



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
- UK SAR Base
- Sikorsky S92A
- Agusta Westland 139/189
- Medical Capability
- Initiatives and The Future



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



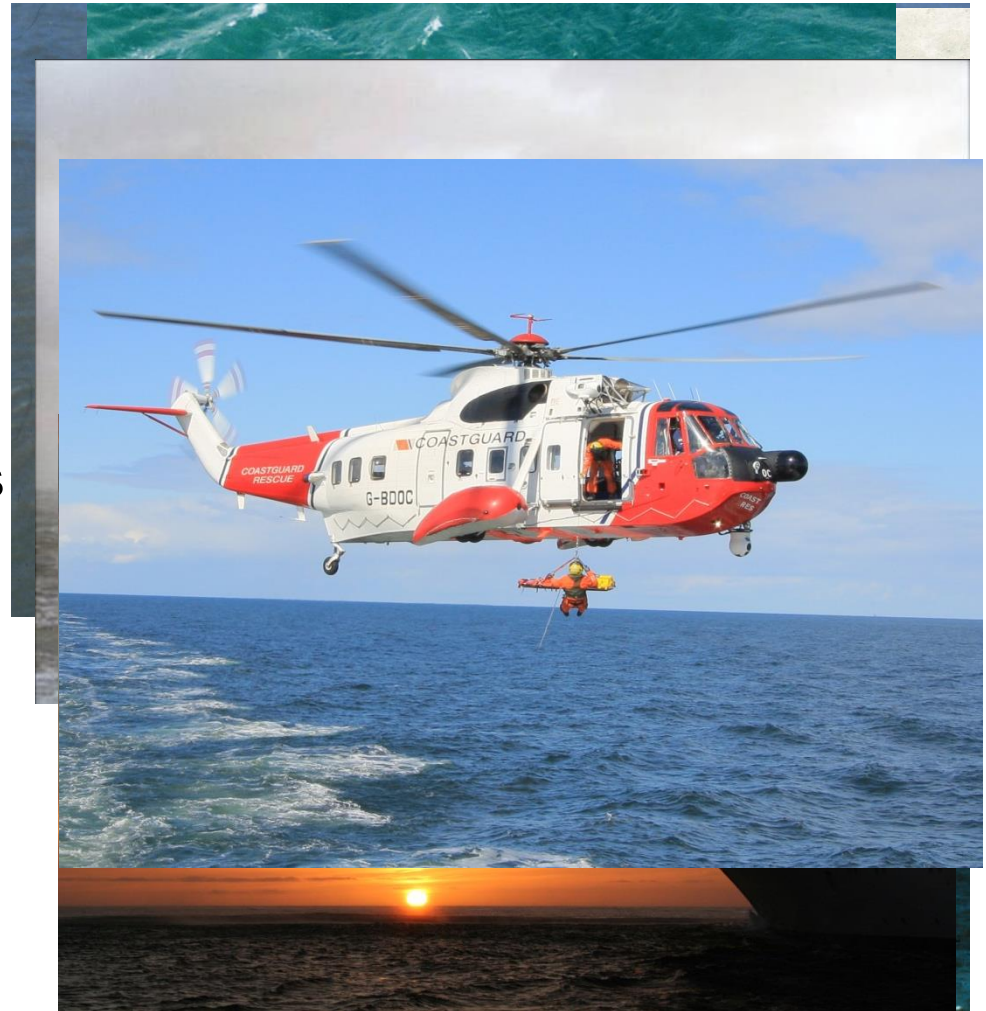
Bristow Group SAR History

Global leader with over 5 decades of experience in Search and Rescue

UK 1971 – HM Coastguard

Shell/BP North Sea 1974 – 1989

- UK 1983 – 2007 – HM Coastguard SAR Government Contract (four bases)
- 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



