassies, takes care of travel formalities and informs the relatives of the victims.

7.5.5 JRCC deals with the initial coordination of any SAR incidents in any sea area outside its region, in which happens to be the first alert recipient,

until the responsibility to coordinate a SAR operation is assumed by the relevant RCC, based on the procedures adopted by the IMO.

- 7.5.6 When a SAR mission outside Cyprus Republic SRR is required, then to serve the assets and their crews, JRCC with the assistance of the Foreign Ministry, takes actions based on the existing International Agreements concluded in the framework of the interrelations of the Republic of Cyprus with other countries.
- 7.5.7 It is emphasized that part of the neighbouring countries' EEZ falls within the SAR region of the RoC. In case there are gas and hydrocarbon extraction facilities within these areas (which belong to the neighboring State's EEZ but at the same time belong to the SRR of Cyprus) and the coastal State to which the EEZ belongs to has issued a decree establishing a buffer zone and also issues an alert notice, then it's the coastal State's responsibility to deal with any emergency incident within the safety zone. In this case, the JRCC is set in readiness to assist in dealing with the incident, following the request of the coastal neighboring state. In any other case, the responsibility for dealing with any emergency incident outside the safety zone and at the same time within the SRR of Cyprus, is the responsibility of the JRCC, which may request assistance from the coastal State within the framework of an existing Agreement.

8. SUITABILITY OF SAR ASSETS

- 8.1 Every service providing SAR assets must ensure that the assets and their crews are suitably equipped in accordance with the IAMSAR Manual Vol. 3, to ensure the effective execution of SAR operations. The relevant information as to following the IAMSAR Manual Vol. 3 is provided in Appendix "B".
- 8.2 Services providing SAR assets must ensure the operational capability of its personnel and to update the personnel's training with regards to the objects described in the IAMSAR Manual Vol. 3, to maintain their availability and certification. The training must include First Aid/CPR as well as lifeguarding procedures, especially for the naval assets crew members.
- 8.3 The General Hospitals of the State Health Services Organization ensure the 24-hour readiness of their helipads so that they can receive rescues performed by the SAR helicopters. For the safety of flights, the helipads will have to comply with the standards set by the internal procedures of the Air Units as well as the competent State body (DCA). Moreover, the Air Units should execute familiarization flights and carry out inspections of the helipads, frequently (every 4 months).
- 8.4 In order to ensure the homogeneity and the unified spirit between the SAR Units, operational audits are possible to be carried out every year

by a mixed committee, determined by the Minister of Defence following the proposal of the JRCC and the consent of the services involved.

9. COMMUNICATIONS

- 9.1 The Operations Room of the JRCC has the necessary telecommunications infrastructure and capabilities as well as programs – SAR software, in order to cover the following operational needs, which are of particular importance for the fulfillment of the mission of the Centre:
- The ability to receive GMDSS alerts directly.
 - The ability to receive distress information by the Alerting Posts.
 - The ability to immediately alert the SAR assets and personnel.
 - The ability to communicate with the SAR assets at the scene of the accident.
 - Communications that allow the investigation of alerts and distress information.
- 9.2 All the available networks – circuits – communications systems, the frequencies used during a SAR operation, all internationally used SAR frequencies and 24-hour listening frequencies by the JRCC, as well as the Call Signs that are used in exercises in SAR operations are shown in Appendix “C”.

10. LOGISTICS

- 10.1 Every involved agency is responsible to ensure the readiness of its means and personnel in accordance with this Plan, at their own expense. No question of financial indemnity shall delay the response to provide assistance under any circumstances. The SAR Units shall ensure, through their Administrations, and in cooperation with the JRCC, for the diplomatic clearances and expenses that may occur in case the SAR assets of the RoC are required to travel to a foreign state for a SAR operation.
- 10.2 The Ministry of Transportation, Communications and Works covers if necessary, the operating costs of the SAR Units and companies of foreign states that participate in SAR operations or exercises in the Cyprus SRR, upon the request of JRCC, such as the refuelling and accommodation costs. JRCC ensures the uninterrupted refuelling of such means, through the competent offices of the airports and ports.
- 10.3 In accordance with the provisions of Article 25A of the "Cyprus Ports Authority Law of 1973-2015", the naval means belonging to the NG or the Cyprus Police or to any agencies or ships of any flag that are housed in port areas and operate for the benefit of the RoC in the framework of

implementing the SAR Plans (Eg NEARCHOS, TEFKROS) do not pay to the Authority or to any person who enters into a contract with the Ministerial Council, any form of fees, rent or other rights for using these areas or their facilities for any services or facilities provided to them by the Administration or by any person who enters into a contract with the Cabinet.

- 10.4 Every February, the services providing SAR assets must submit to their respective Ministries the required budget of their needs for SAR to be included in a separate article of the Ministry's budget for the following year. The article that concerns SAR is used to cover standby expenses, upgrading and conducting SAR operations executed by the SAR means of every service provided under the law. These requirements will also be provided to the MTCW so they can be retracted via EUROCONTROL from over flight fees in Nicosia FIR in the percentage attributable to Civil Aviation.
- 10.5 JRCC shall ensure that the persons rescued during an SAR operation and require medical care, are transferred to the state hospitals or, in case when this is not possible, to private clinics and hospitals provided there is not a corresponding state body in the region, following coordination with the State Health Services Organization.
- 10.6 In case that foreign units participate at the SAR Operations under the coordination of the JRCC, the Ministry of Foreign Affairs, upon request of the JRCC Larnaca, arranges the issuance of the required diplomatic clearances.

11. MEDIA MANAGEMENT

The press office of the Ministry of Defence and JRCC, are the designated points of contact with the Media for all matters related to SAR, the publication of Press Releases and Announcements and/or statements in broadcast media. The Press Releases concerning SAR operations are edited by JRCC immediately after the termination of the operation and are sent to the printed and electronic Media via the Press Office of the Ministry of Defence according to the Permanent Order of the Ministry of Defence/JRCC "About Media Management" that concerns the matter of Media management and public view during SAR incidents and was published on 22 Jan 2016.

12. FINAL PROVISIONS

- 12.1 In case of National Necessity and by decision of the Minister of Defence some of the provisions or the plan as a whole can be suspended for a specific amount of time.

- 12.2 In case that a SAR operation is needed with the participation of SAR Units, under the coordination of JRCC, in Sea or Overland areas of the Republic that are under illegal Turkish occupation and/or under military threat, then the Foreign Minister is informed, in order to ensure the safe execution of the operation by the aeronautical means, in cooperation with UNFICYP while the Order of Operations will be submitted for approval to the Minister of Defence.
- 12.3 Any other plans and or documents that regarding SAR operations are abolished with the commencement of the present Plan or shall be amended in order to be consistent with the provisions of the present Plan. The issue of any order or document concerning SAR operations during peace must be in line with the provisions of the Plan.
- 12.4 The Plan is signed by the JRCC Commander as the person in charge, the Minister of Defence as the responsible by law for the Organisation and functional Operation of JRCC and with the consent of the Minister of Transportation, Communications and Works as the competent person by law for the logistical support of the SAR system and the international obligations of the Republic of Cyprus in SAR issues.
- 12.5 The present plan is in force from 14th of Sep 2022



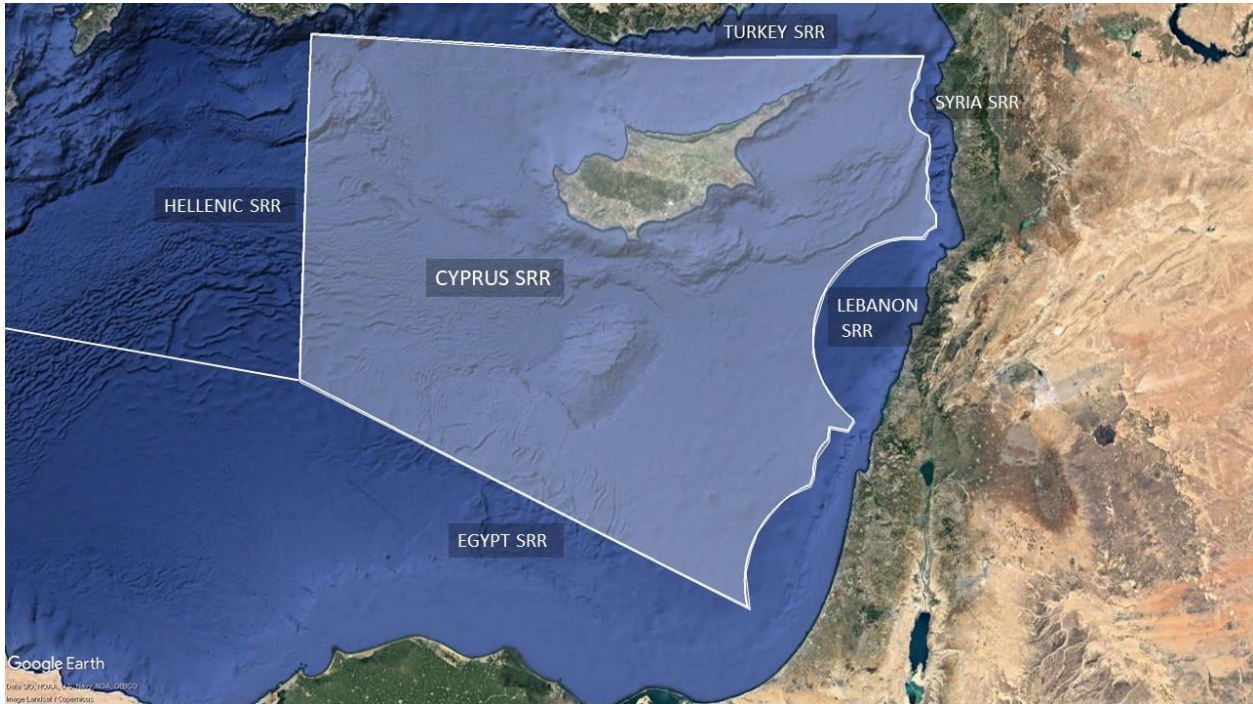
APPENDICES

- “A”** Cyprus SRR – Republic of Cyprus
“B” Categorisation - Suitability of SAR Units
“C” Communications – CALL SIGNS
“D” Volunteer Groups
“E” Operational Orders – Mobilisation of SAR Units
“F” Coordinating Instructions in SAR Incidents
“G” Command and Control Definitions

**APPENDIX «A»
OF THE N.S.R.P.**

CYPRUS SRR – SEARCH AND RESCUE SECTORS

1.




