

COUNTY OF MONTEREY

AVIATION INCIDENT RESPONSE PLAN

COORDINATED BY
THE MONTEREY COUNTY
OFFICE OF EMERGENCY SERVICES
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MONTEREY COUNTY

AVIATION INCIDENT RESPONSE PLAN

FOREWORD

In the ninety years since the first powered flight, the airplane has become an integral part of the modern American scene. The convenience and speed of air travel has eclipsed other means of transportation; aircraft, both fixed wing and helicopters, offer a highly effective means of applying agricultural sprays; executive transports provide rapid, on-call transportation for those whose time is at a premium; recreational flying has become an extremely popular pastime for many Americans; our military capabilities are centered on a variety of sophisticated, high performance aircraft weapons systems. In one form or another, aviation touches the life of virtually every American, and in this regard, Monterey County and its residents are no exception. Aviation in all of its forms is active and present in Monterey County, and will remain so well into the foreseeable future.

Although aviation safety has improved steadily over the years, the scope of modern day aviation operations would dictate that the occurrence of an aviation incident in any large geographic area is a strong probability. It has been observed that "Aviation, like the sea, is mercilessly unforgiving of carelessness and stupidity." These factors establish the likelihood that any public safety agency could be placed in the position of responding to a complex aviation incident without warning. Consequently, in order to ensure a coordinated and effective response, it is incumbent upon public safety agencies to have in place a comprehensive, flexible operational plan for use in the event of an aviation incident.

The **Monterey County Aviation Incident Response Plan** is intended to provide the operational response framework needed to handle aviation incidents within the county, and provide a vehicle for future incident response training. It draws on existing documents and procedures, and attempts to consolidate these into one comprehensive plan. While no plan can adequately address the myriad of potential aviation related emergencies that could occur within the county, the thrust of this plan is to provide a cooperative, operational framework in which all responding agencies can function. Development of the plan has been a cooperative venture of cognizant jurisdictional agencies, and has been coordinated by the Monterey County Office of Emergency Service.

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I. GENERAL

A. AVIATION INCIDENT DEFINITION

For the purposes of this plan, an **Aviation Incident** is defined as any incident involving an aircraft that occurs within Monterey County or its coastal waters and results in an emergency response by one or more public safety agencies.

B. PLAN PURPOSE

The purpose of the **Aviation Incident Response Plan** is to establish operational provisions and/or procedures that will enable cognizant public service agencies to provide a timely and effective response to an aviation incident within Monterey County.

C. PLAN SCOPE

The elements of this plan relate to any aircraft incident affecting any municipality, the unincorporated areas of Monterey County, and includes federal and state jurisdictions. Nothing in the Aviation Incident Response Plan is intended to contradict jurisdictional aircraft incident response procedures and policies, as defined in specific local plans and ordinances. Response efforts to aviation incidents which occur in coastal waters shall be in accordance with the Coastal Incident Response Plan, and the Federal Aviation Administration and United State Coast Guard operational directives.

D. INCIDENT MANAGEMENT

An overriding assumption governing the development of this plan is the high likelihood that any emergency response in the areas covered by this plan will involve some form of rescue or assistance to a person or persons in distress. Protection and preservation of life are the primary considerations in any rescue situation. These priorities will govern the actions of any incident's management team, and dictate the utilization of the Standardized Emergency Management System (SEMS) and Incident Command System (ICS) during any aviation incident response. The role of the onscene manager(s) will be held by the Incident Commander(s) (IC). Factors determining the agency responsible for assuming the Incident Commander assignment include, but are not limited to:

- ** First Public Safety Agency Representative/Unit on Scene,
- ** Jurisdiction of the Incident Scene, and
- ** Category of the Incident.

To the maximum extent practicable, the appropriate agency of jurisdiction will serve as the Incident Commander for the areas indicated until the NTSB Investigator in Charge (IIC) arrives on scene and assumes jurisdiction over the incident. A Unified Command may also be employed as conditions warrant.

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When any question of the validity or need exists about a request for emergency assistance, dispatch of responders will be made in accordance with the provisions of this plan, and any subsequent cancellation will be determined and authorized by the Incident Commander as his prerogative.

This plan is developed using the format of previously published Monterey County Incident Response Plans. To the extent possible, common terminology, command structure, and response doctrine and protocols have been incorporated in this plan.

E. STANDARDIZED EMERGENCY MANAGEMENT SYSTEM (SEMS)

All incidents will be managed in accordance with the Standardized Emergency Management System and the Incident Command System (ICS). The first public safety unit to arrive on the scene of an incident will assume the role of Incident Commander (IC) until relieved by the appropriate agency of jurisdiction. In situations in which the need arises, a Unified or Joint Command will be established between the fire agency of jurisdiction and the public safety agency of jurisdiction.

The Incident Commander is directly responsible for clearly identifying himself/herself, and for maintaining communications with the controlling - Monterey County Communications Center, any other cognizant agency, and " all responding units. The Incident Commander will promulgate the location of the Incident Command Post (ICP) and staging areas, and tactical radio frequencies to the controlling Monterey County Communications Center.

To the maximum extent possible, the Incident Command Post should be situated off dedicated roadways, and identified by a flashing green light and/or green flag, sign or traffic cone with the words "Command Post" written on both sides. The means of identification employed must be clearly visible "from a distance of not less than fifty feet.

The Incident Commander's main function is to coordinate the activities of all responding agencies. In view of the fact that each agency possesses its own unique capabilities, all agencies are expected to function with minimum direction from the Incident Commander, and to exercise maximum cooperation with other responding agencies.. In this regard, and to facilitate overall coordination of the resources of the diverse agencies involved, it is imperative that the senior representative of each agency report to the Incident Commander or his designated representative as directed. THE SENIOR REPRESENTATIVE OF EACH RESPONDING AGENCY IS DIRECTLY RESPONSIBLE FOR ENSURING THAT THE PRESENCE OF HIS UNIT/AGENCY IS REPORTED TO THE INCIDENT COMMANDER'S.

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II. ADMINISTRATION

A. PLAN IMPLEMENTATION

The Aviation Incident Response Plan is effective upon receipt and for record purposes on 1 August 1997. The plan supersedes any previously existing plans.

B. BI-ANNUAL PLAN REVIEW

The plan will be reviewed bi-annually on 1 November. The review will be announced approximately sixty days prior to the initial review meeting and will be hosted by the Monterey County Office of Emergency Services. All cognizant public service agencies will be informed schedule and invited to attend.

C. EXECUTIVE REVIEW COMMITTEE

The Executive Review Committee will be responsible to coordinate the review process, and approve any recommended changes to the plan. Executive Review Committee will be composed of represent following agencies:

- ** Monterey County Office of Emergency Services
- ** Monterey County Sheriff's Office,
- ** Monterey County Emergency Medical Services
- ** Monterey Peninsula Airport Fire Department
- ** California Department of Forestry and Fire Protect
- ** California Highway Patrol, and
- ** Monterey County Fire Chiefs Association Representatives.

As appropriate, ad hoc members representing other cognizant agencies may be added to the Executive Review Committee with the unanimous approval of all represented agencies.

D. INPUTS

All cognizant agencies are welcome and encouraged to submit comments and recommendations for the purpose of improving this plan. The Monterey County Office of Emergency Services (Emergency Services Planner) will act as a collecting agent for all inputs.

E. INITIAL PLAN CONTRIBUTORS /POINTS OF CONTACT

The contributors to the initial draft of the plan are listed in Appendix E. For purposes of this plan, these individuals are considered the primary points of contact for all matters relating to the implementation and employment of the plan.

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F. DISTRIBUTION

The plan is intended for distribution to all cognizant public service agencies within and outside of Monterey County. The plan distribution List is contained in Appendix F.

G. REPRODUCTION

Reproduction of the plan by the recipients is authorized. The plan may either be copied using commercial reproduction processes, or copied from a disk using the "Questions & Answers 4.0 (QA4) " software.

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III. OPERATIONS

A. GENERAL

1. **Overview.** Given the volume and variety of air traffic originating in or transiting over Monterey County, and the diverse topographical nature of the county, no operational plan could attempt to address the variety of situations that could potentially be responded to under the auspices of this plan. Consequently, functional operability and simplicity should be paramount at all times. The success of the plan will be judged on the expeditiousness of the response, the quality of the care provided or rescue enacted, and the safe extraction of all participants. Germane to achieving these ends is the mutual familiarity of all responding agencies not only with their particular roles and capabilities, but with the plan as an entity, and all details herein.

2. **Media and Public Relations.** Aviation incidents, by their potential to be spectacular and/or induce multiple casualties, tend to attract immediate and intense public interest. With the availability of modern communications technology, it is not uncommon for members of the media to be aware of the occurrence of an aviation incident upon the initial radio transmissions related to the incident. All concerned parties should anticipate immediate interest and queries, and be prepared to respond in a positive and professional manner.

3. **Multi-Casualty Incident.** By their nature, aviation incidents frequently involve multiple casualties. All concerned parties involved with this plan should acquire a detailed working knowledge of the **Monterey County Multi-Casualty Incident Plan**, and be prepared to activate or participate in Multi-Casualty operations, should circumstances and their role in the incident command system dictate.

4. **Aviation Incident Scene Integrity and Security.** The scene of an aviation incident frequently attracts curious and unauthorized individuals who, by their actions, can impede response and investigative efforts. Virtually all aviation incidents that result in aircraft damage and/or injuries are subject to some level of post-accident "investigation by the National Transportation Safety Board (NTSB) , a military service, or insurance company representatives. **All concerned parties should be aware that, consistent with firefighting/rescue operations, wreckage and other evidence attending the incident should be left undisturbed. If movement of material or victims is necessary, complete documentation(i.e., photograph or video-tape) of the scene is required for incident investigation. The integrity and security of the incident scene should be established and maintained until relieved by competent authority. Unauthorized persons should not be permitted to enter the incident scene, and the collection of souvenirs is prohibited. In addition, insurance agents, attorneys, and others who are potential parties in future litigation are restricted site access until cleared by the NTSB Investigator in Charge (IIC).**

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B. AIRCRAFT CATEGORIES

1. **Aviation.** Modern aviation has brought a wide variety of aircraft to Monterey County. In several distinct categories, these aircraft provide a variety of specific services. Public safety personnel should be aware of the basic categories of aircraft as the differences therein may affect the degree and nature of an actual response in an aviation incident.

2. **Categories.** For purposes of this plan, aircraft that nominally operate within Monterey County airspace, and their salient considerations, are categorized as follows:

**** Commercial Aircraft --** Large sized commercial transport aircraft (B-737, Airbus 320, or B-757) are operated by scheduled airlines from the Monterey Peninsula Airport. Additionally, several feeder/commuter airlines operate smaller aircraft with the capacity of up to 50 passengers from this airport. An aviation incident involving any of these aircraft could invoke activation of the **Multi-Casualty Incident Plan**, or result in a "Medical Disaster."
(See the **Monterey County Multi-Casualty Incident Plan** for details).

**** Military Aircraft --** With the closure of Fort Ord and Naval Air Station Moffett Field, the number of military flight operations within Monterey County has lessened. It should be expected that in addition to continued air operations in the Fort Hunter-Liggett complex, other military operations will continue that could include infrequent tactical low level training flights by both helicopters and fixed wing aircraft, search and rescue (SAR) operations, and overflights via airways. Considerations regarding these aircraft include state-of-the-art materials and explosive ordnance.

**** Executive Aircraft --** These aircraft are small corporate or privately operated aircraft designed to transport a limited number of executives or other passengers. Depending on the number of crew and passengers on board, multi-casualty situation may occur in conjunction with an aviation incident.

