



SAR IN SEYCHELLES

PRESENTED BY Mr. DOMINIC SAVY
SAR OFFICER SCAA



History of SAR

Opening of ATCC in June 1991

RCC at Centre

Equipment's

HF Radio

VHF radio

Telephone

Charts & Stationeries

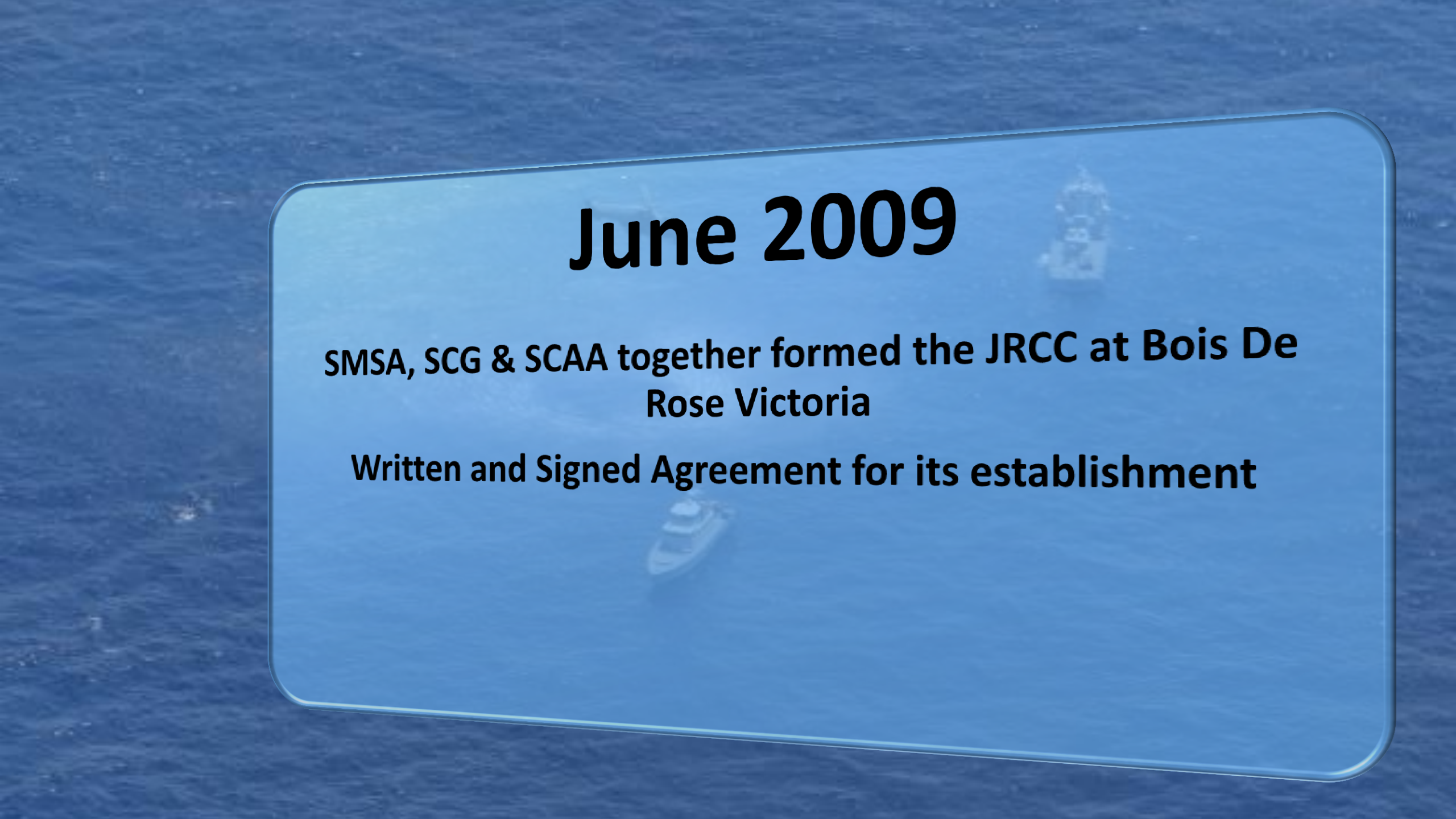
Personnel Trained

2 SMC

Mr David Labrosse

Miss Margaret Pragasen

Mr Labrosse as the CATS overseeing SAR



June 2009

**SMSA, SCG & SCAA together formed the JRCC at Bois De
Rose Victoria**

Written and Signed Agreement for its establishment

JRCC SAR Development

- SAR Manuals

- SAR Documents

Contacts

SAR assets available

Updated charts and stationeries





2010

Introduction of ADSC / CPDLC

- IMPROVED COMMUNICATION

- INCREASE SURVEILLANCE

- INCREASE SAR CAPABILITY

2011

SCG New base at Perseverance JRCC

- New Conducive Office

- New Telecommunication equipment's

- SAR Master Installation

- Mercury System

- Radars

JRCC rather silent even during SAR OPS

TRAINED STAFF

A group of approximately 15 people, including military personnel in various uniforms (British Army, Royal Air Force, and Royal Navy) and two civilians, are standing in a line in front of a large white aircraft. The aircraft has 'SAF' visible on its side. The scene is set in a large, well-lit hangar or terminal building with a balcony in the background.

- SMC x5

- OSC x10

- OPR x15

ASSETS AVAILABLE ON REQUEST

A background image of a SAR helicopter, specifically a Sikorsky UH-60 Black Hawk, in flight. The helicopter is white with blue and grey markings. It has "FUERZA AEREA ESPANA" and "SAR" written on its side. The tail number "803013" is visible. The helicopter is flying against a clear blue sky.

- TWIN OTTERS x7

- DORNIER x2

-YAK x2

- HELICOPTER x4

- BEECH 1900 x1

- SEA VESSEL x7

- SMALL RESCUE VESSELS

TO DATE

- Very few aviation SAR incidents compare to Maritime SAR incidents and operations.
- JRCC is relatively busy due to the fact that it deals with all maritime and aviation issues.


Challenges in SAR

SAR Legislation

- Not yet endorsed (long delay).

Thus

- No SAR committee
- No formal agreement with government and non governmental agencies
- No formal agreement with neighbouring states
- SAR National plan not available



**Cospas Sarsat system utilization
to increase SAR effectiveness
and reduce search cost.**








The background image shows an airport tarmac. On the left, there is a large hangar with a red and yellow striped tail fin of an aircraft visible. In the center, a blue vehicle with "AIRPORT EMERGENCY SERVICES SEYCHELLES" written on its side is parked. To the right, a person in a light blue uniform stands with their back to the camera, looking towards a white aircraft. The sky is clear and blue, and a rocky hill is visible in the distance.