Lt Cdr (N) George Economou
Operation Officer

**Cdr Andreas Charalambides
Commander of JRCC Larnaca**

**APPENDIX «B»
OF THE N.S.R.P.****CATEGORISATION – SUITABILITY OF SAR ASSETS****GATEGORISATION OF SAR ASSETS**

1. The categorisation of SAR Assets was done according to the international manuals IAMSAR, it is indicative and does not bind the exclusive usage of a SAR Unit in a SAR operation, according to the parameters that are described by the category that the unit belongs to, if something like that is required from the current tactical situation and does not violate its safety rules.

2. The categorisation of the SAR assets is as follows:

2.1 VESSELS

2.1.1 Rescue Vessels (RV). They can operate far offshore and have sufficient speed to reach the remote SRR areas. Their code is RV (25). The number in the parenthesis indicates the minimum required sailing speed to the area of the incident.

2.1.2 Rescue Boats (RB). They can operate near the coasts, with high speeds and have shallow drafts. Their code is RB (15). The number in the parenthesis indicates the minimum required sailing speed to the area of the incident.

2.2 AIRCRAFTS

Fixed Wing Aircraft and UAVs Categories	Code
Short Range (radius of activity 280km (150NM) and 30' waiting in the search region)	SRG
Medium Range (radius of activity 740km (400 NM) and 120' – 150' waiting in the search region)	MRG
Long Range (radius of activity 1390km (750NM) and 120' – 150' waiting time in the search region)	LRG
Very Long Range (radius of activity 1850km (1000NM) and 120' – 150' waiting time in the search area)	VLR
Helicopter Categories	Code
Light Helicopter (radius of activity for SAR 185km (100NM) and an ability to evacuate 1 to 5 persons)	HEL-L
Medium Helicopter (radius of activity for SAR 185km – 370km (100NM-200NM) and an ability to evacuate 6 to 15 persons)	HEL-M
Large Helicopter (radius of activity for SAR over 370km (200NM) and an ability to evacuate more than 15 persons)	HEL-H

3. In the Addendums “1” and “2” we can see the capabilities of the primary and secondary units of the Republic, naval and aviation respectively, as well as their categorisation according to the IAMSAR Manual.

SUITABILITY OF SAR ASSETS

4. IAMSAR Manual Vol. 3 is the common publication of the International Organizations ICAO & IMO and it is an internationally recognized manual, which describes the procedures for conducting SAR operations, the equipment of the SAR Assets, as well as the training of the personnel. This manual provides the basic guidelines of the International Organizations towards the SAR services of the states.

5. In particular, in IAMSAR Manual Vol. 3, Section 2, Chapter “Rendering Assistance/Vessels Assisting”, describes the procedures, as well as the equipment of the naval and aviation units that take part in a SAR mission. Moreover, instructions are given on the course of actions of the naval and aviation units during an operation, as well as the training that is recommended for the personnel that staffs the SAR units. The units that have naval and aviation SAR means must integrate the corresponding materials in their training program, so that the personnel of the SAR units meet the requirements described in IAMSAR Manual Vol. 3.



Lt Cdr (N) George Economou
Operation Officer

Cdr Andreas Charalambides
Commander of JRCC Larnaca

ADDENDUMS

“1” Vessels’ Capabilities

“2” Aircrafts’ Capabilities

ADDENDUM "1"
 TO APPENDIX "B" OF THE N.S.R.P.

VESSELS' CAPABILITIES
1. NC/NGHQ VESSELS

S/N	NAME OF VESSEL	CAT.	CHARACTERISTICS	RANGE (NM)	ELECTRONIC MEANS
1.	CNS IOANNIDES	RV (25)	MAX SPEED: 32 kts ECONOMY SPEED: 25 Kts MAX CAPACITY: 100 PERSONS	2000	2X RADAR FURUNO NIGHT VISION THERMAL CAMERA DATA LINK – SATEELITE COMMS
2.	CNS ALASIA	RV(15)	MAX. SPEED: 15 Kts ECONOMY SPEED: 10Kts MAX. CAPACITY: 40 PERSONS	2000	VHF – AIS TETRA RADAR-GPS GMDSS EPIRB
3.	CNS TSOMAKIS	RV(25)	MAX. SPED: 32kts ECONOMY SPEED: 25kts	700	-2X RADAR FURUNO -NIGHT VISION -THERMAL CAMERA
4.	CNS GEORGIU		TRANSPORT CAPACITY: 40 PERSONS		
5.	AMMOCHOSTOS OFFSHORE BOAT		MAX. SPEED: 25Kts ECONOMY SPEED:18Kts TRANSPORT CAPACITY: 20 PERSONS	750	VHF - AIS RADAR-GPS GMDSS EPIRB SAT PHONE
6.	RB PANAGOS	RB(25)	MAXIMUM SPEED: 37kts ECONOMY SPEED: 25kts	220	RADAR – GPS – SONAR – EPIRB – VHF/FM – DSC (CH 70)
7.	RB AGATHOS		TRANSPORT CAPACITY: 10 PERSONS		
8.	"POSEIDONAS -1" (2)	RB(25)	MAX. SPEED: 50kts	200	RADAR – GPS – Echo sounding – EPIRB – VHF/FM
9.	RHIB "NIREAS"		MAX. CAPACITY: 15 PERSONS	150	

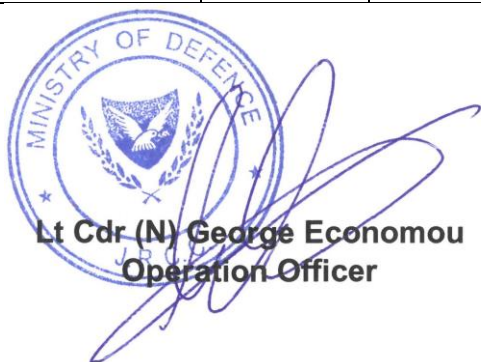
B-1-2

					- DSC (CH 70)
10	3 MED (10,5 m)	RB (25)	MAX. SPEED: 50 Kts MAX. CAPACITY: 12 PERSONS	200	RADAR - GPS EPIRB VHF/FM TETRA DSC (CH - 70) SONAR
11.	RB KEFALONITIS	RB (20)	MAXIMUM SPEED: 20 kts TRANSPORT CAPACITY: 20 PERONS	250	RADAR - GPS
12	3 BARRACUDA	RB (25)	MAXIMUM SPEED: 30 kts TRANSPORT CAPACITY: 12 PERONS	150	RADAR - GPS

2. PORT AND MARINE POLICE

S/N	NAME OF VESSEL	CAT.	CHARACTERISTICS	RANGE (NM)	ELECTRONIC MEANS
1.	EVAGORAS	RV(25)	MAX. SPEED: 35 Kts ECONOMY SPEED: 27 Kts MAX CAPACITY: 30 ATOMA	600 700	VHF DSC MF/HF DSC SART EPIRB SAT PHONE ΔΙΚΤΥΟ ΤΕΤΡΑ NIGHT VISION
2.	POSEIDON				
3.	ODYSSEAS				
4.	THISEAS				
5.	ONISILLOS				
6.	KARPASIA	RB(10)	MAX. SPEED: 12 Kts ECONOMY SPEED: 10 Kts MAX CAPACITY: 15 PERSONS	250	GPS RADAR SART VHF TETRA EPIRB NIGHT VISION
7.	KOURION				
8.	AGIOS ILARION				

9.	AKAMAS				(PORTABLE)
10.	DIONYSSOS				
11.	ASTRAPI (5)	RB(25)	MAX. SPEED: 40 Kts ECONOMY SPEED: 28 Kts MAX CAPACITY: 6 PERSONS DAYLIGHT ONLY CAPABILITY	150 - 250	GPS RADAR VHF PORTABLE TETRA
12.	APOSTOLOS ANDREAS	RB(25)	MAX. SPEED: Kts ECONOMY SPEED: Kts MAX CAPACITY: PERSONS	180	GPS - SART RADAR - AIS VHF TETRA VHF NIGHT VISION (PORTABLE)
13.	LARA				
14.	AGIOS NIKOLAOS				
15.	AGIA EIRINI				
16.	TRITON				
17.	ELEFThERIA				
18.	EVAGORAS PALLIKARIDES	RB(25)	MAX. SPEED: Kts ECONOMY SPEED: Kts MAX CAPACITY: PERSONS		GPS - SART RADAR - AIS VHF THERMAL CAMERA
19.	LEONIDAS				
20.	MORFOU	RB(25)	MAX. SPEED: Kts ECONOMY SPEED: Kts MAX CAPACITY: PERSONS		GPS - SART RADAR - AIS VHF THERMAL CAMERA



Lt Cdr (N) George Economou
Operation Officer

Cdr Andreas Charalambides
Commander of JRCC Larnaca

REMARKS

In the case of extreme weather conditions or other difficulties that affect the execution of an operation, **the final decision for the departure of a vessel, as well as the continuation of the operation, is taken by the Captain** of the vessel, taking as primary consideration the safety of the personnel as well as the vessel's equipment.

