REPUBLIC OF CYPRUS
MINISTRY OF DEFENCE

JOINT RESCUE COORDINATION CENTRE

EXERCISE OPERATIONS ORDER

MULTINATIONAL CIMIC EXERCISE «ARGONAUT-2014»

3rd PHASE - SEARCH AND RESCUE
ARGONAUTIC EXPEDITION REVIEW

According to the Greek Mythology, the campaign of Argonauts was organised by Jason with the volunteered participation of fifty heroes. The purpose of the campaign was to grab the Golden Fleece (in Greek: Chrysomallo Deras) from the King of Kolchida.

“ARGO” in the Greek classical language means “FAST” and that is why the Argonautic expedition was associated later on with the rapid response to threats by Naval Forces.

Its success was primarily based on the “spirit of unity” between the different Greek Kingdoms and with utilization of their capabilities in their respective domain. The exchange of knowledge and experiences multiplied their capabilities to respond to challenges and big dangers.

Today the development of cooperation and the spirit of unity among all the Countries that interested in peace, prosperity and stability is the prerequisite for the successful of any contemporary threats.
EXERCISE OPERATIONS ORDER

MULTINATIONAL CIMIC EXERCISE «ARGONAUT-2014»

3rd PHASE - SEARCH AND RESCUE

1. GENERAL

   a. In line with the regulations of the International Organisations IMO and ICAO, on Search and Rescue issues, and within the framework of the 3rd PHASE of the Multinational Civil Military Cooperation (CIMIC) Exercise titled “ARGONAUT-2014” - which will be carried out from 20th until 23rd of May 2014 - a readiness Search and Rescue (SAR) Exercise will be conducted in the Republic of Cyprus SAR Region (SRR), which coincides with the Nicosia FIR.

   b. Specifically, two large full-scale Day and Night SAR practice trainings, in the field, will be conducted within the Cyprus Exclusive Economic Zone (EEZ), on Wednesday, the 21st of May 2014 with the participation of Air and Naval SAR Units, and Personnel from the Republic of Cyprus/Host Nation, the State of Israel, Greece and the United Kingdom; under the operational control and full coordination of the Joint Rescue Coordination Center (JRCC) Larnaca.

2. AIM

   The aim of the 3rd PHASE, is the planning, preparation and execution of a joint SAR Exercise (SAREX), in the framework of the Multinational CIMIC Exercise “ARGONAUT-2014”; in order to promote Personnel and Assets capabilities, and readiness for effective response in SAR Missions, and associated Humanitarian Operations, within the Republic of Cyprus SRR and in the Eastern Mediterranean, in general.
3. **MAIN OBJECTIVES**

   a. Implementation of the Republic of Cyprus National SAR Plan «NEARCHOS».
   b. Deployment of the specific Emergency Response SAR Plans - Training of Mass Rescue and large-scale Day and Night Search Operations (MRO), and response mechanism.
   c. Simulation of a realistic environment.
   d. Training of MEDIC Teams and Registered Nurses.
   e. Testing of Communications efficiency.
   f. Cultivation and development of good relationships and enhancement of coordination among JRCC Larnaca with SAR assets from foreign States.
   g. Promotion of the international SAR cooperation - Building of cross boundary SAR networks.
   h. Encouragement of the communication amongst the Crews of various SAR Units and enhancement of the cooperation between them on scene.

4. **EXERCISE AREA**

   The coordinates of the two Exercise Areas, as well as other relevant information such as the Notice to Airmen / NOTAM and Navigational Warning / NW, which are already promulgated by the JRCC Larnaca, are outlined in “ANNEX A”.

5. **PARTICIPATING UNITS**

   Air and Naval SAR Units and Personnel, in order of participation in the exercise, for the **DAY and NIGHT SAREX**, are as follows:

   a. **Republic of Cyprus / Host Nation**

      (1) JRCC Larnaca

         (a) The Operational Control and overall Coordination of the SAR Exercise will be carried out by the JRCC Larnaca from the «Command and Control Room / Operations Centre».

         (b) The Deputy Commander of the JRCC Larnaca, Wing Commander Marios Florides, will be assigned at the **DAY SAREX** as the Aircraft Coordinator/ACO, onboard the Aircraft of the Forestry Department/Flight Unit (FD/FU).
(2) 1 Aircraft THRUSH-550, FD-2 of the FD/FU, in the **DAY SAREX**.

(3) 1 AW-139 Rescue Helicopter of the Cyprus Police Aviation Unit (CPAU), in the **DAY and NIGHT SAREX**.

(4) 1 AW-139 Rescue Helicopter of the 460 SAR SQN / Air Force Command of the National Guard, in the **DAY and NIGHT SAREX**.

(5) The Fast Patrol Boats (FPBs), TSOMAKIS P-03, GEORGIOU P-04 and AGATHOS, in the **DAY SAREX**, and the FPB GEORGIOU P-04 in the **NIGHT SAREX**, of the Navy Command of the National Guard.

(6) The FPB ONISILLOS PV-24 of the Port & Marine Police (P&MP) in Larnaca, and the FPB ODYSSEAS PV-22 of the P&MP in Limassol, in the **DAY SAREX**, and FPB ODYSSEAS in the **NIGHT SAREX**.

(7) The Nursing Services of the Ministry of Health (MoH), and the MEDEVAC Rescue Team of the Civil Defence Larnaca (CDL) - CY1. Specifically, 6 Registered Nurses of the MoH, and also, 14 MEDIC Rescuers (Staff Nurses) of the CDL Team, will embark (names, IDs and exact time of embarkation will be determined), onboard Air and Naval SAR Units in order to cooperate on medical matters with the Crews and Medic Teams of the participating Assets, as follows:

(a) **Nursing Services of the Ministry of Health (MoH)**

   - 1 Registered Nurse of the MoH, onboard the P&MP FPB ONISILLOS PV-24, for the **DAY SAREX**, in Larnaca Port.
   - 1 Registered Nurse of the MoH, onboard the P&MP FPB ODYSSEAS PV-22, for the **DAY SAREX**, in Limassol Port.
   - 1 Registered Nurse of the MoH, onboard the FPB GEORGIOU P-04 of the Navy Command, for the **DAY SAREX**, in Mari Naval Base.
   - 1 Registered Nurse of the MoH, onboard the FPB TSOMAKIS P-03 of the Navy Command, for the **DAY SAREX**, in Mari Naval Base.
   - 1 Registered Nurse of the MoH, onboard the AW-139 Rescue Helicopters of the 460 SAR SQN, for the **DAY and NIGHT SAREX**, respectively, in Paphos airport.

(b) **MEDEVAC Rescue Team of the CDL - CY1**

   - 3 MEDIC Rescuers onboard the Gunboat NIKIFOROS P-267 of the Hellenic Navy, for the **DAY SAREX**, in Limassol Port.
5 MEDIC Rescuers onboard the Missile Boat INS TARSHISH of the Israeli Navy, for the **DAY SAREX**, in Limassol Port.

3 MEDIC Rescuers for the **DAY SAREX** and 1 MEDIC RESCUER for the **NIGHT SAREX**, at JRCC Larnaca.

1 MEDIC Rescuer onboard the AW-139 Rescue Helicopter of the CPAU, for the **DAY and NIGHT SAREX**, respectively, in Larnaca airport.

(8) 8 Non-Commissioned Officers (NCOs) of the Underwater Demolition Team (UDT) of the Navy Command of the National Guard; they will be embarked onboard the FPB GEORGIOU P-04 and FPB AGATHOS, in the **DAY SAREX**, in Mari Naval Base.

(9) The National Guard Barracks close to the State General Hospital in Larnaca; the helipad will be used for landing by 4 SAR helicopters, and “disembarkation of casualties” in the **DAY SAREX**.

(10) The State General Hospital in Limassol; the helipad will be used for landing by 2 SAR helicopters, and “disembarkation of casualties” in the **NIGHT SAREX**.

(11) Ministry of Defence (MoD), Press and Protocol Department; in particular 2 NCOs, Sergeants Antonis Koutis and Stelios Stylianou, will embark onboard the FPB GEORGIOU P-04 of the Navy Command, in Mari Naval Base, on Wednesday, the 21\textsuperscript{st} of May at 02:30 ZT (05:30LT), for the video and photo coverage of the **DAY SAREX**.

(12) The «Crisis Management Coordinating Team/CMCT», will be assembled by JRCC Larnaca on the 21\textsuperscript{st} of May 2014, at the Center’s premises, from 05:00 ZT (08:00LT), until the completion of the **DAY SAREX** in order to handle the SAR incident. The CMCT will consist of representatives of all the Competent State Services and Agencies of the Republic of Cyprus, as follows:

- Ministry of Foreign Affairs (MFA)
- National Guard General Staff (NGGS)
- Police HQ
- Medical and Nursing Services, of the MoH
- Civil Defence Larnaca
- FD / FU
- Fisheries and Marine Research Department (FMRD)
- Department of Merchant Shipping (DMS)
- Department of Civil Aviation (DCA)

**b. The State of Israel**

(1) INS TARSHISH, Missile Boat - SA´AR 4.5 Class, which will be assigned by the JRCC as the On Scene Coordinator/OSC for the **NIGHT SAREX**.
6. DESCRIPTION OF THE SCENARIO

a. Dealing with serious Aeronautical (Civilian Passenger Aircraft - DAY Scenario) and Maritime (Passenger Ship - NIGHT Scenario) accidents at open sea; within the area of responsibility of the Republic of Cyprus, on SAR issues, which results in Injured Crew Members and Missing Persons.

b. In particular, both scenarios are interrelated and mutually corresponded with the 1st and 2nd PHASE of “ARGONAUT-2014”, which deal with the implementation of the National Plan “ESTIA”; mass evacuation of
EXERCISE - EXERCISE - EXERCISE

civilians from the Middle East region at the reception centres in the Republic of Cyprus.

c. Consequently, the National SAR Plan «NEARCHOS», is immediately enforced by the JRCC Larnaca to confront the aforementioned severe situations.

d. Upon receipt of the alarm signals from “a Civilian Passenger Aircraft and a Passenger Ship”, JRCC Larnaca and the competent authorities of the Republic of Cyprus and, also, the corresponding ones of the State of Israel, Greece, and the United Kingdom, trigger the appropriate Services, in order to:

- Collect injured Crew members from the sea with the use of SAR helicopters and Rescue Vessels.
- Carry out DAY & NIGHT, large-scale Search Operations.
- Evacuate and Rescue personnel.

7. ACTION PLAN - EXECUTION

The Action Plan - Execution of the DAY and NIGHT SAREX is outlined in “ANNEX B”.

8. METEOROLOGY

a. By Air and Naval Units, before take-off / departure. Weather condition limitations are defined by each Unit.

b. The weather limits set on each Unit must be upheld and the Air and Naval Units’ Commanding Officers (C/Os) have the primary responsibility for take-off / departure or even aborting the mission due to prevailing weather conditions.

c. Upon arrival within the exercise area, the Gunboat NIKIFOROS of the HN will inform - through VHF/FM Radio CH-06 - the JRCC Larnaca about the prevailing weather conditions on the scene, as described in the below weather report format; the Gunboat NIKIFOROS will transmit, also, a weather report to the ACO and Rescue helicopters, whenever needed during the exercise as follows:

WEATHER REPORT

- WIND
  _______ ° - _______ KNOTS
- WAVE HEIGHT
  ________________ M
- VISIBILITY
  ________________ NM
- CLOUD COVER
  ________________ / 8
- CLOUD BASE
  ________________ FT
- WATER DEPTH
  ________________ M
- SEA SURFACE TEMPERATURE
  _______ °C
- QNH
  ________________ HPA - OVER
9. **COMMUNICATIONS PLAN - CALL SIGNS**

The Communications / COMMS Plan for the DAY and NIGHT SAREX can be found in “ANNEX C” supplemented by “APPENDIX 1”, Call Signs.

