

TBL 6-2-2

Coast Guard Rescue Coordination Centers

Coast Guard Rescue Coordination Centers	
Alameda, CA 510-437-3701	Miami, FL 305-415-6800
Boston, MA 617-223-8555	New Orleans, LA 504-589-6225
Cleveland, OH 216-902-6117	Portsmouth, VA 757-398-6390
Honolulu, HI 808-541-2500	Seattle, WA 206-220-7001
Juneau, AK 907-463-2000	San Juan, PR 787-289-2042

d. Air Force Rescue Coordination Centers.
(See TBL 6-2-3 and TBL 6-2-4.)

TBL 6-2-3

**Air Force Rescue Coordination Center
48 Contiguous States**

Air Force Rescue Coordination Center	
Tyndall AFB, Florida	Phone
Commercial	850-283-5955
WATS	800-851-3051
DSN	523-5955

TBL 6-2-4

**Air Command Rescue Coordination Center
Alaska**

Alaskan Air Command Rescue Coordination Center	
Elmendorf AFB, Alaska	Phone
Commercial	907-428-7230 800-420-7230 (outside Anchorage)
DSN	317-551-7230

e. Joint Rescue Coordination Center.
(See TBL 6-2-5.)

TBL 6-2-5

**Joint Rescue Coordination Center
Hawaii**

Honolulu Joint Rescue Coordination Center	
HQ 14th CG District Honolulu	Phone
Commercial	808-541-2500
DSN	448-0301

f. Emergency and Overdue Aircraft.

1. ARTCCs and FSSs will alert the SAR system when information is received from any source that an aircraft is in difficulty, overdue, or missing.

(a) Radar facilities providing radar flight following or advisories consider the loss of radar and radios, without service termination notice, to be a possible emergency. Pilots receiving VFR services from radar facilities should be aware that SAR may be initiated under these circumstances.

(b) A filed flight plan is the most timely and effective indicator that an aircraft is overdue. Flight plan information is invaluable to SAR forces for search planning and executing search efforts.

2. Prior to departure on every flight, local or otherwise, someone at the departure point should be advised of your destination and route of flight if other than direct. Search efforts are often wasted and rescue is often delayed because of pilots who thoughtlessly takeoff without telling anyone where they are going. File a flight plan for *your* safety.

3. According to the National Search and Rescue Plan, “The life expectancy of an injured survivor decreases as much as 80 percent during the first 24 hours, while the chances of survival of uninjured survivors rapidly diminishes after the first 3 days.”

4. An Air Force Review of 325 SAR missions conducted during a 23-month period revealed that “Time works against people who experience a *distress* but are not on a flight plan, since 36 hours normally pass before family concern initiates an (alert).”

g. VFR Search and Rescue Protection.

1. To receive this valuable protection, *file a VFR or DVFR Flight Plan* with an FAA FSS. For maximum protection, file only to the point of first intended landing, and refile for each leg to final destination. When a lengthy flight plan is filed, with several stops en route and an ETE to final destination, a mishap could occur on any leg, and unless other information is received, it is probable that no one would start looking for you until 30 minutes after your ETA at your final destination.

2. If you land at a location other than the intended destination, report the landing to the nearest FAA FSS and advise them of your original destination.