



# Presentation of the Rescue Sub Center Reunion Island for Regional and Inter- regional Seminar and workshop on SAR



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# 1 - RSC Reunion : surroundings in the Antananarivo FIR



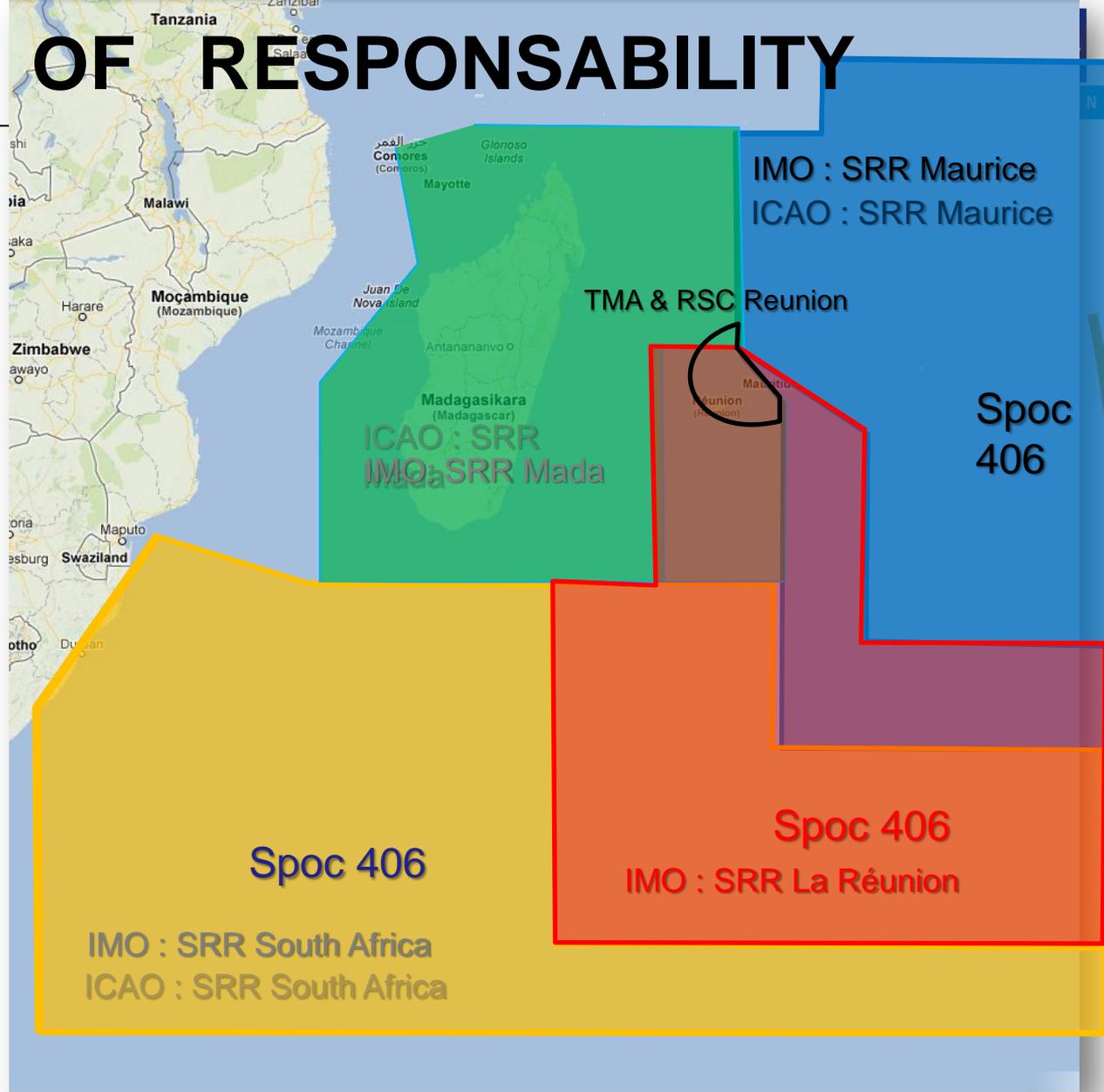
# AREAS OF RESPONSIBILITY

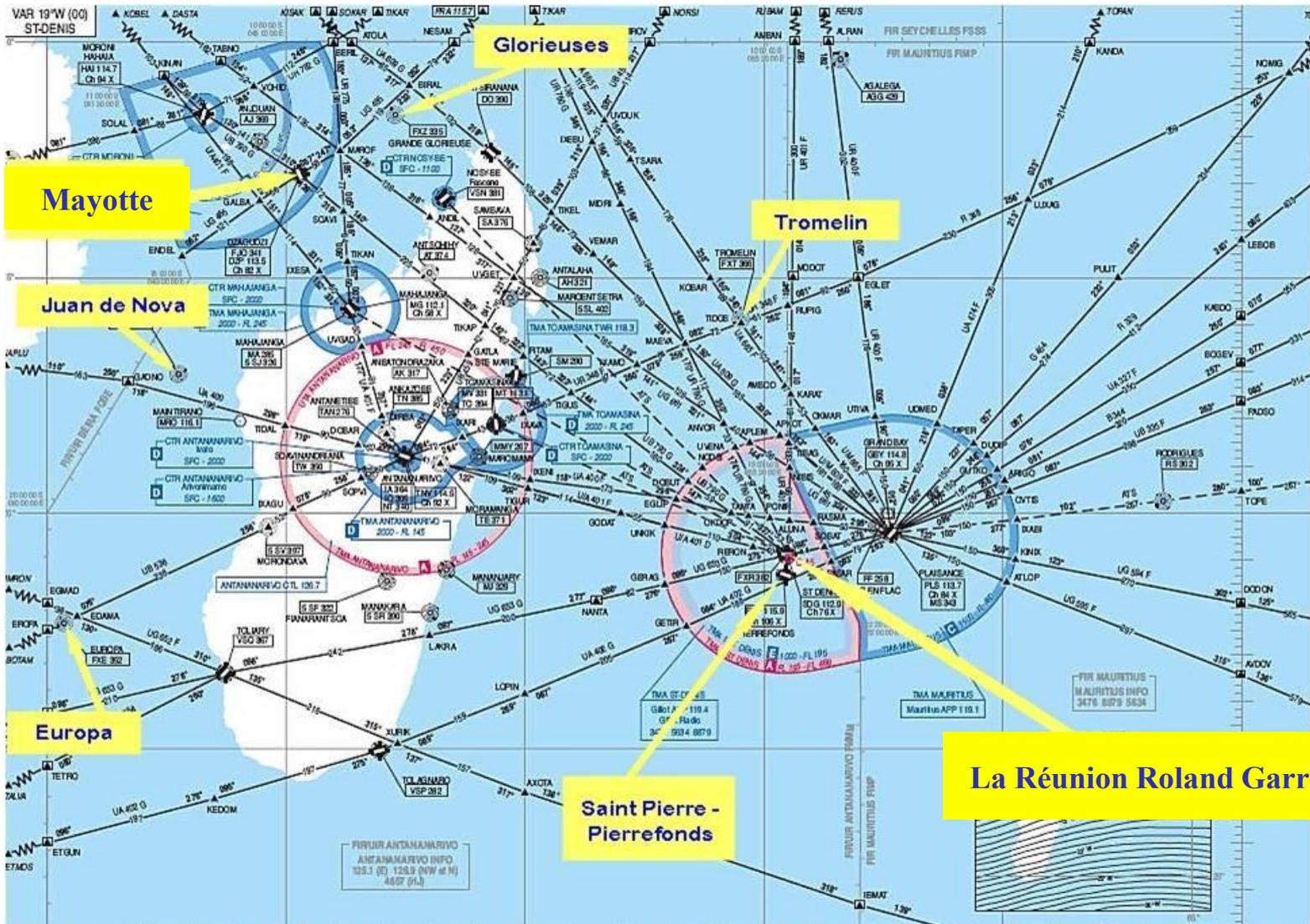
## 3 Types

IMO

ICAO

Spoc 406





## **RSC Reunion**

- Created on 21 January, 1980 with a local document signed by the Prefect (French State Authority representant of the government)
- Within the Antananarivo FIR/UIR/SRR, SAR services are provided by the Antananarivo JRCC
- Limits of responsibility:  
**Reunion RSC = Reunion TMA**
- SAR service is provided by the Civil Air Navigation Service staff and with the help of both French military and civilian units

## Mayotte :

- Within a Malagasy controlled airspace and with French air traffic controller on duty on Mayotte international airport
- Under the **Antananarivo JRCC's responsibility**
- In case of an accident in Mayotte : **under French responsibility within the limits of territorial waters around the island (12NM) and beyond if requested by Antananarivo JRCC**
- Facilities/SRU : marine vessels + 1 rescue helicopter + rescue teams