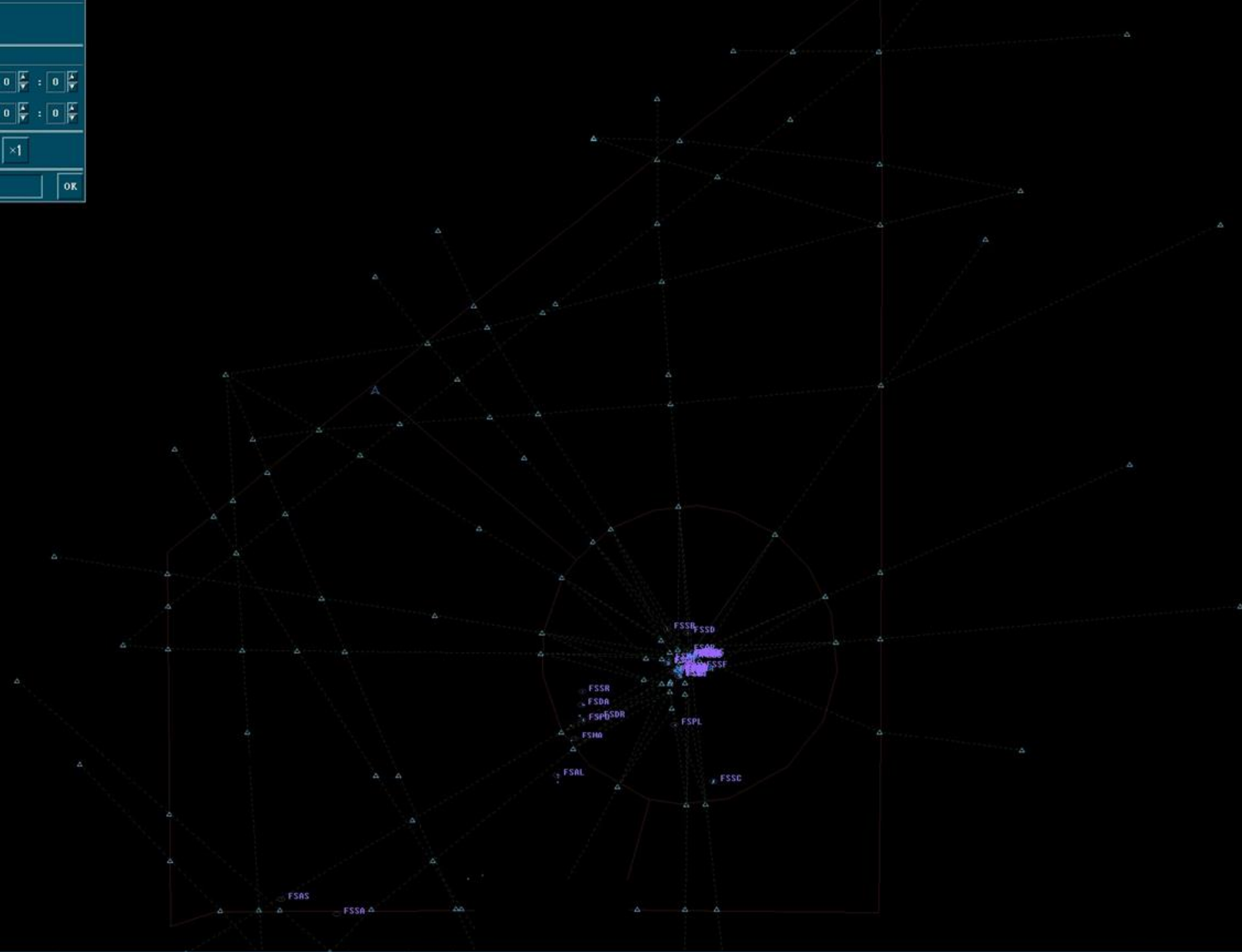
Shortage of trained staff fully committed to SAR to ensure

- SAR preparedness**
- SAR development, update and training including awareness training**
- Adherence to procedures**