**** Agri-Business Aircraft --** This category of aircraft is defined as those aircraft supporting agricultural operations, and includes both fixed wing aircraft and helicopters involved in aerial spraying operations. An aviation incident involving an agri-business aircraft participating in aerial spray applications will warrant special considerations due to the potentially toxic nature of any chemicals involved. Should these circumstances occur, an aviation incident could include a **Hazardous Material (HAZMAT)** incident. (See the Monterey County Hazardous Material Incident Plan for details.)

**** General Aviation Aircraft --** Comprised primarily of privately owned and operated smaller aircraft, these aircraft are operated from all private and public non-military airfields in the county. Carrying from one to six persons, and operating frequently under visual flight rules, these light aircraft account for the majority of air traffic within the county.

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**** Recreational Aircraft** -- A wide variety of miscellaneous recreational aircraft and other airborne craft operate within Monterey County, and include: ultra-light aircraft, hang-gliders, gliders, hot air balloons, and experimental aircraft. Each type represents its own unique challenges to both the operator and the responding agency.

C. AVIATION FACILITIES

A listing of aviation facilities located in or in proximity to Monterey County is contained in Appendix A.

D. CALL CATEGORIZATION/DEFINITION

Initial reports of an aviation incident can be received from a wide variety of sources, ranging from informed professionals from the aviation discipline, to uninformed eyewitnesses with limited aviation experience. Sources could conceivably include reports of an overdue aircraft with only a route of flight to determine possible location, or the report of an Emergency Locator Transponder (ELT) with relatively accurate location definition. Depending on the incident location, multiple, and possibly conflicting and misleading reports can be received. Careful screening of reports and confirmation of details is essential to ensure that appropriate initial actions are undertaken in a prompt and timely manner. Unless the receiving dispatcher has reasonable cause to believe otherwise, all reports received from a reporting party (RP) will be deemed valid and confirmed. In the unlikely event that a dispatcher has reasonable cause to doubt or question the veracity of the reporting party, he or she will use the term "Unconfirmed" when dispatching and/or communicating with responding agencies until such time as the incident is confirmed by a representative of a public safety agency. In all instances, sound judgment and common sense will be the basis of any decision relating to call categorization or definition.

E. RESPONSE AREA

1. **Area Definition.** For purpose of this plan, the entire land area of Monterey County and all off shore waters extending to the twelve (12) mile limit are defined as the response area. Due to multiple and overlapping areas of jurisdiction, specific sub areas of response are not, identified as has been the practice in the preparation of similar plans. Primary areas of jurisdiction are operative for the purposes of this plan.

2. **Monterey Peninsula Airport District Fire Department.** The Monterey Peninsula Airport District Fire Department (MPADFD) holds jurisdiction for the areas identified as part of the Monterey Peninsula Airport. Additionally, the MPADFD will respond to any aviation incident that occurs within five (5) air miles of the Monterey Peninsula Airport. This response area overlaps the jurisdictions of several public safety agencies.

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F. SEARCH AND RESCUE OPERATIONS

Aviation incidents can involve some form of search and rescue (SAR) operations. **The Sheriff of Monterey County has jurisdiction over all non-military SAR operations within the county.** SAR operations for military aircraft suspected of being down overland are coordinated by the Air Force Rescue Coordination Center (AFRCC) located at Langley Air Force Base, while the U.S. Coast Guard is responsible for overwater SAR operations.

G. RESOURCES

The following resources and resource providers are available to participate during an Aviation Incident response. Actual response and the extent of applications of any specific resource will depend upon state of availability at the time of an incident, and the existence of concurrent emergencies within a specific jurisdiction.

<u>AGENCY/RESOURCE</u>	<u>LOCATION</u>
Monterey County Sheriff's Department	Various/Mobile
Sheriff's Dept. Rescue/Dive Team (SAR)	Monterey Sub-Station
Fire Agency of Jurisdiction Pacific	Various
Grove Ocean Rescue	Pacific Grove Fire Dept.
California Highway Patrol (CHP)	Various/Mobile
CHP (MedEvac Helicopters)	Fresno/Paso Robles
Law Enforcement Agency of Jurisdiction	Various
Federal Aviation Administration (FAA)	Monterey/San Jose/LAX
National Transportation Safety Board	LAX
Ambulance/ParaMedics	Various
San Luis Obispo Sheriff's Department	SLO County/Various
U.S. Coast Guard Station Monterey	Monterey
U.S. Coast Guard (SAR Helicopters)	CGAS San Francisco (SFO)
Navy (SAR Helicopters)	NAS Lemoore (Kings County)
CALSTAR (MedEvac Helicopters)	Gilroy/Hayward
SKY LIFE (MedEvac Helicopters)	Fresno
LIFE FLIGHT (MedEvac Helicopters)	Palo Alto
United States Forest Service	Goleta/Arroyo Seco/King City (Admin. Offices)
State Parks Department	Monterey/Various
National Park Services	Various
Monterey Peninsula Regional Parks	Various
State Parks Department Lifeguard	
Monterey County Parks Department	Marina State Beach/Various
Moss Landing Harbor District/ Harbor Master	Various
Monterey County Public Works Department	Moss Landing
Monterey County Health Department	Various
Monterey Peninsula Airport District	Various
CALTRANS (Heavy Equipment)	Monterey Airport
Civil Air Patrol.	Various
	Monterey

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H. RESPONDING AGENCIES

1. **Agency of Jurisdiction.** For all areas of Monterey County, t exist fire, law, and ambulance agencies having jurisdiction or responsibility to provide their public safety support services for that a For purposes of this plan, these agencies are titled "Agencies of Jurisdiction."

2. **Primary Response Agency (PRIRES).** Primary Response Agencies (PRIRES) for a specific area are normally the Agencies of Jurisdiction for that area. These agencies normally are the first to respond for incident occurring in the area, and consequently are the first agencies dispatched to an incident in the area.

3. **Secondary Response Agency (SECRES).** Secondary Response Agencies (SECRES) for a specific area are normally not the Agencies of Jurisdiction for that area. These agencies are normally dispatched and respond only upon request of the Incident Commander to undertake specific functions for which they possesses the unique training, equipment, and abilities.

I. HELICOPTER/RESPONDING AGENCY OPERATIONS

1. **General.** Due to the nature and remoteness of some response areas addressed by this plan, the use of helicopters offers viable opt for extrication of injured victims, rapid transportation to me facilities, and search and rescue operations. All concerned parties should be aware of the capabilities of available helicopters, and for circumstances in which these aircraft could be employed to ensure timely incident resolution.

2. **Available Helicopters.** The following agencies operate helicopters that can be used to support responding agencies within Monterey County:

**** U.S. Navy --** Naval Air Station (NAS) Lemoore, located 40 m southwest of Fresno, operates HH-1N "Huey" helicopters for Search and Rescue (SAR) missions. Assigned flight crews are highly trained in mountainous/remote area operations, and include EMT/Paramedic trained aircrewmen. Following established national protocols that provide guidance for support of civilian authorities by military assets, these aircraft can be requested to participate *in* Search and Rescue operations in Monterey County, and provide medical evacuation flights pursuant to these operations.

**** U.s. Coast Guard --** The Coast Guard, tasked as the primary Search and Rescue agency for coastal and navigable inland water ways, operates HH-60J "Jayhawk" helicopters from the Coast Guar Air Station (CGAS) located at San Francisco International Airport Flight crews include EMT trained rescue swimmers. Coast Guard helicopters do not normally respond to inland SAR situations.

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**** CALSTAR, SKY LIFE AND LIFE FLIGHT** -- Operating as an "air ambulances" (or Medical Evacuation "MedEvac" helicopters) from Central California locations. Provides medical transportation of victims from the incident site to medical facilities, or between medical trauma facilities. Flight crews include Registered Nurses (RN's) with extensive emergency medical experience/qualifications. Normally, only one victim/patient can be carried at a time. Helicopters have no SAR or hoist capability, and must land, at or near, the incident scene to take the victim/patient on board.

**** California Highway Patrol (CHP)** -- The California Highway Patrol operates helicopters from a base at the Fresno Municipal Airport and Paso Robles Airport. These aircraft function primarily in an "air ambulance" (Medical Evacuation "MedEvac") role and is capable of performing daylight mountainous areas SAR.

Specific operational details and requests procedures for these helicopters can be found in Appendix G.

3. Helicopter Operations. Due to their versatility, helicopters can be a significant operational asset to the Incident Commander. However, several factors must be considered prior to or during employment of helicopters. Prominent among these factors is the transit time for the desired helicopter to reach the incident site, and if required, reach the appropriate medical facility. Likewise, the parameters of the specific mission to be accomplished should be considered. Helicopters can be used for the extrication of victims from inaccessible areas, aerial search and rescue, and rapid air ambulance service.

4. Operational Helicopter Safety. In any helicopter supported operation, safety of the flight crew is paramount consideration. Should the rescuers suddenly and without warning become victims, the incident may become unduly complicated. Weather, terrain, obstacles(both natural and man-made), and aircraft capabilities are factors with which the Incident Commander must be familiar. The selection of landing zones or "LZ's" is especially critical, and as with all elements of helicopter operations, subject to the final approval of the pilot in-command. **Incident Commanders and all concerned parties should be aware that helicopters are especially vulnerable in collisions with overhead cables, power transmission lines, etc; this factor should not be overlooked when requesting helicopter services or selecting landing zones.**

In the event that more than one helicopter is involved in an incident, the Incident Commander and the Incident Dispatcher are responsible for ensuring that all aircraft establish aircraft-to-aircraft communications.

5. Helicopter Navigation/Locational Interface. Weather and other factors will determine whether a helicopter will use visual or instrument flight rules to reach the scene of an incident. Generally, direct flight using visual flight rules is more expeditious and preferred. Depending on the incident location and

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the flight crew's familiarity with the area to be transited, navigation may be accomplished using visual landmarks, highways, towns, lakes, coastlines, etc., or using airways navigational aids, or a combination of both means. If feasible, pilots will attempt to fly as directly as possible to the incident location.

It should be anticipated that helicopter flight crews will not have the same finite degree of locational familiarity within Monterey County as local fire and law enforcement agencies have. Incident Dispatchers should be prepared to identify the incident location by using bearing (magnetic) and distance (nautical miles) from VORTAC/VOR stations. The Salinas VORTAC (SNS) is used for Elkhorn Slough, either Big Sur VORTAC (BSR) or Priest VOR (ROM) for Arroyo Seco, and either Paso Robles VORTAC (PRB) or Priest VOR (ROM) for Lake San Antonio and Lake Nacimiento. (Note: Priest VOR provides bearing information only; the use of VORTAC stations is preferred.)

All concerned should be aware that VORTAC coverage is line-of-sight, and that aircraft operating at low levels in mountainous areas may lose VORTAC signals due to terrain interference.

Helicopters equipped with "LORAN C" or satellite Geographic position System (GPS) can use positions based on latitude and longitude. The King City CDF Emergency Command Center (ECC) has a latitude/longitude cross reference system for common place names and landmarks. Latitude and longitude information can also be obtained from detailed maps by those trained in navigation techniques. The use of "LORAN C" or GPS computer navigation systems enables the pilot to program the desired position (latitude/longitude) and to fly directly to that location.

6. Requests for Helicopter Support. Due to agency procedural differences and to ensure overall coordination with the Incident Commander, requests for helicopter assistance or support will be initiated by the Monterey County Communications Center coordinating the incident in question. As a minimum, requests should include the following pertinent tactical details:

<u>Information</u>	<u>Examples</u>
**Situation:	[1] B-737 Off the end of Runway one-zero. [2] Cessna 170 crashed.
**Location:	[1] Monterey peninsula Airport. [2] Summit of Chew's Ridge and Tassajara Road; 010 degrees/7.S miles from Big Sur VORTAC.
**Type of Assistance Required:	[1] Air Ambulance. [2] SAR.