ADDENDUM '2'
 TO APPENDIX "B" OF THE N.S.R.P.

AIRCRAFTS' CAPABILITIES
1. AIRCRAFTS OF NC/NGHQ – POLICE

S/N	CAPABILITIES		PAU		460 SQR	470 SQR
			BH-412 HELICOPTER	AW-139 HELICOPTER	AW-139 HELICOPTER	UAV
1	CATEGORY		HEL-M	HEL-M	HEL-M	M – RANGE
2	NUMBER OF ENGINES		2	2	2	1
3	ECONOMY SPEED (kts)		120	140	140	120
4	AUTONOMY (HOURS)	WITHOUT AUXILIARY TANK	2:30 ^{(1), (3)}	2:45 ^{(1), (3)}	2:45 ^{(1), (3)}	14:00
		WITH AUXILIARY TANK	3:30 ^{(1), (3)}	3:45 ^{(1), (3)}	3:45 ^{(1), (3)}	
5	RADIUS OF ACTIVITY	WITHOUT AUXILIARY TANK	120 ^{(1), (3)}	170 ^{(1), (3)}	170 ^{(1), (3)}	120NM (LOS)
		WITH AUXILIARY TANK	180 ^{(1), (3)}	220 ^{(1), (3)}	220 ^{(1), (3)}	
COMMUNICATIONS						
6	HF		X	√	√	X
7	VHF/AM		√	√	√	√
8	VHF/FM		√	√	√	X
9	UHF/AM		X	√	√	√
10	TETRA		√	√	X	X
11	GPS		√	√	√	√
12	ADF (for NDB)		√	√	√	X
13	RADAR		√	√	√	√
14	RADIO COMPASS		√	√	√	√
15	FLIR		X	√	√	√


<u>SAR EQUIPMENT</u>					
16	HOIST	✓	✓	✓	X
17	SPOTLIGHT	✓	✓	✓	X
18	FLOATS	✓	✓	✓	X
19	LIFTS (L) or PASSENGERS (P) or CREW (C)	3L+1P+5C 2L+1P+5C 1L+2P+5C 10P+5C ⁽²⁾ ,	3L+3P+5C 2L+3P+5C 1L+3P+5C 9P+5C ⁽²⁾ ,	3L+3P+5C 2L+3P+5C 1L+3P+5C 9P+5C ⁽²⁾ ,	X
20	ABILITY TO DROP SUPPLIES	⁽³⁾ ✓	⁽³⁾ ✓	⁽³⁾ ✓	X
21	FULL ABILITY AT NIGHT	✓	✓	✓	✓

REMARKS

- (1) Time in the area 20 minutes
- (2) The helicopter crew includes: Captain, Copilot, Hoist Operator, Rescue Diver and a Doctor or Nurse Officer.
- (3) The above data may change during an operation and should not be considered as absolute. Each operation is unique and should be planned taking into consideration several facts, such as the distance from the aircrafts' base, the time needed to fly to the area of operation, as well as the maximum weight at takeoff.
- (4) In the case of extreme weather conditions or other difficulties that affect the execution of an operation, the final decision for the departure of the aircraft, as well as the continuation of the operation, is taken by the Captain of the aircraft, taking as primary consideration the safety of the personnel as well as the equipment.

2. SECONDARY AIR ASSETS

S/N	CAPABILITIES	FOREST DEPARTMENT AIR ASSETS UNIT		460 SAR SQN	CIVIL DEFENCE
		A/C AIR TRACTOR (FD-1)	A/C THRUSH 550 (FD-2)	A/C ISLANDER	UAV (DRONES)
1.	CATEGORY	SRG	SRG	MRG	SRG
2.	NUMBER OF ENGINES	1	1	2	6
3.	ECONOMY SPEED (kts)	160	150	110	
4.	AUTONOMY (HOURS)	3:30 - 5:00 ⁽³⁾	3:00 - 4:00 ⁽³⁾	4:00 - 4:30 ⁽³⁾	0:35 – 0:50 ⁽³⁾
5.	RADIUS OF ACTIVITY	350	325	450	3 (3) (4) (OVER LAND)
COMMUNICATIONS					
6.	VHF/AM	√	√	√	X
7.	VHF/FM	√	√	√	X
8.	FOREST DEPARTMENT NETWORK	√	√	X	√
9.	GPS	√	√	X	√
10.	ADF	√	√	√	X
11.	RADIOCOMPASS	√	√	√	X
SAR EQUIPMENT					
12.	FULL ABILITY AT NIGHT AND DAY	DAY TIME ONLY	DAY TIME ONLY	DAY TIME ONLY	√


 Lt Cdr (N) George Economou
 Operation Officer

Cdr Andreas Charalambides
Commander of JRCC Larnaca

REMARKS

- (1) The crew of the A/C includes the Captain and depending on the case, an observer.
- (2) See comment number three (3) and four (4) of the above table (AIRCRAFTS OF NC/NGHQ – POLICE DEPARTMENT)
- (3) The capabilities of the Civil Defence's capabilities may differ depending on the type.

APPENDIX «C»
OF THE N.S.R.P.

COMMUNICATIONS – CALL SIGNS

1. Wired Communications

1.1 The National Emergency free Telephone Number to report Search and Rescue incidents is **1441**.

1.2 Other wired **circuits** and communications systems that the JRCC has at its disposal are the following:

- +357-24-643005
 - +357-24-304723
 - +357-24-304737
 - +357-24-643254
 - LCLKYCYX
 - JRCC / NG Telephone Centre
- } Telephone lines
- : Fax Service
- : AFTN Service
- : (1288)

1.3 JRCC has direct wired telephone communication (hot lines) with the following carriers:

- JOC AKROTIRI
- NGHQ/COC

NOTE: In case of a general outage of CYTA networks, all bodies/services should contact JRCC/Ops Room at phone number **24251441**

2. International frequencies used for SAR

2.1 Distress and Safety

- 518 KHz NAVTEX (Maritime Safety Information)
 - 121.5 MHz International Civil Aviation Distress Frequency
 - 243.0 MHz International Air Force Distress Frequency
 - 156.8 MHz (CH-16) International Marine Distress Frequency
 - 156.525 MHz (CH-70)
 - 2187.5 KHz
 - 4207.5 KHz
 - 6312.0 KHz
 - 8414.5 KHz
 - 12577.0 KHz
 - 16804.5 KHz
- } DSC Distress Frequencies (The DSC is used for data transmission)
- 2182 KHz International marine MF Distress and Calling frequency
 - 406 MHz Broadcast frequency for EPIRB, ELT and PLB of the COSPAS- SARSAT satellite system

- IRIDIUM MOBILE: TEL: +881622438884
- IRIDIUM SAILOR CS4000: TEL: +881622438883

6. Internet Communications

Note that, the email addresses are not intended to be used for reporting distress incidents.

JRCC

- info@jrcc.org.cy (main)
- rescuecy@gmail.com (alternative)

CYPRUS RADIO Cyprus.radio@jrcc.org.cy

CYMCC

Cymcc@jrcc.org.cy

Web site www.mod.gov.cy/jrcc

7. CALL SIGNS of SAR Units

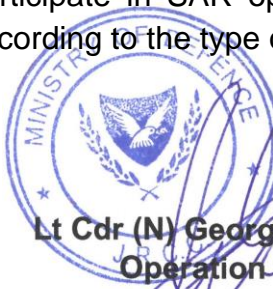
7.1 The CALL SIGNS of the SAR assets that participate in SAR operations or exercises are determined in the order of mobilization issued by the JRCC, depending on the incident and the number of SAR assets that will participate in the operation.

7.2 According to the IAMSAR Manual Vol. III, the call signs should follow the guidelines below:

7.2.1 In SAR assets that take part in the SAR operation, code “RESCUE-NN”, where NN is a double digit number, eg H/C 701 AW-139 of 460 SQR: RESCUE-01.

7.2.2 In SAR assets that take part in the SAR exercise, code “SAREX-NN”, where NN is a double digit number, eg RV “THISEAS” of the marine police: SAREX-01.

7.3 The secondary SAR assets or the SAR assets of other countries which participate in SAR operations or exercises will be assigned call signs by the JRCC according to the type of the asset (naval or aviation).



Lt Cdr (N) George Economou
Operation Officer

Cdr Andreas Charalambides
Commander of JRCC Larnaca

APPENDIX «D»
OF THE N.S.R.P.

**NON-GOVERNMENTAL ORGANIZATIONA – ASSOCIATIONS - VOLUNTEER
GROUPS**

The **ONLY** volunteer groups that may participate in a SAR operation under the operational coordination of JRCC are the following:

- a. The Underwater Disaster Tea, Reserves, members of the UDT Association
- b. The Commando Reserves, members of the Emergency Volunteer Department of the Commando Reserves Association
- c. Accredited individuals which submitted their request and certificates and are registered in the “Special SAR Volunteers Registry”. The certificates are predefined by the JRCC and include certain recognized diplomas for First Aid, Lifeguarding and diving.

2. It is **NOTED** that any Non-Governmental Organizations, Associations, Volunteer Teams and individuals, are forbidden to conduct SAR operations within the Area of Responsibility of JRCC, without the written approval of the Center.


