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ABRI - SAF

SEARCH AND RESCUE

ARRANGEMENT

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THE ABRI-SAF SEARCH AND RESCUE (SAR) ARRANGEMENT

INTRODUCTION

1. The purpose of the ABRI-SAF SAR Arrangement is to enhance the coordinating procedures between the two Armed Forces in order to facilitate an expeditious SAR response to incidents involving ABRI and SAF aircraft. This arrangement will take effect from the date of the signing of this arrangement.

KEY CONSIDERATIONS

2. SAR is defined as the employment of available personnel and resources in locating and rendering aid to the aircrew of aircraft in distress. The success of the SAR operation depends primarily on the effective command, control and coordination of all these resources.

3. In any SAR operation, the aircrew's life is the most important. The survivability of the aircrew in distress will depend on various factors. The prime factor will be the time taken to locate and rescue the aircrew. In order to minimize the time taken to activate SAR operations, the arrangement must facilitate immediate and expeditious SAR operations and the SAR organisations must be prepared to meet the varying and demanding SAR situations as they occur.

SCOPE

4. The ABRI-SAF SAR Arrangement will only cover ABRI and SAF aircraft operating within as well as transiting through the area stipulated below in paragraph 5. It is not intended to replace any existing national SAR arrangements between Indonesia and Singapore.

AREA OF COVERAGE

5. The ABRI-SAF SAR Arrangement shall cover the shaded area indicated by the co-ordinates (hereafter referred to as the "INDOPURA SAR Region") as shown in Annex A. The INDOPURA SAR Region includes parts of the Jakarta FIR and Singapore FIR.

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RESPONSIBILITY FOR SAR

6. Any military aircraft operating within and transiting through the Jakarta FIR and Singapore FIR within the INDOPURA SAR Region must be in contact with the Air Traffic Control (ATC) agency responsible for the FIR at all times.
7. The ATC agency responsible for the FIR within which incident requiring SAR operation occurs shall without delay notify the Search Mission Coordinator (SMC) which is responsible for the initial SAR operations under paragraph 9 below of the said incident. The ATC agency shall be responsible for coordinating the SAR forces until the appropriate Rescue Coordination Centre (RCC) is manned.
8. For incidents that occur around the Overland Flying Training Area (OFTA), the Air Combat Manoeuvring Range (ACMR) and the Siabu Air Weapons Range (AWR); the Pekan Baru Base Operations Centre (BOC) shall without delay notify the respective Air Forces' Air Operations Centres (AOC) of any incidents involving their respective Armed Forces' aircraft.
9. Within the INDOPURA SAR Region, the responsibilities for SAR operations are as follows:
 - a. Within the Jakarta FIR. The TNI-AU SMC shall assume responsibility for SAR operations once its RCC is manned. However, RSAF SMC may be requested to assist in the SAR operations through the RSAF AOC. If the incident involves SAF aircraft, the TNI-AU AOC shall without delay notify the RSAF AOC of the incident.
 - b. Within the Singapore FIR. The RSAF SMC shall assume responsibility for SAR operations once its RCC is manned. However, TNI-AU SMC may be requested to assist in the SAR operations through the TNI-AU AOC. If the incident involves ABRI aircraft, the RSAF AOC shall without delay notify the TNI-AU AOC of the incident.
10. The responsible RCC shall assume the role of SMC. It will however enlist assistance from its counterpart as and when the need arises.

DIPLOMATIC CLEARANCE

11. ABRI SAR aircrafts are permitted to immediately conduct SAR operations anywhere within the INDOPURA SAR Region, while diplomatic clearance is being sought concurrently in accordance with the existing procedures between Indonesia and Singapore. This permission is valid for 48 hours from the time of notification of incident to the RS' AOC. The SAR aircraft shall coordinate with the appropriate military ATCs en route to the SAR area of operations.

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12. Similarly, SAF SAR aircrafts are permitted to immediately conduct SAR operations anywhere within the INDOPURA SAR Region, while diplomatic clearance is being sought concurrently in accordance with the existing procedures between Indonesia and Singapore. This permission is valid for 48 hours from the time of notification of incident to the TNI-AU AOC/ Pekan Baru BOC. The SAR aircraft shall coordinate with the appropriate military ATCs en route to the SAR area of operations.

13. For protracted SAR operations exceeding 48 hours, the relevant ABRI or SAF agency will apply for diplomatic clearance for their respective SAR aircraft to conduct SAR operations within the INDOPURA SAR Region through the appropriate diplomatic and military channels.

14. The ABRI SAR aircraft and SAF SAR aircraft will each have onboard a standing letter of authority (in both Bahasa Indonesia and English) permitting the SAR aircraft to conduct SAR operations and to pick-up any survivors in the respective FIRs within the INDOPURA SAR Region. Such letter of authority shall be separately agreed to and executed by the appropriate representatives of the ABRI and the SAF after the signing of this arrangement.

RESPONSIBILITIES OF SAR AGENCIES

15. The objective of SAR operations is to provide assistance to aircraft in distress, and to search for, provide aid to, and organise the rescue of survivors of aircraft accidents or forced landings. TNI-AU AOC/ Pekan Baru BOC and the Singapore Air Traffic Control Centre (SATCC) will be the points of contact for the conduct of SAR operations for ABRI and SAF respectively. Due to the urgency and nature of SAR operations, the points of contact for such operations must be manned 24 hours throughout the year.