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| **Number and Type of Victims/ | [1] Multiple victims. |
| | [2] Unknown. |
| **Frequencies/Incident Command: | [1] Contact "Airport IC" on Med 10. |
| | [2] Contact "Tassajara IC" on White 1. |
| **Weather: | [1] Clear, winds from the northwest at 10 mph. |
| | [2] Overcast, strong gusty southwest winds. Visibility 1 mile. |
| **Landing Zone, if established: | [1] Airport. |
| | [2] Not established. |
| ** Terrain: | [1] Ravine. |
| | [2] Mountainous |
| ** A Specific Helicopter, if desired: | [1] Request CALSTAR for transit to SVMH |
| | [2] Request Navy Lemoore "Huey." |

****** If not available, information can be deferred until the helicopter is enroute.

Specific details for request procedures for helicopters from each agency are contained in a matrix found in Appendix G.

Additional information and communication center procedures for helicopter operations are contained in the **Monterey County Consolidated Public Safety Communications System Agency Dispatch Guidelines (Section M-20)** .

7. Helicopter Communications. Tactical communications with helicopters are addressed in **Section IV. D. 7.**

J. MONTEREY COUNTY SHERIFF I S RESCUE TEAM LEADER

As in any area that encompasses remote and rugged terrain, as well as varied constituents and users, the potential for complicated and unique incidents poses a significant challenge for all public safety agency representatives involved. Knowledge of terrain, access routes and even local personalities and points of contact can be instrumental in implementing an expeditious and effective initial response to an incident. The Leader of the Monterey County Sheriff's Rescue Team, by virtue of his experience in past county incidents and/or rescue situations, is a highly knowledgeable source of incident related information. Past experiences dictate that all concerned parties should be alert for situations in which early involvement of the team leader is warranted, even to the extent of putting the initial reporting party in direct contact with the team leader to ascertain specific incident related details. **The significance of this valued asset should not be overlooked or under estimated.**

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K. MONTEREY COUNTY MOBILE EMERGENCY COORDINATION UNIT (MECU)

Incidents of sufficient complexity or duration may require the support of dedicated mobile command post and communications capabilities. In an "on-call" status at the Salinas Courthouse, the Monterey County Mobile Emergency Coordination Unit (MECU) is designed to support any on-scene Incident Commander and possesses these capabilities. Employment criteria have been published to user agencies under separate cover, and while not summarized herein, basically stipulate a three (3) hour or greater on station time. Incident commanders and dispatchers should be alert for incidents that have the potential for employing the MECU, and coordinate accordingly.

L. CIVIL AIR PATROL

The Civil Air Patrol (CAP) is an organization of civilian pilots who operate private aircraft. Trained in aerial search techniques, these pilots are generally quite familiar with Monterey County, and will afford any incident commander with a viable search capability. Incident commanders should be alert for situations in which the capabilities of the CAP could be employed.

M. AMERICAN RED CROSS (ARC)

The American Red Cross possesses the capability to respond to various emergency situations, and to provide specific forms of vital support to both responding agencies and victims. All involved parties should be alert for indications of prolonged responses and/or situations in which the creature comforts normally provided by the Red Cross (coffee, canteen, etc.) would be welcome by either the responding agencies or the victims, and take action to alert the appropriate Red Cross Chapter. Incident dispatchers should not hesitate to query the Incident Commander (IC) regarding the need for the Red Cross, or to remind the IC of that organization's availability.

N. AFTER ACTION REPORT/CRITIQUE

It is in the best interests of all agencies involved in an aviation incident to attend a critique of the incident response. The Incident Commander's agency is designated as the agency responsible for scheduling and hosting the critique. The elapsed time between the incident and the critique is at the discretion of the host agency, however, it is recommended that the critique be held as soon as practicable after the incident. **It is stressed that representatives of all agencies involved in the incident be invited to the critique, including all incident dispatchers who participated in the incident communications. It is further recommended that to the extent possible, actual responding incident participants attend the critique.**

An "After Action Report" will be coordinated by the Incident Commander's agency for distribution to all involved agencies.

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IV. COMMUNICATIONS

A. OVERVIEW

The smooth and orderly flow of information is the key to quickly and successfully resolving any incident situation. The procedures established in this section and its supporting appendices are intended to provide a framework that ensures the rapid interchange of vital information during an incident. Nothing contained herein is intended to replace the good judgment and common sense of public safety representatives on scene or the dispatchers involved in the incident. Deviations from this plan are authorized when necessary to ensure adequate and timely communications to all concerned parties.

B. INITIAL INCIDENT REPORT

While an Initial Incident Report could be received from a variety of sources, it will more than likely be received by either of the two Monterey County Communications Centers (Monterey Center or Salinas Center) by telephone from a member of the public ("reporting party" or "RP") , by radio or telephone from a public safety agency representative at the scene, or from an air traffic control agency. Any means of reporting is grounds for implementing this plan.

For all Aviation Incidents, the public safety or communications agency receiving the initial incident report from the reporting party should ensure that as much detail as possible is obtained. Essential details include, but may not be limited to, the following:

****Location:**

- [1] Response Area. (One mile southeast of the Salinas Airport, San Antonio, etc.)
- [2] Recognized landmark name. (Point Pinos, Ventana Double Cone, San Lucas, etc.)
- [3] Road/street name. (Highway 68 and Del Rey Canyon Blvd., four miles southeast of the Carmel Valley Airport near the intersection of Carmel Valley and Cachagua Roads.)
- [4] Terrain. (Heavy brush, open field, etc.)

****Time:**

- [1] When did the incident occur?
- [2] How long has the aircraft been missing or overdue?
- [3] Is the incident ongoing?(Precautionary landing due to landing gear malfunction, aircraft circling overhead to burn down fuel load prior to landing, etc.)

****Description:**

- [1] Type of aircraft. (Learjet, Cessna1.72.)
- [2] How many **VICTIMS** are involved, if known?
- [3] Medical condition/injuries of the victim/victims?
- [4] Are the victims in the water or on shore?

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AVIATION INCIDENT RESPONSE PLAN**

- [5] Is a rescue attempt being made? If so, by whom, by how many persons? (Life-guard, sheriff's deputy, bystander, etc.)
- [6] If a rescue is involved, how far from the nearest road/trail? How far down the cliffside, etc?
- [7] Weather conditions. (Strong winds from the east, etc.)
- [8] Status. (Victim ambulatory, but exhausted etc.)
- [9] Reporting party information.

C. DISPATCH AND NOTIFICATION

When a report of an Aviation Incident is received by a Monterey County Communications Center, **dispatchers will dispatch or notify the appropriate agencies in accordance with the response area protocols delineated in Appendix D of this plan.** County Communications Centers are capable of communicating directly with:

- ** Monterey County Sheriff's Units.
- ** All Law Enforcement Agency/police Department Units.
- ** California Highway Patrol Dispatch Center. (Via landline.)
- ** All Fire Departments/Districts/Brigades/companies.
- ** California Department of Forestry. (Via Landline.)
- ** Pacific Grove Ocean Rescue.
- ** U.S. Navy (SAR Helicopters).
- ** U.S. Coast Guard (SAR Helicopters).
- ** CALSTAR, SKY LIFE or LIFE FLIGHT (MedEvac Helicopters).
- ** California Highway Patrol (CHP) (MedEvac Helicopters)
- ** Civil Air Patrol. (Via landline.)
- ** All Ambulance Providers.
- ** U.S. Coast Guard Station Monterey. (Via Landline.)
- ** Monterey County Parks Department. (Via Landline.)
- ** State Parks Central Dispatch Center. (Via Landline.)
- ** U.S. Forest Service. (Via Landline.)
- ** U.S. National Parks Services. (Via Landline.)
- ** San Luis Obispo Communications Center. (Via Landline.)
- ** Moss Landing Harbor District/Harbor Master. (Via Landline.)
- ** Federal Aviation Administration (FAA). (Via Landline.)

The order of listing of agencies in this paragraph does not indicate the order of notification. County Communications Centers will relay information received from the scene to all responding units on the designated dispatch frequency.

D. ON-SCENE COMMUNICATIONS

1. **General.** The first public safety unit to arrive on the scene will establish communications with the appropriate Monterey County Communications Center having responsibility for that specific location through direct radio channel access, or through that agency's normal communications protocol. Either center is capable of functioning as the controlling communications center.

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2. **Initial On-Scene Communications.** Upon establishing communications with the communications center, the first public safety unit arriving on scene will provide the following information to the extent possible:

- ** Status:** Nature of the problem. (Light aircraft down and on fire in heavy brush, agri-spray helicopter down and overturned in strawberry field, etc.)

- ** Condition:** Scope of the problem. (pilot has broken leg and possible internal injuries, etc.)

- ** Action:** What you are doing. (Investigating, assuming IC, attempting rescue, etc.)

- ** Assignments:** "2-S-12, assume crowd control," - "Engine 5211, render CPR at scene," etc.

- ** Additional Information:**
 - a. Provide the best point of access, and give directions from point of access to the scene.
 - b. Establish Incident Command System.
 - c. Provide any other applicable **CRITICAL** information.

2. **Requests for Helicopter Support.** Details and procedures for requesting helicopter support can be found in Section III. I. 6.

4. **On-Scene Communications Coordination.** On scene communications will be coordinated by the Incident Commander, and by relay through the appropriate Monterey County Communications Center as required. Assignment of all tactical channels will be made by the Incident Commander in coordination with the appropriate Monterey County Communications Center.

All requests for additional participating agencies will be made by the Incident Commander through the applicable Monterey County Communications Center.

5. **Frequency Utilization and Control.** The frequency capabilities of responding agencies are contained in Appendix C this listing should be consulted by the Incident Commander with the intent of ensuring mutual on-scene communications compatibility. Frequencies that may be utilized during an Aviation Incident Response include:

<u>Frequency Designation</u>	<u>Utilization</u>
Gold -----	Command Channel
Red -----	Command Channel
Blue -----	Command Channel
Green -----	Command Channel
White 1 -----	Command Channel

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White 2 -----	Tactical Channel
White 3 -----	Tactical Channel
Silver -----	Tactical Channel
Orange -----	Tactical Channel
Sheriff 1 Primary -----	Command/ Tactical Channel
CALCORD -----	Inter-Agency Coordination
CLEMARS -----	Tactical Channel
USCG Channel 22A -----	Tactical Channel
Med Net 9 & 10 -----	Medical Tactical/Air Ambulance Contact

6. **U.S. Coast Guard and Military Communications.** U.S. Coast Guard vessels/aircraft and federal/state military aircraft will communicate with on-scene units as follows:

<u>Agency</u>	<u>Frequency/Channel</u>
Law Enforcement Agency Units:	[1] CLEMARS [2] CALCORD
Fire Agency Units:	[1] Marine Channel 22A [2] Fire White 1 [3] CALCORD
Pacific Grove Ocean Rescue:	[1] Marine Channel 22A [2] Fire White 1

7. **Helicopter Tactical communications.** The importance of viable tactical communications between helicopter assets and the Incident Commander can not be over-stressed. All parties should strive to ensure that communications links are clearly defined and maintained. The effectiveness of any helicopter supported operation, as well as the safety of the flight crews and victims, depends directly on the quality of communications involved. All helicopters listed in this plan have the capability of communicating on Fire and Law Enforcement VHF frequencies. Appendix C should be consulted for available specific tactical frequencies, and Appendix G for specific aircraft communications suites.

While most fire and law enforcement agencies utilize and are accustomed to "clear text" communications phraseology, flight crews may use aviation terms when communicating with personnel on the ground. Aviation communications, by necessity, must be brief, authoritative, and convey a clearly understood meaning. This is especially true of military flight crew communications. Incident Commanders and communications personnel should be aware that they may receive the terms "ROGER" for acknowledgement, "WILCO" for "will comply," "OVER" to return control of the frequency to the other party, and "OUT" at the end of a communications sequence that clears the frequency.

APPENDIX A

**MONTEREY COUNTY
AVIATION INCIDENT RESPONSE PLAN
AVIATION FACILITIES AND AIRPORTS**

INTRODUCTION

This appendix provides general and specific information on aviation facilities and airfields located within Monterey County. The detailed information contained in this appendix is subject to change without notice.