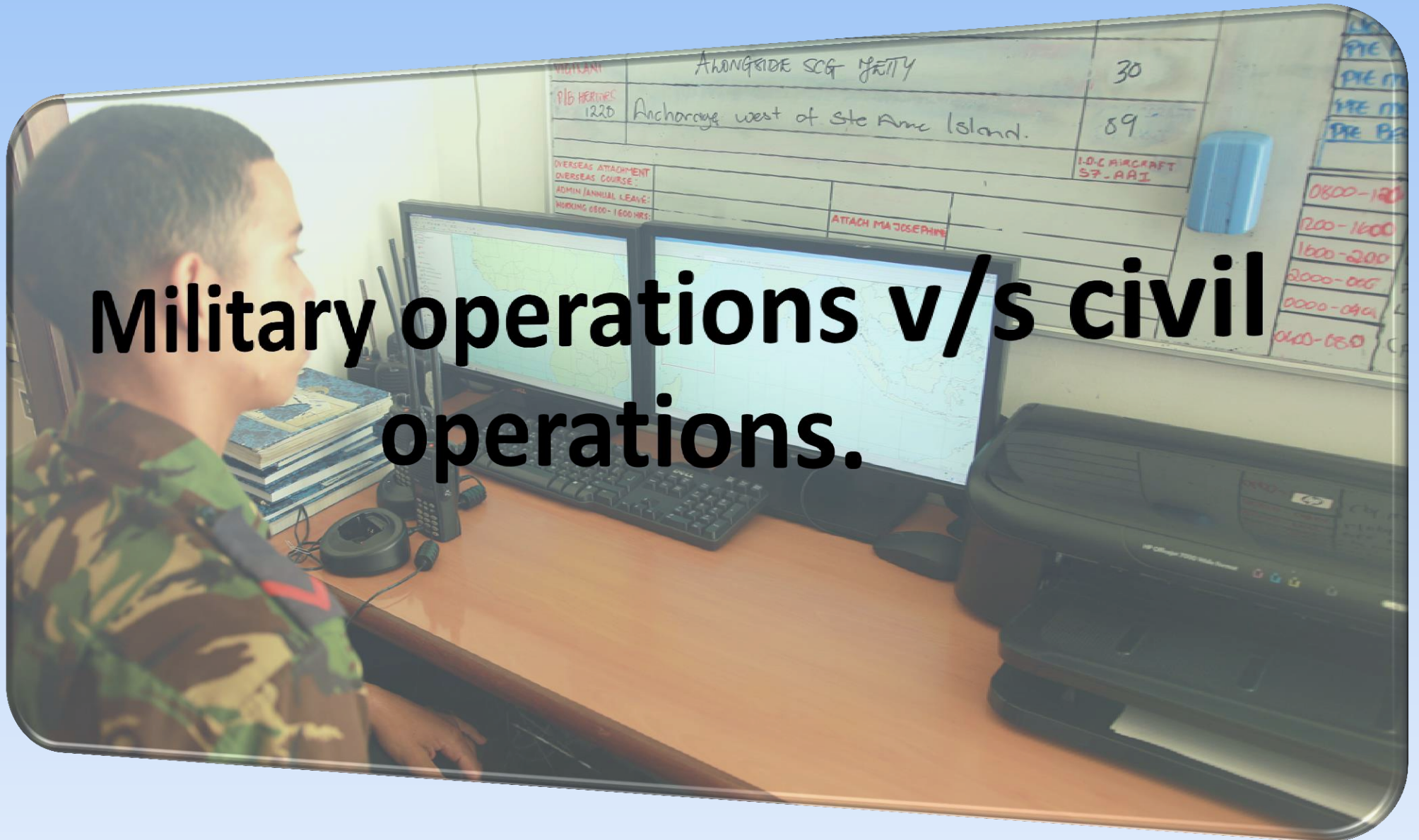
Land to Sea ratio

- 2.63 million square kilometers**
- Up to 2 hours flight by jet engine aircraft to reach boundaries**