10. **COORDINATION - LOGISTICS**

   a. Operational Control and overall Coordination of the SAREX will be conducted by the JRCC Larnaca from the «Command and Control Room» of the Centre in close cooperation with the representatives of the involving State Agencies that will attend the CMCT.

   b. All time fields in the Exercise Operations Order (EXOPORD) are in ZT. The LT this period within the exercise areas is **CHARLIE: UTC+3**.

   c. Any logistics issues, according to the arrival and departure of the Israeli Navy Task Force at the Port of Limassol, and also the refueling of these Ships, will be determined directly between the Force C/O and the Port’s Authorities.

11. **REPORTS**

   a. Upon arrival at their home bases, Cyprus Air and Naval Units C/Os have to submit a Mission Report (MISREP) to JRCC Larnaca according to the National SAR Plan «NEARCHOS»; the SAREX Report format can be found in “ANNEX F”.

   b. Submission date of the Exercise Report including remarks and suggestions on the joint SAR exercise by the participating Countries and Agencies and, also the date of the distribution of the final report by the JRCC Larnaca to all States and Services involved in the exercise, can be found in “ANNEX G”.

12. **EMERGENCY PROCEDURES**

   Emergency procedures are described in every SAREX, as appropriate. Additionally, the “ANNEX D” describes the procedures in case of an emergency or in case of a real life SAR incident, in general. It is stressed that **SAFETY COMES FIRST**.

   - Approved by the JRCC Larnaca Commander

   - Captain (N) Costas Fitiris
ANNEXES

1. ANNEX A: EXERCISE AREA
2. ANNEX B: ACTION PLAN - EXECUTION OF THE SAR EXERCISE
3. ANNEX B - APPENDIX 1: SEARCH PATTERNS DETAILS
4. ANNEX B - APPENDIX 2: AIR UNITS FLIGHT PLAN
5. ANNEX C: COMMUNICATIONS PLAN
6. ANNEX C - APPENDIX 1: CALL SIGNS
7. ANNEX D: EMERGENCY PROCEDURES
8. ANNEX E: MEDIA INFORMATION AND COVERAGE
9. ANNEX F: SAREX REPORT
10. ANNEX G: ROAD MAP - MILESTONES
11. ANNEX H: LIST OF ABBREVIATIONS AND ACRONYMS
EXERCISE AREA

1. The DAY and NIGHT SAREX, will take place in the 2 areas which are shown, in orange color to the south of Larnaca (DAY Exercise Area: A1-A4) and in green color, south of Limassol (NIGHT Exercise Area: B1-B4) on the below map; within the Republic of Cyprus SRR.

2. The area for the DAY SAREX has a length of 15 NM and a width of 16 NM; while the square area for the NIGHT SAREX has sides equal to 16 NM.

3. The exercise area of the DAY SAREX, is bounded by the following coordinates:
   - CORNER PT # A1 : 34° 50’00'' N 033° 55’ 00'' E
   - CORNER PT # A2 : 34° 50’00'' N 034° 15’ 00'' E
   - CORNER PT # A3 : 34° 35’00'' N 034° 15’00'' E
   - CORNER PT # A4 : 34° 35’00'' N 033° 55’ 00'' E
4. The center of the area is about 55 NM east of Limassol Port. The area is already cleared, by the Notice to Airmen (NOTAM) A0404/14 and also, the Notice to Mariners - Navigational Warning (NW) NR049/14, which the JRCC Larnaca promulgated for this purpose with the cooperation of Civil Aviation Department / Larnaca Tower and Cyprus Radio - NAVAREA III, respectively.

5. The contents of the NOTAM and NW, of the DAY SAREX are as follows:

a. NOTAM A0404/14

Q) LCCC/QWELW/IV/BO/W/000/040/3443N03405E012
A) LCCC B) 1405210500 C) 1405211400
E) MULTINATIONAL SEARCH AND RESCUE EXERCISE WILL TAKE PLACE IN AREA:

345000 N 0335500 E
345000 N 0341500 E
343500 N 0341500 E
343500 N 0335500 E

F) SFC G) 4000FT AMSL

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b. **NOTICE TO MARINERS / NW - NR 049/14**

--- 518kHz NAVTEX MESSAGE ---

02 1000 UTC MAY 2014
CYPRUSRADIO NAV WRNG NR 049/14

1. MULTINATIONAL SEARCH AND RESCUE DAYLIGHT EXERCISE WILL TAKE PLACE ON WEDNESDAY, 21 OF MAY 2014 FROM 05:00 TO 14:00 UTC IN AN AREA BOUNDED BY THE BELOW COORDINATES:

<table>
<thead>
<tr>
<th>North Latitude</th>
<th>East Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>34°50′N</td>
<td>033°55′E</td>
</tr>
<tr>
<td>34°50′N</td>
<td>034°15′E</td>
</tr>
<tr>
<td>34°35′N</td>
<td>034°15′E</td>
</tr>
<tr>
<td>34°35′N</td>
<td>033°55′E</td>
</tr>
</tbody>
</table>

2. DURING THIS PERIOD VHF/FM CHANNELS 06 (156,300 MHZ) AND 69 (156,475 MHZ) WILL BE USED FOR EXERCISE PRACTICE TRAINING PURPOSES. MARINERS ARE ADVISED TO AVOID THE USE OF THE AFOREMENTIONED CHANNELS.

3. CANCEL THIS MESSAGE ON 21 15:00 UTC MAY 2014

-- END OF MESSAGE --

--- END OF MESSAGE ---

6. The exercise area of the NIGHT SAREX is bounded by the following coordinates:

   - CORNER PT # B1: 34°31′00″N 033°14′00″E
   - CORNER PT # B2: 34°36′00″N 033°33′00″E
   - CORNER PT # B3: 34°22′00″N 033°39′00″E
   - CORNER PT # B4: 34°16′40″N 033°19′40″E

7. The exercise area of the NIGHT SAREX is cleared, by the **NOTAM A0405/14** and the Notice to Mariners - **NW NR050/14**, which the JRCC Larnaca promulgated, again, for this purpose with the cooperation of the Civil Aviation Department / Larnaca Tower and Cyprus Radio - NAVAREA III, respectively.

8. The contents of the NOTAM and NW, of the NIGHT SAREX are as follows:

   a. **NOTAM A0405/14**

   Q) LCCC/QWELW/IV/BO/W/000/050/3426N03326E012
   A) LCCC B) 1405211600 C) 1405212330
EXERCISE - EXERCISE - EXERCISE

E) MULTINATIONAL SEARCH AND RESCUE EXERCISE WILL TAKE PLACE IN AREA:
   343100 N 0331400 E
   343600 N 0333300 E
   342200 N 0333900 E
   341640 N 0331940 E

F) SFC  G) 5000FT AMSL

b. The NIGHT exercise area (B1-B4) is depicted on the below map:

![Map of exercise area](image)

--- 518 kHz NAVTEX MESSAGE ---

02 1000 UTC MAY 2014
CYPRUSRADIO NAV WRNG NR 050/14

1. MULTINATIONAL SEARCH AND RESCUE NIGHT TIME EXERCISE WILL TAKE PLACE FROM WEDNESDAY, 21 1600 UTC TO THURSDAY, 22 0200 UTC WITHIN THE AREA BOUNDED BY THE BELOW COORDINATES:
   34 31 00 N 033 14 00 E
   34 36 00 N 033 33 00 E
   34 22 00 N 033 39 00 E
   34 16 40 N 033 19 40 E

A - 4
2. DURING THIS PERIOD VHF/FM CHANNELS 06 (156,300 MHZ) AND 69 (156,475 MHZ) WILL BE USED FOR EXERCISE PRACTICE TRAINING PURPOSES. MARINERS ARE ADVISED TO AVOID THE USE OF THE AFOREMENTIONED CHANNELS.

3. CANCEL THIS MESSAGE ON 22 03:00 UTC MAY 2014.

-- END OF MESSAGE --

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MINISTRY OF DEFENSE

On behalf
of JRCC Larnaca Commander

Lt Cdr Minas Solomonides
Operations Department
ANNEX B to
EXERCISE OPERATIONS ORDER
3rd PHASE-“SEARCH AND RESCUE”
Dated, 14 May 2014

ACTION PLAN

EXECUTION OF THE SAR EXERCISE

1. The 3rd PHASE “SEARCH and RESCUE”, of the “ARGONAUT-2014” exercise, is divided into 2 major scenarios. Specifically, a DAY and a NIGHT SAREX, which include Man over Board (MOB) drills, Search Patterns (Parallel Search) and MEDEVAC Operations, will be carried out by the participating Air and Naval SAR Units.

2. It should be taken into account that the time schedule of the practice training and drills, in relation with the time needed in real life SAR operations, is indicative.

3. Particulars and specifics, concerning the Search Patterns and the Air Units Flight Plan are described in detail, in “APPENDIX 1” and “APPENDIX 2” of this ANNEX, respectively.

CONCEPT OF AIR AND MARITIME OPERATIONS

DAY SAREX
STARTTEX: 06:00 ZT (09:00 LT)
Search Patterns (Parallel Search) - Man over Board (MOB) Exercises
MEDEVAC Operations

1. SAR SCENARIO

“A Civilian Passenger Aircraft while flying - with 2/4 Crewmembers and 105 passengers on board - in the framework of civilians’ evacuation operations from the Middle East to Larnaca Airport (Main Evacuation Centre - Implementation of “ESTIA” Plan), disappeared from the RADAR and seized communication with the Air Traffic Control (ATC).

Its last location reported about 30 NM south of Larnaca Airport. The JRCC Larnaca received a report from the ATC, that the aircraft transmitted a distress alert and a prior warning of a ditching in water.

As a result, the National SAR Plan “NEARCHOS”, and more precisely the “Aeronautical Incident at Open Sea” Emergency Response Search and Rescue Plan, is immediately enforced, by the JRCC Larnaca, in
order to confront the situation. The Aircraft of the FD/FU and the AW-139 Rescue helicopters in readiness, of the 460 SAR SQN and the CPAU will be dispatched to the incident’s site.

Additionally, due to the severity of the incident, the JRCC requests further assistance from Ships, of the State of Israel and Greece, which are cruising close to the vicinity of the accident, and also from the British Forces Joint Operations Centre in Akrotiri; consequently, 2 SAR helicopters of the 84 SQN will be also engaged following instructions by the JRCC Larnaca to the accident’s site.

In this serious situation the Ministerial Crisis Management Team gathers at the JRCC. At the same time, the Crisis Management Coordinating Team, which consists of representatives of all involving State Services, also gathers at the JRCC Larnaca”.