GENERAL

Monterey County Aviation Demographics

The distribution of aviation facilities within Monterey County reflects both the demographic and geographic realities of the county. As the county's population centers are primarily in the northern portion of the county, and the mountainous areas are primarily along the county's borders and the southern coastline areas, the majority of the primary aviation facilities are located within the Monterey - Salinas corridor of northern Monterey County. With the potential for aviation accidents occurring on or near airports, this is a major consideration in developing aviation incident response contingency plans. While several smaller facilities exist elsewhere, they are considered to be secondary contributors to the incident potential.

MONTEREY COUNTY AIRFIELD INFORMATION

Monterey Peninsula Airport (MRY)

The Monterey Peninsula Airport is the primary Monterey County airport and is located within the city limits of Monterey contiguous to the intersection of California Highways 1 and 68. The highway system is convenient and readily accessible from the airport. Monterey peninsula Airport is a twenty-four hour, all weather, control tower and instrument landing system (ILS) equipped facility with a 7600 foot primary runway capable of handling moderate sized commercial and military cargo and passenger aircraft. The airport supports military, commercial, and general aircraft operations. Noise abatement policies and an operations curfew, predicated on adjacent residential areas, limit operations during the hours of 2300 to 0600. Service, ramp, and fueling facilities are available. Telephone: (408) 375-1214; Fire (408) 648-7008.

Salinas Municipal Airport (SNS)

The Salinas Municipal Airport is located in the southeast quadrant of the city of Salinas, with convenient access to U.S. Highway 101. Primarily servicing general aviation, agriculture, and business aircraft, Salinas Municipal Airport is the second largest airfield in Monterey County. The airport is a twenty-four hour facility with a control tower and an instrument landing system (ILS). The airport has three runways, the longest of which is 4995 feet in length. Noise abatement procedures are in effect. Service, hangar, ramp, and fueling facilities are available. Telephone: 408) 758-7214.

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**MONTEREY COUNTY
AVIATION INCIDENT RESPONSE PLAN**

Marina Municipal Airport (OAR)

The Marina Municipal Airport is located at the former Fort Ord Fritzsche Air Field. It is an uncontrolled facility with a 3000 feet primary runway. Future improvements to lighting and extending primary runway to 5,200 feet are planned. Adequate ramp space is available, and modern hangar and fueling facilities exist. The airport is used for glider and parachute drops. Telephone: (408) 582-0102.

Tusi Army Heliport (Fort Hunter-Liggett) (HGT)

Tusi Army Heliport is located on Fort Hunter-Liggett within 15 nautical miles of the southern Monterey County coastline. The airfield is primarily used to support U.S. Army test and development helicopter and training operations within the Fort Hunter-Liggett complex, and although it has a 570 foot runway, is closed to fixed wing aircraft operations. The heliport is not tower controlled and its instrument capability limited to a non-directional radio beacon (NDB). Extremely limited ramp space, and limited fueling and service facilities are available. Hours of operation vary, and aviation planning publications should be consulted for exact details. A tactical fixed wing airstrip (Schoonover Field) is located 2 1/4 nautical miles southeast of the main heliport; this facility can handle light to moderate military aircraft. The southern Monterey County coastline is accessible from Tusi Army Heliport via the Nacimiento-Fergusson Road, a narrow, partially paved road that traverses the rugged Santa Lucia Mountain Range and connects with California Highway 1.

Mesa Del Rey Airport (King City) (KIC)

Mesa Del Rey airport is located north of King City within an extension of the City limits. It is a small, secondary airport supporting general aviation and agriculture support aircraft. An uncontrolled airfield, King City Airport has a single runway 4485 feet in length, and no instrument capability. This airfield is attended only during normal working hours (0800 - 1700). Mesa Del Rey Airport is readily accessible from U.S. Highway 101. Telephone: (408) 385-6575.

Camp Roberts Army Airfield (Camp Roberts)

Roberts AAF is located in the northern portion of Camp Roberts and operated by the California National Guard. The airfield is a VFR field with a single, unlighted 2700' runway; the field supports National Guard fixed wing and helicopter operations.

Carmel Valley Airport (Carmel Valley Village)

Surrounded by Carmel Valley Village, Carmel Valley Airport is an uncontrolled VFR airfield that possesses a single, unlighted 1800' runway, and is surrounded by hilly/mountainous terrain on three sides. The airfield supports limited general aviation operations.

San Ardo Field (San Ardo) (Q98)

Located one mile northwest of the town of San Ardo, this small, unattended VFR airfield has one 2000' x 451 asphalt, unlighted runway, and supports general aviation and agriculture support aircraft.

APPENDIX A

**MONTEREY COUNTY
AVIATION INCIDENT RESPONSE PLAN**

Clark Airfield (Private)

Located four miles northwest of the town of Greenfield, Clark has a single, unlighted, 2400' hard surfaced runway, and is privately operated and maintained; the airfield is not open to public use.

Metz Airfield (Private)

This privately owned and operated airfield is located two miles northeast of the town of Greenfield; it has a 3400' unpaved runway, and is not open to public use.

Chalone Vineyard (Private)

Located four miles northeast of the town of Soledad, this airfield has a single 1700' unpaved runway; it is not open to public use.

Quail Creek (Private)

Situated five miles east of the Salinas Municipal Airport, this privately owned and operated airfield has a single 3000' unpaved runway, and is not open to public use.

Other Aviation Facilities

A variety of semi-permanent and temporary helipads are utilized throughout Monterey County to support agricultural spraying operations. Most of these locations are situated in the northern Salinas Valley.

AIRPORTS LOCATED IN THE VICINITY OF MONTEREY COUNTY

Watsonville Airport (WVI)

Hollister Airport (307)

Paso Robles Airport (PRB)

Coalinga Airport (CLG)

MONTEREY COUNTY AVIATION
INCIDENT RESPONSE PLAN

APPENDIX B - - BLANK

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APPENDIX B

-B-1-

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ORIG 3/97

AGENCY FREQUENCY CAPABILITIES

<u>AGENCY/ FREQUENCY</u>	GOLD	RED	BLUE	GREEN	WHITE 1	WHITE 2	WHITE 3	SILVER	ORANGE	SHP 1	CALCORD	CLEMARS	USCG22A	MEDNET
SEARCH & RESCUE														
CHP - AIR SAR	X	X	X	X	X	X	X	X	X	X	X	X	X	X
SHERIFF SAR TEAM	X	X			X					X	X	X	X	
USCG GROUP MTRY					X					X	X	X	X	X
USCG HELO	X	X	X	X	X	X	X	X	X	X	X	X	X	X
NAS LEMOORE HELO	X	X	X	X	X	X	X	X	X	X	X	X	X	
PG OCEAN RESCUE	X	X	X	X	X	X	X	X	X	X	X	X	X	X
OES MECU	X	X	X	X	X	X	X	X	X	X	X	X	X	X
PUBLIC SAFETY														
SHERIFF - COUNTY	X	X	M	M	X	M	X	M	M	X	X	X		
AIRPORT POLICE	X	X	X	X	X	X	X	X	X	X	X	X		
CHP - BIG SUR	X				X		X				X	X		X
CHP - MONTEREY			X		X		X				X	X		
CSUMB PD			X							X	X	X		
CARMEL PD	M									X	X	X		
DEL REY OAKS PD			X							X	X	X		
GONZALES PD	M									X	X	X		
GREENFIELD PD	X	X		X	X		X	X	X	X	X	X		
FORT ORD PD	X									X	X	X	X	
KING CITY PD	X									X	X	X		
MARINA DPS	X	X	X		X	X	X	X	X	X	X	X		
MONTEREY PD			X							X	X	X		
NSA PD (NAVY)											X	X		

AGENCY FREQUENCY CAPABILITIES

AGENCY FREQUENCY CAPABILITIES

APPENDIX C
ANNEX 1

<u>AGENCY/ FREQUENCY</u>	GOLD	RED	BLUE	GREEN	WHITE 1	WHITE 2	WHITE 3	SILVER	ORANGE	SHF 1	CALCORD	CIEMARS	USCG22A	MEDNET
PAC GROVE PD	X									X	X	X	X	
PEBBLE BEACH SEC	M				X					X	X	X		
SALINAS PD				X							X	X		
SAND CITY PD			X								X	X		
SEASIDE PD			X		X					X	X	X		
SOLEDAD PD	M										X	X		
FIRE/RESCUE														
AROMAS TRI-CTY	X	X	X	X	X	X	X	X	X		X			
ARROYO SECO VFC		X			X		X	X	X	M	X			
BIG SUR VFB					X		X	X	X	X		X		
CDFFP PEBBLE BCH	X	X	X	X	X	X	X	X	X		X		X	
CDFFP CYPRESS FD	X	X	X	X	X	X	X	X	X		X		X	
STATE PARKS	M	M	M	M	M	M	M	M	M	M	M	X	M	M
CACHAGUA FPD	X	X	X	X	X	X	X	X	X	X	X			
CAMP ROBERTS FD		X	X	X	X	X	X					X		
CARMEL FD	X	X	X	X	X	X	X	X	X		X		X	
CARMEL HIGH FPD	X	X	X	X	X	X	X	X	X	X	X		X	
CARMEL VALLEY FPD	X	X			X	X	X	X	X					
CTF FD - SOLEDAD			X		X		X				X			
GONZALES VFD	X	X		X	X	X	X	X	X		X			
GREENFIELD FPD	X	X			X	X	X	X	X		X			
KING CITY FD	X	X			X	X	X	X	X		X			
MARINA DPS	X	X	X	X	X	X	X	X	X	X	X	X	X	

*** DRAFT COPY ONLY ***
MONTEREY COUNTY AVIATION INCIDENT RESPONSE PLAN

**APPENDIX C
ANNEX 1**

<u>AGENCY/ FREQUENCY</u>	GOLD	RED	BLUE	GREEN	WHITE 1	WHITE 2	WHITE 3	SILVER	ORANGE	SHE 1	CALCORD	CIEMARS	USCG22A	MEDNET
MID VALLEY FPD	X	X	X		X	X	X	X	X	X				
MID COAST VFB	X	X	X	X	X	X	X	X	X	X				
MONTEREY FD	X	X	X	X	X	X	X	X	X	X	X			
MONTEREY AIRPORT	X	X	X	X	X	X	X	X	X		X	X		
NSA FD (NAVY)	X	X	X	X	X	X	X	X	X	X	X			
NORTH COUNTY FPD	X	X	X	X	X	X	X	X	X	X	X		X	X
PAC GROVE FD	X	X	X	X	X	X	X	X	X		X		X	
SALINAS FD	X	X		X	X	X	X	X	X		X			
SALINAS RURAL FPD	X	X	X	X	X	X	X	X	X	X	X	X		
SAN ARDO VFD	X				X	X	X				X			
SEASIDE FD	X	X	X	X	X	X	X	X	X		X			
SOLEDAD VFD	X	X			X	X	X	X	X		X			
SO. MTRY CTY VFD	X	X			X	X	X	X	X		X			
SPRECKLES VFD	X	X			X	X	X	X	X		X			
USFS	X	X			X					X	X	X		
AMBULANCE/EMS														
AMR/PAC MED AMB	X	X	X	X	X	X	XX	X	X	X	X			X
CARMEL REG. AMB	X				X		X			X	X			X
PENINSULA MEDICS	X	X	X					X		X	X		X	X
CAMBRIA CDF/AMB					X						X			