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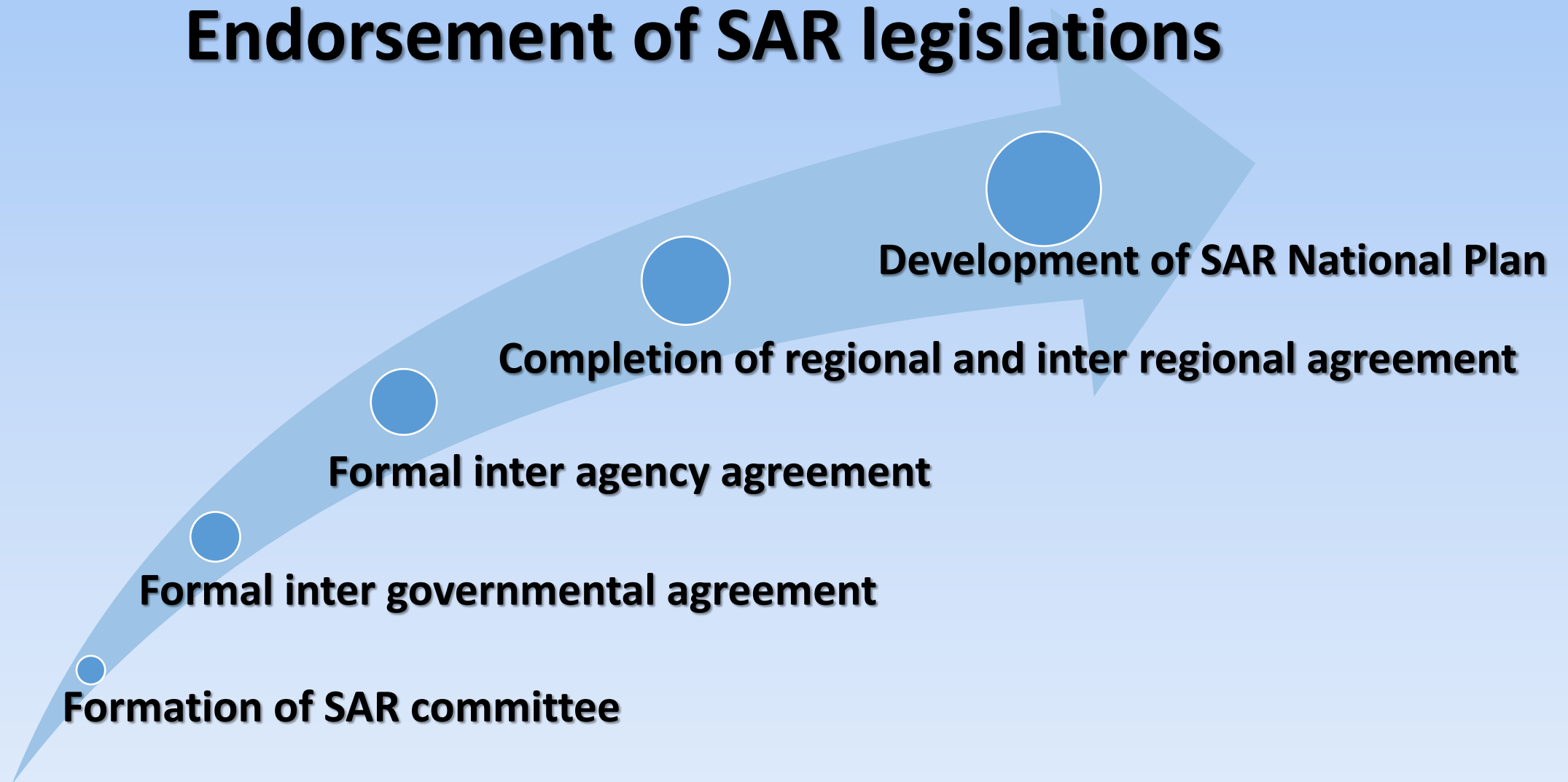


Military operations v/s civil operations.