# FACILITIES for RSC REUNION

French Army : 2 MRG  
CASA

MRCC +  
SPOC 406

ARSC



Gendarmerie  
2 HEL : EC 145 &  
AS350



EMZPCOI  
(PAR +MRU)

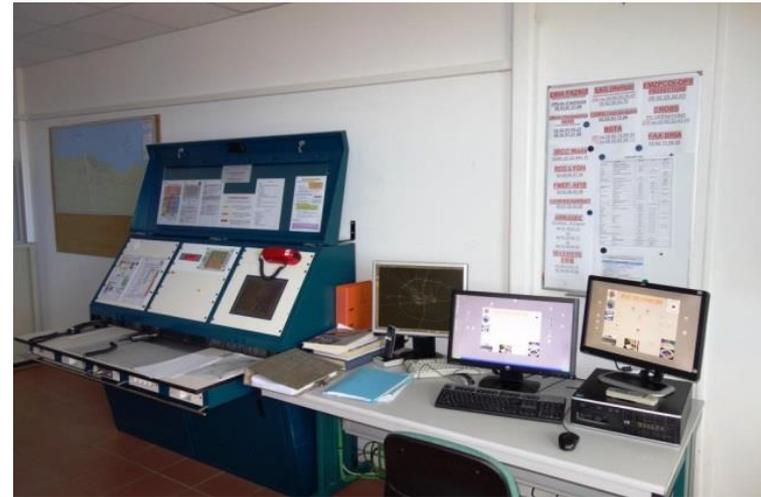
ADRASEC  
to detect  
Emergency  
Beacon

