

**Joint
Rescue
Co-ordination
Centre
Trenton**



SGT MARTY MOLONEY

Joint Rescue Co-ordination Centre Trenton



Major Don Paul - Officer in Charge
(Air Force)

Wayne McCrea – Acting Regional Supervisor
Marine SAR *(Coast Guard)*

National SAR Objective

- **Prevent loss of life and injury** through Search and Rescue alerting, responding and aiding activities using public and private resources and **where possible, take reasonable efforts to minimize further damage to or loss of property.**



CANADIAN SEARCH AND RESCUE REGIONS (SRR)

| | |
|-------------|-----------------------------------|
| JRCC | Joint Rescue Co-ordination Centre |
| MCC | Mission Control Centre |
| MRSC | Maritime Rescue Sub-Centre |



Department of National Defence

Responsibilities

- Monitoring the effectiveness of the SAR co-ordination system.
- Provision of Aeronautical SAR services

National Defence Activities

- Efficient operation of aeronautical and maritime co-ordinated SAR system.
- Provision and operation of the JRCCs. (facilities and CF manning)
- Co-ordinate, conduct and control aeronautical SAR ops.
- Provision of dedicated SAR aircraft
- Operation of the SARSAT system
- Provision of ground SAR
- Provision of support to humanitarian incidents as a secondary task using military aircraft.

Canadian Coast Guard

Responsibilities

- Provision of the Maritime component to the Federal SAR program.

Canadian Coast Guard Activities

- Provision and staffing of 2 MRSCs and staffing of the maritime component of the JRCCs
- Co-ordinate, control and conduct of maritime SAR operations
- Provision of maritime SAR resources
- Provision of maritime advice to CF in aeronautical and other emergencies
- Provision of assistance to humanitarian incidents as a secondary task

Joint Rescue Co-ordination Centres

- Qualified Aeronautical and Maritime co-ordinators - 24hrs/day, 365 days/year
- Responsible for the co-ordination, control and conduct of aeronautical and maritime search and rescue operations.
- CF and CG function together as a team



24 6 200

What is a SAR Incident?

- A reported situation that requires the response of the search and rescue system.

Aeronautical Incident

- A search and rescue incident involving an aircraft.



Maritime Incident

- A search and rescue incident on the water involving a vessel or person(s), including medical evacuation of person(s), from a vessel.





Canadian Coast Guard - Pacific Region - Gardie Côtière Canadienne - Région du Pacifique

Humanitarian Incident

- A search and rescue incident (not aeronautical or maritime) which requires a response by the SAR system
 - Forest fire evacuation
 - Search for lost hunters
 - Medevacs
 - Swimmers
 - Divers

How the SAR System is Alerted

- Area Control Centre (ACC)
- Flight Information Centre (FIC)
- Coast Guard Radio Station (MCTS)
- Canadian Mission Control Centre (SARSAT)
- Police and Fire Communication Centre
- Citizen (reporting others or themselves in trouble)

Primary DND Air Resources

CC-130

Hercules





CC-115 Buffalo







CH-149 Cormorant



CH-146 Griffon



Primary Coast Guard Resources

47' Lifeboat



Standby posture for SAR resources

DND:

- 30 min – Mon to Fri, 8am to 4 pm
- 2 hr - Evenings, weekends & holidays

CG:

- 30 min - 24/7

Secondary Resources



Joint Task Force Regions

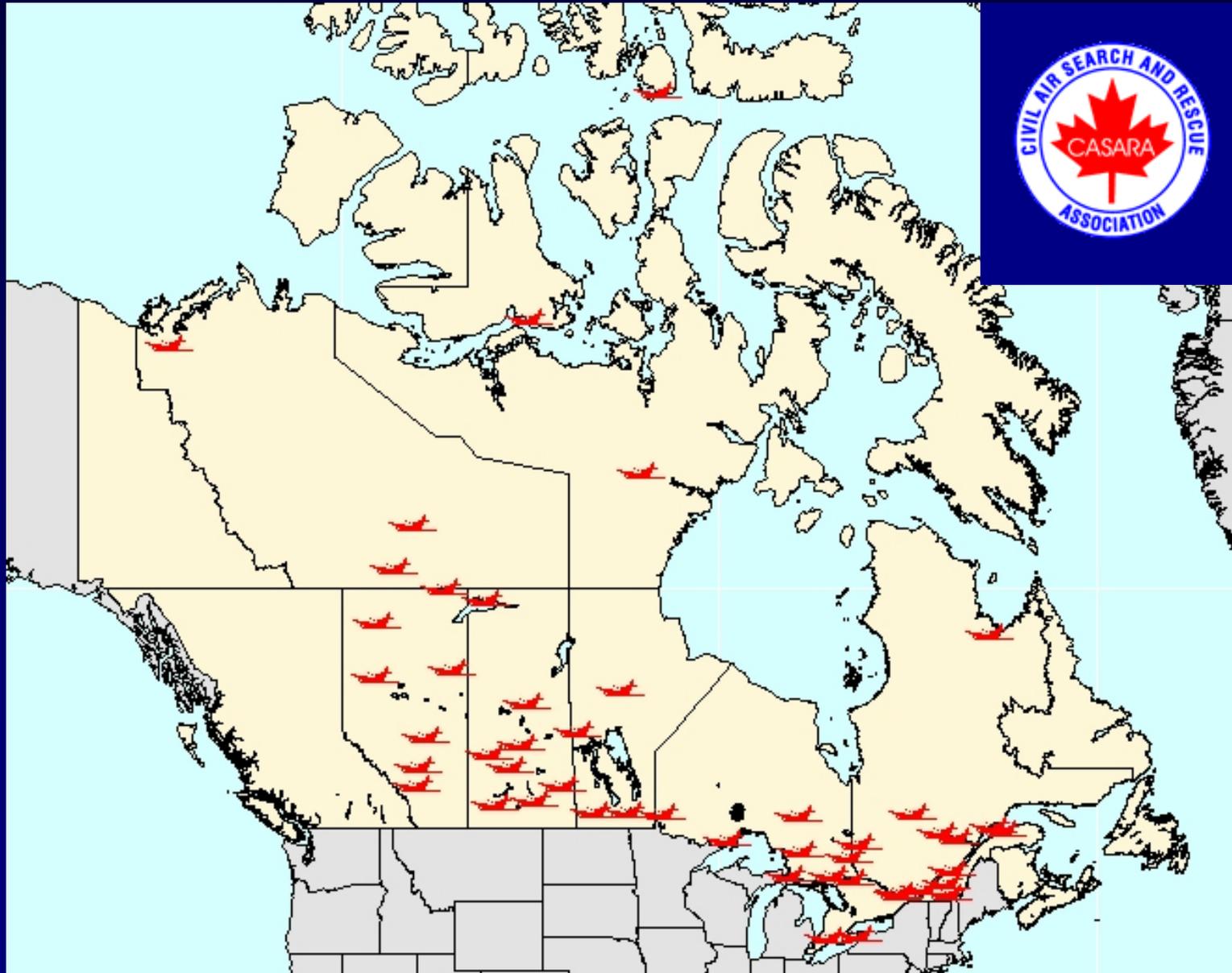


- Joint Task Force has six Regional Commands under Canada Command.
- In the event of a domestic crisis or threat, JTF Regional Commands are responsible for the conduct of all domestic military operations in their respective regions.
- During such times, the Commander of a JTF, has the immediate authority to deploy naval, army and air assets based in their region.