Endorsement of SAR legislations

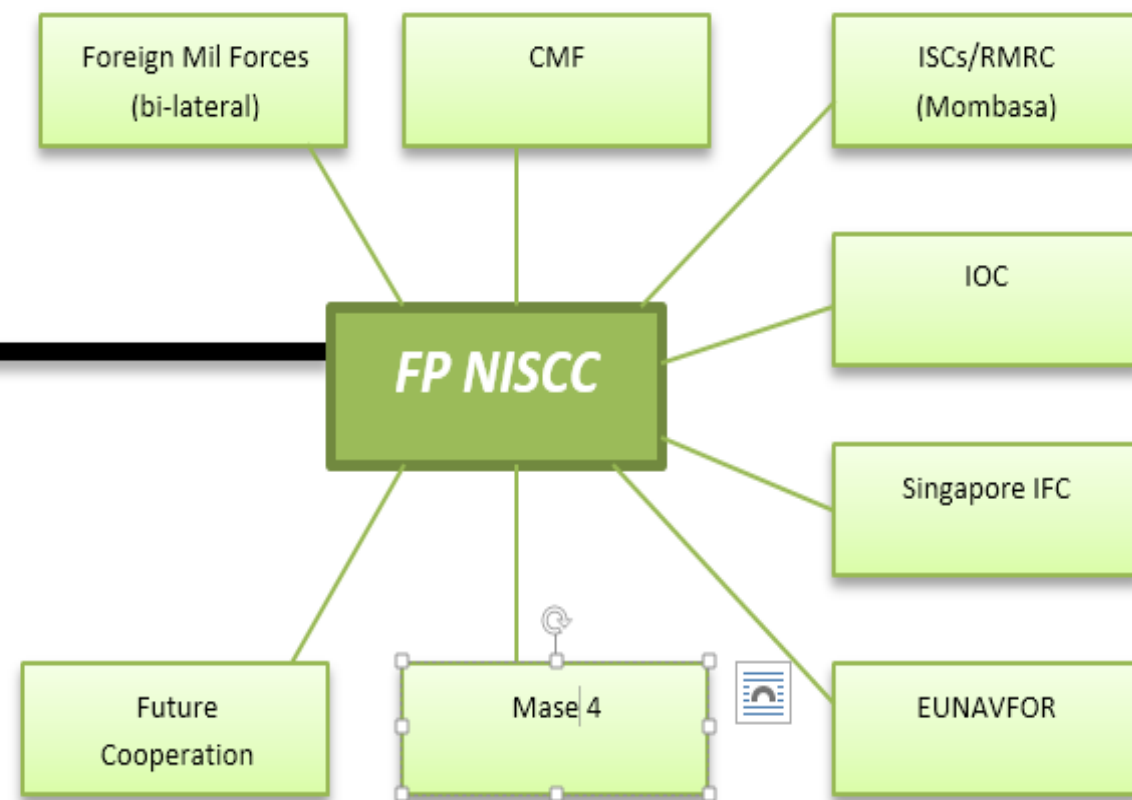