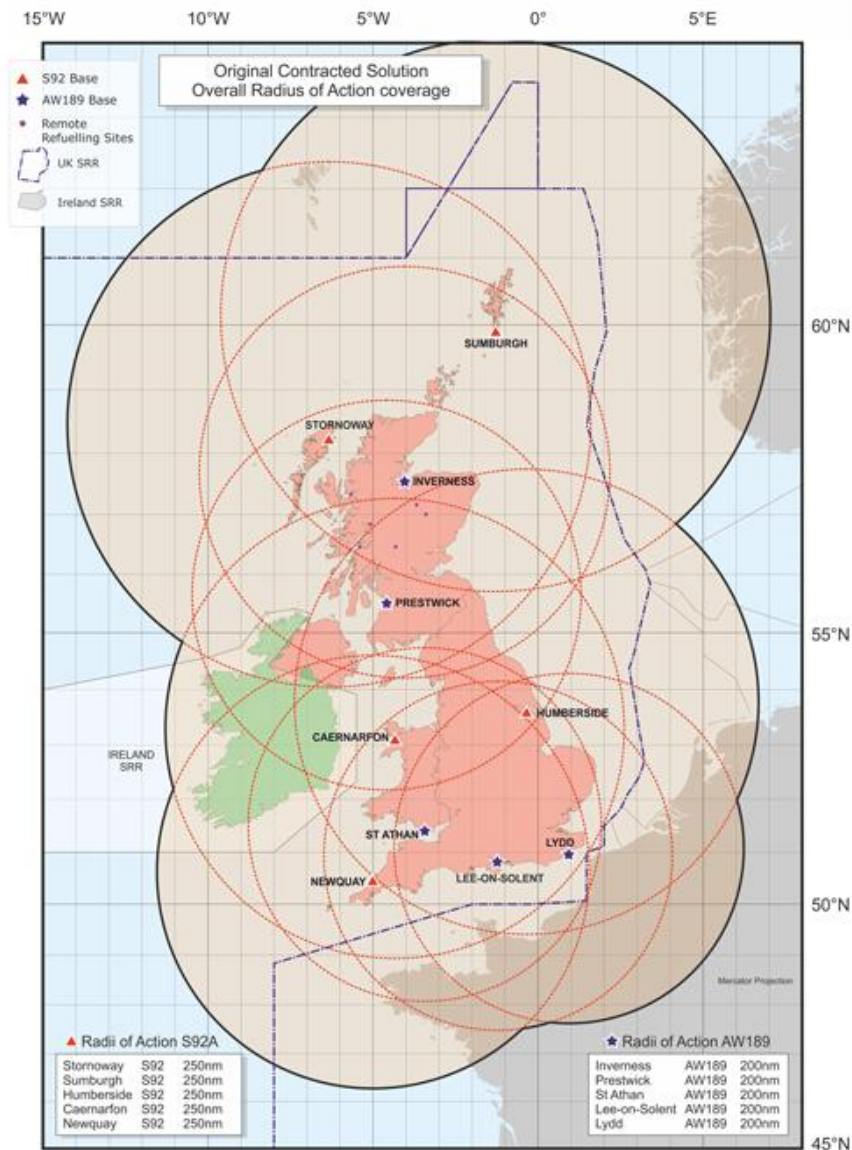
Bristow Group Current Global SAR Footprint

