

**NATSAR Manual Amendment Schedule - NATSAR 40**

<u>Date received</u>	<u>NATSAR Manual reference</u>	<u>Reason for amendment</u>	<u>Previous Wording</u>	<u>New Wording</u>	<u>Approval Status</u>	<u>Responsible</u>
27 Sept 2015	Section 2.2.9	Questioned through NATSAR enquiry	In Australia 2182 is monitored by a number of Limited Coast Radio Stations operated by Volunteer Marine Groups around the coast.	In Australia, some Limited Coast Radio Stations operated by Volunteer Marine Rescue (VMR) Groups around the coast advertise the monitoring of the 2182 frequency. Contact the local VMR Unit to ascertain its monitoring of 2182.	Approved	Enquiry through NATSAR email – Harry Watson Smith
	NATSARMAN 8.2 National Training Framework	Please delete 8.2.5 and 8.2.6, as this qualification has been superseded.			Pending	SAROPS
NATSAR 39	Section 1.2.8	Grammatical error	identifies	identifies	N/A	ADF
	Section 1.2.9	To provide more clarity	Appendix B identifies the type of support the various Authorities are expected to provide in a SAR operation. However in certain circumstances, when it becomes apparent, following consultation between the authorities involved in the incident, that a SAR authority other than the one specified in Annex B is more favourably placed to assume responsibility, then by mutual agreement the best placed SAR Authority will assume or maintain overall coordination responsibility.	Appendix B represents the table of National Search and Rescue responsibilities and functions, where the table: <ul style="list-style-type: none"> <li>identifies the divisions of responsibilities between SAR Authorities; and</li> <li>identifies the functional breakdown that SAR Authorities perform by, for or on behalf of, the overall coordinating SAR Authority.</li> </ul> However, it can be determined after consultation that another SAR Authority (other than the one specified in Appendix B) is best placed to coordinate. In this instance, overall responsibility for coordination may be transferred by mutual agreement.	Pending	ADF/AMSA
	Section 1.1.19	To distinguish ADF personnel on duty	The Commonwealth Government, through the Australian Defence Force (ADF) is responsible for the provision of SAR for all ADF and visiting military ships, personnel and aircraft. This responsibility is exercised through Chief of Joint Operations (CJOPS) located at Headquarters Joint Operations Command (HQJOC).	The Commonwealth Government, through the Australian Defence Force (ADF) is responsible for the provision of SAR for all ADF and visiting military ships, aircraft and personnel when undertaking operations and exercises. This responsibility is exercised through Chief of Joint Operations (CJOPS) located at Headquarters Joint Operations Command (HQJOC) unless by mutual agreement,	Pending	ADF/AMSA

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				is transferred to the "best placed" SAR authority.		
	Section 1.2.63	Grammatical error	In other <del>then</del> immediate, life threatening circumstances, the ADF will pass requests for civil SAR assistance in support of military SAR operations to JRCC Australia for on forwarding to the appropriate civilian SAR Authorities/SMC and the facilitation of the provision of support	In other <del>than</del> immediate, life threatening circumstances, the ADF will pass requests for civil SAR assistance in support of military SAR operations to JRCC Australia for on forwarding to the appropriate civilian SAR Authorities/SMC and the facilitation of the provision of support.	N/A	ADF/AMSA
	Section 5.8.28	To include the 12 hours notice to move	RAAF aircraft on SAR standby at RAAF Bases are a C130H or C130J Hercules or an AP3C Orion. The standby role can be transferred from one aircraft to the other at short notice due to operational or maintenance requirements. The Joint Control Centre (JCC) will act as the POC for information regarding the RAAF standby aircraft through the AOC	RAAF AP-3C, C-130J and KA350 aircraft maintain SAR standby with notice to move at no longer than 12 hours. The response aircraft and location is dependent on effects requested and operational or maintenance requirements. The Joint Operations Room (JOR) will act as the POC for information regarding the RAAF standby aircraft through the AOC.	Pending	ADF
	Appendix N	Deletion of text as this is no longer part of ADF policy.	The AP-3C uses a similar ASRK, but with four units separated by two marine supply containers and 500m of rope, are positioned 50m upwind of the target by bomb bay delivery. AP3Cs also utilise heli-boxes, SAR DATUM buoys and sonobuoys. <b>As a last resort, they can deliver the aircraft raft via the main door.</b> AP-3cs are not cleared for single unit deliveries	The AP-3C uses a similar ASRK which has been slightly modified for bomb-bay release. As a result, the AP3C can carry two complete ASRKs, each consisting of two x 10 man rafts and two x marine supply containers connected by 500 metres of buoyant waxed rope. When conducting SAR, AP3Cs can also deploy heli-boxes (4.5kg payload), LUU-2 Parachute Flares, SAR DATUM buoys and sonobuoys.	Pending	ADF
27/6/2016	Appendix N	Removal of reference to LUU-2B	<i>Delete from table</i>	<i>Delete from table</i>	Pending	ADF
9/8/2016	Page 40	Section 1.2.52	Reference - AMSA paying costs for "air search unless section 1.2.53 (g) is applicable"	1.2.52 (g)	Pending	AMSA (Lyndon Leverington)