



Second Generation Search & Rescue Aviation Programme (UKSAR2G)

Drone Industry Action Group Presentation



Maritime and Coastguard Agency

Safer Lives, Safer Ships, Cleaner Seas

MCA Current Portfolio



Current Tasking Statistics

Search and Rescue Helicopters:

- Over 2000 tasks per year
- Land and Maritime
- Approximately half of our taskings are in support of the Emergency Services

Aerial Surveillance:

- Over 900 hours flown last year
- SAR missions
- Counter Pollution
- Patrols in support of environmental protection and maritime safety and compliance.
- One third of all flights have been undertaken on behalf of other Government Departments.



The Future of MCA Aviation

- SAR-H and ASV contracts end at approximately the same time.
- **UKSAR2G** will incorporate both services
- Focus on outcomes and effects
- Capability based requirements
- Continuation of cross Government support
- Utilise innovation and emerging technologies, such as unmanned aerial vehicles to conduct searches



UKSAR2G

MCA expects to let the UKSAR2G contract as four Lots:

- **Lot One** - Fast, urgent, short-range rescue and short notice to respond
- **Lot Two** - High endurance, long-range rescue and response at longer notice
- **Lot Three** - Fixed-wing (*and potentially UAV*), rapid search only, surveillance and pollution response
- **Lot Four** – a combination of all of the above to highlight savings that come with multi lot procurement

UAV's and the MCA



Drone Demonstration and Development Project (3DP)

- Contract with Elbit Systems

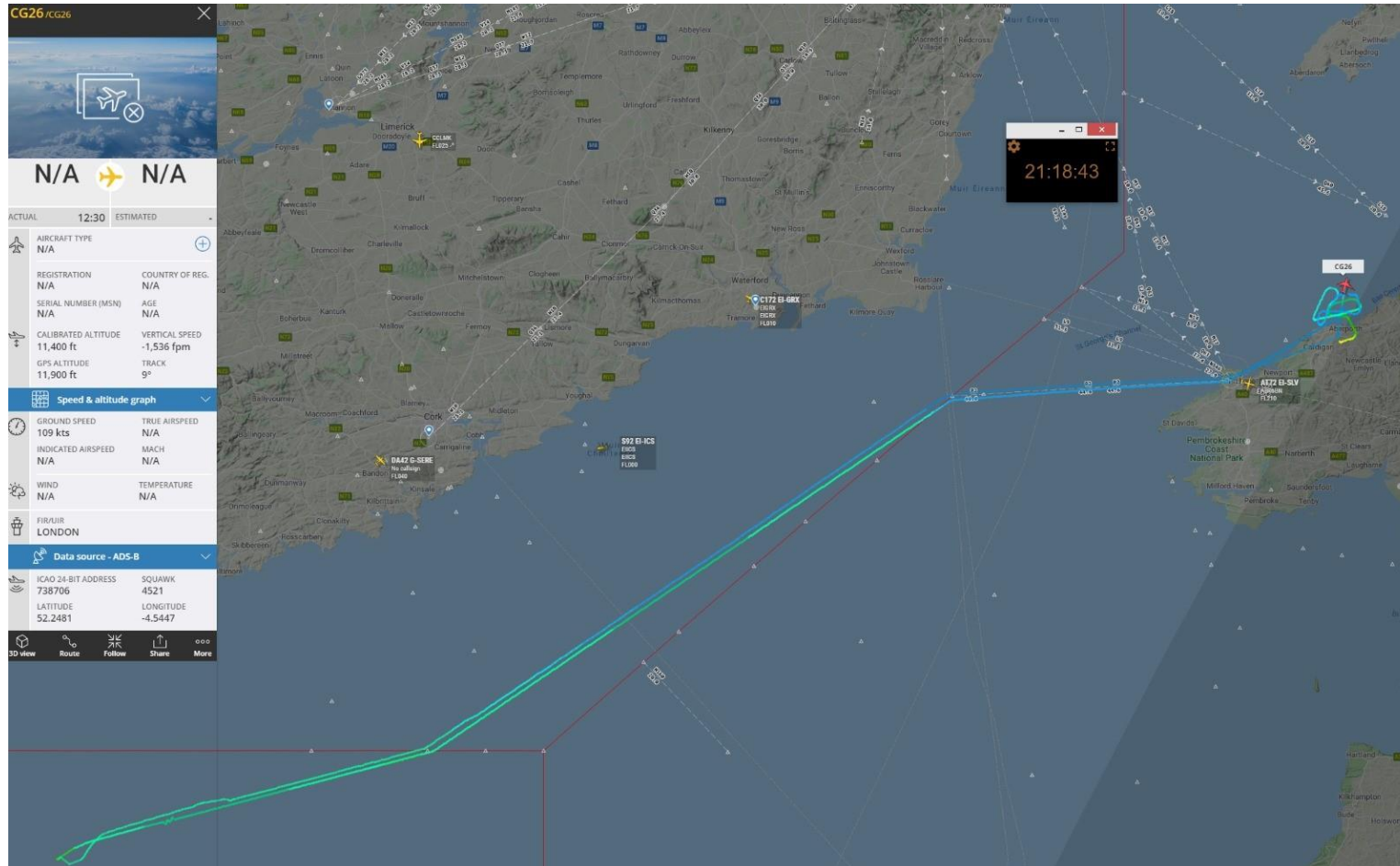
Objectives

- Work with the regulator to identify route to routine and regular use of BVLOS drones in unsegregated airspace – without need for special permissions.
- Work with the regulator to develop regulation.

Output

- To ascertain the feasibility of the use of drones as a capability enhancement for SAR2G
- Provide a report detailing how to achieve BVLOS flight and/or identify timelines for the implementation and the minimum equipment required.

Outcomes



- BVLOS operations with a certified UAS in controlled and uncontrolled airspace.
- First unsegregated flight in controlled airspace to depart from and arrive into the UK and fly ‘internationally’.
- First unsegregated flight in controlled airspace since Project Clare (using Watchkeeper -30 September 2015)
- ADS-B trial proving the utility for UAS BVLOS operations.
- Engagement with the regulator and taking them on the journey with the project was key and very successful.
- NPAS were able to test the UAS against a benchmarked series of tasks, enabling comparison against the existing FW aircraft.

The Future



- Expectation for UAV's to form part of UKSAR2G
- Requires continued work with the regulator to allow for reactive taskings
- MCA are looking for interim projects and collaborations for education and to keep the momentum going
 - *Police drone team trials*
 - *University research projects*

Any Questions?