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



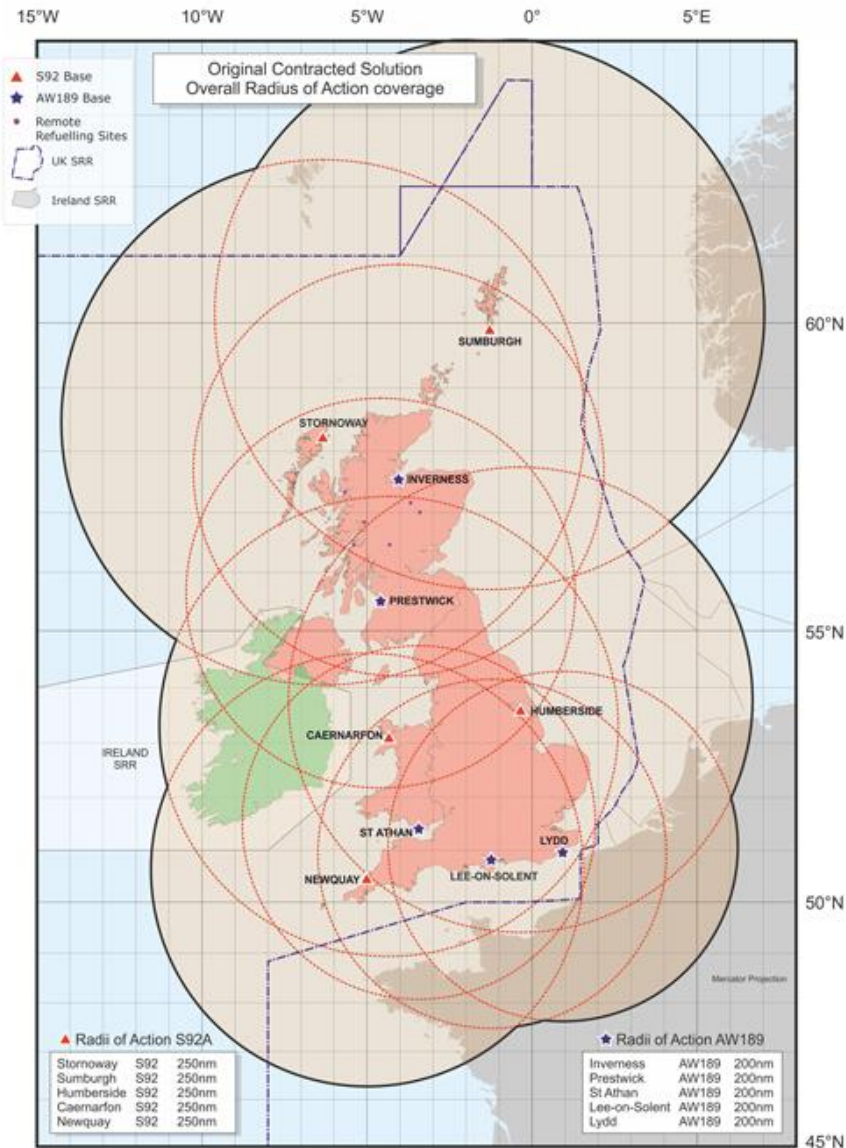
UK SAR Overview



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



UK SAR Overview



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

AW139



AW189



S92