16. TNI-AU AOC/ Pekan Baru BOC is responsible for:

- a. Ensuring that SAR operations and actions in the Jakarta FIR are promptly initiated and thoroughly executed.
- b. Ensuring that SAF SAR aircraft are allowed to conduct immediate SAR operations anywhere within the INDOPURA SAR Region for 48 hours from the time of notification of incident to the TNI-AU AOC/ Pekan Baru BOC, while diplomatic clearance is being sought concurrently in accordance with the existing procedures between Indonesia and Singapore.
- c. Ensuring that assistance is provided, if requested for, to the RSAF SMC.

17. SATCC is responsible for:

- a. Ensuring that SAR operations and actions within the Singapore FIR are promptly initiated and thoroughly executed.
- b. Ensuring that ABRI SAR aircraft are allowed to conduct immediate SAR operations anywhere within the INDOPURA SAR Region for 48 hours from the time of notification of incident to the RSAF AOC, while diplomatic clearance is being sought concurrently in accordance with the existing procedures between Indonesia and Singapore.
- c. Ensuring that assistance is provided, if requested for, to the TNI-AU SMC.

COMMUNICATION LINK

18. The communication link between SATCC and TNI-AU AOC/ Pekan Baru BOC will be through :

- a. Direct landlink line
- b. Telephone
- c. Radio
- d. Any other communication facilities available.

Note: This arrangement is effected only by the Armed Forces of Indonesia and Singapore, and it is not intended to replace any existing national SAR Agreements between Indonesia and Singapore.

For the Singapore Armed Forces
and on behalf of
Chief of Defence Force,
Singapore Armed Forces

For Angkatan Bersenjata Republik Indonesia
and on behalf of
Commander in Chief,
Indonesian Armed Forces

Signed

Signed

BG Bay Soong Kheng
Chief of Air Force, RSAF

ACM Rilo Pambudi
KASAU, TNI-AU

3 Feb 94.
Date

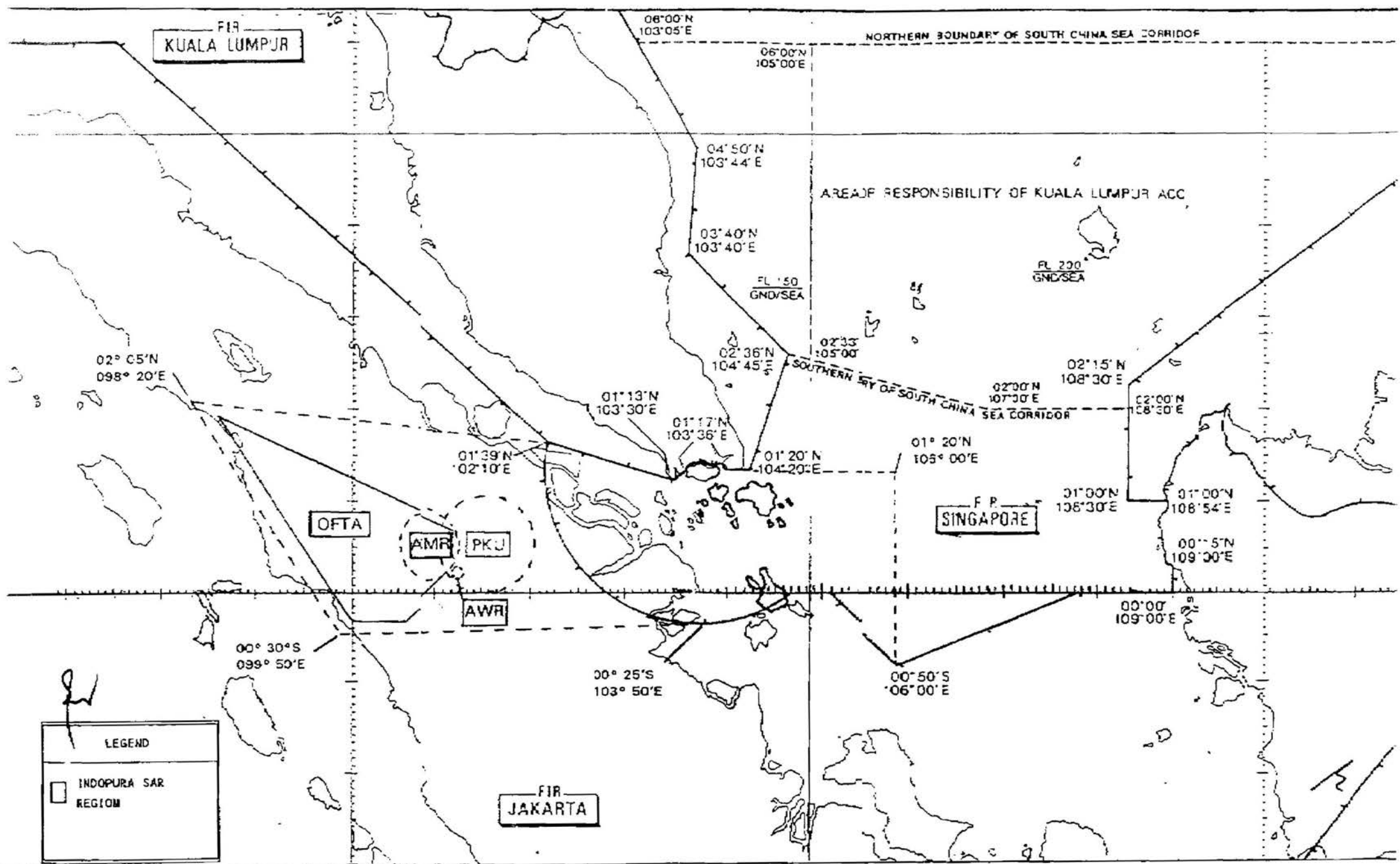
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INDOPURA SAR REGION

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LEGEND

INDOPURA SAR REGION