2. PARTICIPATING SERVICES and UNITS

a. AIR UNITS

- 1 fixed-wing Aircraft, THRUSH-550, FD-2 of the FD/FU.
- 1 AW-139 Rescue Helicopter, of the CPAU.
- 1 AW-139 Rescue Helicopter, of the 460 SAR SQN/Air Force.
- 2 BELL-412 GRIFFIN Rescue Helicopters, of the 84 SQN.

b. NAVAL UNITS

- FPBs TSOMAKIS P-03, GEORGIOU P-04 and AGATHOS, of the Navy Command.
- FPBs ONISILLOS PV-24 and the FPB ODYSSEAS PV-22, of the Port & Marine Police.
  - The Gunboat NIKIFOROS P-267, of the HN, as the OSC.
  - The Missile Boat INS TARSHISH, 2 FPBs DVORA Class, S1-816 and S2-820, 1 FPB DVORA Class MARK 3, S3-831 and 1 FPB SHALDAG Class-844, of the Israeli Navy Task Force.

c. PERSONNEL

- The Deputy Commander of JRCC Larnaca, Wing Commander Marios Florides, who will be assigned by the JRCC Larnaca as the ACO, onboard the Aircraft, of the FD/FU.
- Underwater Demolition Unit (UDT), of the Navy Command; with a Team of 8 members (NCOs) in order to simulate the “shipwrecked crewmembers” onboard the 2 life-rafts.
3. **EXERCISE AREA**

The exercise area of the **DAY SAREX** is bounded by the following coordinates:

- CORNER PT # A1 : 34° 50´ 00´´ N 033° 55´ 00´´ E
- CORNER PT # A2 : 34° 50´ 00´´ N 034° 15´ 00´´ E
- CORNER PT # A3 : 34° 35´ 00´´ N 034° 15´ 00´´ E
- CORNER PT # A4 : 34° 35´ 00´´ N 033° 55´ 00´´ E
4. **ACTION PLAN of the DAY SAREX**

   a. As described in the aforementioned SAR Scenario, after “a distress call at 05:40 ZT (08:40 LT) from a Civilian Passenger Aircraft about a simultaneous and complete loss of power on both engines, and a prior warning of a ditching in water, the Larnaca Air Traffic Control (ATC) informs the JRCC Larnaca; which immediately alerts all SAR Units in readiness and requests further assistance from other foreign Units that are close to the area of the incident”.

   b. The description of the Action Plan of the DAY SAREX, is as follows:

   (1) The DAY SAREX will begin at 06:00 ZT (09:00 LT). At this time the 5 Ships of the Israeli Navy Task Force, the Gunboat NIKIFOROS of the HN, and the FPBs TSOMAKIS and ONISILLOS, should be at their Rendezvous Points (RP); the exact coordinates of the RPs are described in APPENDIX 1 of this ANNEX, entitled “DAY SAREX - SEARCH OPERATIONS, SAR UNITS RENDEZVOUS POINTS (RP)”. Following instructions by the JRCC Larnaca the 8 Ships will start their Search Pattern (Parallel Search). Also, at 06:00 ZT (09:00 LT) the Commanding Officer of the Gunboat NIKIFOROS of the HN will be assigned by the JRCC Larnaca as the On Scene Coordinator (OSC) and will operate in the central sector. Each Ship will conduct the computed search plan by the JRCC, in order to locate and rescue “1-2 Persons in Water / Dummies”. The “shipwrecked Crewmembers and Passengers” will be simulated with life-size dummies that will be dropped randomly, in the sea by the FPBs of the Navy Command.

   (2) Taking into consideration the location of the accident and the number of casualties, the first response originates from the Rescue Air Units in readiness. Therefore, the JRCC Larnaca will deploy Air Units to the incident’s site. Upon receipt of the aircraft distress alert, JRCC sends a fixed-wing Aircraft of the Flight Unit of the Forestry Department (FD/FU) with its endurance capability, for search and to locate the “Ditching Aircraft”; the FD/FU Aircraft will report the exact position of the “ditching aircraft” and the situation to the JRCC Larnaca.

   (3) The FD/FU Aircraft (exercise Call Sign: **ALPHA CHARLIE**) will take-off from Larnaca airport and fly to the exercise area at an altitude of 3000FT. **ALPHA CHARLIE** will be assigned as the Aircraft Coordinator (ACO) by the JRCC Larnaca at the beginning of the exercise; it will report to JRCC upon take-off and arrive in the area at 06:00 ZT (09:00 LT) from Entry Point (ENTP) - 2. Upon the arrival of the Aircraft within the exercise area, **ALPHA CHARLIE** will operate at a flight altitude between 3000FT and
4000FT. After the “detection of the ditching aircraft”, it will report the position: 34° 47’ 30” N 033° 58’ 18” E (the coordinates of the center of the NW sector of the exercise area) to the JRCC; **ALPHA CHARLIE** will act as the ACO and designator, monitor the movements of the Naval Units and helicopters, and perform communication relays between the JRCC Larnaca, the Rescue helicopters and the OSC/Gunboat NIKIFOROS of the HN. The ACO’s continuous communication with the OSC and JRCC Larnaca is mandatory; **ALPHA CHARLIE** will remain in the exercise area until the departure of the last Air Unit from the exercise area.

(4) The FPBs GEORGIOU P-04 and AGATHOS, of the Navy Command and the FPB ODYSSEAS PV-22, of the Port & Marine Police will simulate the first Naval SAR units that will arrive at the incident’s site. The 3 FPBs should sail and move accordingly in order to be in rendezvous point: 34° 47’ 30” N 033° 58’ 18” E, No Later Than (NLT) 05:40 ZT (08:40 LT); all actions taken by the Naval Units, during with the Man over Board (MOB) practice, will be performed under the tactical Command of the CO (Officer in Tactical Command - OTC) of the FPB GEORGIOU. The final instructions for the execution of the deployment of life-rafts, and the “Man over Board (MOB)” drills that will be carried out by the 4 SAR Helicopters, will be issued by the CO of the FPB GEORGIOU in collaboration with the COs of the other 2 participating FPBs, ODYSSEAS and AGATHOS, and the Leader of the UDT divers.

(5) Upon establishing visual contact with the FD/FU Aircraft at 06:00 ZT (09:00 LT), the FPB GEORGIOU and FPB ODYSSEAS will immediately deploy two life-rafts for the training purpose; in particular, one life-raft from each FPB. The 8 members of the UDT and the 2 divers of the Israeli Navy Task Force, will simulate the “Persons in Water”; following instructions by the CO the FPB GEORGIOU they will jump into the water, wearing their diving suits and life vests, and will then embark into the 2 life-rafts; 5 divers into each life-raft. The divers will then tie the 2 life-rafts together, at the position: 34° 47’ 30” N 033° 58’ 18” E. Rescue of “survivors” will be performed by sea; each “survivor” will be located in the sea, at a distance of approximately 50 yards from the 2 life-rafts. The 3 FPBs, after the deployment of the life-rafts will move accordingly aiming to ensure safety clearance for the SAR helicopters when they arrive on the scene; at a range of 500 yards away from the life-rafts / Winch Exercises (WINCHEX) training area.

(6) Every SAR helicopter will perform **only one winching** from the sea; it is noted that 4 NCOs of the Navy Command UDT will be lifted by the SAR helicopters from the sea. The rest of the rescues (4 dummies will simulate the “patient persons”) will be performed by 4 Ships. The UDT NCOs will carry and activate red smoke signals in order to indicate their position to the Rescue helicopters. The 3 FPBs and the RHIB of the FPB ODYSSEAS
will undertake any safety measures needed for the persons in water, and secure the divers at all times; the RHIB must be manned with 1 stand-by diver in order to provide any assistance needed at sea to the divers of the UDT.

(7) The MOB Drills / WINCHEX will start at 06:20 ZT (09:20 LT) with the AW-139 helicopter of the 460 SAR SQN which will arrive on scene first; upon instructions by the ACO will fly directly to the position: 34° 47´ 30´´ N 033° 58´ 18´´E of the 2 life-rafts in order to recover the first “survivor” from the sea. The SAR helicopter will take-off from Paphos airport and will fly to the area at an altitude of 1000FT. Upon take off, it will contact JRCC and five minutes before entering the area it will change frequency and initially contact the ACO and then the OTC (the C/O of the FPB GEORGIOU). The AW-139 helicopter will arrive in the area at 1000FT from ENTP-1 at 06:20 ZT (09:20T) and operate in the area between Sea Level (SL) and 300 FT.

(8) Upon establishing visual contact with the 460 SAR SQN helicopter (exercise Call Sign: SAREX-01) the leader of the UDT diving team will activate a red smoke flare to indicate their position:34° 47´ 30´´ N 033° 58´ 18´´E; the first diver will then get in the water and swim, at least 50m away from the tied life-rafts. SAREX-01 after the completion of the “MOB” practice will report to the ACO in order to get permission to proceed for the “Medical Evacuation-MEDEVAC” Operation; SAREX-01 will then fly for the conducting of a MEDEVAC operation in cooperation with the Israeli Missile Boat INS TARSHISH within its Search Sector. A dummy will be used to simulate “a patient”. For the execution of the MEDEVAC operation, each SAR helicopter upon radio contact with the cooperating Ship, may ask for a smoke signal to indicate the position of the Ship.

(9) After the end of the MEDEVAC practice, SAREX-01 will depart from the exercise area No Later Than (NLT) 07:05 ZT (10:05 LT) from Exit Point (EXP)-1 at 1000 FT, on course towards the National Guard (NG) barracks close to Larnaca hospital; reporting its exit to the ACO who will transfer the communication at the JRCC frequency. SAREX-01 will disembark the diver of the UDT and the dummy at the helipad of the barracks; after the disembarkation SAREX-01 will return to its home base in Paphos airport following instructions by the Larnaca Air Traffic Control Tower. The helicopter will report to JRCC upon landing and take-off from the NG barracks and approaching its base for landing at Paphos Airport.

(10) This procedure, in general, will be followed by all participating SAR helicopters.

(11) The second SAR AW-139 helicopter of the CPAU will depart from Larnaca airport and fly to the exercise area at an altitude of
2000FT. Upon take-off it will contact the JRCC and five minutes prior to its entrance in the area will switch to the frequency of the ACO and then with the OTC (the C/O of the FPB GEORGIOU). The CPAU helicopter (exercise Call Sign: SAREX-02) will arrive in the area at an altitude of 2000FT from ENTP-2, at 06:40 ZT (09:40 LT) and operate in the area between Sea Level (SL) and 300FT. Following instructions by the ACO, SAREX-02 will fly to proceed with the next rescue of “a survivor” from the sea. Upon arrival of SAREX-02 a diver from the life-rafts will jump into the water, while a second red smoke signal will be activated.

(12) After the completion of the “MOB” drill, SAREX-02 will report to the ACO for permission to proceed for the MEDEVAC operation with the Gunboat NIKIFOROS of the HN within its search sector. SAREX-02 will contact the Gunboat NIKIFOROS and proceed for a MEDEVAC from the Ship. A dummy will be used, again to simulate “a patient”. After the completion of the second MEDEVAC the AW-139 helicopter will depart from the exercise area from EXP-2 at 1000FT, NLT 07:25 ZT (10:25 LT) towards Larnaca at the same altitude; SAREX-02 will report to the ACO who will transfer the communication at the JRCC frequency.

(13) SAREX-02 will land at the NG barracks helipad to disembark the diver and the dummy; and will then take-off for its home base following instructions by the Larnaca Air Traffic Control Tower. SAREX-02 will report to JRCC upon landing and take-off from the barracks and, also while approaching its base for landing.

(14) The third SAR helicopter, a BELL-GRIFFIN of the 84 SQN will depart from Akrotiri Airport and fly to the exercise area at an altitude of 2000FT. Upon take-off, it will contact JRCC and five minutes prior to its entrance in the area will contact the ACO, and then the OTC. The 84 SQN helicopter (exercise Call Sign: SAREX-03) will arrive in the area at 2000FT from ENTP-1 at 07:00 ZT (10:00 LT) and operate in the area between SL and 300FT. After SAREX-03 reports its entrance in the exercise area, the ACO will instruct the helicopter to proceed with the next rescue from the sea (“MOB” at the position: 34° 47΄ 30΄΄ N 033° 58΄ 18΄΄E). SAREX-03 after the recovery of the NCO of the UDT from the sea - and authorization by the ACO - will head towards the FPB ONISILLOS PV-24 of the Port & Marine Police, for the execution of the third MEDEVAC Operation, within its search sector.