## MARINE :

- 2 RV : with helicopters on board (Panther)
- 3 RV + 4 RB

Aircrafts &  
Helicopters can  
be  
loaded with  
specific lifeboats

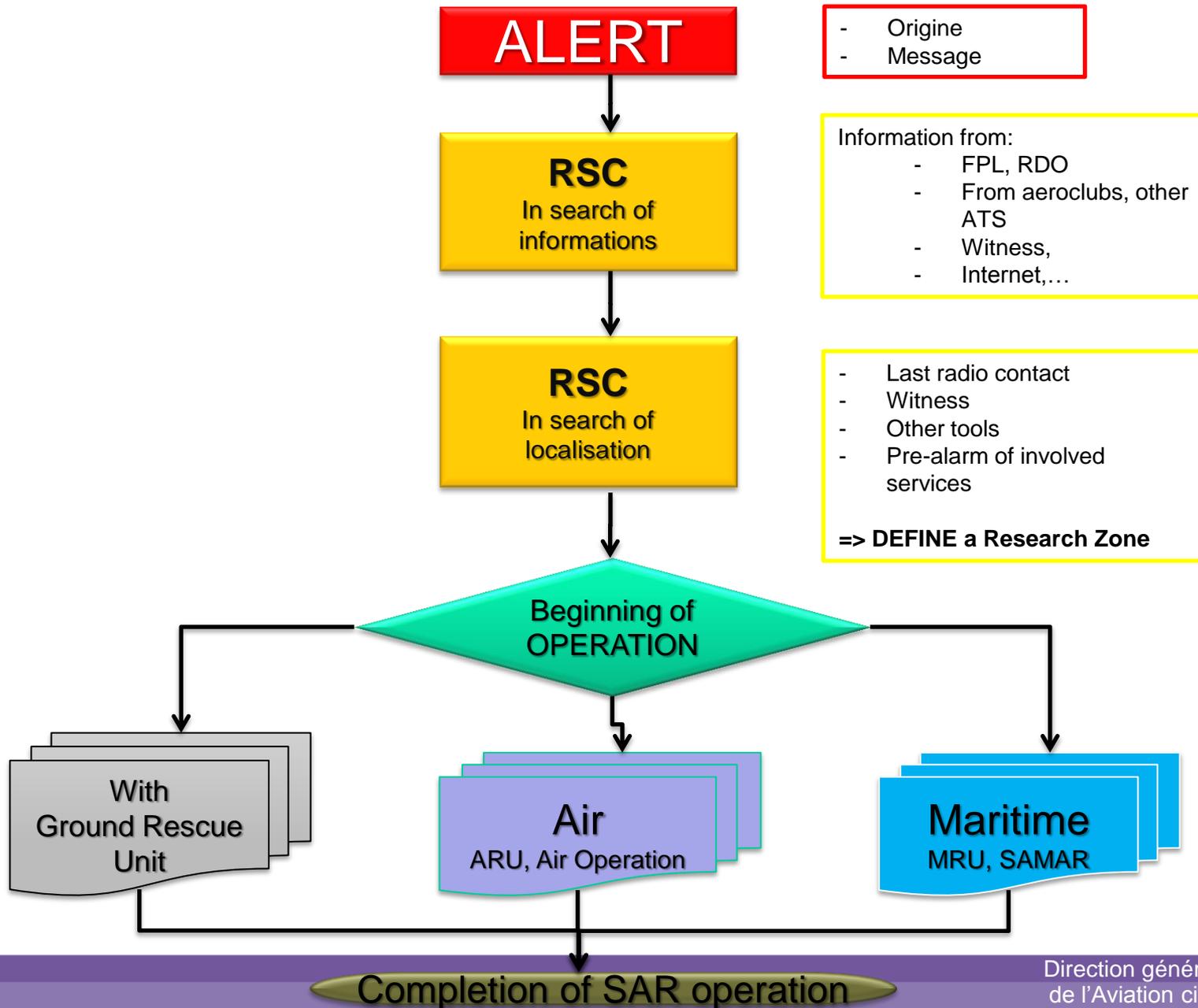




- Activated only in case of an emergency
- Equiped with computers, communication facilities, maps, boards
- More than 25 people have been trained in 2015 and 2016 with training sessions or simulations
- Coordination is effective with MRCC (CROSS)
- AIS officers, controllers or other agents participate in operations