NOTES: X = PROGRAMED/COMMUNICATE. M = MONITOR ONLY. BLANK = NOT RECEIVED

**MONTEREY COUNTY
AVIATION INCIDENT RESPONSE PLAN
COMMUNICATIONS FREQUENCY LISTINGS**

C = COMMAND, T= TACTICAL, CRD = COORDINATION

FREQUENCY DESIGNATION/USE	FREQUENCY TRANSMIT	FREQUENCY RECEIVE	EQUIPMENT CAPABILITIES AND NOTES
FIRE GOLD (C)	154.175	154.175	Base, Mobile, Portable
FIRE RED (C)	156.105	154.370	Base, Mobile, Portable
FIRE BLUE (C)	154.430	153.890	Base, Mobile, Portable
FIRE GREEN (C)	154.995	154.205	Base, Mobile, Portable
FIRE WHITE1 (C/T)	154.280	154.280	Base, Mobile, Portable
FIRE WHITE2 (T)	154.265	154.265	Base, Mobile, Portable
FIRE WHITE3 (T)	154.295	154.295	Base, Mobile, Portable
FIRE SILVER (T)	153.860	153.860	Mobile, Portable
FIRE ORANGE (T)	154.235	154.235	Mobile, Portable
SHERIFF PRI (C)	155.730	159.090	Base, Mobile, Portable
CALCORD (T/CRD)	156.075	156.075	Mobile, Portable
CLEMARS (T/CRD)	154.920	154.920	Mobile, Portable
COAST GUARD 22A Tactical	157.100	157.100	Base, Mobile, Portable
MED-NET (MED 9) COMMAND/TACTICAL	467.950	462.950	Base, Mobile, Portable (Note 1)
MED-NET (MED 10) COMMAND/TACTICAL	467.975	462.975	Base, Mobile, Portable (Note 2)
STATE PARKS PRIMARY RED (C)	810.9625	855.9625	Base, Mobile, Portable
STATE PARKS AQUATINE WHITE	814.9375	859.9375	Base, Mobile, Portable

Note 1: MED-NET 9 SALINAS DISPATCH

Note 2: MED-NET 10 BLS MTY HUCK HILL

**MONTEREY COUNTY
AVIATION INCIDENT RESPONSE PLAN**

AVIATION INCIDENT DISPATCH PROTOCOL**GENERAL****A. PURPOSE**

The purpose of these procedures is to provide Public Safety. Dispatch personnel with definitive guidelines to follow upon receipt of any reported aircraft emergency or aviation incident occurring within the Monterey County Operational Area.

B. SCOPE

These procedures shall apply to any report of an actual or potential emergency situation involving aircraft that could potentially impact public safety, property, or health. This includes incidents occurring during ground/taxi operations, while airborne, or in conjunction with established airport operations.

C. POLICY

The primary function of Public Safety Dispatch personnel in the event of an aircraft emergency/incident will be the effective dispatching of appropriate public safety response resources, coordination of essential agency notifications, and necessary situation management.

II. GENERAL SITUATION

Monterey County is located along one of the most heavily traveled air transportation corridors in the country. Every day, hundreds of private, commercial and military aircraft takeoff, land, transit, and operate within Monterey County.

With this volume of aviation activity, there exists the potential for emergencies involving aircraft to occur at any time. Although the actual frequencies of occurrence is in fact very rare, the potential for 'loss of life and damage to property arising from a major aircraft accident is real.

A. TYPES OF AIRCRAFT

For the most part, accidents involving aircraft will probably involve light, fixed or rotary wing, civilian aircraft. Such aircraft are used daily for private transportation, fire fighting, recreation, crop dusting, and other business related activities. Accidents involving the smaller, general aviation type -aircraft do not present the immediate threat of multiple casualties, however, air crashes into structures could pose a significant risk of life and property.

Accidents, involving larger, multi-engined, commercial transport aircraft, that operate out of the Monterey peninsula Airport, pose a much more of substantial aviation related threat. Commercial jet aircraft, capable of transporting more than a 150 passengers at a time, are regularly scheduled.

APPENDIX D

**MONTEREY COUNTY
AVIATION INCIDENT RESPONSE PLAN**

A crash involving this type of aircraft could result in a Multi-Casualty Incident, Medical Disaster, Hazardous Material Response, and a significant Fire threat.

In addition to the large volume of civilian and commercial air traffic within and over Monterey County, significant numbers of military aircraft frequent the county's airspace. An accident involving military aircraft poses additional problems and risks. Very often, military aircraft are configured with armaments, munitions, explosive ordnance, and/or explosive or cartridge activating devices. Detonations of these items due to fire and/or impact add another significant dimension to emergency response activities.

B. CAUSE

In general, accidents or emergencies involving civilian, commercial or military aircraft could occur anywhere, at any time, within Monterey County. Such emergencies can occur during takeoff/landing, special flight operations (i.e., crop dusting, fire fighting, etc.), or during flight transit. Aviation accidents can involve a wide range of aircraft types and classes, and could result from a variety of causes including flight system malfunction, air traffic control error, severe weather conditions, pilot error, takeoff and landing problems, bird collisions, and even acts of domestic terrorism.

The potential impact of the aviation incident depends upon a number of factors including: model of aircraft, number of passenger, type of emergency situation (i.e., crash, gear-up landing, collision; etc.), fuel load, location or remoteness of incident, prior notification or announcement of declared emergency, and capabilities of response resources. The impact, and ultimate response, would differ widely between a hot air balloon making a non-injury forced landing in an open field from a multi-place aircraft fatality accident within-the confines of a major aircraft.

C. GENERAL CONSIDERATIONS

The most critical consideration for dispatch personnel involving any type of aviation incident or emergency includes the following:

- (1) **Validation and confirmation of emergency information.**
- (2) Immediately dispatching emergency response resources.
- (3) Initiating appropriate agency and organization notification.
- (4) Following established and accepted procedures/protocols.

**MONTEREY COUNTY
AVIATION INCIDENT RESPONSE PLAN**

III. CALL INTERROGATION

A. GENERAL

Reports of an actual or possible aviation incident will normally be received at Public Safety Dispatch by telephone or radio communications. Reporting parties may be Federal Aviation Agency (FAA) controllers from either Monterey Peninsula Airport, representatives from private and/or commercial aviation facilities, public safety personnel, members of the public or media, or even the United States Air Force Rescue Coordination Center (AFRCC).

Regardless of the reporting party, any reported aviation incident shall be considered as a potential emergency situation until proven otherwise. It is important, however, that dispatch personnel understand the difference between a confirmed {validated} notification versus an unconfirmed observation.

Generally, reports of aviation incidents received by the FAA, AFRC State CES Warning Center, or public safety personnel should be considered as a confirmed notification of an actual aviation incident. Calls received from the public, or the media reporting an aviation incident must be verified. Dispatch personnel should interrogate the reporting party as much as possible to ascertain information to assist in validating and initiating emergency response. Under no circumstances should the dispatch of emergency resources be delayed if sufficient, albeit not validated, information is available.

B. BASIC INCIDENT INFORMATION

In most cases, if the initial aviation incident report is received as confirmed (validated) notification, the following information critical to dispatching emergency resources will be provided:

- (1) Type of Aviation Incident.

*Crash	* Inflight Emergency
*Missing/Overdue	* Aborted Takeoff/Landing
*ELT Activation	*Mid-Air Collision
*Ground Emergency	

- (2) Type/Class of Aircraft Involved.

*Private	*Fixed-Wing
*Commercial	*Rotary Wing (Helicopter)
*Military	*Jet or Propeller Driven
*Recreational	*Glider/Parachute

- (3) Location of Incident (last or best position).

*Crash Site	*VORTAC/TACAN
*Flight route	*GPS Location
*Latitude/Longitude Fix	*Marine or Land

- (4) Number of Passengers and Crew On Board (manifested).

**MONTEREY COUNTY
AVIATION INCIDENT RESPONSE PLAN**

- (5) Critical Time Elements.
 - * Time of Last Contact
 - * Time of Anticipated Communications
 - * Response Time

- (6) If Crash has occurred, are ground structures involved.
 - * Type/Location of Structures
 - * Is Ground Access available
 - * Are there Ground Casualties/Fire

- (7) Life Safety Considerations.
 - * Known Casualties
 - * Munitions/Chemicals
 - * Fuel load
 - *Explosion or Fire
 - *Rescue Status
 - *Egress/Ejection Systems

- (8) Other Pertinent Information/Consideration.
 - * Current/predicted Weather Conditions
 - * Site Topography and Access
 - * Air/Ground Search and Rescue Responders
 - * Transportation/Lifeline Disruption
 - * Language Barriers
 - * Media and Public Interaction

In the event of a major commercial aircraft incident (crash) I it is reasonable to assume the Public Safety Dispatch will receive hundreds of 9-1-1 calls within a very short time period. Dispatch personnel should take care to evaluate each call received to determine that not more than one crash location is involved, as may be the case in a inflight collision (mid-air) where each involved aircraft may crash at a separate location. This is especially important during night or periods of restricted (reduced) visibility when visual observations are marginally reliable.

IV. DISPATCH PROCEDURES

A. INITIAL CALL-TAKER

The aviation incident call-taker will follow these outlined procedures upon receipt of a confirmed or unconfirmed aviation incident:

- (1) INTERROGATE REPORTING PARTY TO OBTAIN INCIDENT INFORMATION.
- (2) ENTER ESSENTIAL INCIDENT INFORMATION INTO COMPUTER AIDED DISPATCH (CAD). NOTIFY WATCH SUPERVISOR OF INCIDENT.
- (3) REMAIN ON-LINE WITH CALLER IF REPORT IS UNCONFIRMED UNTIL EMERGENCY RESPONSE RESOURCE ARRIVE ON-SCENE AND PROVIDE UPDATE.

Note: If initial call-taker is in training, assigned Training Officer will monitor and/or assume control of incident.

APPENDIX D

**MONTEREY COUNTY
AVIATION INCIDENT RESPONSE PLAN**

B. DISPATCH PERSONNEL

Upon notification of aviation incident/emergency, dispatch personnel will initiate the action. Appendix 1 to this Annex is a matrix that illustrates the decision-making process and considerations.

(1) DETERMINE APPROPRIATE LEVEL OF EMERGENCY RESPONSE. INITIATE DISPATCH OF APPROPRIATE RESOURCES.

(2) AS APPROPRIATE, TRANSFER ALL OTHER TRAFFIC/"D AREAS" TO OTHER DISPATCH PERSONNEL. MAINTAIN COMMUNICATIONS WITH RESPONDING RESOURCES AND INCIDENT COMMANDER.

(3) FOLLOW ESTABLISHED RESPONSE PROCEDURES AND PROTOCOLS.

C. WATCH SUPERVISOR

Upon notification of a confirmed aviation incident, the Watch Supervisor shall undertake the following actions:

(1) DESIGNATE AN INCIDENT DISPATCHER. TRANSFER ALL UNRELATED TRAFFIC/"D AREAS" TO OTHER DISPATCHERS.

(2) IF NECESSARY, INITIATE PUBLIC SAFETY DISPATCH PERSONNEL RECALL.