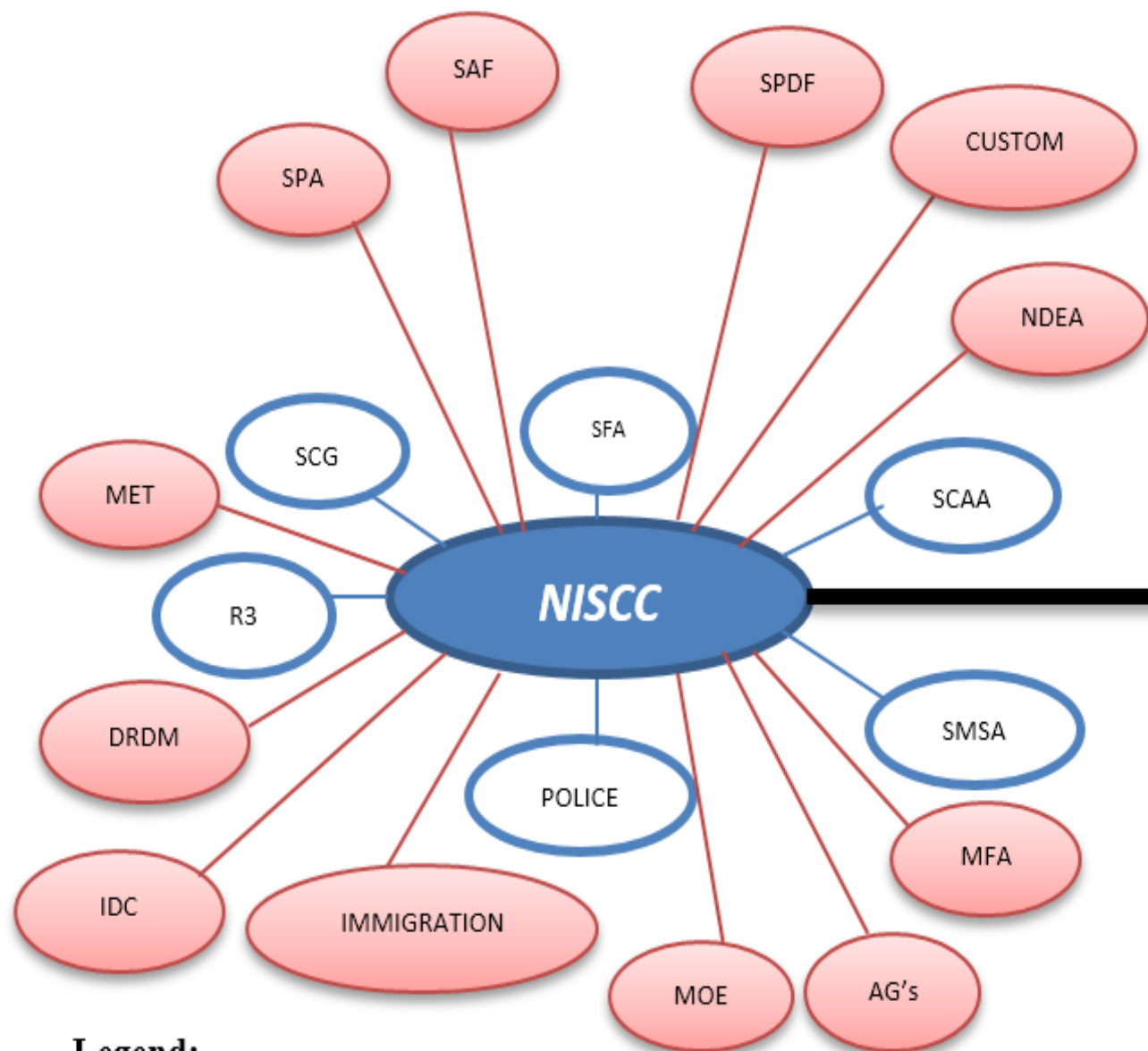




