UK Search and Rescue Overview and Capability

Capt Clark Broad – UK SAR Flight Operations Manager
Why are we here?
Why are we here?
Military to Civilian SAR
Bristow UK Search and Rescue

- Bristow Helicopters History
- Bristow Group SAR History
- 2013 – UK SAR Award
- Current Global SAR Footprint
- UK SAR Overview
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- Sikorsky S92A
- Agusta Westland 139/189
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Bristow Helicopters - History

- 1953 – Established by Alan Bristow using Whirlwind Helicopters
- 1957 – Seismic contract in Bolivia
- 1961 – Commenced flying training for the Royal Navy
- 1963 – Commence flying training for the Army
- 1965 – 1st UK offshore revenue Oil and Gas flight.
- 1968 – Aberdeen base opens
- 1970 – First flight with S-61N
- 1971 – First HM Coastguard Operation Manston
- 1983 – HM Coastguard Operation Sumburgh
- 1984 – First flight with Aerospatiale SA330J Puma
- 1996 – Merged with Offshore Logistics
- 2012 – Gap SAR Award
- 2013 – UK SAR Award
Bristow Group SAR History
Global leader with over 5 decades of experience in Search and Rescue

UK 1971 – HM Coastguard

Shell/BP North Sea 1974 – 1989

- Faroe Islands 2001 – Oil & Gas SAR
- BP North Sea SAR Trial 2003
- Netherlands 2003 – Oil & Gas SAR with support to 7 NL Sqdn
- Solomon Islands 2006
Bristow Group Current Global SAR Footprint
Global leader with Search and Rescue contracts until 2027

- Norway – Oil & Gas SAR with support to 330 Squadron
- Trinidad – Air Guard & Oil & Gas SAR support
- Australia – Restricted SAR
- Canada – Oil & Gas SAR with support to JRCC Halifax
- UK Coastguard – Gap SAR
- UK – Start June 2013 – 2027 – Maritime Coastguard UK SAR
- Falkland Islands 2015 – Oil and Gas SAR
UK SAR Overview

- 10 – 15 year Contract
- Managed by MCA
- Contract value £1.6 Billion
- Availability 24/7/365
- Cover All UK SAR Incidents
- Measured by serviceability and response time KPIs
Tasked by the Aeronautical Rescue Coordination Centre Requirement to be airborne within 15 minutes between 08:00 and 22:00 and 45 minutes outwith this period
Base Manning Structure

Pilots (9)
7 SAR Commanders
2 SAR Co-Pilots
• 1 x Chief Pilot (LTC)
• 1 x Deputy Chief Pilot (LTC)
• 1 x SAR Training Captain
• 1 x SAR Line Training Captain
• 2 x SAR Commanders
• 3 x Co-pilots

Rearcrew (10) Inc. Chief Crewman
• 5 x Winch Ops
• 5 x Winchman Paramedic
• (inc ATI’s/ Medical Trainers/Safety Equipment)

Engineers (9) Inc. Chief Eng.
• 4 x B1 Engineers
• 4 x B2 Engineers
• 1 x Fitter
Building a SAR Base

34 week build
UK SAR – Basing
UK SAR Basing

S92 Bases at:
- Sumburgh
- Stornoway
- Inverness
- Prestwick
- Caernarfon
- Newquay

AW139/189 Bases at:
- Lydd
- St Athan
- Lee on Solent
Sikorsy S92 - Capabilities

- Rescue Capacity – 21 persons or as required
- Endurance – over 4 hours
- Range – 268 nm radius of action
- De-Icing equipment
- Twin Hoist
- Medical Suite
S92 Cabin Configuration

- Storage rack above low profile tank not shown for clarity
S92 – Mission Equipment

Overview

• Latest Mission Management System
• High Definition Forward Looking Infra Red
• Automated Search and Target Acquisition Systems
• Cabin Wireless intercom
• Winchman intercom with range in excess of 5km
• Satellite communication including broadband.
• Medical data transmission
• Full NVG Capability
S92 Cabin
AW189 - Capabilities

- Rescue Capacity – 16 persons or as required
- Endurance – over 4 hours
- Range – 200 nm radius of action
- De-Icing equipment
- Twin Hoist
- Medical Suite
AW189 Cabin Configuration
First we have to Rescue them!
And potentially make other Decisions..

Aircrew decisions likely to be based on the following factors:

- Golden hour/platinum ten minutes
- Location
- Weather
- Fuel
- Performance
- Trauma networks
- Operational requirements
Clinical Governance

- A robust and closely supervised clinical governance strategy is in place for Gap and UK SAR operations.
- A dedicated medical steering committee has been established to oversee and administer all aspects of medical practice - Dr Brian Michie, Bristow’s (and CHC) Medical Director.
- A clearly defined medical standards structure is in place – comprised of the medical director, standards winchman/paramedic, flight winchman/paramedic trainers and accountable managers.
- The medical standards organization manages operational aspects of medical practice and links with the medical steering committee.
- All medical practice is subject to clinical audit and regularly reviewed to ensure the latest practice and equipment is being utilised.
- The clinical governance policy meets the requirements of the care and quality commission.
Qualifications

- Winchman – HCPC paramedic and/or HEMT (trainee paramedic)
- Winch operator – HEMT/ IIEC / HCPC paramedic
- Pilot – advanced first aid and AED trained

Medical training is conducted in a variety of locations:

- On base under the supervision of flight winchman/paramedic trainers
- Clinical/hospital units/NHS ambulance service
- Specialist training organisations
- Outreach Rescue Medic Skills (ORMS)
Clinical practice is delivered in accordance with:

- JRCALC guidelines
- UK/European resuscitation guidelines
- As directed by the medical steering committee
Initiatives & The Future

Initiatives

• Wider UK SAR integration into trauma networks in conjunction with ARCC
• Continued development of SOP’s for example transfer of avalanche casualties to ECMO facilities
• Ongoing interaction with specialist medical facilities to develop best clinical practice

The Future

• Maintaining clinical excellence
• Continued development of SAR specific research based clinical practice
• Development of patient group directives
• Evaluation and introduction of the latest equipment and practices
It can be a challenging environment!
Questions?