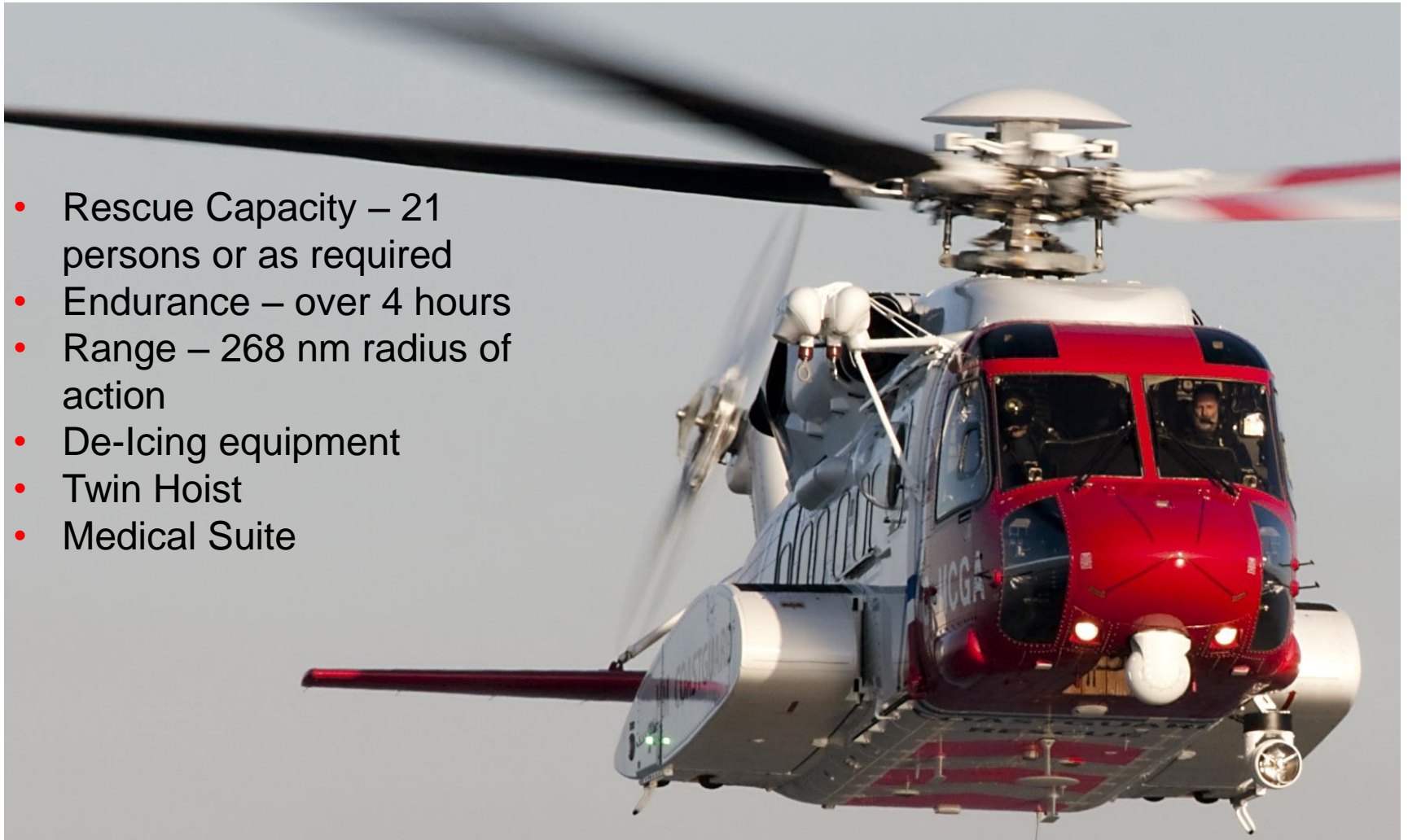


S92

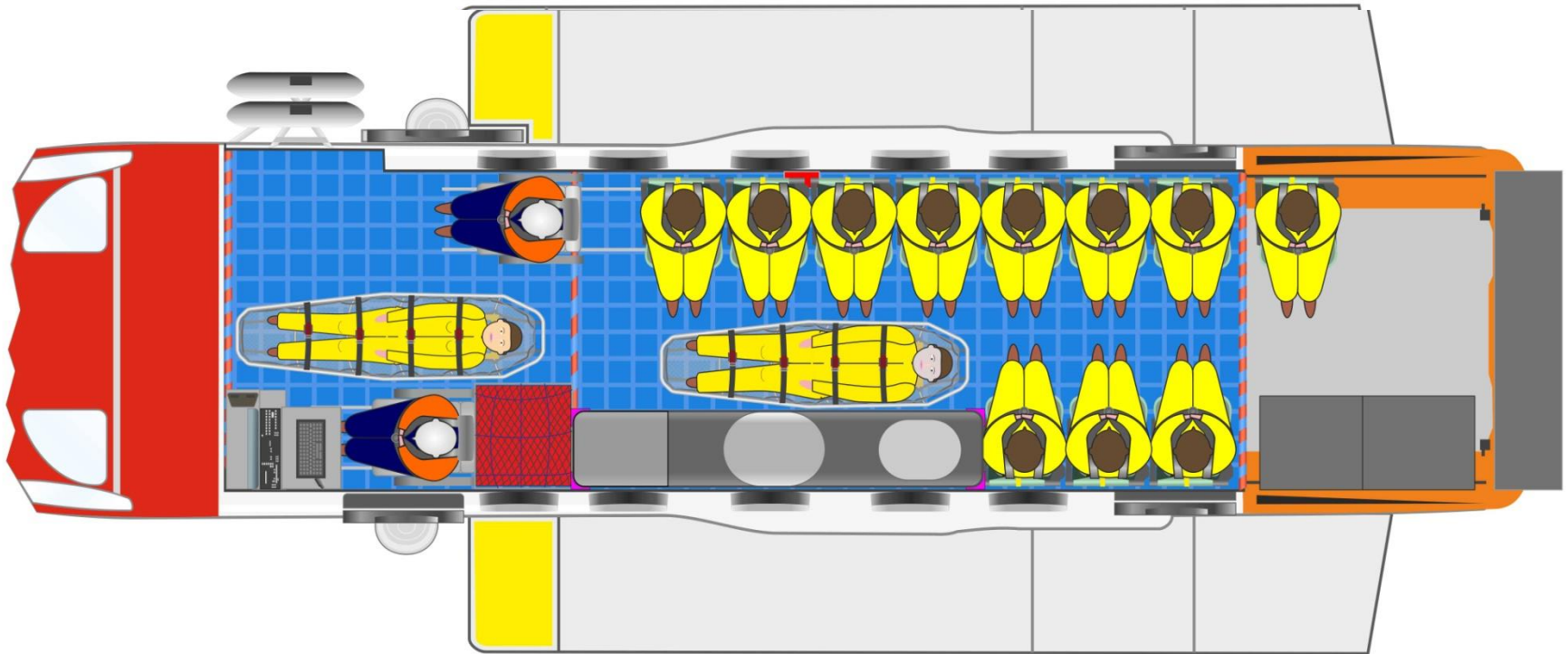


Sikorsy S92 - Capabilities

- 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

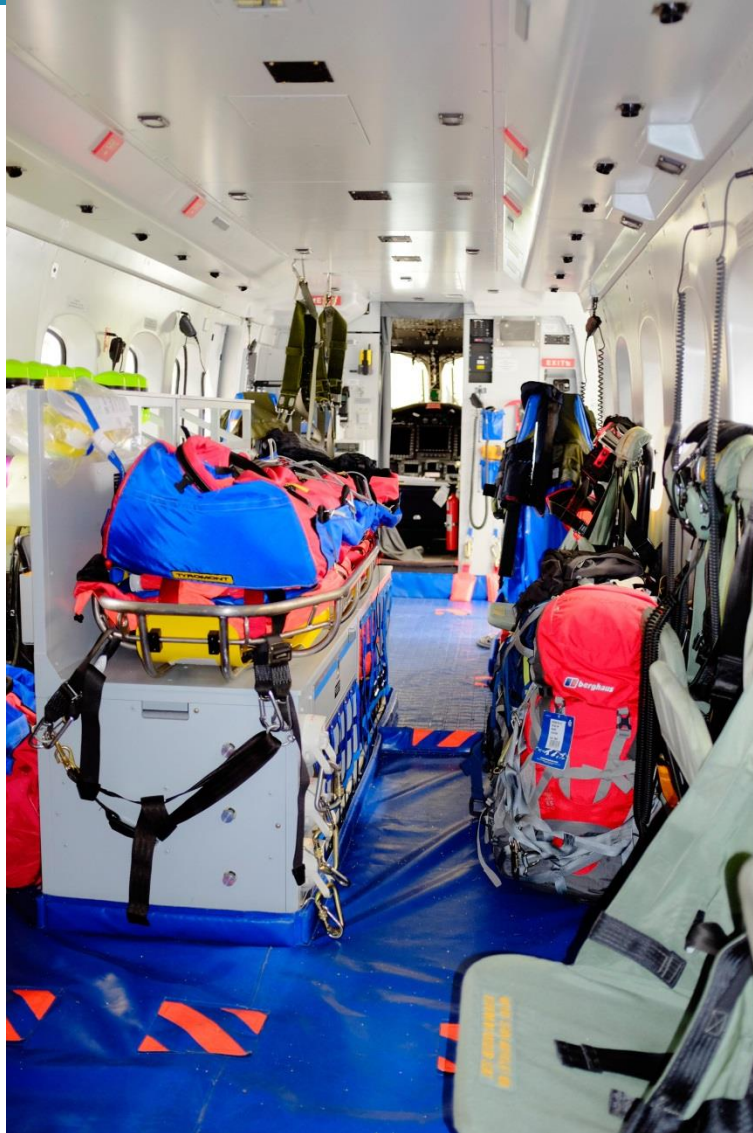
S92 – Mission Equipment



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