2015

- Proposal to form a fusion center to include a civil JRCC
- NISCC (National information sharing and coordination center)
- New building at Bois De Rose





Legend:

Red/Blue sector: National Inter-Agency

Green sector: Regional + International Agency

NISCC – National Information Sharing Coordination Centre

FP NISCC – Focal Point National Information Sharing Coordination Centre



Significant investment in equipment to include

- Shore side communication to support GMDSS
- Electronic charts
- Replica of the actual JRCC equipment's
 - Live feed SAR pic from Amver
 - Conducive working environment







A photograph of a woman with dark hair, wearing a leopard print top and a blue lanyard, sitting at a desk and working on a computer. She is looking at the monitor, which displays a software interface. In the background, another person is visible working at a similar desk. The office has large windows and various office supplies on the desks.

STAFFING

- 24 hour trained staff**
- Dedicated office hours SAR Manager**
- Easy access to all agencies present in center**

2016
onwards

Space Based ADS-B in FIR (AIREON)

More Accurate Data for Search and Rescue

The update interval of Space-based ADS-B surveillance is expected to be as low as 8 seconds

Smaller update intervals lead to smaller potential search areas to enhance search and rescue response in oceanic airspace

While search and rescue events are hopefully rare, the effort and time spent to locate a missing aircraft can be large

The calculations below show the impact of different surveillance updates intervals on potential search areas for common aircraft served by SCAA

Common Jets in Seychelles FIR

		A320	Airbus 330	A340/B77W	Airbus A388
	cruise speed (knots)	427	475	482	488
Potential search area (sq km)	PIREP (30min)	156,343	193,468	199,212	204,203
	ADS-C (15min)	39,086	48,367	49,803	51,051
	SB ADS-B (8sec)	3.1	3.8	3.9	4.0



TRAINING

Courses to be held locally

- SMC
- SAR Manager
- SAR Instructor



Making 406mhz beacon along with necessary training available to local users for maximum use of Cospas Sarsat system.



Continuous SAR awareness across the country

- Island Managers
- Air and Sea Navigators
- Commercial and non commercial fisherman
- Training to SMA students
- Encourage preventive SAR actions