Lt Cdr (N) George Economou
Operation Officer

Cdr Andreas Charalambides
Commander of JRCC Larnaca

APPENDIX «E»
OF THE N.S.R.P.**OPERATIONAL ORDERS**

1. To rapidly transmit printed operational instructions, the main form of transmission is the fax while direct telecommunication circuits (HOTLINES), telephone, as well as email may be used where required.
2. All SAR Units must have a fax machine, (any change in the number must be reported immediately to JRCC), in order to receive SAR operational instructions.
3. Addendum “1” describes the Mobilisation Order which is common to all means and groups.
4. Addendum “2” describes the SAR Mission Report (SMR) which every SAR mean or team Chief is obliged to submit to the JRCC immediately after the completion of his mission. In order to save time, the SMR may be given over the radio and/or telephone by the commander of the asset or the head of the group and then be sent via fax to the JRCC.



Lt Cdr (N) George Economou
Operation Officer



Cdr Andreas Charalambides
Commander of JRCC Larnaca

ADDENDUMS

- “1” Mobilisation Order
“2” SAR Mission Report

ADDENDUM "1"
TO APPENDIX "F" OF THE N.S.R.P.

MOBILISATION ORDER

		JRCC LARNACA (CYPRUS)			
TEL	+357 24643005-1441	AFTN	LCLKYCYX		
SATELLITE PHONE	+870 772545696	INMARSAT-C	421099999		
FAX	+357 24643254	E-MAIL ADDRESS	info@jrcc.org.cy		
WEBSITE	http://www.mod.gov.cy/jrcc				
ADDRESS	50 Spirou Kiprianou, Irida building No.3, 11 th floor, 6057 Larnaca				

FAX MESSAGE

DATE/TIME : 120730C MAY 22 *(C local time, Z UTC)* PAGES: 2
 FROM : JRCC LARNACA
 TO : *SRUs involved*
 INFO : *(the administrations of the involved SRUs and their operation centres)*
 SUBJECT : **SAR OPERATION/01** *(Because a large operation may include many signals, for every signal there will be a series number from 01 etc)*
 REL: *:N.S.R.P. NEARCHOS/JRCC/2022*

1. UPON RECEIPT OF THE PRESENT MESSAGE A SAR OPERATION IS ORDERED AS FOLLOWS:

A. SITUATION

(Briefly describe the current situation)

B. DESCRIPTION

Define a basic set of 7 sections providing information for each of those in danger involved in the incident. If there is more than one vessel or aircraft then the set is repeated for each one.

- | | | |
|-----|----------------------|---|
| (1) | CATEGORY OF INCIDENT | : <i>(MARINE, AVIATION, LAND)</i> |
| (2) | NAME | : <i>(Name of vessel or type of aircraft or names of persons or group in a land incident)</i> |
| (3) | CALLSIGN | : <i>(For vessel or aircraft)</i> |
| (4) | FLAG | : <i>(For vessel or aircraft)</i> |
| (5) | TYPE | : <i>(Commercial, passenger, yacht, sailing vessel etc, for vessels, transportation for aircraft)</i> |
| (6) | POSITION | : <i>(Last known position of those in danger)</i> |
| (7) | CONDITION | : <i>(In brief, the condition of those in danger eg. Fire, 2 missing, 1 for evacuation etc)</i> |

C. SAR UNITS INVOLVED

State the names of the S-R means that have been ordered to take part in the operation and next to their names insert their call signs.

D. EXECUTION

For every means referred to in the paragraph above, the scope of activity of the means is to be stated. The numbering shall be the same and correspondingly with the previous paragraph and outside the series number insert the call sign of the means. The scope of activity must ideally come from applying the SAR-PC but in special circumstances it may be written freely.

2. WEATHER CONDITION

Weather conditions are provided for the route of the SAR units towards the incident position. It may state "CREW'S OBLIGATION, AS FOR THE ROUTE AND AS FOR THE INCIDENT POSITION."

3. COMMUNICATIONS

For every means and following the numbering in paragraph 1C, the main communications frequency shall be provided and the standby frequency. Also, for every means an instruction shall be issued as to how often he is to report his condition.

4. OTHER UNITS IN THE REGION

From (1), (2) ... etc, state the names of other vessels or aircraft in the region and taking part in the S-R operation. According to the information available, details of nationality, position, call sign, communication frequency, such as the following will be provided:



(1) [TYPE OF MEANS] / [NATIONALITY] / [CALL SIGN] / [COMMUNICATION FREQUENCY]

5. COORDINATION INSTRUCTIONS

All coordination instructions shall be written here freely. It is emphasized, that in every operation "THE SAFETY OF PERSONNEL AND MATERIAL COMES FIRST".

DUTY OFFICER
END OF MESSAGE

Example 1

		JRCC LARNACA (CYPRUS)			
TEL	+357 24643005-1441	AFTN	LCLKYCYX		
SATELLITE PHONE	+870 772545696	INMARSAT-C	421099999		
FAX	+357 24643254	E-MAIL ADDRESS	info@jrcc.org.cy		
WEBSITE	http://www.mod.gov.cy/jrcc				
ADDRESS	50 Spirou Kiprianou, Irida building No.3, 11 th floor, 6057 Larnaca				

FAX MESSAGE

DATE/TIME : 120730C MAY 10 PAGES: 2
 FROM : JRCC LARNACA
 TO : PAU
 INFO : POLICE HQ
 SUBJECT : **SAR OPERATION/01**
 REL :N.S.R.P. NEARCHOS/JRCC/2022

1. UPON RECEIPT OF THE PRESENT MESSAGE A SAR OPERATION IS ORDERED AS FOLLOWS:

A. SITUATION

TWO (2) PERSONS ARE MISSING FROM A FISHING VESSEL

B. DESCRIPTION

(1) CATEGORY OF INCIDENT:	MARINE
(2) NAME :	QUEEN MARINE
(3) CALLSIGN:	P3XH8
(4) FLAG:	CYPRUS
(5) TYPE:	FISHING VESSEL
(6) POSITION:	34-24.563N 033-56.387E
(7) CONDITION:	TWO (2) PERSONS ARE MISSING

C. SAR UNITS INVOLVED

(1) HELL-M AKRITAS	CALL SIGN: PAPA TWO
(2) JRCC	CYPRUS RESCUE

D. EXECUTION

(1) **PAPA TWO**
 EXPANDING SQUARE SEARCH
 1L - START POSITION (SPST_x) 34° 24.563 N - 033° 56.387 E



2L - TURN DIRECTION	RIGHT
2R - INITIAL TRACK	057.4 DEGREES
3L - LEG SPACE	001.0 NM
3R - INITIAL LEG LENGTH	001.0 NM
4L - SPEED	80.0 KTS
4R - MAXIMUM RADIUS	006.5 NM

2. **WEATHER CONDITIONS**
CREW'S OBLIGATION FOR THE ROUTE AS WELL AS THE AREA OF THE INCIDENT
3. **COMMUNICATIONS**
(1) MAIN FREQUENCY 134.0 VHF/AM / STANDBY 16,06 VHF/FM.
SITUATION REPORT EVERY 15'
4. **OTHER UNITS IN THE REGION**

5. **COORDINATION INSTRUCTIONS**
GENERAL COORDINATOR JRCC LARNACA - CALL SIGN: CYPRUS RESCUE
THE SAFETY OF PERSONNEL AND MATERIAL COMES FIRST

DUTY OFFICER
END OF MESSAGE

Example 2

		JRCC LARNACA (CYPRUS)			
TEL	+357 24643005-1441	AFTN	LCLKYCYX		
SATELLITE PHONE	+870 772545696	INMARSAT-C	421099999		
FAX	+357 24643254	E-MAIL ADDRESS	info@jrcc.org.cy		
WEBSITE	http://www.mod.gov.cy/jrcc				
ADDRESS	50 Spirou Kiprianou, Irida building No.3, 11 th floor, 6057 Larnaca				

FAX MESSAGE

DATE/TIME : 120730C SEP 10 PAGES: 5
 FROM : JRCC LARNACA
 TO : PAU
 NC
 CMP
 INFO : NGHQ/COC
 POLICE HQ
 AFC
 JRCC
 SUBJECT : **SAR OPERATION/01**
 REL : N.S.R.P. NEARCHOS/JRCC/2022

1. UPON RECEIPT OF THE PRESENT MESSAGE A SAR OPERATION IS ORDERED AS FOLLOWS:

A. SITUATION

FOLLOWING A COLLISION BETWEEN TWO (2) FISHING VESSELS TWO (2) PERSONS ARE MISSING AND THE EVACUATION OF ANOTHER TWO (2) PERSONS.