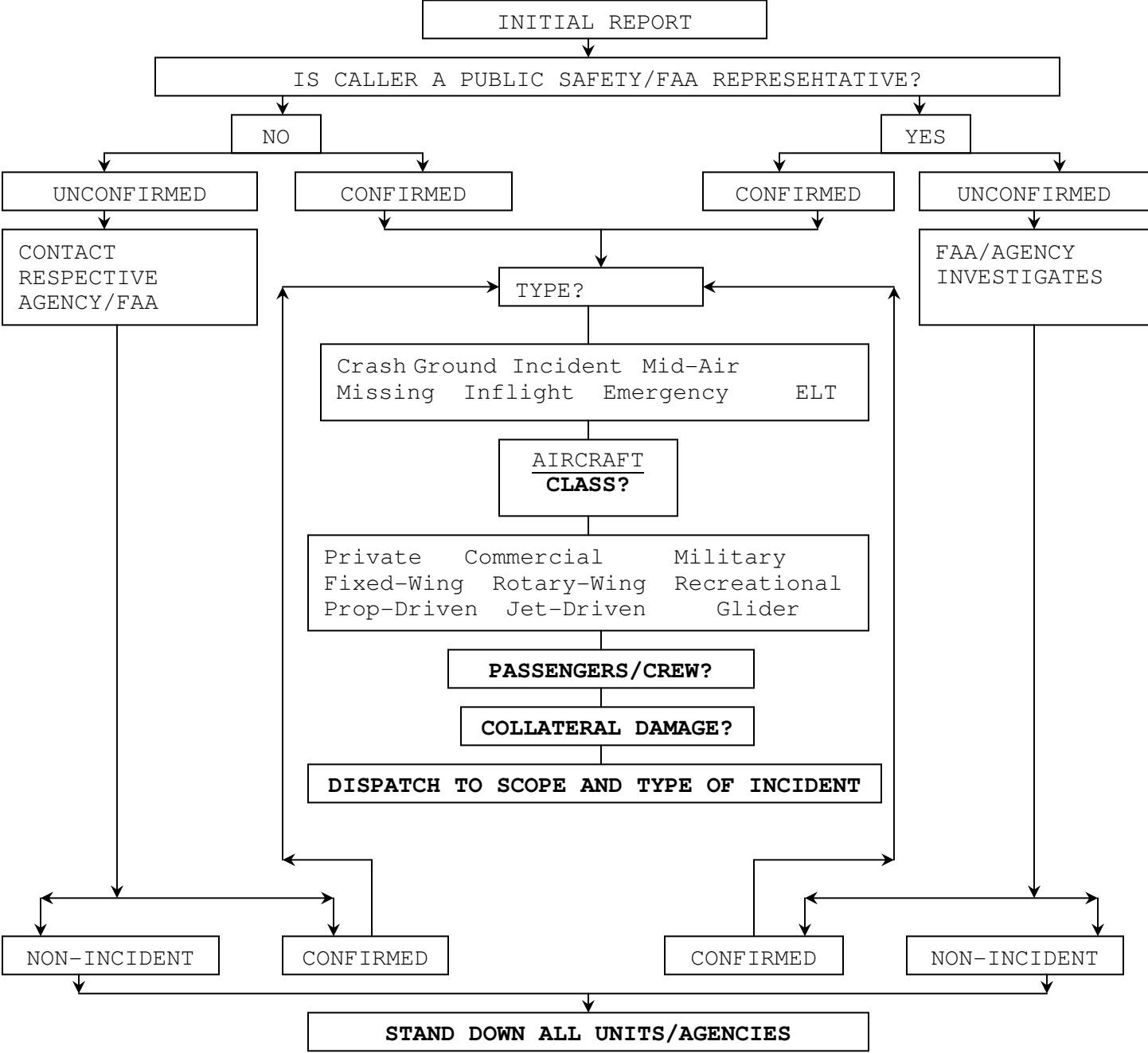
(3) ADVISE ALL AGENCIES THAT AN AVIATION INCIDENT IS UNDERWAY AND FIELD UNITS TO HOLD ALL NON-EMERGENCY AND ADMINISTRATIVE COMMUNICATIONS UNTIL FURTHER NOTICE.

(4) IMMEDIATELY NOTIFY EMERGENCY SERVICES AND CENTER MANAGERS. INITIATE APPROPRIATE AGENCY NOTIFICATION.

(5) FOLLOW ESTABLISHED CRITICAL INCIDENT COORDINATION PROCEDURES AND PROTOCOLS.

Note: Aviation incidents are scenario dependent and emergency response is measured to the potential risk to life and property. It is incumbent that emergency resources be employed proportionally to scope of incident.

MONTEREY COUNTY
AVIATION INCIDENT RESPONSE PLAN
DECISION TREE (MATRIX)



MONTEREY COUNTY
AVIATION INCIDENT RESPONSE PLAN

CONTRIBUTING AGENCY REPRESENTATIVES /POINTS OF CONTACT

<u>AGENCY</u>	<u>REPRESENTATIVE/ADDRESS/TELEPHONE</u>
COUNTY OFFICE OF EMERGENCY SERVICES	MR. HARRY B. ROBINS JR. EMERGENCY SERVICES MANAGER MONTEREY COUNTY OES P.O. BOX 1883 SALINAS, CA 93902 (408) 755-5120 FAX: (408) 755-5004
	MR. JOHN SHERWIN [+] EMERGENCY SERVICES PLANNER MONTEREY COUNTY OES P.O. BOX 1883 SALINAS, CA 93902 (408) 755-5107 FAX: (408) 755-5004
	MR. PAUL IRELAND EMERGENCY SERVICES PLANNER MONTEREY COUNTY OES P.O. BOX 1883 SALINAS, CA 93902 (408) 759-6686 FAX: (408) 755-5004
	MS. BERTHA SIMPSON COMMUNICATIONS CENTER MANAGER SALINAS COMMUNICATIONS CENTER P.O. BOX 1883 SALINAS, CA 93902 (408) 755-5150 FAX: (408) 755-5004
	MS. LIZ CROOKE COMMUNICATIONS CENTER MANAGER MONTEREY COMMUNICATIONS CENTER 1200 AQUAJITO ROAD MONTEREY, CA 93940 (408) 647-7901 FAX: (408) 647-7888
COUNTY SHERIFF'S DEPARTMENT	CAPTAIN LUTHER HERT MONTEREY COUNTY SHERIFF'S DEPT. 1414 NATIVIDAD ROAD SALINAS, CA 93906 (408) 755-3702 FAX: (408) 755-3828

**MONTEREY COUNTY
AVIATION INCIDENT RESPONSE PLAN**

SERGEANT JOHN CALZADA [+]
MONTEREY COUNTY SHERIFF'S DEPT.
MONTEREY SUB-STATION
1200 AGUAJITO ROAD
MONTEREY, CA 93940
(408) 647-7702 FAX: (408) 647-7888

COUNTY EMERGENCY MEDICAL SERVICES

MR. CHRIS LEVENTON [+]
MEDICAL SERVICES MANAGER
MONTEREY COUNTY EMS
19065 PORTOLA DRIVE, SUITE 1
SALINAS, CA 93908
(408) 755-5013 FAX: (408) 624-7014

COUNTY ENVIRONMENTAL HEALTH

MR. WALTER WONG
ENVIRONMENTAL HEALTH MANAGER
1270 NATIVIDAD ROAD, ROOM 301
SALINAS, CA 93906
(408) 755-4505 FAX: (408) 757-9586

**MONTEREY PENINSULA AIRPORT DISTRICT
FIRE DEPARTMENT**

DEPUTY CHIEF MARVIN KING [+]
MONTEREY PENINSULA AIRPORT
200 FRED KANE DRIVE, SUITE 200
MONTEREY, CA 93940
(408) 648-7008 FAX: (408) 372-8298

SALINAS MUNICIPAL AIRPORT

MR. JIM CHAPPELL, MANAGER SALINAS
MUNICIPAL AIRPORT
30 MORTENSEN AVENUE
SALINAS, CA 93905
(408) 758-7214 FAX: (408) 758-7368

MARINA MUNICIPAL AIRPORT

MR. JESS SHORTT, DIRECTOR MARINA
MUNICIPAL AIRPORT
761 NEESON ROAD
MARINA, CA 93933
(408) 582-0102 FAX: (408) 582-0104

MESA DEL REY AIRPORT (KING CITY)

MR. FRED TURK, MANAGER MESA DEL REY
AIRPORT
521 AIRPORT DRIVE
KING CITY, CA 93927
(408) 385-6575

**MONTEREY COUNTY
AVIATION INCIDENT RESPONSE PLAN**

CALIFORNIA HIGHWAY PATROL

CAPTAIN HARRY WILSON [+]
CALIFORNIA HIGHWAY PATROL 19055
PORTOLA DRIVE SALINAS, CA 93908
(408) 455-1822 FAX: (408) 455-1846

SERGEANT BOB JOYNER CALIFORNIA
HIGHWAY PATROL, AVIATION COASTAL
OPERATIONS 4115 BROAD STREET, SUITE
B-10 SAN LUIS OBISPO, CA 93401 (805)
239-3553/549-3619 FAX: (805) 239-1538

**CALIFORNIA DEPARTMENT OF FORESTRY &
FIRE PROTECTION**

CHIEF BRYON CARNIGLIA
221 GARDEN ROAD
MONTEREY, CA 93940-5385
(408) 647-6208
FAX: (408) 647-6213

FEDERAL AVIATION ADMINISTRATION (FAA)

FAA REGIONAL OFFICES
LAS ANGELS AIRPORT (LAX)
LOS ANGELS, CA 90380
(310) 725-3300 (FAA)

NATIONAL TRANSPORTATION SAFETY BOARD

NTSB REGIONAL OFFICES 1515 WEST 190TH
STREET SUITE 555
GUARDINA, CA 90248 (310) 380-5660

**MONTEREY COUNTY FIRE CHIEFS
ASSOCIATION (MCFCA)**

FIRE CHIEF GREG GLASS, MCFCA CHAIRMAN
PACIFIC GROVE FIRE DEPARTMENT
600 PINE AVENUE
PACIFIC GROVE, CA 93950
(408) 648-3110 FAX: (408) 648-3107

FIRE CHIEF LANNY WHITE [+]
CARMEL HIGHLANDS FIRE DISTRICT
73 FERN CANYON
CARMEL, CA 93923
(408) 624-2374 FAX: (408) 624-2363

D/C RONALD STEFANI [+]
NORTH COUNTY FIRE DISTRICT
11200 SPEEGLE STREET CASTROVILLE, CA
95012
(408) 633-2578 FAX: (408) 633-2572

APENDIX E

**MONTEREY COUNTY
AVIATION INCIDENT RESPONSE PLAN**

D/C RICHARD FOSTER **[+]**
SALINAS RURAL FIRE DISTRICT 19900
PORTOLA DRIVE SALINAS, CA 93908
(408) 455-1829 FAX: (408) 455-0646

CAPTAIN JEFFERY FRYE **[+]**
CARMEL VALLEY FIRE DISTRICT
P.O. BOX 965
CARMEL VALLEY, CA 93924
(408) 659-2021 FAX: (408) 659-2227

**CALIFORNIA DEPARTMENT OF PARKS &
RECREATION - MONTEREY OFFICE**

CHIEF RANGER PAULA J. PETERSON
DEPARTMENT OF PARKS & RECREATION
2211 GARDEN ROAD
MONTEREY, CA 93940 (408) 649-2836
FAX: (408) 649-2847

**UNITED STATES COAST GUARD STATION -
MONTEREY**

LCDR PHYLLIS BLANTON, COMMANDING
OFFICER USCG STATION MONTEREY
100 LIGHTHOUSE MONTEREY, CA 93940
(408) 647-7300 FAX: (408) 647-7307

UNITED STATES FOREST SERVICE

OFFICER KELLY COLLINS
406 SOUTH MILDRED AVENUE
KING CITY, CA 93930
(408) 385-5434 FAX: (406) 385-0628

UNITED STATES PARKS SERVICE

CHIEF RANGER MARK IGO
5000 HIGHWAY 146
PAICINES, CA 95043
(408) 389-4485 (EXT 247)
FAX: (408) 389-4489

[+] REPRESENTS EXECUTIVE COMMITTEE MEMBERSHIP

**MONTEREY COUNTY
AVIATION INCIDENT RESPONSE PLAN**

PLAN DISTRIBUTION

Harry Wilson, Captain California
Highway Patrol Monterey Area
19055 Portola Drive Salinas, CA
93902

Bill Freeman, Lieutenant Monterey
County Sheriff Dept
Monterey Sub-Station
1200 Aquajito Road Monterey, CA
93940

John Calzada, Sergeant
Monterey County Sheriff Dept.
Monterey Sub-Station 1200
Aquajito Road Monterey, CA 93940