(15) SAREX-03 will contact FPB ONISILLOS and proceed for the medical evacuation of “a patient” (a life-size dummy will be used) from the FPB. After the completion of the MEDEVAC, the helicopter will depart from the area from EXP-3 at 1000FT NLT 07:45 ZT (10:45 LT), towards Larnaca at the same altitude; it will report to the ACO who will transfer the communication at the JRCC frequency. SAREX-03 will land at the
NG barracks for the disembarkation of the diver and the dummy; afterwards it will take-off and fly towards Akrotiri following instructions by the Larnaca Air Traffic Control Tower. **SAREX-03** will report to JRCC upon landing and take-off from the NG barracks and while approaching its home base for landing.

(16) The fourth SAR helicopter of the air evacuation chain will be a Rescue helicopter BELL-GRIFFIN of the 84 SQN (exercise Call Sign: **SAREX-04**); it will take-off from Akrotiri Airport and fly to the exercise area at 2500FT. Upon take-off, it will contact JRCC and five minutes prior to its entrance in the area will contact the ACO and then the OTC. The 84 SQN helicopter will enter the area at 2500 FT from ENTP-1 at 07:20 ZT (10:20 LT) and operate in the area between SL and 300FT. Following instructions from the ACO the second helicopter of the 84 SQN fly directly to proceed with the fourth and final rescue of “a survivor” from the sea. A diver from the life-rafts will jump into water upon arrival of **SAREX-04** at the position: 34° 47´ 30´´ N 033° 58´ 18´´E. After the completion of the last “MOB” Drill, **SAREX-04** will report to the ACO for permission to proceed for the MEDEVAC operation (a dummy will be used, once more, as “a patient”) with the FPB TSOMAKIS P-03 of the Navy Command, within its search sector.

(17) **SAREX-04** will establish communication directly with the FPB TSOMAKIS and will then proceed to carry out a MEDEVAC Operation. After the end of the MEDEVAC the last Rescue helicopter will depart from the exercise area NLT 08:05 ZT (11:05 LT); from EXP-4 at an altitude of 2000FT. The returning flight altitude will be, again, at 2000 FT. **SAREX-04** will report to the ACO who will transfer the communication at the JRCC frequency.

(18) The “survivor: NCO” and the “patient: dummy”, once rescued will be transferred to the helipad of the NG Barracks. After disembarkation of the NCO of the UDT and the dummy, **SAREX-04** will return to its home base following instructions by the Larnaca Air Traffic Control Tower. The helicopter will report to JRCC upon landing and take-off from the barracks and approaching its base for landing.

(19) Upon the completion of the air SAR operations and departure of all Rescue helicopters from the exercise area, instructions will be given by the JRCC Larnaca to the FD/FU Aircraft to also depart, concluding the air rescue operations; **ALPHA CHARLIE** will depart from the exercise area towards Larnaca airport, about 08:10 ZT (11:10 LT) from EXP-4 at 4000FT; the returning flight altitude will be the same (4000FT).

(20) After the completion of the life-raft lifting onto the deck, the FPB ODYSSEAS will remain in the NW area and act as a stand - by Vessel; it will sail until the end of the DAY SAREX, for safety purposes and to
clear the area from non-participating Ships passing through the operations area waters, following instructions by JRCC Larnaca and the OSC, as appropriate.

(21) The 4 members of the UDT of the Navy Command, the 2 divers of the Israeli Navy Task Force, and the second life-raft will be recovered onto the FPBs GEORGIOU and AGATHOS; the 2 Israeli divers will be then transferred to the INS TARSHISH. After the completion of the divers transfer, the FPBs GEORGIOU and AGATHOS will return to their home base in Mari Naval Base. Additionally, the transfer of the Israeli LNOs from the FPBs of the Cyprus Navy to the Israeli Ships, and vise-versa for the Cypriot Navy Officers, will be defined directly between the involving Units and C/Os on scene.

(22) After the end of the DAY SAREX, the FPB TSOMAKIS should move accordingly on course towards the night exercise area, in order to drop the dummies that will simulate “persons in water/survivors”, at the NIGHT SAREX; the FPB will then return to its home base in Mari Naval Base.
**EXERCISE - EXERCISE - EXERCISE**

**NIGHT SAREX**

**STARTEX: 17:00 ZT (20:00 C)**

Search Patterns (Parallel Search) - MEDEVAC Operations

*Drops of Illumination Bombs*

1. **SAR SCENARIO**

“Dealing with a serious maritime incident at open sea; a small passenger ship, with 20 Crewmembers and 150 passengers, which takes part in evacuation operations from the Middle East towards the Republic of Cyprus, broadcasts a MAYDAY alert. It reports to JRCC that it is being flooded and it is anticipated that it will sink within the next few hours.

Upon receipt of the distress signal, the JRCC Larnaca and the competent authorities of the Republic of Cyprus and, also, the corresponding ones of the State of Israel, Greece, and the United Kingdom, trigger the appropriate Services, in order to:

- Search and Rescue, shipwrecked and injured Crew members with the use of SAR helicopters and Rescue Vessels.
- Evacuate and Rescue personnel - Transfer to Limassol General Hospital.

As a result, the National SAR Plan “NEARCHOS”, and more precisely the “Maritime Incident at Open Sea” Emergency Response SAR Plan, is immediately enforced, by the JRCC Larnaca, in order to confront the situation. The 2 AW-139 Rescue helicopters in readiness, of the 460 SAR SQN and the CPAU will be dispatched to the incident’s site. The JRCC Larnaca, at the same time will transmit an emergency report to all Ships that are cruising in the vicinity, in order, to sail towards the “Vessel in Distress”.

Additionally, due to the severity of the incident, the JRCC requests further assistance from an Israeli Navy Task Force of 5 Ships, which are cruising close to the vicinity of the accident, and also from the British Forces Joint Operations Centre in Akrotiri; as a result, 1 SAR helicopter of the 84 SQN will be also engaged following instructions by the JRCC Larnaca to the accident’s site.

Following a SAR Mission Report from the OSC / INS TARSHISH, about the progress and efficiency of the large-scale night search operations, the JRCC Larnaca requests the engagement of an aircraft to provide the required illumination for sighting in the area of operations; as a result, Greece dispatches 1 Aircraft C-130 Hercules of the HAF. Therefore, the OSC and the
EXERCISE - EXERCISE - EXERCISE

Naval SAR Units will be required to cooperate with the Aircraft which will be dropping illumination bombs.

In this serious situation the Ministerial Crisis Management Team gathers, once again, at the JRCC. At the same time the Crisis Management Coordinating Team, which consists of representatives of all involving State Services, also gathers at the JRCC Larnaca”.

2. PARTICIPATING SERVICES - UNITS

a. AIR UNITS

- 1 C-130 Hercules of the HAF.
- 1 AW-139 Rescue Helicopter, of the CPAU.
- 1 AW-139 Rescue Helicopter, of the 460 SAR SQN
- 1 BELL-412 GRIFFIN Rescue Helicopter, of the 84 SQN

b. NAVAL UNITS

- FPB GEORGIOU P-04, of the Navy Command.
- FPB ODYSSEAS PV-22, of the Port & Marine Police.
- The Missile Boat INS TARSHISH/OSC, 2 FPBs DVORA Class, S1-816 and S2-820, 1 FPB DVORA Class MARK 3, S3-831 and 1 FPB SHALDAG Class-844, of the Israeli Navy Task Force.

c. PERSONNEL

- 1 Registered Nurse of the MoH, and 1 MEDIC Rescuer of the MEDEVAC Rescue Team of the CDL - CY1; they will embark onboard the AW-139 Rescue Helicopters, of the 460SAR SQN and the CPAU, respectively.

3. EXERCISE AREA

The exercise area of the NIGHT SAREX is bounded by the following coordinates:

- CORNER PT # B1 : 34° 31′00″ N 033° 14′00″ E
- CORNER PT # B2 : 34° 36′00″ N 033° 33′00″ E
- CORNER PT # B3 : 34° 22′00″ N 033° 39′00″ E
- CORNER PT # B4 : 34° 16′40″ N 033° 19′40″ E
4. **ACTION PLAN of the NIGHT SAREX**

   a. The NIGHT SAREX will begin at 17:00 ZT (20:00 LT).

   b. The description of the Action Plan of the NIGHT SAREX, is as follows:

      (1) At the beginning of the exercise the 5 Ships of the Israeli Navy Task Force, and the FPBs GEORGIOU and ODYSSEAS, should be at their Rendezvous Points (RP); the exact coordinates of the RPs are described in APPENDIX 1 of this ANNEX, entitled “NIGHT SAREX - SEARCH OPERATIONS, SAR UNITS RENDEZVOUS POINTS (RP)”. Following instructions by the JRCC Larnaca the 7 Ships will start their Search Pattern (Parallel Search). Also, at 17:00 ZT (20:00 LT) the Commanding Officer of the INS TARSHISH of the Israeli NAVY will be assigned by the JRCC Larnaca as the On Scene Coordinator (OSC) and will operate in the central sector. Each Ship will conduct the computed search plan by the JRCC, in order to locate and rescue “1-2 Persons in Water / Dummies”. The “shipwrecked Crewmembers and Passengers” will be simulated, once again, with life-size dummies that will be dropped randomly within each sector by the FPB TSOMAKIS of the Navy Command.
The first SAR helicopter that will arrive in the area will be a BELL-GRIFFIN of the 84 SQN (Exercise Call Sign: SAREX-03); it will take-off from the Akrotiri airport and will fly to the area at 1000ft. Upon take off, it will contact the JRCC and five minutes prior to its entrance in the area will contact the OSC. It will arrive in the area at 1000FT from ENTP-3 at 17:00 ZT (20:00 LT) in order to carry out a Search Pattern (Parallel Search) - computed by the JRCC Larnaca - at 400FT. SAREX-03 will operate in its sector between 400FT and 1000FT.

SAREX-03 will then fly a search pattern; the RP is described in “APPENDIX 1” of this ANNEX. The helicopter will participate in the search for “shipwrecked victims” (1-2 dummies will be dropped in its search sector). Should a dummy be located by the SAREX-03, the position will be reported to the OSC, who will instruct the nearest Ship participating in the search to move and collect the dummy.

SAREX-03 will depart from EXP-5 at 1000ft, the area at 17:50 ZT (20:50 LT) and return to its home base for landing at the same altitude (1000FT). Prior to its departure from the area it will inform the OSC and will then contact the JRCC; to which it will report 5 minutes before landing.

During night Search Operations, 2 AW-139 Rescue helicopters from the 460 SAR SQN and CPAU, will approach 2 Naval Units within their search sectors, as described in detail in “APPENDIX 2” of this ANNEX, titled “Air Units Flight Plan” in order to conduct night MEDEVAC Operations and collect a life-size dummy from the deck of each Ship through the use of rescue paraguard (stretcher). After the completion of the “rescue” the 2 SAR helicopters will transfer the dummies to the Limassol General Hospital, where they will land at the Hospital’s helipad for “disembarkation of the survivors for further medical treatment”. Before their departure from the area, they will inform the OSC and then will contact the JRCC. They will report to JRCC 5 minutes before landing at Limassol hospital, upon take-off and 5 minutes before landing at their bases. After the “disembarkation of the injured persons” they will report to JRCC Larnaca and take-off to return to their home bases in Paphos and Larnaca, respectively.

The 2 Rescue helicopters will inform JRCC Larnaca upon take-off from Paphos or Larnaca airport, and will report their position. Also, 5 minutes prior to their entrance in the area, they will switch to the frequency of the OSC; instructions about the collaborating Naval Unit will be given to the helicopters in order to approach and collect a dummy from the deck of the Ship. Upon locating the Naval Unit and with the OSC authorization, the helicopter switches to the frequency of the Ship in order to complete the
MEDEVAC Operation - Winch Exercise (WINCHEX). When a Rescue helicopter collects a dummy, it again contacts the OSC for further instructions.

