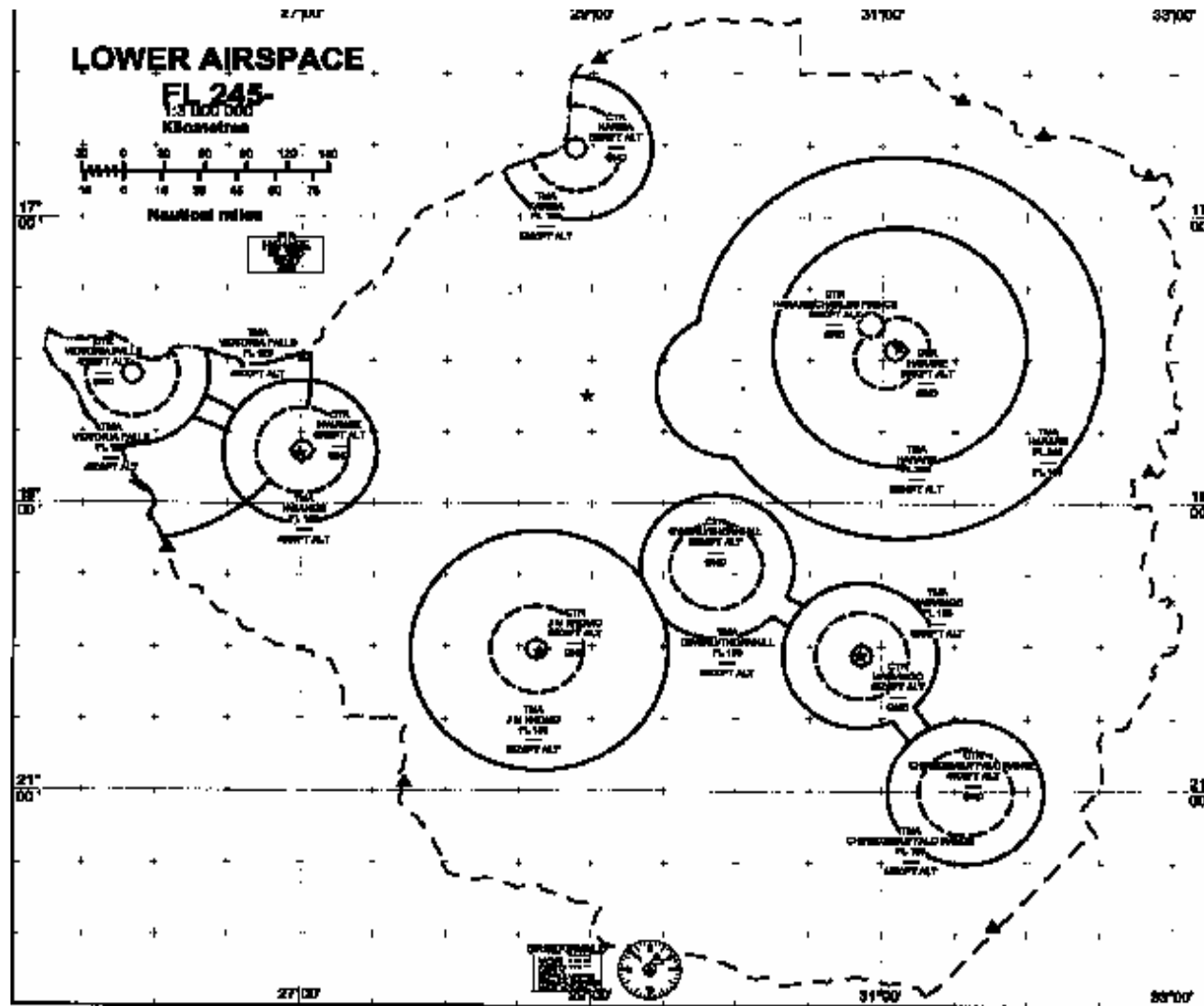


ZIMBABWE SEARCH AND RESCUE

COSPAS/SARSAT TRAINING
PROGRAM 20-25 NOVEMBER
2006

SEARCH AND RESCUE REGION



- The SAR region is in the confines of the Harare Flight Information Region.
- Local search areas are established around airports with ATS and extension of the areas is decided by the RCC.