Chris LeVenton, Director
Monterey County EMS
19065 Portola Drive, Suite 1
Salinas, CA 93908

Bertha Simpson,
Communications Center Manager
Salinas Communications Center
P.O. Box 1883
Salinas, CA 93902

Paul Ireland,
Emergency Services Planner
Monterey County OES
P.O. Box 1883
Salinas, CA 93903

Bill Hill, Chief
Carmel Fire Dept.
P.O. Box 6418
Carmel-By-The-Sea, CA 93921

William Sims, Chief
Carmel Valley FPD
P.O. Box 965
Carmel Valley, CA 93924

Eddie Banuelos, Chief
Greenfield FPD
P.O. Box 2550
Greenfield, CA 93927

Luther Hert, Captain
Monterey County Sheriff Dept
1414 Natividad Road
Salinas, CA 93906

James Cronin, Lieutenant
Monterey County Sheriff Dept
King City Sub-Station
250 Franciscan Way
King City, CA 93930

John Sherwin,
Emergency Services Planner
Monterey County OES
P.O. Box 1883
Salinas, CA 93902

Harry Robins, Manager
Monterey County OES
P.O. Box 1883
Salinas, CA 93902

Liz Crooke,
Communications Center Manager
Monterey Communications Center
1200 Aquajito Road
Monterey, CA 93940

Walter Wong
Environmental Health Director
Monterey County Environmental
Health
1270 Natividad Road
Salinas, CA 93906

Lanny White, Chief
Carmel Highlands FPD
73 Fern Canyon Road
Carmel, CA 92923

Rick Rubbo, Chief
Gonzales Volunteer FD
P.O. Box 931
Gonzales, CA 93926

Floyd Owens, Chief
King City Fire Dept.
422 Bassett Street
King City, CA 93930

APPENDIX F

AIRP\DISTRI.B.APF

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**MONTEREY COUNTY
AVIATION INCIDENT RESPONSE PLAN**

George Stapleton, Chief
Marina Public Safety
211 Hillcrest Avenue
Marina, CA 93933

Jack Meade, Chief
Monterey Fire Dept.
Monterey City Hall
Monterey, CA 93940

Greg Glass, Chief
Pacific Grove Fire Dept
600 Pine Avenue
Pacific Grove, CA 93950

Richard Smith, Chief
Salinas Fire Dept.
200 Lincoln Avenue
Salinas, CA 93901

Richard Dampier, Chief
Seaside Fire Dept.
1635 Broadway Avenue
Seaside, CA 93955

Emil Pozzi, Chief
Cachagua FPD
P.O. Box 2090
Carmel Valley, CA 93924

William Wincheli, Chief
San Ardo Vol. Fire Co.
P.O. Box 311
San Ardo, CA 93950

Mike Petersen, Chief
Spreckels Vol. Fire Dept.
P.O. Box 2246
Spreckels, CA 93962

Jim Chappell, Manager
Salinas Municipal Airport
30 Mortensen Avenue
Salinas, CA 93908

Jess Shortt, Director
Marina Municipal Airport
761 Neeson Road
Marina, CA .93.933

Gary Carmichael, Chief
Mid-Valley FPD
8455 Carmel Valley Road
Carmel Valley, CA 93921

Mark Pereira,
Chief North County FPD
11200 Speegle Street
Castroville, CA 95012
Jackie Scoggin, Batt Chief
Cypress FPD
2221 Garden Road
Monterey CA 93940-5385

Steve Negro, Chief
Salinas Rural Fire Dept
19900 Portola Drive
Salinas, CA 93908

Frank Pinney, Chief
Big Sur Vol. Fire Brigade
P.O. Box 520
Big Sur, CA 93920

Jim Cox, Chief
Mid-Coast Fire Brigade
Garrapata Road
Carmel, CA 93923

Craig Stephens, Chief
Soledad Vol. Fire Dept
P.O. Box 156
Soledad, CA 93960

Marvin King, Deputy Chief
Monterey Peninsula Airport
200 Fred Kane Drive, Suite 200
Monterey, CA 93940

Captain M. J. Meyer,
Commander Naval Support Activity
1 University Circle
Monterey, CA 93943

Fred Turk, Manager
Mesa Del Rey Airport (King City)
521 Airport Drive
King City, CA 93927

**MONTEREY COUNTY
AVIATION INCIDENT RESPONSE PLAN**

Lcdr. Phyllis Blanton,
Commanding Officer
U.S.C.G Station - Monterey
100 Lighthouse Avenue
Monterey, CA 93940

Byron Carniglia, Chief Ranger
Department of Forestry & Fire
Protection (CDF)
2221 Garden Road
Monterey, CA 93940-5385

Brian Sinnott, President
Peninsula Medics
465 Reservation Road
Marina, CA 93933

Operations Officer,
Search & Rescue
Air Operations Dept.
Naval Air Station Lemoore
Lemoore, CA 93246-5001

Officer Kelly Collins
Fire Management Office
U.S. Forest Service
406 S. Mildred Avenue
King City, CA 93930

Tom Pedersen, Captain
Department of Fish & Game
20 Lower Ragsdale Road
Suite 100
Monterey, CA 93940

Paula Peterson, Chief Ranger
Department of Parks & Recreation
2211 Garden Road
Monterey, CA 93940

Chief Ranger Mark Igo
National Parks Service
5000 Highway 146
Paicines, CA 95043

**MONTEREY COUNTY
AVIATION INCIDENT RESPONSE PLAN**

HELECOPTER CHARATERISTICS/CAPABILITIES

OPERATOR	USCG	USN	CHP	CHP
TYPE AIRCRAFT	HH-60J "JAYHAWK"	HH-1N "HUEY"	BELL L-3	MBB BO-105 LS
REPRESENTATIVE CALLSIGN	COAST GUARD RESCUE 6014	NAVY RESCUE 1	HELO 70	HELO 70
BASE	CGAS SFRAN	NAS LEMOORE	PASO ROBLES	FRESNO
RANGE/OPER' L RADIUS	828/414 NM	ALL MTY CTY	ALL MTY CTY	ALL MTY CTY
SPEED (CRUISE/MAX)	145/180 KTS	100/130 KTS	110/125 KTS	120/130 KTS
ON STATION ENDURANCE	4+00	2+15	1+30	1+30
CREW/PAX/[PATIENT]	4/6	5/5	2/[1]	2/1/[1]
ROTOR DIA/# BLADES	54 FT./4	50 FT./2	37 FT./2	35 FT./4
ETA PENINSULA/SALINAS	1+00	0+45	0+45/0+50	1+15/0+50
ETA BIG SUR	1+15	0+45	0+40	1+15
ETA KING CITY	1+20	0+35	0+25	0+35
HOIST CAPABILITY	600 LBS	600 LBS	300 LBS	300 LBS
HOIST CABLE LENGTH	240 FT	250 FT	110 FT	110 FT
BASKET	YES	NO	RESCUE NET	RESCUE NET
HORSECOLLAR	YES	YES	STOKES LTR	N/A
OTHER	STOKES LTR	SEE NOTE	SEE NOTE	SEE NOTE
UHF RADIO CAPABILITY	225.0-399.97	225.0-399.97	400 MHZ BAND	400 MHZ BAND
VHF RADIO CAPABILITY	118.0--155.9	118.0--172.0	140-170 MHZ	140-170 MHZ
OTHER COMM CAPABILITY	156.0-173.97 30-87.975 FM	FM(SIMPLEX) 138.0-174.0	30-42 MHZ FM	30-42 MHZ FM
NAVIGATION/GPS	YES	YES	YES	YES
MEDIC ONBOARD	POSSIBLY	YES	YES (NOTE)	YES (NOTE)
RESCUE SWIMMER ONB	YES (EMT)	YES (EMT)	NO	NO

APPENDIX G

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APPENDIX G

**MONTEREY COUNTY
AVIATION INCIDENT RESPONSE PLAN**

OPERATOR	USCG	USN	CHP	CHP
OTHER INFORMATION/NOTES	PRIMARY COSTAL SAR; 0+30 CALL TO LAUNCH; FM TUNABLE IN .025 MHZ INCREMENTS; HF= 2-29.999 MHZ; STRONG ROTTOR WASH; EYE/EAR PROTECTION RECOMMENDED. GPS NAV.	PRI. OVERLAND SAR; LIMITED OVERWATER SAR; FULL BODY FISHNET & JUNGLE PENETRATOR AVAILABLE FOR USE WITH HOIST; RAPPEL CAPABEL. GPS NAV.	MEDEVAC/ALS TRANSPORT; SAR AND MED FREQS. NO NIGHT SAR IN MOUNTAINS. STRONG SPOT LIGHT. GPS NAV EQUIPPED SLING; CARGO HOOK. BODY & RECOVERY OPS.	PARAMEDIC; LIFESAVING SLING; CARGO HOOK; IR AND GPS EQUIPPED SAR AND MED FREQS. NO SAR OPS IN MTNS. AT NIGHT; EQUIPPED W/STRONG NIGHT SPOT LIGHT. BODY AND RECOVERY OPS

**MONTEREY COUNTY
AVIATION INCIDENT RESPONSE PLAN**

APPENDIX G

OPERATOR	SKY LIFE	LIFE FLIGHT	CALSTAR
TYPE AIRCRAFT	BELL 222B	MBB BK 117	TWINSTAR/ MBB BO-105
REPRESENTATIVE CALLSIGN	SKY LIFE	STANFORD	CALSTAR 1 SOUTH
BASE	FRESNO	PALO ALTO	GILROY
RANGE/OPER'L RADIUS	ALL MTY CTY	ALL MTY CTY	ALL MTY CTY
SPEED (CRUISE/MAX)	130/150 KTS	150 KTS	140/145 KTS
ON STATION ENDURANCE	VARIES	VARIES	2+30
CREW/PAX/[PATIENT]	3/1/[1]	3/[2]	3/[2]
ROTOR DIA/# BLADES	47 FT./2	36 FT./4	36 FT./3 33 FT./4
ETA PENINSULA/SALINAS	0+50	0+26	0+23
ETA BIG SUR	1+00	0+35	0+35
ETA KING CITY	N/A	N/A	N/A
HOIST CAPABILITY	N/A	N/A	N/A
HOIST CABLE LENGTH	N/A	N/A	N/A
BASKET	N/A	N/A	N/A
HORSECOLLAR	N/A	N/A	N/A
OTHER	N/A	N/A	N/A
UHF RADIO CAPABILITY	403-512 MHZ	406-511 MHZ 800 MHZ	800 MHZ
VHF RADIO CAPABILITY	148-174 MHZ	118.0-174.0 24.0-50 MHZ	118.0-172.0
OTHER COMM CAPABILITY	CELLPHONE ON GRD. ONLY	CELLPHONE ON GRD. ONLY	CELLPHONE ON GRD. ONLY
NAVIGATION/GPS	GPS	YES	YES
MEDIC ONBOARD	YES (NOTE)	YES (NOTE)	YES (NOTE)
RESCUE SWIMMER ONB	NO	NO	NO

MONTEREY COUNTY
 AVIATION INCIDENT RESPONSE PLAN

OPERATOR	SKY LIFE	LIFE FLIGHT	CALSTAR
<p>OTHER INFORMATION/NOTES</p>	<p>AIR AMBULANCE; STAFFED WITH RN & PARAMEDIC. NO SAR. NIGHT SPOT LIGHT. GLOBAL POSITIONING SYSTEM (GPS).</p>	<p>AIR AMBULANCE; STAFFED WITH RN/RN;MD AVAILABLE AS NEEDED. ALS NO SAR. EQUIPPED W/STRONG NIGHT SPOT LIGHT FREQS: MED 1-10, CALCORD, CDF, KING CITY. LORAN C.</p>	<p>AIR AMBULANCE; STAFFED WITH RN/PARAMEDIC. ALS ONLY. NO SARFREQS = CALCORD, ALL MEDNETS, GPS AND STRONG SPOT LIGHT EQUIPPED.</p>