(7) Any transport required, at the Limassol General Hospital helipad, will be arranged by the personnel of the P&MP in Limassol Port. P&MP Staff will collect the 2 dummies “simulation of patients” that will be transferred by the 2 Rescue Helicopters from 18:15 ZT (21:15 LT) until 19:30 ZT (22:30 LT). After the completion of the 2 landings they will transfer the dummies to the HQ of the P&MP.

(8) During their departure, the SAR helicopters will inform the OSC upon their exit from the area and will switch to the frequency of JRCC Larnaca reporting their position. They must also report upon departing from the Hospital's helipad and on landing at their home base, as aforementioned.

(9) In particular, an AW-139 helicopter of the 460 SAR SQN (Exercise Call Sign: SAREX-01) will depart from Paphos airport and proceed to the area at 2000FT. Upon take off, it will contact JRCC and 5 minutes prior to its entrance in the area, will change frequency and contact the OSC. It will arrive in the area at 18:00 ZT (21:00 LT) from ENTP-4 at 2000FT. The OSC will give directions to the helicopter to fly towards the INS TARSHISH in order to cooperate and carry out the first night MEDEVAC Operation. SAREX-01 will operate in the area between SL and 1500FT. After the completion of the MEDEVAC SAREX-01 will depart from the area NLT 18:30 ZT (21:30 LT) from EXP-6 at 2000FT and fly towards Limassol General Hospital.

(10) The second AW-139 helicopter from the CPAU (Exercise Call Sign: SAREX-02) will take-off from Larnaca airport and will proceed to the area at 2500FT. Upon take-off, it will contact JRCC and 5 minutes prior to its entrance in the area, it will change frequency and contact the OSC. It will arrive in the area, at 18:30 ZT (21:30 LT) from ENTP-5 at 2500FT. The OSC will give directions to the helicopter to proceed to the FPB ODYSSEAS PV-22, of the Port & Marine Police, in order to conduct the second and last night MEDEVAC Operation; a dummy will be used to simulate the “shipwrecked patient”.

(11) SAREX-02 will operate in the area between SL and 1500FT. After the completion of the MEDEVAC Operation, SAREX-02 will depart from the exercise area NLT 19:00 ZT (22:00 LT) from EXP-7 at 2000FT; and it will fly to Limassol General Hospital for the disembarkation of the dummy. Before its departure from the area, it will inform the OSC and will then contact the JRCC; SAREX-02 will report to JRCC 5 minutes before landing at Limassol hospital, upon take-off and 5 minutes before landing at its home base.
A Hellenic Air Force Aircraft C-130 Hercules (Exercise Call Sign: HOTEL FOXTROT) will fly from Greece directly to the exercise area, in order to provide the required illumination for sighting, support the night search operations and rescue efforts, by dropping of 4 illumination bombs. HOTEL FOXTROT will arrive in the area at 4000FT from ENTP-4 at 19:10 ZT (22:10 LT); its flight altitude in the exercise area should be between 3000FT and 5000FT. HOTEL FOXTROT will drop 4 illumination bombs over the search sectors and will then depart from the area at 5000FT from EXP-6 NLT 19:40 ZT (22:40 LT) on course towards Greece, reporting its exit to the OSC and the JRCC Larnaca.

HOTEL FOXTROT will contact JRCC prior its entrance in the area; JRCC will then provide the recommended dropping positions of the 4 bombs; upon its arrival in the area HOTEL FOXTROT will contact and inform the OSC concerning the exact positions, coordinates and time, of the drops of the 4 illumination bombs; subsequently, the OSC will inform the participating Naval Units and rearrange them in order to achieve the optimal field of view. Recommended positions/coordinates for the C-130 to carry out the bombs drops within the Search Sectors of the Naval SAR Units will be computed and provided by the JRCC Larnaca / SMC.

HOTEL FOXTROT after a recognition flight will drop the 4 illumination bombs upon permission by the OSC. This operation will have to be concluded by 19:40 ZT (22:40 LT) and the C-130 will then depart from the exercise area. Prior to its departure HOTEL FOXTROT must inform the OSC and the JRCC.

5. EMERGENCY PROCEDURES - DAY and NIGHT SAREX

a. If any Aircraft aborts within the exercise area, then the ACO is informed (DAY SAREX) and/or the OSC (DAY and NIGHT SAREX), and departs from the area at the preset departure altitude following the determined procedures.

b. In case that a SAR Helicopter is required to immediately depart from the exercise area, this must be transmitted to the ACO before departure; flying a safe distance from the collaborating Ship, and other Air and Naval Units. The ACO (DAY SAREX) and/or the OSC (DAY and NIGHT SAREX), will transfer control to the JRCC Larnaca and accommodate the rest of the SAR Helicopters for better continuation of the SAR exercise, as planned.

c. In case of a real life Search and Rescue incident, where the need arises for SAR Mission coordination, then the JRCC Larnaca may cancel the exercise or the mission of any Air and Naval SAR Unit, in order to
EXERCISE - EXERCISE - EXERCISE

use its services in the real life incident, as described in “ANNEX D” entitled “EMERGENCY PROCEDURES”.

d. The weather limits applied to each Unit must be upheld. The responsibility of aborting the mission due to the weather conditions lies upon each Unit’s C/O.

e. **DAY & NIGHT MEDEVAC OPERATIONS - PARTICULARS OF THE WINCH EXERCISE (WINCHEX) PRACTICE TRAINING**

- Maximum Limit: **SEA STATE 6**.
- Recommended Ships minimum speed: **10 KNOTS**.
- Pitch and Roll limitations and constraints of an acceptable hoist area will be at the discretion of the Pilots.
- The hoist area **should be illuminated**; however, the lights **must not obstruct** the Pilots vision during the approach of the SAR Helicopters to the Ship.
- Minimum height over the Ship: at the discretion of the Pilots of the SAR Helicopters; the height depends with the dimensions and references of the Ship.
- The practice procedures will be conducted at the designated hoisting area of the Ship, unless otherwise directed by the Pilots of the SAR Helicopters in collaboration with the C/O of the Ship.
- It is stressed, that **none of the Ships’ Crew members** will be winched up onboard the SAR Helicopters. Instead, the SAR Helicopters will perform hoisting operations / WINCHEX only with their Rescue Swimmers using a Rescue Paraguard (stretcher) to collect the dummies from the deck in close cooperation with the involved Ships, as described in “APPENDIX 2” of this ANNEX.

- **IFF - MOD 3**
  - AW-139 of 460 SAR SQN : 4405
  - AW-139 of CPAU «ACHILLEAS CP-6» : 0001
  - AW-139 of CPAU «IASON CP-8» : 0003

- **Emissions Control during WINCHEX**
  - Helicopters RADAR : OFF
  - Ships: Only navigation RADAR

f. Joining procedures while the SAR helicopter is approaching the Ship for cooperation on MEDEVAC Operations should be as follows:
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FROM CALL SIGN (C/S) HELO CONTROL UNIT ____ THIS IS C/S HELO ____ (No.) __________ (TYPE) ______________________
JOINING FROM ____ (NORTH, EAST, WEST, SOUTH) ____ NM AT ANGLES (ALTITUDE IN HUNDREDS OF FEET) ___________ POB (PERSONS ON BOARD) ____________
ENDURANCE ___________ (Hours - Minutes) HEADING __________° SPEED __________ KNOTS / ETA ___ - OVER

  g. Further details will be defined on the scene, directly between the collaborating Units. It is stressed that an updated report regarding «PERSONS ON BOARD» on a regular basis, from the SAR helicopters to the Ships is mandatory.

  h. Air Crews, status reports to JRCC Larnaca, as follows:

  - After take-off.
  - Entering the Exercise Area.
  - Departing the Exercise Area.
  - Before landing.
APPENDIX 1 to
ANNEX B to
EXERCISE OPERATIONS ORDER
3rd PHASE - “SEARCH AND RESCUE”
Dated, 14 May 2014

SEARCH PATTERNS

1. PARTICIPATING SERVICES - UNITS

The Air and Naval SAR Units, which will participate in the DAY and NIGHT Search Operations, are described in ANNEX B.

2. ACTION PLAN - SEARCH PATTERNS (PARALLEL SEARCH)

a. Search Patterns (Parallel Search) will be carried out within the DAY and NIGHT exercise area by Air and Naval SAR Units. The FPBs of the Navy Command will drop life-size dummies into the sea (1-2 dummies, in each sector including the 84 SQN helicopter search sector during the NIGHT SAREX) which will simulate “missing crewmembers and passengers-People in Water” in order to create, to the extent possible, a realistic environment to exercise and practice. With this in mind, the 2 FPBs of the Navy Command should organise their departure time and move accordingly in order to complete the drops of the dummies NLT 05:30 ZT (08:30 LT) for the DAY SAREX and 16:30 ZT (19:30 LT) for the NIGHT SAREX.

b. Additionally, before departure, another 3 life-size dummies will be provided (1 dummy to each Ship) for the DAY SAREX by JRCC Larnaca to the FPB ONISILLOS of the P&MP, the Gunboat NIKIFOROS of the HN, and the FPB TSOMAKIS of the Navy Command; additionally, 2 life-size dummies for the DAY and NIGHT SAREX (1 dummy to be used at each scenario) will be provided to the INS TARSHISH. These dummies will simulate the “injured persons” during the MEDEVAC Operations with the Rescue Helicopters, as described in detail within the “ANNEX B - APPENDIX 2” titled “AIR UNITS FLIGHT PLAN”.

c. The DAY SAREX will begin at 06.00 ZT (09:00 LT). At this time, the FPB ONISILLOS of the P&MP, the FPB TSOMAKIS of the Navy Command, the 5 Ships of the Israeli Navy Task Force and the Gunboat NIKIFOROS, should be at their Rendezvous Points (RP) as described in the Table of the DAY SAREX Particulars within this APPENDIX. It is noted, that the FPB ODYSSEAS of the P&MP and the FPBs GEORGIOU and AGATHOS, of the Navy Command, which will take part for the 2 life-rafts deployment and MOB Drills, practice will not carry out a search pattern; therefore, after the
completion of the 4 rescues from the sea, these 3 Ships will depart for their Naval bases, following instructions by the JRCC Larnaca. At 06.00 ZT(09:00 LT) the C/O of the Gunboat NIKIFOROS will be assigned by the JRCC Larnaca as the On Scene Coordinator/OSC of the DAY SAREX and will operate in the central sector.

d. Moreover, at 17:00 ZT (20:00 LT) the C/O of the Missile Boat INS TARSHISH, will be assigned by the JRCC Larnaca as the On Scene Coordinator/OSC of the NIGHT SAREX and will, also, operate in the central sector of the determined night exercise area. At that time (17:00 ZT) the FPB ODYSSEAS of the P&MP, the FPB GEORGIOU of the Navy Command, the 5 Ships of the Israeli Navy Task Force and 1 helicopter BELL-GRIFFIN of the 84 SQN should be at their Rendezvous Points (RP) as described in the Table of the NIGHT SAREX Particulars at the end of this APPENDIX.

e. Following instructions by the JRCC Larnaca, the aforementioned SAR Units, will start their Search Patterns. Each Ship will conduct in its sector the computed search plan issued by JRCC Larnaca, aiming to locate and rescue “1-2 Dummies / Persons in Water”. The Medic Teams of the Ships will provide medical assistance to the “Persons Rescued / Survivors”. With this in mind, each SAR Unit after the detection and rescue of a “Dummy / Person in Water” will then report to the OSC. It is noted that each dummy will be marked with a number which denotes a particular medical incident. All MEDIC scenarios for both SAREXs will be distributed to the participating SAR Units before the beginning of the 3rd PHASE.

f. e.g. Medical Scenario of the DUMMY No 1:

“Prevailing weather conditions in the region at the time of the exercise (Sea Surface Temperature etc). The wounded person is a male castaway sailor, around 35 years old, with approximate body weight of 85 kg. Following the severe aircraft accident at 05:30 ZT, the wounded person is located and collected from the sea. He is conscious, talkative and mentions that he feels pain on his right arm; the following symptoms are present:

- Positive mechanism of injury.
- He is breathing with reduced rate < 12/minute.
- Non palpable peripheral artery pulses.
- Capillary reperfusion > 2,5 sec
- Cold and sticky skin.
- Bleeding from receding wound on the upper right thigh.
- Closed fracture on the right arm.
- 1st and 2nd degree chest burns.
- Burnt hair in the facial area (eyelids, eyebrows).
- General weakness.
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There are no additional security threats other than the vessels safety rules which are in motion. MEDIC TEAM of the Ship has to proceed with the necessary lifesaving actions, based on pre-hospital care provision”.