B. DESCRIPTION

(1)	CATEGORY OF INCIDENT:	MARITIME
(2)	NAME:	QUEEN MARINE
(3)	CHARACTERISTIC OF CALL:	P3XH8
(4)	FLAG:	CYPRUS
(5)	TYPE:	FISHING VESSEL
(6)	POSITION:	34-24.563N 033-56.387E
(7)	CONDITION:	2 CASUALTIES

(1)	CATEGORY OF INCIDENT:	MARITIME
(2)	NAME:	STARFISH

- (3) CHARACTERISTIC OF CALL: P10H2
- (4) FLAG: CYPRUS
- (5) TYPE: FISHING VESSEL
- (6) POSITION: 34-24.563N 033-56.387E
- (7) CONDITION: SUNK

C. SAR UNITS INVOLVED

- (1) HEL-M AKRITAS CALL SIGN: PAPA TWO
- (2) R/V TSOMAKIS CALL SIGN: RESCUE ONE
- (3) R/V ONISILOS CALL SIGN: RESCUE TWO

D. EXECUTION

(1) PAPA TWO

EXPANDING SQUARE SEARCH

NAME : HEL-M AKRITAS
CENTER : 34-24.563N 033-56.387E
RADIUS : 12.50 NM
ORIENTATION : 180.0 T
TRACK SPACING : 5.00 NM
FIRST TURN : RIGHT
CSP : 34-24.563N 033-56.387E
CORNER PT #1 : 34-12.063N 034-11.538E
CORNER PT #2 : 34-12.063N 033-41.236E
CORNER PT #3 : 34-37.063N 033-41.236E
CORNER PT #4 : 34-37.063N 034-11.538E

SORTIE SUMMARY

START TIME : 210700Z SEP 10
SEARCH SPEED : 120.00 KTS
ON SCENE DISTANCE : 120.14 NM
ON SCENE TIME : 01:09:05
SRU START POSITION : 34-48.616N 033-38.353E
SRU START SPEED : 120.00 KTS
SRU END POSITION : 34-49.302N 033-35.850E
SRU END SPEED : 120.00 KTS
TOTAL DISTANCE : 192.42 NM
TOTAL TIME : 01:45:13

NOTE: TIMES INCLUDE 15% TARGET ID TIME
 SORTIE DETAILS -----

	LEG POSITION	COURSE	LEG DIST	T.DIST	LEG.TIME	TTL.TIME
	T	NM	NM			
--	-----	-----	-----	-----	-----	-----
T	34-48.616N 033-38.353E	148.3	28.29	28.29	00:14:09	00:14:09
1	34-24.563N 033-56.387E	180.0	5.00	33.29	00:02:53	00:17:01
2	34-19.563N 033-56.387E	270.0	5.02	38.31	00:02:53	00:19:54
3	34-19.563N 033-50.327E	000.0	10.00	48.31	00:05:45	00:25:39
4	34-29.563N 033-50.327E	090.0	10.02	58.33	00:05:46	00:31:25
5	34-29.563N 034-02.447E	180.0	15.00	73.33	00:08:38	00:40:03
6	34-14.563N 034-02.447E	270.0	15.07	88.41	00:08:40	00:48:43
7	34-14.563N 033-44.266E	000.0	20.00	108.41	00:11:30	01:00:13
8	34-34.563N 033-44.266E	090.0	20.02	128.43	00:11:31	01:11:43
9	34-34.563N 034-08.507E	180.0	20.00	148.43	00:11:30	01:23:13
10	34-14.563N 034-08.507E	322.2	43.99	192.42	00:22:00	01:45:13
T	34-49.302N 033-35.850E	-----	-----	192.42	-----	01:45:13

(2) RESCUE ONE

CREEPING LINE SEARCH

 NAME : R/V TSOMAKIS
 CENTER : 34-19.293N 033-56.240E
 LENGTH : 20.00 NM
 WIDTH : 10.66 NM
 MAJOR AXIS : 090.5 T
 MINOR AXIS : 000.5 T
 CREEP DIRECTION : 090.5 T
 TRACK SPACING : 2.50 NM
 FIRST TURN : RIGHT
 CSP : 34-15.290N 033-45.603E
 CORNER PT #1 : 34-24.536N 034-08.404E
 CORNER PT #2 : 34-13.876N 034-08.291E
 CORNER PT #3 : 34-14.050N 033-44.076E
 CORNER PT #4 : 34-24.710N 033-44.189E

SORTIE SUMMARY

 START TIME : 210713Z SEP 10
 SEARCH SPEED : 10.00 KTS
 ON SCENE DISTANCE : 82.84 NM
 ON SCENE TIME : 09:31:35
 SRU START POSITION : 34-54.047N 033-45.211E
 SRU START SPEED : 10.00 KTS
 SRU END POSITION : 34-54.342N 033-44.851E
 SRU END SPEED : 10.00 KTS

TOTAL DISTANCE : 164.80 NM

TOTAL TIME : 17:43:20

NOTE: TIMES INCLUDE 15% TARGET ID TIME

SORTIE DETAILS

```

-----
      LEG POSITION      COURSE LEG DIST T.DIST LEG.TIME TTL.TIME
      T              NM      NM
-----
T 34-54.047N 033-45.211E 179.5 38.77 38.77 03:52:36 03:52:36
1 34-15.290N 033-45.603E 000.5 8.16 46.93 00:56:19 04:48:54
2 34-23.449N 033-45.689E 090.5 2.51 49.43 00:17:17 05:06:11
3 34-23.427N 033-48.716E 180.5 8.16 57.59 00:56:19 06:02:30
4 34-15.268N 033-48.630E 090.5 2.51 60.10 00:17:19 06:19:49
5 34-15.246N 033-51.656E 000.5 8.16 68.26 00:56:19 07:16:08
6 34-23.406N 033-51.743E 090.5 2.51 70.77 00:17:17 07:33:25
7 34-23.384N 033-54.770E 180.5 8.16 78.93 00:56:19 08:29:44
8 34-15.224N 033-54.683E 090.5 2.51 81.44 00:17:19 08:47:02
9 34-15.202N 033-57.710E 000.5 8.16 89.60 00:56:19 09:43:21
10 34-23.362N 033-57.797E 090.5 2.51 92.11 00:17:17 10:00:38
11 34-23.340N 034-00.824E 180.5 8.16 100.27 00:56:19 10:56:57
12 34-15.179N 034-00.737E 090.5 2.51 102.78 00:17:19 11:14:16
13 34-15.159N 034-03.764E 000.5 8.16 110.94 00:56:19 12:10:34
14 34-23.318N 034-03.850E 090.5 2.51 113.44 00:17:17 12:27:52
15 34-23.295N 034-06.877E 180.5 8.16 121.60 00:56:19 13:24:10
16 34-15.137N 034-06.791E 335.2 43.19 164.80 04:19:10 17:43:20
T 34-54.342N 033-44.851E ----- ----- 164.80 ----- 17:43:20

```

(3) RESCUE TWO

PARALLEL SEARCH

```

-----
NAME           : R/V ONISILOS
CENTER         : 34-29.225N 033-56.460E
LENGTH        : 21.77 NM
WIDTH         : 12.50 NM
MAJOR AXIS    : 090.7 T
MINOR AXIS    : 180.7 T
CREEP DIRECTION : 180.7 T
TRACK SPACING : 2.50 NM
FIRST TURN    : RIGHT
CSP           : 34-34.342N 033-44.846E
CORNER PT #1  : 34-35.342N 034-09.757E
CORNER PT #2  : 34-22.842N 034-09.572E
CORNER PT #3  : 34-23.108N 033-43.162E
CORNER PT #4  : 34-35.608N 033-43.348E

```

SORTIE SUMMARY

 START TIME : 210708Z SEP 10
 SEARCH SPEED : 5.00 KTS
 ON SCENE DISTANCE : 106.63 NM
 ON SCENE TIME : 24:31:28
 SRU START POSITION : 34-54.090N 033-44.518E
 SRU START SPEED : 5.00 KTS
 SRU END POSITION : 34-54.179N 033-44.738E
 SRU END SPEED : 5.00 KTS
 TOTAL DISTANCE : 162.09 NM
 TOTAL TIME : 35:37:02
 NOTE: TIMES INCLUDE 15% TARGET ID TIME

SORTIE DETAILS

	LEG POSITION	COURSE	LEG DIST	T.DIST	LEG.TIME	TTL.TIME
	T	NM	NM			
--	-----	-----	-----	-----	-----	-----
T	34-54.090N 033-44.518E	179.2	19.75	19.75	03:57:02	03:57:02
1	34-34.342N 033-44.846E	090.7	19.31	39.06	04:26:25	08:23:28
2	34-34.107N 034-08.223E	180.7	2.50	41.56	00:34:30	08:57:58
3	34-31.607N 034-08.186E	270.7	19.32	60.88	04:26:33	13:24:32
4	34-31.842N 033-44.809E	180.7	2.50	63.38	00:34:30	13:59:02
5	34-29.342N 033-44.772E	090.7	19.33	82.70	04:26:41	18:25:43
6	34-29.107N 034-08.148E	180.7	2.50	85.20	00:34:30	19:00:14
7	34-26.607N 034-08.110E	270.7	19.33	104.54	04:26:49	23:27:03
8	34-26.842N 033-44.734E	180.7	2.50	107.04	00:34:30	24:01:33
9	34-24.342N 033-44.697E	090.7	19.34	126.38	04:26:57	28:28:31
10	34-24.108N 034-08.074E	327.4	35.71	162.09	07:08:32	35:37:02
T	34-54.179N 033-44.738E	-----	-----	162.09	-----	35:37:02

2. WEATHER CONDITIONS

CREW'S OBLIGATION FOR THE ROUTE AS WELL AS THE AREA OF THE INCIDENT

3. COMMUNICATIONS

(1) MAIN FREQUENCY 134.0 VHF/AM / STANDBY 16,06 VHF/FM. CONDITION REFERENCE EVERY 15'

(2) MAIN FREQUENCY 134.0 VHF/AM / STANDBY 16,06 VHF/FM. CONDITION REFERENCE EVERY 30'

(3) MAIN FREQUENCY 134.0 VHF/AM / STANDBY 16, 06 VHF/FM. CONDITION REFERENCE EVERY 30'

4. OTHER UNITS IN THE REGION

(1) FRIGATE ARROW/USA/ARROW/134.0 VHF

(2) E/P SEA STALLION/ISRAEL/STAR ONE/282.8 MHz

5. COORDINATION INSTRUCTIONS

GENERAL COORDINATOR JRCC CALL SIGN: CYPRUS RESCUE

ON SCENE COORDINATOR RESCUE TWO

THE SAFETY OF PERSONNEL AND MATERIAL COMES FIRST

DUTY OFFICER
END OF MESSAGE

ADDENDUM '2'
 TO APPENDIX "E" OF THE N.S.R.P.