Search and Rescue Organisation



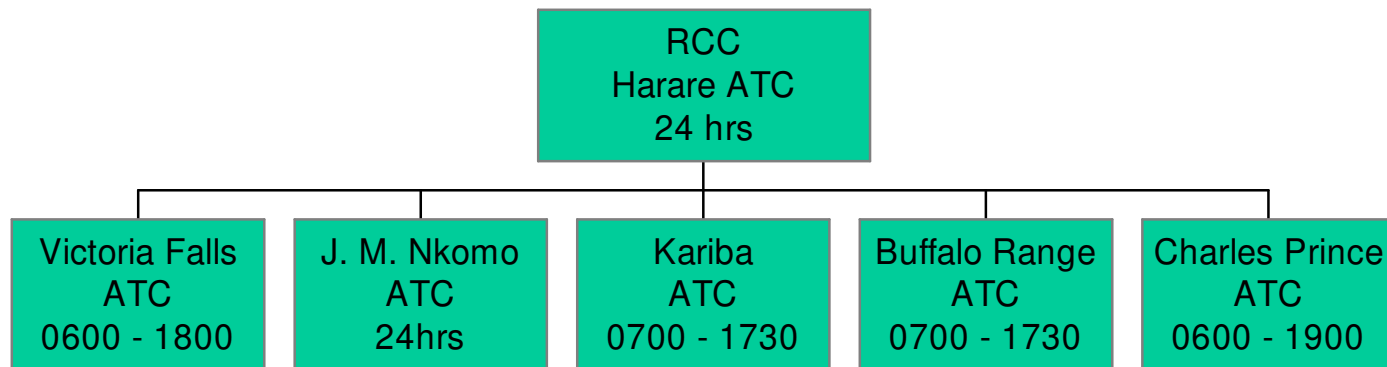
SEARCH AND RESCUE SERVICE

- In Zimbabwe Search and Rescue is the responsibility of the Civil Aviation Authority of Zimbabwe in conjunction with the Ministry of Defence, in particular the Air Force of Zimbabwe.
- The Authority depends on the Air Force of Zimbabwe and other public entities for rescue services.
- SAR is in accordance with ICAO Annex 12 and IAMSAR
- Other relevant information concerning SAR are contained in the Aeronautical Information Publication (AIP)
- SAR service information concerning RCC is outlined in the Local Air Traffic Control Instructions- Search and Rescue (LATCI SAR)

RESCUE COORDINATION CENTRE/SUB-CENTRES

- RCC is based at Harare International Airport, with a 24hr service, and is on standby during night hours. The centre is manned by qualified Search Mission Coordinators when activated.
- Sub-centres are located at Victoria Falls, J. M. Nkomo, Kariba, Buffalo Range and Charles Princes Airports and are operational during the published operational hours.

RESCUE COORDINATION CENTRE/SUB-CENTRES



Search and Rescue Units

- There are two permanent SAR units based at:
 - ❖ Manyame Air Base
 - ❖ Thornhill Air Base

SEARCH and RESCUE LEGISLATION

- SAR legislation has been drafted and awaiting promulgation through the Attorney General's Office.

SEARCH AND RESCUE LETTERS OF AGREEMENT

- Only one SAR agreement has been drafted between South Africa and Zimbabwe awaiting Ministers of the two governments to sign the agreement.

COSPAS/SARSAT

- Currently, there is no policy on COSPAS/SARSAT.
- Harare RCC relies on Johannesburg Oceanic for COSPAS/SARSAT information.
- The Authority does not have a record of ELTs, PLBs, EPIRBs but there is regulation in place for operators to carry automatically activated ELTs on board in accordance with ICAO Annex 6.