3. SITUATION REPORT (SITREP)

a. A SITREP format has been adopted internationally, which is intended to be used, along with the standard codes for international communications between RCC’s and SAR Units - OSC. A Short Form in accordance with the International SITREP Format (IAMSAR Vol III, Appendix D) is required to pass urgent essential details, when requesting assistance or to provide the earliest notice of casualty. Therefore, the following information should be provided by the OSCs - C/O of Gunboat NIKIFOROS (DAY SAREX) and the C/O of the Missile Boat INS TARSHISH (NIGHT SAREX), to JRCC Larnaca every one hour. Specifically, the “SAR SITREP ONE” at 07:00 ZT (10:00 LT) - DAY SAREX and at 18:00 ZT (21:00 LT) - NIGHT SAREX, respectively; the last SITREP should be provided to the JRCC after the termination (ENDEX) of each SAREX.

b. The SITREP format, is as follows:

TRANSMISSION (Distress/Urgency)   DATE AND TIME (UTC or Local Date Time Group) 
FROM: OSC                             TO: JRCC LARNACA
SAR SITREP NUMBER (To indicate nature of message and completeness of sequence of SITREP’s concerning the casualty)

A. IDENTITY OF INCIDENT (Name/call sign, Flag State, Aeronautical or Maritime)  
B. OSC POSITION (Latitude/longitude)  
C. SITUATION (Type of message, e.g. distress/urgency; date/time; nature of distress/urgency, e.g. fire, collision, MEDICO)  
D. NUMBER OF PERSONS AT RISK (Indicates the total Number of persons at risk)  
E. ASSISTANCE REQUIRED  
F. CO-ORDINATING RCC  
F1. ADDITIONAL INFORMATION  
-----------------------------------------------------
i. e.
DISTRESS
21 07.00 ZT MAY 2014
FROM: OSC / GUNBOAT NIKIFOROS
TO: JRCC LARNACA
EXERCISE - EXERCISE - EXERCISE

SAR SITREP ONE

A. CIVILIAN PASSENGER AIRCRAFT - “ABC" FLAG STATE - C/S: 7G-MPS: 2/4 CREW -105 PASSENGERS
B. OSC POSITION AT THE TIME OF THE REPORT ...... N - ...... E.
C. DISTRESS ALERT / 21 05.30 ZT / “PERSONS IN WATER”
D. 111 - UNKNOWN NUMBER OF PERSONS IN WATER
E. NO FURTHER ASSISTANCE REQUIRED UP TO THE PRESENT.
F. JRCC LARNACA
F1. DUMMIES No 1, 3, 4, 7 AND 12 RECOVERED - SEARCH EFFORT CONTINUES UNTIL ALL MISSING “CREWMEMBERS” ARE LOCATED AND RECOVERED.

BT

c. Instructions to be used by the JRCC Larnaca SAR Mission Coordinator (SMC), during the DAY and NIGHT SAREX:

(1) STARTEX by the JRCC Larnaca/SMC will be transmitted at 06:00 ZT (09:00 LT) and 17:00 ZT (20:00 LT), of the DAY and NIGHT SAREX, respectively:

“THIS IS CYPRUS RESCUE, TO ALL UNITS: START DAY (or NIGHT) SAREX AND REPORT LOCATIONS TO THE ON SCENE COORDINATOR / OSC. THE COMMANDING OFFICER OF THE GUNBOAT NIKIFOROS (or INS TARSHISH for the NIGHT), IS ASSIGNED AS THE OSC. IN CASE OF A SURVIVOR RESCUE, THE FINDING SHOULD BE REPORTED DIRECTLY AND ONLY TO THE OSC”.

This message will be broadcasted twice by JRCC Larnaca/SMC at the beginning of both SAREXs.

(2) A “PERSON IN WATER” / Dummy finding

The report to OSC will include only the number written on the dummy, as follows:

e.g. “THIS IS SAREX - 24. DUMMY NUMBER 6 HAS BEEN RECOVERED”.

(3) ENDEX of each SAREX, will be transmitted by the JRCC Larnaca, as follows:

“THIS IS CYPRUS RESCUE, TO ALL UNITS: DAY SAREX IS NOW TERMINATED. ALL UNITS, PLEASE, ACKNOWLEDGE”.

This message will be broadcasted twice by the JRCC Larnaca/SMC at the end of each SAREX.
4. In the case that, for any reason (e.g. Wind Direction, Sea State, and Prevailing Weather Conditions) the Air and Naval Units Sectors of the computed Search Patterns by the JRCC cannot be performed, then the OSC will be responsible to shift, as appropriate, the search sectors and inform accordingly the JRCC Larnaca. However, the exercise area coordinates, have to remain the same, as described in ANNEX A, for both SAREXs.

5. SEARCH PATTERNS PARTICULARS

a. A summary of the Search Patterns particulars and the precised coordinates of the Rendezvous Points (RP), for the DAY and NIGHT SAREX are shown in the 2 Tables at the end of this APPENDIX.

b. SAR Units Search Patterns figures for the execution of the DAY and NIGHT search operations, as computed by the JRCC Larnaca SAR - PC, will be provided to all C/Os during the Pre-Ops Briefing (Pre-Sail Conference) that will be held at JRCC Larnaca premises on Tuesday the 20th of May 2014 at 08:00 ZT (11:00 C).
## EXERCISE - EXERCISE - EXERCISE

### DAY SAREX - SEARCH OPERATIONS

#### SAR UNITS RENDEZVOUS POINTS (RP)

<table>
<thead>
<tr>
<th>No</th>
<th>SAR UNIT - COUNTRY</th>
<th>RENDEZVOUS POINT (RP)</th>
<th>TOTAL DISTANCE</th>
<th>TOTAL TIME</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>FPB TSOMAKIS NAVY COMMAND (CYPRUS)</td>
<td>34 49.404N - 034 02.200E</td>
<td>32.85 NM</td>
<td>03:08:53</td>
</tr>
<tr>
<td>2.</td>
<td>FPB ONISILLOS PORT &amp; MARINE POLICE (CYPRUS)</td>
<td>34 49.404N - 034 08.811E</td>
<td>32.85 NM</td>
<td>03:08:53</td>
</tr>
<tr>
<td>3.</td>
<td>ISRAELI NAVY (ISR 1) SHALDAG CLASS-844 (STATE OF ISRAEL)</td>
<td>34 44.614N - 033 55.591E</td>
<td>32.85 NM</td>
<td>03:08:53</td>
</tr>
<tr>
<td>4.</td>
<td>ISRAELI NAVY (ISR 2) INS TARSHISH (STATE OF ISRAEL)</td>
<td>34 39.801N - 033 55.594E</td>
<td>32.85 NM</td>
<td>03:08:53</td>
</tr>
<tr>
<td>5.</td>
<td>ISRAELI NAVY (ISR 3) DVORA CLASS S1-816 (STATE OF ISRAEL)</td>
<td>34 39.801N - 034 02.206E</td>
<td>32.85 NM</td>
<td>03:08:53</td>
</tr>
<tr>
<td>6.</td>
<td>ISRAELI NAVY (ISR 4) DVORA CLASS S2-820 (STATE OF ISRAEL)</td>
<td>34 39.781N - 034 08.817E</td>
<td>32.85 NM</td>
<td>03:08:53</td>
</tr>
<tr>
<td>7.</td>
<td>ISRAELI NAVY (ISR 5) DVORA CLASS MARK 3 S3-831 (STATE OF ISRAEL)</td>
<td>34 44.594N - 034 08.813E</td>
<td>32.85 NM</td>
<td>03:08:53</td>
</tr>
<tr>
<td>8.</td>
<td>HELLENIC NAVY GUNBOAT NIKIFOROS (GREECE)</td>
<td>34 44.636N - 034 02.203E</td>
<td>32.85 NM</td>
<td>03:08:53</td>
</tr>
</tbody>
</table>

**NOTE:** Arrival at the RPs should be No Later Than 05:45 ZT (08:45 LT).
### NIGHT SAREX - SEARCH OPERATIONS

#### SAR UNITS RENDEZVOUS POINTS (RP)

**ARRIVAL AT RP: NO LATER THAN 17:00 ZT (20:00 LT)**

<table>
<thead>
<tr>
<th>No</th>
<th>SAR UNIT - COUNTRY</th>
<th>RENDEZVOUS POINT (RP)</th>
<th>TOTAL DISTANCE</th>
<th>TOTAL TIME</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>FPB GEORGIU NAVY COMMAND (CYPRUS)</td>
<td>34 30.504N - 033 14.854E</td>
<td>32.85 NM</td>
<td>03:08:55</td>
</tr>
<tr>
<td>2.</td>
<td>FPB ODYSSEAS PORT &amp; MARINE POLICE (CYPRUS)</td>
<td>34 33.925N - 033 27.295E</td>
<td>32.85 NM</td>
<td>03:08:55</td>
</tr>
<tr>
<td>3.</td>
<td>ISRAELI NAVY (ISR 1) SHALDAG CLASS-844 (STATE OF ISRAEL)</td>
<td>34 32.244N - 033 21.060E</td>
<td>32.85 NM</td>
<td>03:08:55</td>
</tr>
<tr>
<td>4.</td>
<td>ISRAELI NAVY (ISR 2) INS TARSHISH (STATE OF ISRAEL)</td>
<td>34 27.670N - 033 22.982E</td>
<td>32.85 NM</td>
<td>03:08:55</td>
</tr>
<tr>
<td>5.</td>
<td>ISRAELI NAVY (ISR 3) DVORA CLASS S1-816 (STATE OF ISRAEL)</td>
<td>34 23.094N - 033 24.844E</td>
<td>32.85 NM</td>
<td>03:08:55</td>
</tr>
<tr>
<td>6.</td>
<td>ISRAELI NAVY (ISR 4) DVORA CLASS S2-820 (STATE OF ISRAEL)</td>
<td>34 24.802N - 033 31.049E</td>
<td>32.85 NM</td>
<td>03:08:55</td>
</tr>
<tr>
<td>7.</td>
<td>ISRAELI NAVY (ISR 5) DVORA CLASS MARK 3 S3-831 (STATE OF ISRAEL)</td>
<td>34 29.378N - 033 29.217E</td>
<td>32.85 NM</td>
<td>03:08:55</td>
</tr>
<tr>
<td>8.</td>
<td>84 SQN HELICOPTER BELL-412 GRIFFIN (UNITED KINGDOM)</td>
<td>34 25.886N - 033 16.904E</td>
<td>47.78 NM</td>
<td>00:54:57</td>
</tr>
</tbody>
</table>