SAR MISSION REPORT

SAR MISSION REPORT

FAX MESSAGE

DATE/TIME : 120730C MAY 22 *The first 2 digits for the date* PAGES: 2
The 4 subsequent digits for the time
C local time, Z UTC time

FROM : *(the unit submitting the report)*

TO : JRCC LARNACA

C.C. : *(The Administration of the Unit submitting the report and other Units performing similar missions)*

RE : **SAR MISSION REPORT/01**
(Because a large operation may include many missions, for every signal retain a series number from 01 etc)

REL. : *(Particulars of the mobilisation instructions on the basis of which the mission was carried out)*
N.S.R.P. NEARCHOS/JRCC/2016

1. MISSION DETAILS OF SAR ASSET

- (A) TYPE OF MISSION** : *(Type of mission assigned to the JRCC)*
- (B) TIME RECEIVED** : *(The time the mission was received by the crew of the SRU)*
- (C) COMMENCEMENT** : *(Departure time of SAR Units)*
- (E) TERMINATION** : *(The time the SRU returns to base)*
- (F) MID ROUTE POSTS** : *(State the interim stops for re-fuelling, taking on staff, handing over displaced persons etc. Arrival or Departure time included respectively)*
- (G) WEATHER CONDITIONS:** *(State condition of sea, wind, visibility, cloud base etc)*
- (H) COMMUNICATION** : *(State the quality of communications on the cooperation frequencies)*

2. PARTICULARS OF SAR UNIT

- (A) AGENCY** : *(The agency to which the SRU belongs)*
- (B) VESSEL/HP/AIRCRAFT** : *(Name of SRU)*
- (C) CREW** : *(The number of persons comprising the crew)*
- (D) OBSERVERS** : *(The number of observers at the search)*
- (E) RESCUERS** : *(The number of rescuers in the crew)*
- (F) MEDICAL STAFF** : *(The number of nurses-doctors in the crew)*

3. RESULTS

(A) LOCATING OBJECT OF SEARCH

*State the position in which the object of the search was located and its condition.
If not located insert: "NOT LOCATED"*

(B) NUMBER OF PERSONS IN DANGER

RESCUED : *(Including the number of injured)*
DEAD : *(The number of dead)*
MISSING : *(The number of missing people)*
TOTAL : *(The total number of people that were in danger)*

4. OBSERVATIONS - REMARKS

(Write any comment – observation concerning the operation, as well as the issues that concern its safe execution)

Example 1

SAR MISSION REPORT

FAX MESSAGE

PAGES: 2

DATE/TIME : 120730C MAY 22
 FROM : LARNACA CMP
 TO : JRCC LARNACA
 C.C. : POLICE DEPARTMENT
 RE : SAR MISSION REPORT/01
 REL. : N.S.R.P. NEARCHOS/JRCC/2011
 FAX/12-5-2022/ SAR OPERATION/JRCC

1. MISSION DETAILS

(A) TYPE OF MISSION : SAR
 (B) TIME RECEIVED : 10 MAY 2022 / 2200 LOCAL
 (C) COMMENCEMENT : 10 MAY 2022 / 2238 LOCAL
 (E) TERMINATION : 10 MAY 2022 / 0616 LOCAL
 (F) MID ROUTE POSTS : -
 (G) WEATHER CONDITIONS: WEATHER CLEAR, VISIBILITY GOOD, SEA BEAUFORT
 WIND FORCE SCALE 3-4
 (H) COMMUNICATIONS : NO PROBLEMS

2. SAR UNITS INVOLVED

(A) UNIT : LARNACA CMP
 (B) VESSEL/HP/AIRCRAFT: R/V ONISILOS
 (C) CREW : 9
 (D) OBSERVERS : 2
 (E) RESCUERS : 2
 (F) NURSES : 1

3. RESULTS**(A) LOCATING OBJECT OF SEARCH**

VESSEL SOSIVIA WAS LOCATED 32° 26.115NM 33° 32.215

(B) PERSONS IN DANGER

RESCUED : 8 (4 OUT OF 8 INJURED)
 DEAD : --
 MISSING : --
 TOTAL : 8

4. OBSERVATIONS

THERE WAS A SERIOUS DELAY (30 MINUTES) UNTIL THE NURSE SHOWED UP WHOSE PRESENCE WAS NECESSARY DUE TO THE CONDITION OF THE INJURED.

APPENDIX «F»
OF THE NSRP**GUIDELINES IN SAR INCIDENTS**

1. This Appendix describes the coordinating instructions concerning the Organisation of Units, the SAR assets and personnel that will be given in order to take part in a SAR mission, as appropriate.

2. These instructions indicatively set out the role of every Service for the confrontation of SAR incidents that might arise in Cyprus' area of responsibility (Land, Air and Sea). The services that will be called to participate in the incident, are obligated to be familiar with the actions that will be taken by the other involved services so that mutual interferences and unnecessary movements are avoided as well as the fastest coordination is achieved. It is highlighted that the JRCC can change the services participating and the way the action is executed if deemed necessary.

3. It is emphasized that:

a. In case of an incident within the airport area, the coordination and operational control of the incident is undertaken by the airport authorities, which can request JRCC's assistance, if deemed necessary.

b. In case of an incident outside the airport area up to a distance of 5 NM from any point of the airport fence, the coordination and operational control of the incident is undertaken by the JRCC, while the airport authorities may contribute to support with their personnel and the means available.

c. In case of an incident within the SBA areas' airports and military facilities, the coordination and operational control of the incident is undertaken by the JOC Akrotiri. In all other areas of the SBA the coordination and operational control is undertaken by the JRCC Larnaca while the JOC Akrotiri may contribute to support the personnel and the means available.

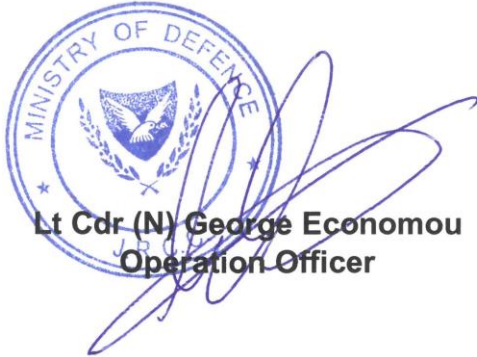
d. In all other cases anywhere within the Nicosia FIR, the coordination and operational control of the incident is undertaken by the JRCC Larnaca.

e. An accident is deemed as Air Accident when it fulfills the requirements described in Addendum "6" of present Appendix.

4. The possible main SAR incidents in the operational environment of the Cyprus Republic, mainly concern the following cases:

- a. At Open Sea, as Addendum '1'
- b. Near the Shore, as Addendum '2'
- c. Airport area – Salt Lake, as Addendum '3'

- d. At water dams, as Addendum '4'
- e. In overland areas, as Addendum '5'



Cdr Andreas Charalambides
Commander of JRCC Larnaca

ADDENDUMS

- “1”** AERONAUTICAL OR MARITIME INCIDENT AT OPEN SEA
- “2”** INCIDENT NEAR THE SHORES
- “3”** AERONAUTICAL INCIDENT IN THE AIRPORT AREA - SALT LAKE
- “4”** WATER DAMS INCIDENT
- “5”** OVERLAND AREAS INCIDENT
- “6”** AIR ACCIDENT
- “7”** SAR Incident on vessel on fire

ADDENDUM '1'
TO APPENDIX "F" OF THE N.S.R.P.**AERONAUTICAL OR MARITIME INCIDENT AT OPEN SEA**

1. This is every aeronautical or maritime incident, as well as every incident that occurs in any artificial islet – drilling platform or hydrocarbon mining installation that occurs at a distance more than twelve (12) nautical miles from the Cyprus coast.
2. In that case, due to the importance of response time, the air assets of NG/AFC and of PAU are the first to respond as well as the navy assets of RV(25) category of NGHQ /National Guard and Port and Marine police, depending on the incident.
3. The Ministry of Health ensures the care of the injured their transportation and hospitalization in State Hospitals.
4. Depending on the extent of the incident, secondary means may be mobilized to support the operation.
5. In case of rescue of Refugees and / or economic Migrants, then the operation is characterized as a "Combined SAR Operation" in which the following are to be executed:
 - a. Prior to the boarding of the persons in distress on the rescue vessels, a full body control is conducted by trained teams of the UDT.
 - b. Coordinating instructions are announced (in English and Arabic) from loudspeakers for coordination and to avoid any panic behavior - the risk of overturning the boat.
 - c. Continuous control of the boat in distress by the security officers to maintain the order and ensure boarding priorities, if the conditions permit so (weather and boat).
6. The services/ bodies involved must prepare a detailed memorandum of activities so that the necessary preparation and standardization is in place when conducting a SAR operation.
7. In SAR Operations when due to the number of the persons in distress and/or the complexity of operation the situation is deemed a CRISIS, then the Special National Plan "TEFKRO" is implemented and the "ZENON" Crisis Coordination Center is activated.
8. In case of fire on boat/ship which cannot be handled by own means and/or equipment, and the human life is in danger or the a naval accident is possible, then the JRCC is coordinating the operation according to Addendum "7", APPENDIX "F".



