

STATUTORY INSTRUMENTS SUPPLEMENT

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S T A T U T O R Y I N S T R U M E N T S

2024 No. 99

**THE CIVIL AVIATION (AERONAUTICAL SEARCH AND
RESCUE) (AMENDMENT) REGULATIONS, 2024**

ARRANGEMENT OF REGULATIONS

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STATUTORY INSTRUMENTS

2024 No. 99

The Civil Aviation (Aeronautical Search and Rescue) (Amendment) Regulations, 2024

*(Under sections 36(2) and 70 of the Uganda Civil Aviation Authority
Act, Cap. 348)*

IN EXERCISE of the powers conferred upon the Minister by sections 36(2) and 70 of the Uganda Civil Aviation Authority Act, and on the recommendation of the Uganda Civil Aviation Authority, these Regulations are made this 5th day of November, 2024.

1. Citation

These Regulations may be cited as the Civil Aviation (Aeronautical Search and Rescue) (Amendment) Regulations, 2024.

2. Amendment of S.I. No. 12 of 2020

The Civil Aviation (Aeronautical Search and Rescue) Regulations, 2020 herein after referred to as the principal Regulations, are amended in regulation 6 by inserting immediately after subregulation (5) the following—

“(6) The SAR service provider shall ensure that the Rescue Coordination Centre (RCC) and rescue subcentres as appropriate—

- (a) maintain up to date contact details in the OPS control directory; and
- (b) maintain access to the Location of an Aircraft in Distress Repository (LADR).”.

3. Amendment of Regulation 14 of principal Regulations

Regulation 14 of the principal Regulations is amended in subregulation (1) by substituting for paragraph (a) the following—

- “(a) designate and publish in the Aeronautical Information Publication of Uganda, a twenty four hour search and rescue point of contact available for the receipt and acknowledgment of COSPAS-SARSAT distress alert data that ensures timely notification to the responsible RCC for the initiation of appropriate search and rescue response action;”.

4. Amendment of regulation 15 of principal Regulations

Regulation 15 of the principal Regulations is amended in subregulation (2) by inserting immediately after paragraph (d) the following—

- “(e) the position, course and speed of aircraft that may be able to provide assistance to aircraft in distress;
- (f) where the search and rescue region includes maritime areas, the position, course and speed of ships that may be able to provide assistance to aircraft in distress.”.

5. Amendment of regulation 16 of principal Regulations

Regulation 16 of the principal Regulations is amended in subregulation (3) by substituting for paragraph (i) the following—

- “(i) the methods for obtaining approval to allow search and rescue units from an assisting State to enter into the territory of the State of the RCC;”.

6. Amendment of regulation 18 of principal Regulations

The principal Regulations are amended by substituting for regulation 18 the following—

“18. Training and exercises

The designated aeronautical search and rescue agencies shall provide for regular training and exercises for their search and rescue personnel which shall include land and maritime environments, containing search and rescue elements, remote from an aerodrome.”.

7. Amendment of regulation 19 of principal Regulations

The principal Regulations are amended by substituting for regulation 19 the following—

“19. Accidents sites and wreckage

- (1) The SAR service provider shall ensure that the search and rescue personnel that may be required to respond to an aircraft accident site are trained in the management of related occupational health risks.
- (2) The Minister shall ensure that wreckage resulting from aircraft accidents within Uganda, within the aeronautical search and rescue regions, is removed, obliterated or charted following completion of the accident investigation, where its presence might constitute a hazard or confuse subsequent search and rescue operations.”.

8. Amendment of regulation 21 of principal Regulations

Regulation 21 of the principal Regulations is amended in subregulation (3) by substituting for subparagraph (f) (i) the following—

- “(i) maintain a listening watch on frequency 121.5 MHZ for transmissions from the aircraft in distress and monitor survival radio equipment or ELT 406MHZ frequency bands 406.0-406.1MHZ;”.

9. Amendment of regulation 25 of principal Regulations

Regulation 25 of the principal Regulations is amended—

- (a) in subregulation (2) by substituting for paragraph (c) the following—
 - “(c) as appropriate, report to the rescue coordination centre or air traffic services unit as much of the following information as possible—
 - (i) type of craft in distress, its identification and condition;
 - (ii) its position, expressed in geographical or grid coordinates or in distance and true bearing from a distinctive landmark or from a radio navigation aid;
 - (iii) the time of observation coordinated universal time (UTC) expressed in hours and minutes;
 - (iv) number of persons observed;
 - (v) whether persons have been seen to abandon the craft in distress;
 - (vi) whether any distress signals, including distress beacon transmissions, have been received or observed;
 - (vii) on-scene weather conditions;
 - (viii) apparent physical condition of survivors;
 - (ix) apparent best ground access route to the distress scene;

- (x) position and description of any other craft in the area that may assist;”;
- (b) by substituting for subregulation (3) the following—
 - “(3) Where the first aircraft to reach the distress scene is not an aeronautical search and rescue aircraft, the aircraft shall take charge of onscene activities of all other aircraft subsequently arriving, until the first aeronautical search and rescue aircraft reaches the distress scene.”.

10. Amendment of regulation 26 of principal Regulations

The principal Regulations are amended by substituting for regulation 26 the following—

“26. Procedures for pilot-in-command intercepting distress transmission

- (1) Whenever a distress transmission is intercepted by a pilot-incommand of an aircraft, the pilot shall, where feasible—
 - (a) acknowledge the distress transmission;
 - (b) record the position of the craft in distress, where given;
 - (c) take a bearing on the transmission;
 - (d) inform the appropriate rescue coordination centre or air traffic services unit of the distress transmission, giving all available information;
 - (e) at the discretion of the pilot while awaiting instructions, proceed to the position; and
 - (f) attempt to establish communications with the person in distress.

(2) Notwithstanding subregulation (1), whenever a pilot monitors 121.5 MHZ, and intercepts a transmission from a distress beacon, the pilot shall—

- (a) record, and report as soon as possible, the position where the transmission was first received;
- (b) not alter any settings for squelch on the radio of the aircraft; and
- (c) where feasible, continue to monitor the frequency until such time as the signal ceases, and inform the appropriate rescue coordination centre or air traffic services unit of such. ”.

GEN. EDWARD KATUMBA-WAMALA (MP),
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