**NOTE:** Arrival at the RPs should be No Later Than 17:00 ZT (20:00 LT).
**AIR UNITS FLIGHT PLAN**

<table>
<thead>
<tr>
<th>No.</th>
<th>AIR UNIT AIRCRAFT- HELICOPTER</th>
<th>NAVAL UNIT</th>
<th>TIME OF ARRIVAL IN THE AREA (LT)</th>
<th>DEPARTURE TIME FROM THE AREA NO LATER THAN (ZT)</th>
<th>FLIGHT ALTITUDE &amp; ENTRANCE ALTITUDE (FT)</th>
<th>FLIGHT ALTITUDE IN THE AREA (FT)</th>
<th>FLIGHT ALTITUDE OF DEPARTURE &amp; RETURN (FT)</th>
<th>ENTRY POINT (ENTP)</th>
<th>EXIT POINT (EXP)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>FD / FU AIRCRAFT – ACO</td>
<td>GB NIKIFOROS / Osc – ALL SHIPS</td>
<td>06:00 ZT (09:00 LT)</td>
<td>08:10 ZT (11:10 LT)</td>
<td>3000</td>
<td>3000-4000</td>
<td></td>
<td>4000</td>
<td>ENT-2</td>
</tr>
<tr>
<td>2</td>
<td>460 SAR SQN AW-139</td>
<td>FPB GEORGIOU NAVY COMMAND (MOB) &amp; INS TARSHISH (MEDEVAC)</td>
<td>06:20 ZT (09:20 LT)</td>
<td>07:05 ZT (10:05 LT)</td>
<td>1000</td>
<td></td>
<td>SL-300</td>
<td>1000</td>
<td>ENT-1</td>
</tr>
<tr>
<td>3</td>
<td>CPAU AW-139</td>
<td>FPB GEORGIOU (MOB) &amp; GB NIKIFOROS (MEDEVAC)</td>
<td>06:40 ZT (09:40 LT)</td>
<td>07:25 ZT (10:25 LT)</td>
<td>2000</td>
<td></td>
<td>SL-300</td>
<td>1000</td>
<td>ENT-2</td>
</tr>
<tr>
<td>4</td>
<td>84 SQN BELL-GRIF</td>
<td>FPB GEORGIOU (MOB) &amp; FPB ONISILLOS P &amp; MP (MEDEVAC)</td>
<td>07:00 ZT (10:00 LT)</td>
<td>07:45 ZT (10:45 LT)</td>
<td>2000</td>
<td></td>
<td>SL-300</td>
<td>1000</td>
<td>ENT-1</td>
</tr>
</tbody>
</table>

**DAY SAREX**

Dated, 16 May 2014
<table>
<thead>
<tr>
<th>No.</th>
<th>AIR UNIT AIRCRAFT-HELIQUERT</th>
<th>NAVAL UNIT</th>
<th>TIME OF ARRIVAL IN THE AREA (LT)</th>
<th>DEPARTURE TIME FROM THE AREA - NO LATER THAN (ZT)</th>
<th>FLIGHT ALTITUDE &amp; ENTRANCE ALTITUDE (FT)</th>
<th>FLIGHT ALTITUDE IN THE AREA (FT)</th>
<th>FLIGHT ALTITUDE OF DEPARTURE &amp; RETURN (FT)</th>
<th>ENTRY POINT (ENTP)</th>
<th>EXIT POINT (EXP)</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>84 SQN BELL-GRIF</td>
<td>FPB TSOMAKIS (MEDEVAC)</td>
<td>07:45 ZT (10:45 LT)</td>
<td>08:10 ZT (11:10 LT)</td>
<td>2500</td>
<td>SL-300</td>
<td>2000</td>
<td>ENTP-1</td>
<td>EXP-4</td>
</tr>
</tbody>
</table>

**NIGHT SAREX**

<table>
<thead>
<tr>
<th>No.</th>
<th>AIR UNIT AIRCRAFT-HELIQUERT</th>
<th>NAVAL UNIT</th>
<th>TIME OF ARRIVAL IN THE AREA (LT)</th>
<th>DEPARTURE TIME FROM THE AREA - NO LATER THAN (ZT)</th>
<th>FLIGHT ALTITUDE &amp; ENTRANCE ALTITUDE (FT)</th>
<th>FLIGHT ALTITUDE IN THE AREA (FT)</th>
<th>FLIGHT ALTITUDE OF DEPARTURE &amp; RETURN (FT)</th>
<th>ENTRY POINT (ENTP)</th>
<th>EXIT POINT (EXP)</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>84 SQN BELL-GRIF</td>
<td>INS TARSHISH / OSC</td>
<td>17:00 ZT (20:00 LT)</td>
<td>17:50 ZT (20:50 LT)</td>
<td>1000</td>
<td>400-1000 (SEARCH PATTERN FLIGHT ALTITUDE: 400)</td>
<td>1000</td>
<td>ENTP-3</td>
<td>EXP-5</td>
</tr>
<tr>
<td>7</td>
<td>460 SAR SQN AW-130</td>
<td>INS TARSHISH / OSC (MEDEVAC)</td>
<td>18:00 ZT (21:00 LT)</td>
<td>18:30 ZT (21:30 LT)</td>
<td>2000</td>
<td>SL-1500</td>
<td>2000</td>
<td>ENTP-4</td>
<td>EXP-6</td>
</tr>
<tr>
<td>8</td>
<td>CPAU AW-130</td>
<td>FPB ODYSSEAS P&amp;MP (MEDEVAC)</td>
<td>18:30 ZT (21:30 LT)</td>
<td>19:00 ZT (22:00 LT)</td>
<td>2500</td>
<td>SL-1500</td>
<td>2000</td>
<td>ENTP-5</td>
<td>EXP-7</td>
</tr>
<tr>
<td>9</td>
<td>C-130 HERCULES (DROPS OF 4 ILLUMINATION BOMBS)</td>
<td>INS TARSHISH / OSC</td>
<td>19:10 ZT (22:10 LT)</td>
<td>19:40 ZT (22:40 LT)</td>
<td>4000</td>
<td>3000-5000</td>
<td>5000</td>
<td>ENTP-4</td>
<td>EXP-6</td>
</tr>
</tbody>
</table>
NOTES

The precise coordinates of the ENTRY and EXIT POINTS, for both SAREXs (DAY and NIGHT) are as follows:

**ENTRY POINT-1**: 34°47'35.00" N 033°54'45.00" E
**ENTRY POINT-2**: 34°50'09.00" N 033°58'17.00"E
**ENTRY POINT-3**: 34°26'06.00" N 033°15'51.00"E
**ENTRY POINT-4**: 34°24'10.00" N 033°16'36.00"E
**ENTRY POINT-5**: 34°35'11.00"N 033°30'06.00" E

-----------------------------------------------------------------------------------------------------------------

**EXIT POINT-1**: 34°37'35.00" N 033°54'45.00" E
**EXIT POINT-2**: 34°42'35.00" N 033°54'45.00" E
**EXIT POINT-3**: 34°50'09.00" N 034°11'17.00" E
**EXIT POINT-4**: 34°50'09.00" N 034°04'17.00" E
**EXIT POINT-5**: 34°16'52.00" N 033°19'30.00" E
**EXITPOINT-6**: 34°23'52.00" N 033°16'43.00" E
**EXITPOINT-7**: 34°35'25.00" N 033°30'48.00" E
EXERCISE - EXERCISE - EXERCISE

The ENTRY and EXIT Points/Coordinates, of the Air Units during DAY SAREX, are shown on the below map:

**ENTRY/EXIT POINTS COORDINATES**

<table>
<thead>
<tr>
<th>ENTRY/EXIT POINT</th>
<th>COORDINATES</th>
</tr>
</thead>
<tbody>
<tr>
<td>ENTRY POINT 1</td>
<td>34°42'35.60&quot; N 03°54'45.00&quot; E</td>
</tr>
<tr>
<td>ENTRY POINT 2</td>
<td>34°50'09.00&quot; N 03°54'17.00&quot; E</td>
</tr>
<tr>
<td>EXIT POINT 1</td>
<td>34°42'35.60&quot; N 03°54'45.00&quot; E</td>
</tr>
<tr>
<td>EXIT POINT 2</td>
<td>34°50'09.00&quot; N 03°11'17.00&quot; E</td>
</tr>
<tr>
<td>EXIT POINT 3</td>
<td>34°50'09.00&quot; N 03°11'17.00&quot; E</td>
</tr>
<tr>
<td>EXIT POINT 4</td>
<td>34°50'09.00&quot; N 03°11'17.00&quot; E</td>
</tr>
</tbody>
</table>
EXERCISE - EXERCISE - EXERCISE

The **ENTRY** and **EXIT Points/Coordinates**, of the Air Units during **NIGHT SAREX**, are shown on the below map:

### ENTRY/EXIT POINTS COORDINATES

| ENTRY POINT 3 | 34°26’55.00” N 003°45’51.00” E |
| ENTRY POINT 4 | 34°21’46.00” N 003°46’36.00” E |
| ENTRY POINT 5 | 34°35’11.00” N 003°30’40.00” E |
| EXIT POINT 5  | 34°16’22.00” N 003°49’30.00” E |
| EXIT POINT 6  | 34°23’52.00” N 003°16’43.00” E |
| EXIT POINT 7  | 34°35’25.00” N 003°30’40.00” E |

**ENTRY POINTS**
- ENTRY POINT 3
- ENTRY POINT 4
- ENTRY POINT 5
- ENTRY POINT 6
- ENTRY POINT 7

**EXIT POINTS**
- EXIT POINT 5
- EXIT POINT 6
- EXIT POINT 7
COMMUNICATIONS PLAN

1. Testing of Communications efficiency is one of the most significant objectives of this exercise. Frequencies management during the DAY SAREX, as described in the below Table:

<table>
<thead>
<tr>
<th>BAND</th>
<th>PRIMARY</th>
<th>SECONDARY</th>
<th>USAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>UHF</td>
<td>255 MHz</td>
<td>366 MHz</td>
<td>➢ SURFACE to AIR</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>(MAIN: During MOB and MEDEVAC Drills - Except with the ACO)</td>
</tr>
<tr>
<td>VHF/FM</td>
<td>156.300 MHz (CH-06)</td>
<td>156.475 MHz (CH-69)</td>
<td>➢ SURFACE to SURFACE</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>(MAIN: Bridge to Bridge)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>➢ SURFACE TO AIR (ALTERNATIVE)</td>
</tr>
<tr>
<td>VHF/AM</td>
<td>134 MHz</td>
<td>133 MHz</td>
<td>➢ AIR to AIR and AIR to SURFACE (ACO Only)</td>
</tr>
<tr>
<td>MF/HF</td>
<td>2182 KHz</td>
<td>------------</td>
<td>(ALTERNATIVE) FOR ALL STATIONS</td>
</tr>
</tbody>
</table>

2. Frequencies to be used by the Air and Naval SAR Units, involving in the NIGHT SAREX, are described hereunder:
### NIGHT SAREX

<table>
<thead>
<tr>
<th>BAND</th>
<th>PRIMARY</th>
<th>SECONDARY</th>
<th>USAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>UHF</td>
<td>255 MHz</td>
<td>366 MHz</td>
<td>➢ SURFACE to AIR (MAIN)</td>
</tr>
<tr>
<td>VHF/FM</td>
<td>156.300 MHz (CH-06)</td>
<td>156.475 MHz (CH-69)</td>
<td>➢ SURFACE to SURFACE (MAIN: Bridge to Bridge) ➢ SURFACE TO AIR (ALTERNATIVE)</td>
</tr>
<tr>
<td>VHF/AM</td>
<td>134 MHz</td>
<td>133 MHz</td>
<td>➢ AIR to AIR (MAIN)</td>
</tr>
<tr>
<td>MF/HF</td>
<td>2182 KHz</td>
<td>-----------</td>
<td>(ALTERNATIVE) FOR ALL STATIONS</td>
</tr>
</tbody>
</table>