Lt Cdr (N) George Economou
Operation Officer

Cdr Andreas Charalambides
Commander of JRCC Larnaca

ADDENDUM '2'
TO APPENDIX "F" OF THE N.S.R.P.

SAR INCIDENT NEAR THE SHORES

1. The category includes any Air OR Naval incident that occurs at a distance up to twelve (12) nautical miles from the Cyprus Republic coast.
2. The high-speed vessels of the P&M Police and the NC/UDT are the first to respond to such incidents . According to the progress of the incident and the extent of the SAR operation coordinated by the JRCC, both RB RV vessels and aircrafts may be involved.
3. In particular, regarding the swimmers **close to shore**, during the summer months every effort must be taken by the Lifeguard teams and the police in the area to locate the missing.
4. The Ministry of Health and the SHSO are responsible for the transportation and hospitalization of the injured persons, at State Hospitals.
5. Depending on the extent of the incident, secondary means may be mobilized to support the operation
6. In case of rescue of Refugees and / or economic Migrants, then the operation is characterized as a "Combined SAR Operation" in which the following are to be executed:
 - a. Prior to the boarding of the persons in distress on the rescue vessels, a full body control is conducted by trained teams of the UDT.
 - b. Coordinating instructions are announced (in English and Arabic) from loudspeakers for coordination and to avoid any panic behavior - the risk of overturning the boat.
 - c. Continuous control of the boat in distress by the security officers to maintain the order and ensure boarding priorities if the conditions permit so (weather and boat).
7. The services/ bodies involved must prepare a detailed memorandum of activities so that the necessary preparation and standardization is in place when conducting a SAR operation.
8. In SAR Operations when due to the number of the persons in distress and/or the complexity of operation the situation is deemed a CRISIS, then the Special National Plan "TEFKRO" is implemented and the "ZENON" Crisis Coordination Center is activated.
9. In case of fire on boat/ship which cannot be handled by own means and/or equipment, and the human life is in danger or the a naval accident is possible, then the JRCC is coordinating the operation according to Addendum "7", APPENDIX "F".

ADDENDUM '3'
TO APPENDIX "F" OF THE N.S.R.P.**AERONAUTICAL INCIDENT IN THE AIRPORT AREAS - SALT LAKES**

1. Every air accident that occurs within or close to both International Airports of the Republic of Cyprus, Larnaca and Pafos.
2. The following are included in this category:
 - a. Incidents within the fenced area of the airport.
 - b. Incidents outside the fenced area up to a distance of 5 NM.
3. The above-mentioned incidents may occur on land, sea or within a salt lake (Larnaca Airport) where a SAR operation is to be conducted, trained personnel and equipment, as well as specialized procedures are needed. It is emphasized that the environment in the salt lakes is entirely different in the winter period in comparison to the summer.
4. Regarding category (a) in paragraph 2, regarding operations within the fenced area of the airport, the responsibility for the coordination and management of the rescue operations falls to the airport authorities according to the ERPP of every airport, which requires JRCC's assistance, if deemed necessary.
5. Regarding category (b) in paragraph 2, at a distance up to 5 NM from any point of the surrounding fence of the airport, the authority responsible for the coordination is JRCC, while the airport contributes with its personnel and its available means. In every incident, the representatives of the services involved must be present at the two centres (JRCC/Operation Room and Crisis Centre of the airport) after they are informed, depending on the nature of the incident.
6. The Ministry of Health and the SHSO are responsible for the transportation and hospitalization of the injured persons, at State Hospitals.
7. Depending on the extent of the incident, secondary means may be mobilized to support the operation
8. The services/ bodies involved must prepare a detailed memorandum of activities so that the necessary preparation and standardization is in place when conducting a SAR operation.
9. In SAR Operations when due to the number of the persons in distress and/or the complexity of operation the situation is deemed a CRISIS, then the Special National Plan "TEFKRO" is implemented and the "ZENON" Crisis Coordination Center is activated.



Lt Cdr (N) George Economou
Operation Officer

Cdr Andreas Charalambides
Commander of JRCC Larnaca

ADDENDUM '4'
TO APPENDIX "F" OF THE N.S.R.P.

WATER DAMS SAR INCIDENT

1. This is every accident (air or maritime) that occurs into the aquatic environment of a water dam.
2. JRCC is responsible in case of air accidents whereas in all other incidents that occur in water dam areas, JRCC only undertakes a support role while the coordination of the operation is assumed, on a case by case basis, by the Police and Fire Service.
3. The first response in such incidents will be by the helicopters of the PAU and the NG/AFC, the Disaster Response Special Unit, as well as NC/UDT. The SGD/SFC, UDU and the Civil Defence rescue teams, can participate in a search and rescue operation at the shores of the water dam in cooperation with the above forces, as secondary units and personnel.
4. Detailed data for the water dams are given by the Water Development Department of the Ministry of Agriculture, Natural Resources and Environment.
5. The Ministry of Health and the SHSO are responsible for the transportation and hospitalization of the injured persons, at State Hospitals.
6. Depending on the extent of the incident, secondary means may be mobilized to support the operation
7. The services/ bodies involved must prepare a detailed memorandum of activities so that the necessary preparation and standardization is in place when conducting a SAR operation.
8. In SAR Operations when due to the number of the persons in distress and/or the complexity of operation the situation is deemed a CRISIS, then the Special National Plan "TEFKRO" is implemented and the "ZENON" Crisis Coordination Center is activated.


Lt Cdr (N) George Economou
Operation Officer

Cdr Andreas Charalambides
Commander of JRCC Larnaca

ADDENDUM '5'
TO APPENDIX "F" OF THE N.S.R.P.**OVER-LAND AREAS SAR INCIDENT**

1. This concerns every aviation accident that occurs in a terrestrial area which cannot be accessed easily due to the particularities of the natural environment and the ground morphology. So, all involved services, are required to plan a detailed mission, so that an optimal coordination is achieved.
2. The JRCC is responsible for air accidents whereas in all other incidents that occur in inaccessible areas, the JRCC only undertakes an auxiliary role for the benefit of the competent services of the Police and the Fire Service.
3. The first response in such incidents will be by the helicopters of the PAU and the NG/AFC, the Disaster Response Special Unit, as well as NC/UDT. The SGD/SFC, UDU and the Civil Defence rescue teams, can participate in a search and rescue operation at the shores of the water dam in cooperation with the above forces, as secondary units and personnel.
4. The Ministry of Health and the SHSO are responsible for the transportation and hospitalization of the injured persons, at State Hospitals.
5. Depending on the extent of the incident, secondary means may be mobilized to support the operation
6. The services/ bodies involved must prepare a detailed memorandum of activities so that the necessary preparation and standardization is in place when conducting a SAR operation.
7. In SAR Operations when due to the number of the persons in distress and/or the complexity of operation the situation is deemed a CRISIS, then the Special National Plan "TEFKRO" is implemented and the "ZENON" Crisis Coordination Center is activated.



Lt Cdr (N) George Economou
Operation Officer

Cdr Andreas Charalambides
Commander of JRCC Larnaca

ADDENDUM '6'
TO APPENDIX "F" OF THE N.S.R.P.**AIR ACCIDENT**

1. The JRCC, based on its competencies, is responsible for the coordination of SAR operations due to air accident within the RoC's SRR, therefore it is consider highly important to note/detail the relative definitions and terms to avoid any misinterpretation.
2. According to the National Legislation 015 N.73(I)/2015 and the 996/2010 EU Regulation, an air accident is considered the incident related to an aircraft function whereas:
 - a. A death or fatal injury of a person is caused either as a passenger/crew of the aircraft, or because of the direct contact of the person with any part of the aircraft, including any detached parts, or because of the person's exposure to the jet blast, unless the injuries/death are caused due to natural causes, self-inflicted or inflicted by others or in the case when stowaways are injured hidden in forbidden areas of the aircraft.
 - b. The aircraft sustains structural damage, which reduces its structural strength, its performance or flight specifications and characteristics, directly affecting its flight safety.
 - c. The aircraft is missing or completely inaccessible.
3. Moreover, for the purpose of determining competencies, an accident in which an air mean is involved, which manages to fly in the atmosphere due to different air behavior in relation to the air on the surface of the Earth, with or without an engine, manned or unmanned, then it is considered an air accident and the operations falls under the responsibility of the JRCC. Specifically, the definition above includes fixed-wing aircrafts, helicopters, gliders, motor gliders, ultra-light, hand-gliders, moto-hand-gliders, paragliders, parachutes and hot air balloons.



Lt Cdr (N) George Economou
Operation Officer

Cdr Andreas Charalambides
Commander of JRCC Larnaca

ADDENDUM '7'
TO APPENDIX "F" OF THE N.S.R.P.**FIRE ON BOARD**

According to SOLAS, Part 1, Chapter II-2, ships are obligated and responsible for the prevention and fire fighting with own equipment. Moreover, and in case the ship's equipment is not able to function and/or to effectively fight the fire, the Coastal State **MUST** be able to respond to fire incidents, to save the people on board, according to IMO's Hamburg Convention of 1979, which was ratified by the Republic of Cyprus with law 5 (III) of 1994, "National Convention for Maritime Search and Rescue of 1979 and Relevant Matters".

2. The possible incident cases during which fire-fighting on board may be required as well as JRCC's role, are described in Attachment "1".
3. The naval assets of the Republic of Cyprus, as detailed in Attachment "2", which are in readiness according to the provisions of the SAR Plan "NEARCHOS", are capable to assist in small scale incidents of fire on board ships.
4. In the case of fire on board of ship/vessel docked in ports, marinas and fishing shelters (or on docks, in port basin or anchorage), the responsibility for the handling of the incident lays under the Administration (state or private) of the facility, which may call the Fire Service, if this is deemed necessary.