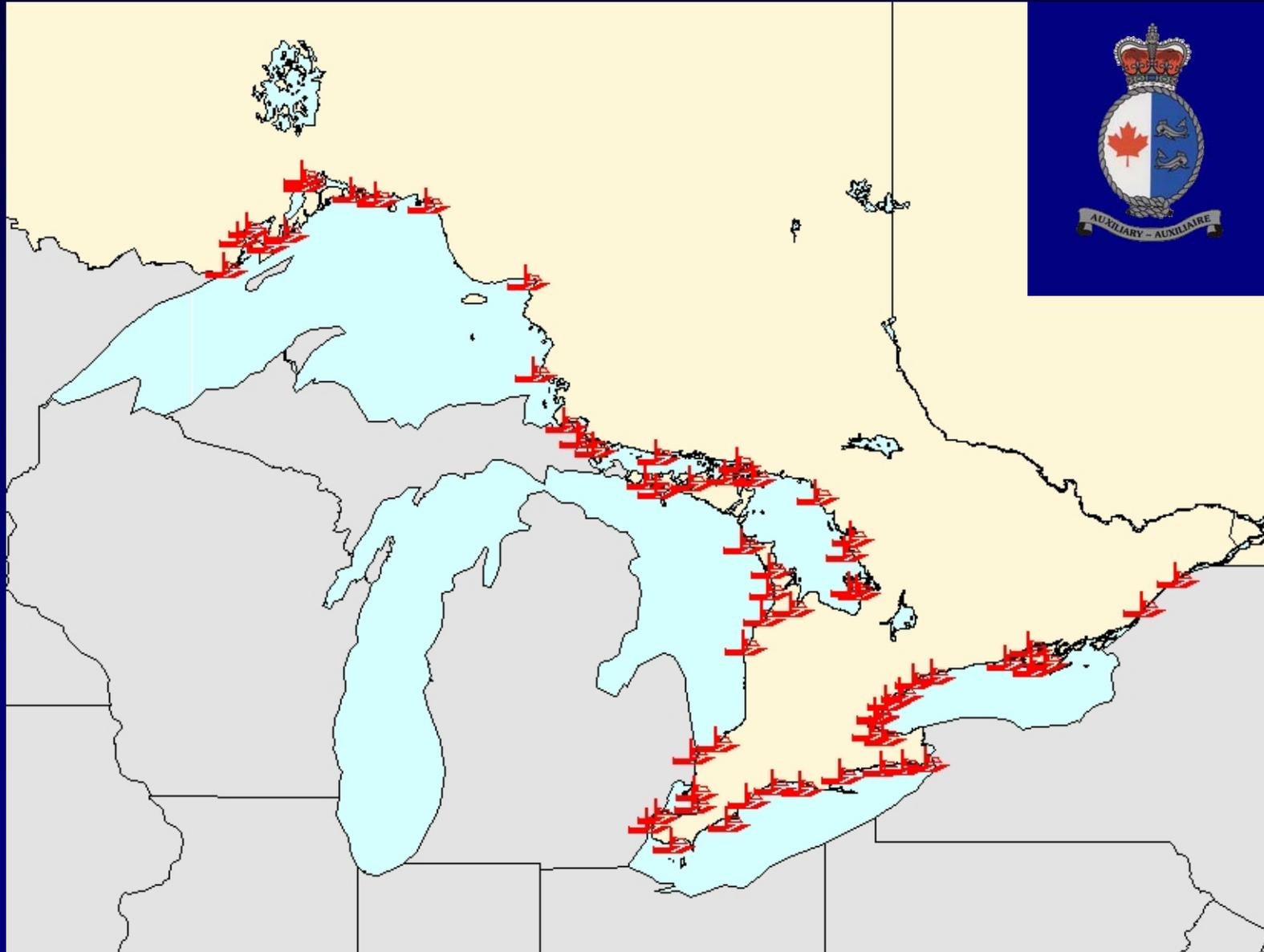
Volunteers



CASARA



Coast Guard Auxiliary



Other Resources

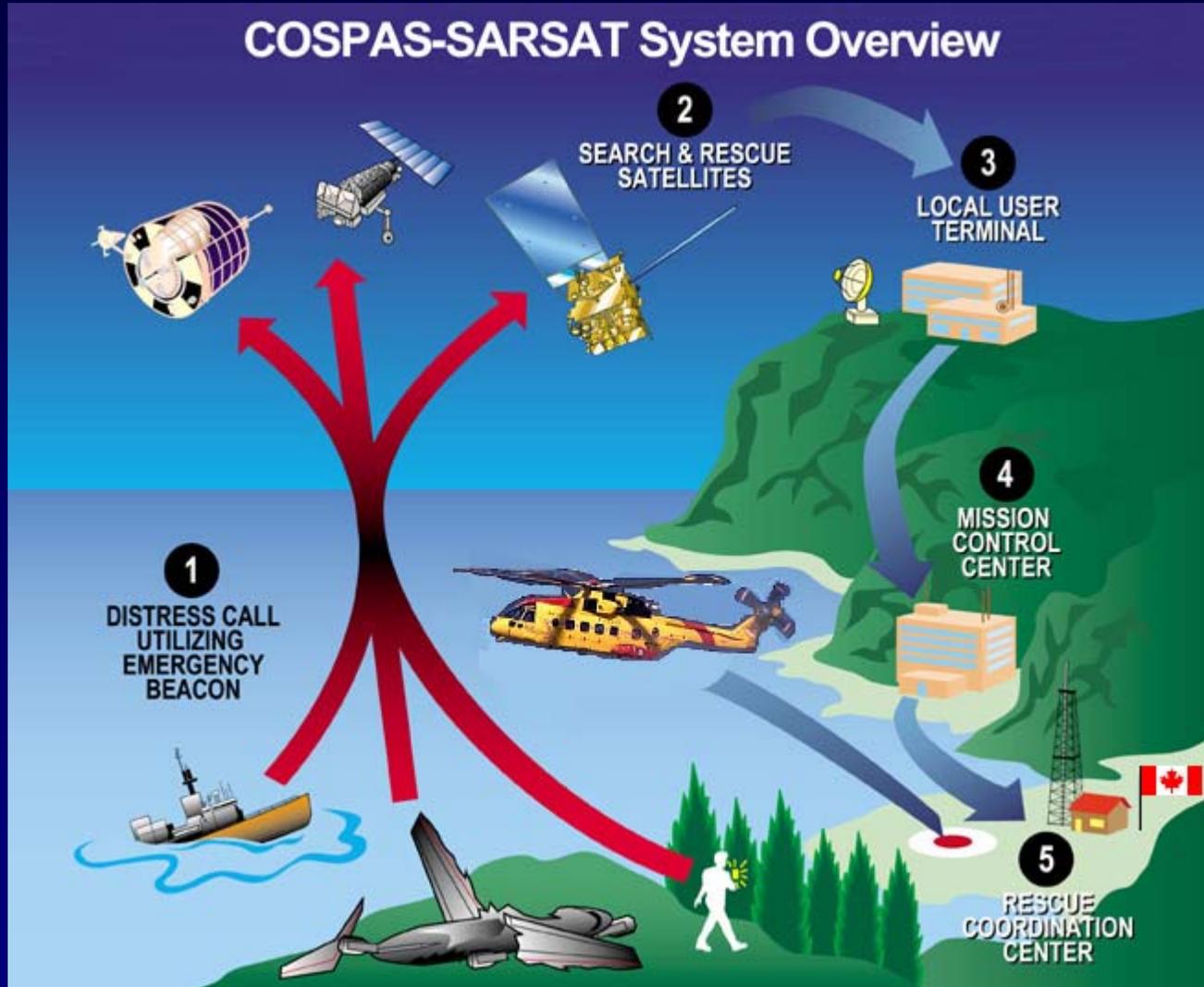
- Police agencies - federal, provincial or municipal,
- Park rangers,
- Fire departments,
- Airport/aerodrome managers,
- Local GSAR groups (Northern community SAR groups)
- Charters
- Vessels of Opportunity: such as passenger vessels

JRCC Trenton Bug Out Site



- In the Belleville Armouries
- Equipment stored on-site for quick set-up
- Servers always on and mirrored to Trenton
- CITRIX utilized for continuity of case prosecution

SARSAT



**What's happening Feb 1,
2009?**



In 2000, COSPAS-SARSAT announced that satellite processing of **121.5** and **243.0** MHz signals will end on February 1, 2009.

After that date, **only 406 MHz signals** will be detected by satellites.

Distress Beacons

121.5/243.0 Mhz 

ELT - Emergency Locator Transmitter - on aircraft

406.025 Mhz

PLB -Personal Locator Beacon

- Ground related - tourism, camping, expeditions

EPIRB - Emergency Position Indicator Radio Beacon

- Marine related (exclusively)

ELT - Aviation

406 MHz Beacons

■ ADVANTAGES

- True global coverage
- Greater position accuracy (within 5 NM)
- Specifically designed for the SARSAT system
- Transmits digitally encoded information
- Incorporates GPS



***** 121.5/243 MHz PHASE-OUT DECISION *****

Again, here are the reasons why this decision was made:

- Coverage – Global vs Local
- False Alerts - cost
- Identification
- Accuracy
- Alerting latency



The 121.5 MHz Phase-out



S A R S A T

QUESTIONS

THAT OTHERS MAY LIVE