# 3 – Operations : Emergency framework



# 3 - Operations

- 2 accidents in 2015 : 1 involving a microlight aircraft and

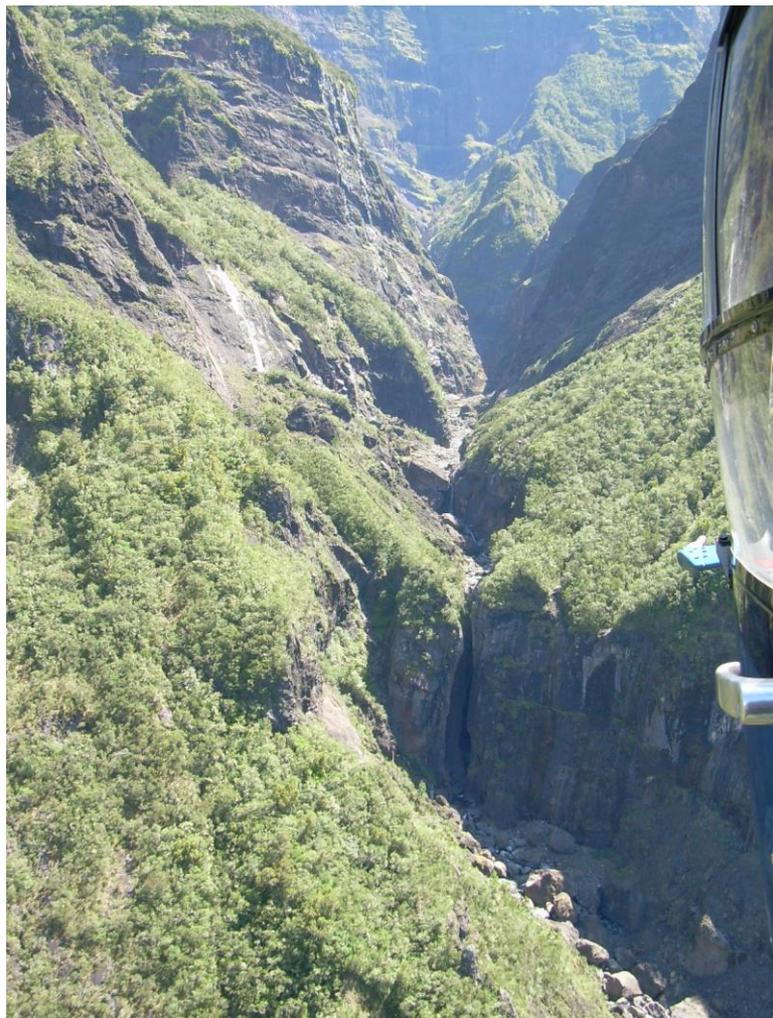


1 with a helicopter

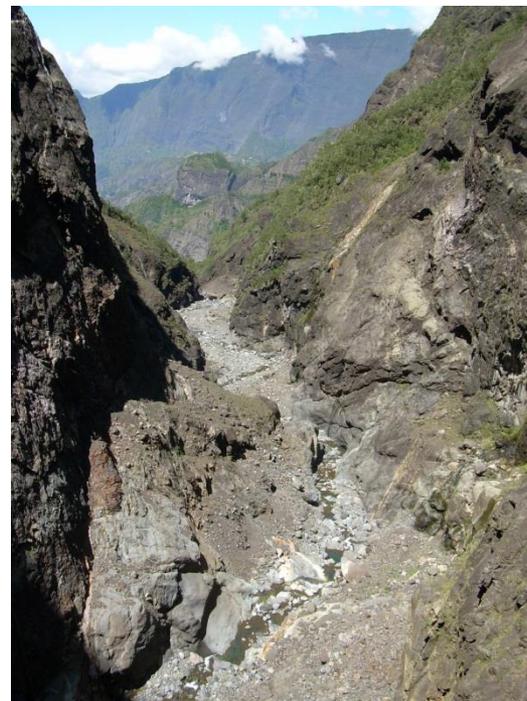


- These are the types of aircraft which are usually involved in such air accidents
- Further examples...

# ACCIDENT Microlight aircraft FJMCC / 2009



**5 days of intensive work for  
RSC team  
and the ground/air rescue units**



# ACCIDENT microlight FJMCC / Bras-Rouge / 2009



# ACCIDENT microlight FJMAG / Mazerin / Sept 2013



## **ACCIDENT microlight FJVIA /Volcano area / Aug 2014**



**On a sunday morning  
Light staff at RSC  
Rescue helicopter followed  
the route thought to have  
been taken by the pilot**



**Result : 2 slightly  
injured people**

## 4 - Training, simulation exercises

- Every 2 years, training courses (theory and practical) with military SAR instructors from the French RCC



- Last year, 5 people from Madagascar, Seychelles, Mauritius and Comores attended our course
- Every year, local training or simulation exercises for RSC staff with the participation of the local SAR units (ground/air/maritime)

# Exercise SAREX 2014 – May 14

Application of the plan of operation « Plan SATER » during an exercise simulating a civil helicopter crash on the east side of the island.



- SAR Agreement between France and Mauritius (dec 1981): concerning the provision of SAR assistance. It provides for the overflight and landing of SAR aircraft, for defraying the costs of stop-overs, and for direct communications between the two SAR services on all common search and rescue matters.
- Technical arrangement with Madagascar : signed on july 2016 by French and Malagasy Civil Aviation Directors. Under JRCC agreement, RSC Reunion has now delegation for any SAR operation within its own controlled airspace (La Reunion TMA).
- In the future : a SAR agreement between Antananarivo JRCC and RSC, officially allowing French air facilities for SAR flights within Antananarivo SRR.

# 6 - Restitution of the SAR workgroup / 5th FIR Antananarivo coordination meeting / May 2016

Group reference terms	Issues	Proposed conclusions and recommendations
<b>Define SAR contact focal points (SPOC) for each state</b>	Disparity of aeronautical documentation for each state (GEN 3.6.)	<ul style="list-style-type: none"> <li>- Update relevant AIPs</li> <li>- Formalise SPOCs in particular for 5th JRSC of Moroni (before July 2016)</li> <li>- For each neighbouring RCC or RSC, have an updated list of SPOCs</li> </ul>
<b>Multilateral agreements</b>	Difficulty for states to apply	<ul style="list-style-type: none"> <li>- Draw up and sign technical agreements between JRCC Tana and the RSC of the FIR (Moroni and Reunion)</li> <li>- Continue the process of drawing up 'framework agreements' between states, via the Indian Ocean Commission bringing together the DGAC, under the responsibility of the GD of the ACM and the IOC</li> </ul>
<b>Coordination between the Moroni JRSC and the Tana JRCC</b>	Air section of Moroni JRSC officially absent	<ul style="list-style-type: none"> <li>- Redefine the geographic position of JRSC</li> <li>- Equip centre with necessary means (communications, information, supplies)</li> <li>- Provide ANACM staff with SAR training</li> </ul>
<b>Staff training</b>	Lack of SAR staff training	<ul style="list-style-type: none"> <li>- Use the skills present in regional centres by inviting trainers from French DGAC or elsewhere to provide support to neighbouring countries</li> <li>- Continue organising exercises aimed at strengthening the operational capacities of agents</li> </ul>

# Thank you for your attention.



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