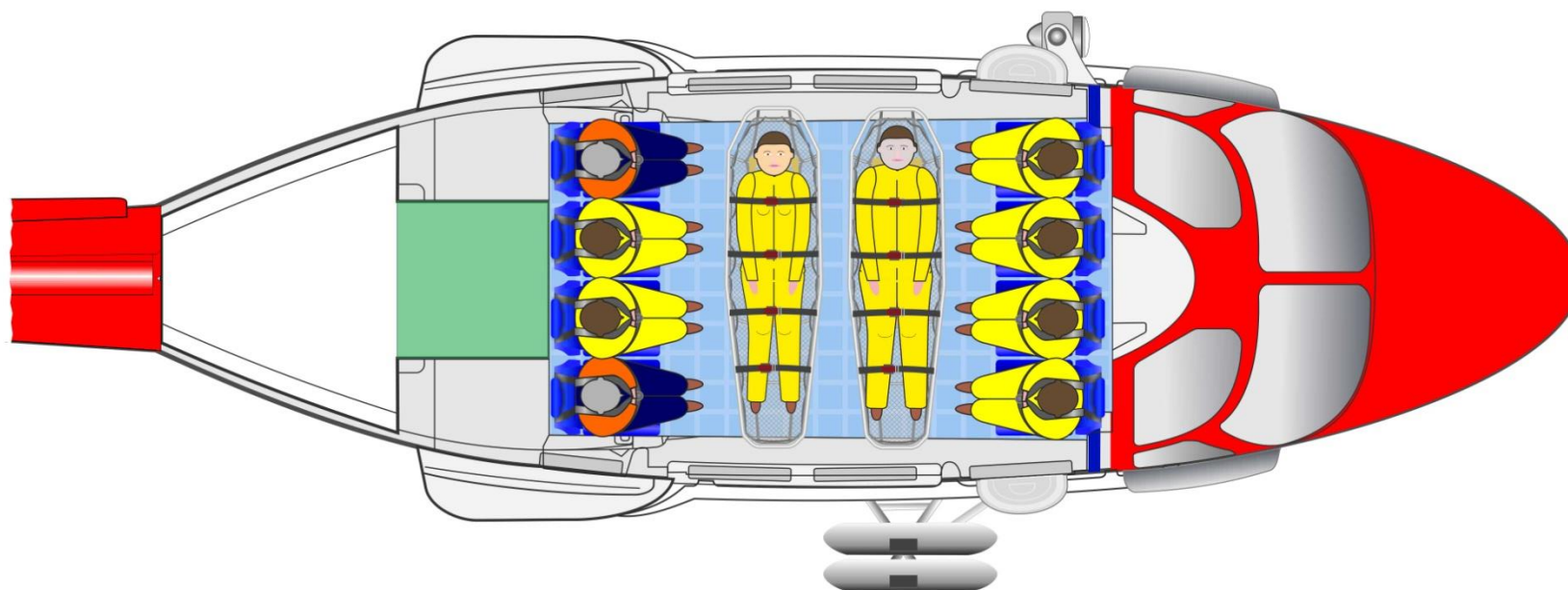
AW189 - Capabilities

- 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





UK SAR

MEDICAL CAPABILITY

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.

Aircrew Medical Qualifications & Training

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

Clinical practice is delivered in accordance with:

- JRCALC guidelines
- UK/European resuscitation guidelines
- As directed by the medical steering committee



S92A SAR Medical Equipment

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?