3. Other important frequencies for both SAREXs, are as follows:

<table>
<thead>
<tr>
<th>BAND</th>
<th>PRIMARY</th>
<th>MAIN USER / COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>VHF/AM</td>
<td>121.5 MHz</td>
<td>DISTRESS ALERT</td>
</tr>
<tr>
<td></td>
<td>123.1 MHz</td>
<td>SAR OPERATIONS (INTERNATIONAL)</td>
</tr>
<tr>
<td></td>
<td>124.2 MHz</td>
<td>NICOSIA ACC</td>
</tr>
<tr>
<td>VHF/FM</td>
<td>156.8 MHz (CH-16)</td>
<td>MARINE DISTRESS AND CALLING</td>
</tr>
<tr>
<td>UHF</td>
<td>243 MHz</td>
<td>DISTRESS</td>
</tr>
<tr>
<td></td>
<td>300.3 MHz</td>
<td>4th CRC (COMMAND REPORT CENTER)</td>
</tr>
<tr>
<td></td>
<td>353.8 MHz</td>
<td>NICOSIA ACC (MILITARY TRAFFIC)</td>
</tr>
</tbody>
</table>
4. **NOTES**

   a. In case the above frequencies do not provide proper communication quality (minimum 3 by 5) they can be altered in coordination between the ACO and/or the OSC and JRCC Larnaca.

   b. “ACO Only” for the DAY SAREX, is suggested by JRCC due to the Radio restrictions of the FD/FU aircraft; **no UHF Radio** available.

   c. Communications during the simulation of the MOB drills, between the involving FPBs and the Team of the UDT of the Navy Command within the 2 life-rafts, on the scene, should be determined in a specific internal Comms Plan, by the Tactical Command of the C/O of the FPB GEORGIOU; the VHF/FM CH-72, 156.625 MHz is recommended by the JRCC Larnaca.

   d. Satellite phones and, also the Automatic Identification Systems (AIS) / AIS transponders, of the Air and Naval Units should be activated during the SAREX in order to provide continuing information to JRCC Larnaca and the Coastal RADAR Stations about their location within the exercise areas.

   e. JRCC Larnaca **INMARSAT BGAN: 00870 7725 45696** and **IRIDIUM: 0088 1622 438883**; whilst the Satellite telephone numbers, of participating Air and Naval SAR Units, are as follows:

<table>
<thead>
<tr>
<th>ASSET</th>
<th>UNIT</th>
<th>SATELLITE TELEPHONE NUMBER</th>
<th>HOME BASE (AIRPORT / PORT)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AIR UNITS</strong></td>
<td></td>
<td></td>
<td></td>
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<td><strong>AW-139 TRITON-701</strong></td>
<td>460 SAR SQN</td>
<td>00881 6224 25560</td>
<td>PAPHOS</td>
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<td><strong>AW-139 ACHILLES CP-06</strong></td>
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<td>00881 6224 43060</td>
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<td><strong>AW-139 IASON CP-08</strong></td>
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</table>
**NAVAL UNITS**

<table>
<thead>
<tr>
<th>ASSET</th>
<th>UNIT</th>
<th>SATELLITE TELEPHONE NUMBER</th>
<th>HOME BASE (AIRPORT / PORT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>FPB ONISILLOS</td>
<td>P&amp;MP</td>
<td>00870 7732 34747</td>
<td>LARNACA</td>
</tr>
<tr>
<td>GB NIKIFOROS</td>
<td>HN</td>
<td>00870 7636 45938 00881 6318 35253</td>
<td>LIMASSOL</td>
</tr>
<tr>
<td>FPB ODYSSEAS</td>
<td>P&amp;MP</td>
<td>00870 7732 34746</td>
<td>LIMASSOL</td>
</tr>
<tr>
<td>FPB GEORGIOU</td>
<td>NAVY COMMAND</td>
<td>00870 7731 183486</td>
<td>MARI</td>
</tr>
<tr>
<td>FPB TSOMAKIS</td>
<td>NAVY COMMAND</td>
<td>00870 7731 183487</td>
<td>MARI</td>
</tr>
</tbody>
</table>

f. Air and Naval SAR Units Call Signs, for the DAY and NIGHT SAREX, are determined in “APPENDIX 1” of this ANNEX.
EMERGENCY PROCEDURES

1. In case of a real life SAR incident within the Republic of Cyprus SRR, the JRCC Larnaca will evaluate the situation and decide for the implementation of the relevant Contingency SAR Plan. Afterwards, the JRCC Larnaca will inform the ACO and OSC and, also, the LNOs of the participating Countries in the exercise; JRCC Larnaca will then undertake control of some or all of the Air and Naval SAR Units, depending on the severity of the incident.

2. **THIS IS CYPRUS RESCUE: «SAREX IS TERMINATED»**

   a. This is the key phrase that will be broadcasted three times by JRCC Larnaca on MARINE DISTRESS AND CALLING VHF/FM Radio 156.8 MHz (CH-16) in case that the termination of the exercise is required for any crucial reason.

   b. All participating Units after the receiving of this transmission will stand down from their current task and will await further instructions by JRCC Larnaca and/or the ACO and OSC, as appropriate.

3. The Safety of Personnel and Units during all practices / drills of the exercise is **PARAMOUNT** under all circumstances and will not be diminished for any other purpose.
SAREX REPORT

1. All C/Os of the Cyprus Air and Naval Rescue Units, engaged either in a SAR Mission or Exercise, must submit after the completion of their task, a SAR Report to the JRCC Larnaca concerning the National SAR Plan “NEARCHOS”.

2. Eventual distribution of the SAREX Report from the C/Os of the Air and Naval SAR Units of the participating foreign States will be much appreciated; other Countries could also provide comments and suggestions after the completion of the exercise. Obviously, these notes and proposals will be very essential and useful to the JRCC Larnaca for the planning of similar future exercises and also for the coordination of real life SAR operations.

3. The “SAR Mission / Exercise Report” format is as follows:

**SAR MISSION/EXERCISE REPORT**

DATE/TIME : 21 20:30 ZT MAY 2014 (the first 2 digits for the date and the 4 subsequent digits for the time C local time, Z UTC time)

PAGES: No of Pages

FROM : (the unit which submits the report)

TO : JRCC LARNACA

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

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

REL. : (Particulars of the mobilisation instructions on the basis of which the mission was carried out)

1. PARTICULARS OF THE SAR UNIT

A set of five sections follows in which particulars are provided for the SAR Unit (SRU) and the means participating in the mission:

A. AGENCY : (The agency 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)
EXERCISE - EXERCISE - EXERCISE

E. RESCUERS : (The number of rescuers in the crew)
F. MEDICAL STAFF : (The number of nurses-doctors in the crew)

2. MISSION DETAILS

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)
D. TERMINATION : (The time the SRU returns to base)
E. MID ROUTE POSTS : (State the interim stops for re-fuelling, taking on staff, handing over displaced persons etc. Arrival or Departure time included respectively)
F. WEATHER CONDITIONS: (State condition of sea, wind, visibility, cloud base etc)
G. COMMUNICATION : (State the quality of communications on the cooperation frequencies)

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. RESCUED PERSONS:

TOTAL : (The number of persons located)
INJURED : (The number of injuries)
IN CASE OF PERSONS WHO FOUND DEAD: (The number of dead)

4. COMMENTS

(Write any comments/notes by the C/O of the SAR Unit in respect of the actions during the mission and in particular on matters regarding the safety measures of carrying out the operation).

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**LIST OF ABBREVIATIONS AND ACRONYMS**

<table>
<thead>
<tr>
<th>ACRONYM</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACC</td>
<td>Area Control Centre</td>
</tr>
<tr>
<td>ACO</td>
<td>Aircraft Coordinator</td>
</tr>
<tr>
<td>AIS</td>
<td>Automated Identification System</td>
</tr>
<tr>
<td>AMSL</td>
<td>Above Mean Sea Level</td>
</tr>
<tr>
<td>ATC</td>
<td>Air Traffic Control</td>
</tr>
<tr>
<td>CDD</td>
<td>Civil Defence Department</td>
</tr>
<tr>
<td>CMCT</td>
<td>Crisis Management Coordinating Team</td>
</tr>
<tr>
<td>C/O</td>
<td>Commanding Officer</td>
</tr>
<tr>
<td>CPAU</td>
<td>Cyprus Police Aviation Unit</td>
</tr>
<tr>
<td>CRC</td>
<td>Command Report Centre</td>
</tr>
<tr>
<td>CSP</td>
<td>Commence Search Point</td>
</tr>
<tr>
<td>DMS</td>
<td>Department of Merchant Shipping</td>
</tr>
<tr>
<td>EEZ</td>
<td>Exclusive Economic Zone</td>
</tr>
<tr>
<td>EXOPORD</td>
<td>Exercise Operations Order</td>
</tr>
<tr>
<td>FMRD</td>
<td>Fisheries and Marine Research Department</td>
</tr>
<tr>
<td>FD/FU</td>
<td>Forestry Department/Flight Unit</td>
</tr>
<tr>
<td>FPB</td>
<td>Fast Patrol Boat</td>
</tr>
<tr>
<td>GB</td>
<td>Gunboat</td>
</tr>
<tr>
<td>HAF</td>
<td>Hellenic Air Force</td>
</tr>
<tr>
<td>HN</td>
<td>Hellenic Navy</td>
</tr>
<tr>
<td>ICAO</td>
<td>International Civil Aviation Organization</td>
</tr>
<tr>
<td>IMO</td>
<td>International Maritime Organization</td>
</tr>
<tr>
<td>IN</td>
<td>Israeli Navy</td>
</tr>
<tr>
<td>JRCC</td>
<td>Joint Rescue Coordination Centre</td>
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<tr>
<td>LT</td>
<td>Local Time</td>
</tr>
<tr>
<td>LNOs</td>
<td>Liaison Officers</td>
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<tr>
<td>MCW</td>
<td>Ministry of Communications &amp; Works</td>
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<tr>
<td>MEDEVAC</td>
<td>Medical Evacuation</td>
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<tr>
<td>MFA</td>
<td>Ministry of Foreign Affairs</td>
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<tr>
<td>ACRONYM</td>
<td>DESCRIPTION</td>
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<tr>
<td>MISREP</td>
<td>Mission Report</td>
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<tr>
<td>MOB</td>
<td>Man Over Board</td>
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<td>MOD</td>
<td>Ministry of Defence</td>
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<tr>
<td>MoH</td>
<td>Ministry of Health</td>
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<tr>
<td>MRO</td>
<td>Mass Rescue Operation</td>
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<tr>
<td>NCP</td>
<td>National Contingency Plan</td>
</tr>
<tr>
<td>NGGS</td>
<td>National Guard General Staff</td>
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<tr>
<td>NLT</td>
<td>No Later Than</td>
</tr>
<tr>
<td>NM</td>
<td>Nautical Mile</td>
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<tr>
<td>NOTAM</td>
<td>Notice to Airmen</td>
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<tr>
<td>NW</td>
<td>Navigational Warning</td>
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<tr>
<td>OSC</td>
<td>On-Scene Coordinator</td>
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<tr>
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<td>Officer in Tactical Command</td>
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<td>P&amp;MP</td>
<td>Port &amp; Marine Police</td>
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<tr>
<td>RCC</td>
<td>Rescue Coordination Centre</td>
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<tr>
<td>RP</td>
<td>Rendezvous Point</td>
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<tr>
<td>SAR</td>
<td>Search and Rescue</td>
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<td>SAREX</td>
<td>Search and Rescue Exercise</td>
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<td>SL</td>
<td>Sea Level</td>
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<td>SAR Mission Coordinator</td>
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<td>Search and Rescue Region</td>
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<td>TC</td>
<td>Tactical Commander</td>
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<tr>
<td>TF</td>
<td>Task Force</td>
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<td>UDT</td>
<td>Underwater Demolition Team</td>
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<tr>
<td>ZT</td>
<td>Zulu Time</td>
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