Lt Cdr (N) George Economou
Operation Officer

Cdr Andreas Charalambides
Commander of JRCC Larnaca

Attachments

- "1" Incidents Categorization
- "2" State Assets available for on-board fire fighting
- "3" Capabilities of Private Companies for on-board fire fighting

ATTACHMENT '1'

TO ADD. 7 OF APPENDIX "F" OF THE N.S.R.P.

INCIDENT CATEGORIES – FIRE ON BOARD

Category	Incident	Incident Location	Incident Description	Operation Coordinator	JRCC's role
A	DOCKED SHIP	Ports: Larnaca, Limassol, Paphos and Latsi, Zygi Port Area, as well as all fishing shelters and private marinas of Limassol and Ayia Napa	Incidents which can be confronted only with the Facility Administration's available equipment/means	Facility Administration	Support upon request
B	ANCHORED	Anchorage	Incidents which can be confronted only with the Facility Administration's available equipment/means	Anchorage Administration	Support upon request
C	SMALL SCALE FIRE - SAILING	Cyprus SRR (Except Anchorages)	Incidents which can be confronted only by the SAR assets available, as described in SAR Plan "NEARCHOS".	JRCC	JRCC may additionally mobilize the secondary assets, according to SAR Plan "NEARCHOS" to confront the incident and rescue the crew.

Category	Incident	Incident Location	Incident Description	Operation Coordinator	JRCC's role
D	Large Scale fire on ship en route (people in danger, nature of incident and weather conditions)	Cyprus SRR (Except Anchorages)	Incidents which can be confronted only by the primary and secondary SAR assets available, as described in SAR Plan "NEARCHOS".	JRCC	JRCC may mobilize any means deemed necessary to fight the fire and rescue the people in distress.
E	Rescue of entrapped person(s) from ship.	Cyprus SRR (Except Anchorages)	Incidents where persons are entrapped in ships and the ship is unable to provide assistance	JRCC	JRCC, when the conditions permit, may mobilize the Disaster Rescue Special Unit (DRSU) of Fire Service to transport to the ship of interest via ship or helicopter.



Lt Cdr (N) George Economou
Operation Officer

Cdr Andreas Charalambides
Commander of JRCC Larnaca

MINISTRY OF DEFENCE

JRCC

Larnaca, 14 Sep 2022

ATTACHMENT '2'

TO ADD. 7 OF APPENDIX "F" OF THE N.S.R.P.

STATE ASSETS TO ASSIST ON FIRE INCIDENTS ON BOARD SHIP**Naval Assets**

	TYPE OF ASSET	QUANTITY	SERVICE/ ADMINISTRATION	UNIT BASE	CAPABILITIES			INCIDENT CATEGORY
					FIREFIGHTING	ΑΝΤΛΗΣΗΣ ΥΔΑΤΩΝ	ΠΥΜΟΥΛΚΗΣΗΣ	
1	PATROL BOAT	3	NGGS/NC	MARI	- SHIPPING FF SYSTEM - 1 FF PUMP (15 M ³ /HOUR)	1 MOBILE PUMP	SHIPS UP TO 100 TN	C
2	OPVS	1			- SHIPPING FF SYSTEM - 1 FF PUMP (15 M ³ /HOUR) - WATER CANNON (250 M ³ /HOUR – RANGE: 45 M)	2 MOBILE PUMPS	SHIPS UP TO 350 TN	D
3	SUPPORT SHIPS	1		LIMASSOL PORT	- SHIPPING FF SYSTEM - 2 FF PUMPS (15 M ³ /HOUR)	7 MOBILE PUMPS	SHIPS UP TP 1000 TN	D
4	PATROL BOAT	1	PORT AND MARINE POLICE	LATSI PORT	- SHIPPING FF SYSTEM - 1 FF PUMP (15 M ³ /HOUR)	1 MOBILE PUMP	SHIPS UP TO 100 TN	C
5	PATROL BOAT	1		PAFOS PORT				C
6	PATROL BOAT	1		LIMASSOL PORT				C
7	PATROL BOAT	1		LARNACA PORT				C

8	PATROL BOAT	1	AYIA NAPA MARINA				C
---	-------------	---	---------------------	--	--	--	---

Air Assets:

	TYPE OF ASSET	QUANTITY	SERVICE/ ADMINISTRATION	AIRPORT	FF CAPABILITIES	INCIDENT CATEGORY
1	HELICOPTER	3	NGGS/AC	PAFOS	HELIBUCKET (4 M ³)	C, D
2	HELICOPTER	4	CPAU	LARNACA	HELIBUCKET (4 M ³)	C, D
3	AIRPLANE	2	FORESTRY DEP.	LARNACA	AUX FF TANKS (3 M ³)	D



Lt Cdr (N) George Economou
Operation Officer


Cdr Andreas Charalambides
Commander of JRCC Larnaca

ATTACHMENT "3"
TO ADDENDUM «7» OF APPENDIX "F" OF N.S.R.P.

PRIVATE SECTOR ASSETS TO ASSIST IN FF INCIDENTS

Naval Assets

	TYPE OF ASSET	QUANTITY	SERVICE/ ADMINISTRATION	PORT	FF CAPABILITIES	INCIDENT CATEGORY
1	TUG BOAT	2	EDT OFFSHORE	LIMASSOL	2 WATER CANNONS (600 M ³ / HR – RANGE: 130 M)	C,D
2	TUG BOAT	1		LIMASSOL	2 WATER CANNONS (1200 M ³ / HR – RANGE: 120 M)	C,D
3	SUPPORT SHIP	2		LIMASSOL	2 WATER CANNONS (1200 M ³ / HR – RANGE: 120 M)	C,D
4	TUG BOAT	2	VASILIKO TERMINAL SERVICES (VTS)	VASILIKO	2 WATER CANNONS (1200 M ³ / HR – RANGE: 200 M)	C,D
5	TUG BOAT	1	VASILIKO TERMINAL SERVICES (VTS)	VASILIKO	1 WATER CANNON (1200 M ³ / HR – RANGE: 200 M)	C,D
6	TUG BOAT	3	P&O MARITIME CYPRUS	LIMASSOL	2 WATER CANNONS (1200 M ³ / HR – RANGE: 120 M)	C,D
7	SUPPORT VESSEL	1	AGIA NAPA MARINA	AYIA NAPA MARINA	1 WATER CANNON (150 M ³ / HR – RANGE: 20 M)	C,D


Lt Cdr (N) George Economou
Operation Officer

Cdr Andreas Charalambides
Commander of JRCC Larnaca

COMMAND AND CONTROL DEFINITIONS

1. In order for all the participating services to be familiar at any moment with whom, when and in what way they have command for decision making and issuing orders for the whole operation and/or individual incidents that result during the conduction of the Plan, it is necessary that a single concept of Command and Control exists.

2. SUBORDINATION

This establishes the command relationship between a subordinate and his superior, whether permanent or temporary, or between two detachments. The subordination is ordered by a senior detachment, which has the right to establish such a relationship. The term must always be determined by a form of relationship as defined below:

2.1 TOTAL COMMAND

The authority and responsibility of a Chief/Commander to issue orders, assign projects and to operate, coordinate and inspect subordinate Units in general. It covers every aspect of operations, administration and Logistics, within the scope of the mission of the Commander who exercises Total Command.

2.2 OPERATIONAL COMMAND

This is the power of a Chief/Commander to assign missions and projects to his subordinate / existing Services, to assign Forces and to maintain or assign/transfer the Operational Control or the Tactical Command or Control of these forces to others. It does not include the authority and responsibility to handle administrative issues, which remain with the Commander who exercises Administrative Command. The Operational Command and the Administrative Command constitute the Complete Command.

2.3 OPERATIONAL CONTROL (OPCON)

Is the authority transferred to a Chief/Commander to operate the Forces that have been made available to him in order to fulfil certain missions or assignments which are usually restricted in respect of time, place and operation. To deploy these Forces and to maintain, assign or transfer the Tactical Command or Control. It does not include the power to assign new tasks to the Forces outside the assigned mission and does not include the power of Administrative Control or Logistical support.

2.4 ADMINISTRATIVE COMMAND

Is the authority of a Chief/Commander over subordinate / existing Units on administrative matters, such as personnel issues, training, Logistics support, preparation for operations and readiness. This is the permanent form of command in the administrative structure and continues to be in effect even if some Units have been integrated into a specific operational structure in order to fulfil another mission.

2.5 ADMINISTRATIVE CONTROL

Is the authority transferred to a Chief/Commander to exercise certain administrative duties or specific logistics support. In essence it is a restricted form of "Administrative Command". A usual form of it is the support to personnel of a Unit located together with another in respect of installation, security, accommodation, salaries and other matters of an administrative nature.

2.6 TACTICAL COMMAND

Is the authority assigned to a Com Chief/Commander to assign individual tasks or projects to the Forces under him, in order to complete the mission assigned to him. It includes the responsibility for carrying out operations in order to fulfil the assigned mission and the ability to retain or transfer the Tactical Control of the Forces involved.

2.7 TACTICAL CONTROL (TACON)

Is the authority transferred to a Chief/Commander in order to exercise detailed and usually local command and control of the movements and manoeuvres of the Units or Forces that have been assigned to him and which are necessary to fulfil the missions or projects assigned to him within a particular space and time.



Lt Cdr (N) George Economou
Operation Officer

Cdr Andreas Charalambides
Commander of JRCC Larnaca