**MONTEREY COUNTY
AVIATION INCIDENT RESPONSE PLAN**

PUBLIC SAFETY AGENCY PROCEDURES	
BASIC REQUEST	<ol style="list-style-type: none"> 1. CONTACT <u>MONTEREY</u> OR <u>SALINAS COMMUNICATIONS CENTER</u>. 2. REQUEST HELICOPTER. PROVIDE PERTINENT TACTICAL DETAILS (SITUATION, LOCATION, TYPE OD ASSISTANCE REQUIRED, NUMBER OF INJURED, TERRAIN, FREQUENCIES, ETC.) 3. IF A SPECIFIC HELICOPTER IS DESIRED, SO INDICATE
COMMUNICATIONS CENTER PROCEDURES	
USCG CGAS SAN FRANCISCO	<ol style="list-style-type: none"> 1. CENTER CONTACTS <u>COAST GUARD GROUP MONTEREY [647-7303]</u>, REQUESTS SAR HELICOPTER, AND PROVIDES TACTICAL DETAILS. (NOTE: PRIMARY COASTAL/OVERWATER SAR; NOT NORMALLY TASKED WITH OVERLAND SAR.) 2. IF HELICOPTER IS UNAVAILABLE, CENTER PORCEEDS WITH OPTIONS BASED ON SITUATION.
USN NAS LEMOORE	<ol style="list-style-type: none"> 1. CENTER NOTIFIES THE <u>NAS LEMOORE OPERATIONS DUTY OFFICER [(209) 998-1023]</u> OF IMPENDING REQUEST, AND PROVIDES TACTICAL DETAILS; LEMOORE ALERTED TO INCOMING MISSION. 2. CENTER CONTACTS THE <u>AIR FORCE RESCUE COORDINATION CENTER,</u> LANGLEY AFB [(800) 851-3051] AND REQUESTS THE NAS LEMOORE SAR HELICOPTER AND A MISSION NUMBER. 3. CENTER INFORMS <u>STATE OES DUTY CONTROLLER [(916) 262-1621]</u> OF THE REQUEST. 4. USAF RCC TASKS NAS LEMOORE WITH MISSION AND PROVIDES MISSION NUMBER. HELO LAUNCHES; HELO WILL NOT LAUNCH WITHOUT MISSION NUMBER. CENTER CONFIRMS MISSION NUMBER WITH <u>NAS LEMOORE OPERATIONS DUTY OFFICER</u>. 5. IF HELICOPTER IS UNAVAILABLE, CENTER PROCEEDS WITH OPTIONS BASED ON SITUATION.
CHP PASO ROBLES	<ol style="list-style-type: none"> 1. CONTACT AIR OPS AT [(805) 235-3553], IF NO ANSWER CALL SAN LUIS OBISPO CHP DISPATCH AT [(805) 549-3619] AND REQUEST HELICOPTER, AND PROVIDE TACTICAL DETAILS. 2. IF HELICOPTER IS UNAVAILABLE, CENTER PROCEEDS WITH OPTIONS BASED ON SITUATION.

**MONTEREY COUNTY
AVIATION INCIDENT RESPONSE PLAN**

APPENDIX H

CHP FRISNO	<ol style="list-style-type: none"> 1. CENTER CONTACTS <u>FRESNO CHP DISPATCH</u> [(209) 445-6683], REQUESTS HELICOPTER, AND PROVIDES TACTICAL DETAILS. 2. IF HELICOPTER IS UNAVAILABLE, CENTER PORCEEDS WITH OPTIONS BASED ON SITUATION.
CALSTAR GILROY	<ol style="list-style-type: none"> 1. CENTER CONTACTS <u>CALSTAR OPERATIONS</u> [(800) 252-5050], REQUESTS HELICOPTER, AND PROVIDES TACTICAL DETAILS. 2. IF HELICOPTER IS UNAVAILABLE, CENTER PORCEEDS WITH OPTIONS BASED ON SITUATION.
SKY LIFE FRESNO	<ol style="list-style-type: none"> 1. CENTER CONTACTS <u>SKYLIFE</u> THROUGH <u>FRESNO EMS COMMUNICATIONS</u> AT [(800) 305-5433], REQUESTS HELICOPTER/AIR AMBULANCE, AND PROVIDES TACTICAL DETAILS. 2. IF HELICOPTER IS UNAVAILABLE, CENTER PORCEEDS WITH OPTIONS BASED ON SITUATION.
LIFE FLIGHT STANFORD U. PALO ALTO	<ol style="list-style-type: none"> 1. CENTER CONTACTS <u>LIFE FLIGHT</u> THROUGH <u>LIFE FLIGHT DISPATCH</u> AT [(800) 321-7828], REQUESTS HELICOPTER/AIR AMBULANCE, AND PROVIDES TACTICAL DETAILS. 2. IF HELICOPTER IS UNAVAILABLE, CENTER PORCEEDS WITH OPTIONS BASED ON SITUATION.

**MONTEREY COUNTY
AVIATION INCIDENT RESPONSE PLAN
GLOSSARY OF TERMS**

Air Route Traffic Control Center (ARTCC)

Federal facility responsible for controlling all commercial air transportation activity within selected operational regions. The ARTCC serving Monterey County is located in Fremont and identified as Oakland Center.

Civil Air Patrol (CAP)

Civilian organization operating as an auxiliary part of the Air Force and tasked with providing localized search and rescue missions to locate missing and/or overdue aircraft.

Cockpit Voice and Data Recorder (Black Box)

Impact and fire resistant recording device located in cockpit area of commercial transport aircraft. Analysis of voice recordings and flight data recording information vital to reconstruction of accident cause and prevention.

Emergency Location Transponder (ELT) Electronic device contained on all commercial and military aircraft and most general aviation aircraft that emits electronic signals for the purposes of locating downed aircraft. Device activated manually by pilot or automatically in the event, of a sudden impact. Range throughout the country. Signal is received at USAF Rescue Coordination Center.

Federal Air Regulations (FAR) Federal regulations relating to all facets of civilian and commercial air transportation within the United States. Regulations constantly under review and being updated.

Federal Aviation Administration (FAA)

Federal agency responsible for regulating all private and commercial air transportation within the United States. Issues and enforces federal regulations pertaining to air safety, commercial airline operations, pilot training and certification, aircraft construction and maintenance, and airport operations.

Fixed Wing Aircraft

Winged aircraft, either propeller or jet driven, capable of taking off and landing on established runways. Passenger size varies from two (2) to several hundred.

Incident Command Post (ICP)

Location from which the Incident Commander and staff coordinate emergency response operations at the scene of an incident.

National Transportation Safety Board (NTSB)

Federal agency responsible for investigating all civilian transportation accidents to determine cause and make recommendations avoid repeat incidents.

APPENDIX I

**MONTEREY COUNTY
AVIATION INCIDENT RESPONSE PLAN**

Military Authority (DOD)

Incidents involving military aircraft will be investigated by the corresponding military authority. The closest military aviation activity will take initial responsibility for securing the incident scene and initiating a preliminary investigation. The Aviation Safety School at the Naval Support Activity Monterey are contacted to coordinate local military aviation investigations.

Monterey Peninsula Airport (MPA)

Aviation incidents occurring within the boundary of the MPA are managed under the authority of the Monterey Peninsula Airport District.

Municipality Responsibilities (MR)

Aviation incidents occurring within the legal boundaries of incorporated cities within Monterey County are managed in accordance with municipal jurisdiction governing directives.

Recreational Aircraft

Ultra-light aircraft, hang-gliders, gliders, hot air balloons and experimental aircraft that operate at slow speeds, low altitude, and have restricted maneuverability and communication capabilities.

Rescue Coordination Center (RCC)

Central coordination center operated by the USAF and responsible for coordinating all aircraft search and rescue missions within the continental boundaries of the United States. Center located at Langley AFB.

Rotary Wing Aircraft (Helicopters)

Single or multi-engined vertical takeoff and landing aircraft capable of transporting people and materials. Aircraft operate at slower speeds and lower altitudes than fixed wing aircraft. Very specific flight operational parameters.

Restricted Air Space

Temporary restricted of identified air space to all non-essential aircraft. Referred to as FAR 91-91.

VORTAC/TACAN

Point-to-point ground electronic navigation system. Widely used by commercial and military aircraft.

APPENDIX I

APPENDIX. I

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**MONTEREY COUNTY
AVIATION INCIDENT RESPONSE PLAN**

OPERATIONAL CONSIDERATION

Aircraft Considerations:

- Category of aircraft (general aviation, commercial, military)
- Type and Class of aircraft (fixed winged or rotary wing).
- Passenger capacity (on board).
- Presence (potential) of military ordnance.
- Technical expertise and liaison.

Tactical Considerations:

- Time of alarm and notification.
- Location of incident and transmission access.
- Type of structures and property involved.
- Location of Incident Command Post and Staging Area.
- Ingress/egress routes for emergency personnel and vehicles
- Available emergency services.
- Weather, terrain, and topography.

Rescue Considerations:

- Extent and number of passenger.
- Availability of heavy rescue equipment
- Risk to victims and rescue personnel.
- Maritime/coastal incident.

Safety Considerations:

- Associated aircraft systems, materials and equipment,
- Fire impingement.
- Aircraft wreckage and debris.
- Military ordnance, ejection systems and HAZMAT.
- Vehicle traffic in and/about incident.
- Proper use of tools and equipment.
- Sufficient working light.
- Toxic and hazardous materials.
- Panic and hysteria of victims and on-lookers.

Notification:

- National Transportation Board.
- Federal Aviation Administration.
- Military (if applicable).
- All necessary fire/rescue, law/coroner, and medical services
- Environmental Health (if applicable).

Coroner Considerations:

- Extent and number of fatalities.
- Location of fatalities.
- Availability of temporary morgue facilities.
- Condition of remains; weathers/environmental factors
- Delayed victim identification.

**MONTEREY COUNTY
AVIATION INCIDENT RESPONSE PLAN**

Legal Considerations:

- California Penal Code Sections 402 and 409.5 may be invoked to implement area closure and restrict access to incident scene.
- FAA Regulations 91-137 airspace restrictions to non-essential aircraft.

Security Considerations:

- Location and scene accessibility.
- Extent and scope of incident.
- Time of incidence.
- Presence (potential) of spectators.
- Ability to rapidly secure scene access.
- Presence (potential) of looters/souvenir hunters

Law/Sheriff Considerations:

- Secure access routes to/from incident (area).
- Initiate evacuation of endangered populations.
- Establish scene/incident security and access control.
- Maintain traffic/crowd perimeter control (2,000 foot clearance)
- Identify/isolate survivors and witnesses.
- Provide medical assistance as appropriate.
- Conduct area search for victims, survivors and evidence.
- Maintain and document evidence.
- Escort media and executive leadership.

Fire Suppression Considerations:

- Fire exposure to ground property.
- Availability of water for fire suppression,
- Presence (potential) for wildland/vegetation fire.
- Non ignited fuel spill/uncontrolled fuel leak.
- Presence of identified hazardous materials/ordnance.
- Protective measures and isolation of hazardous material.

Medical Triage Considerations:

- Extent, scope and number of casualties.
- Type(s) of injuries.
- Available of medical personnel/resources.
- Presence of casualty shock.
- Trauma transportation and treatment facilities

Resource Considerations:

- Emergency response personnel availability
- Off-road apparatus.
- Heavy equipment.
- Specialized rescue equipment.
- Traffic control barriers/markers.
- Coroner supplies and forensic equipment.

APPENDIX J

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**MONTEREY COUNTY
AVIATION INCIDENT RESPONSE PLAN**

Materials/Resources:

Fire/Medical

- Protective equipments.
- Search and rescue equipment/tools.
- Fire suppression materials (hose, foam, water tenders)
- Oxygen and SCBA.
- Spine boards and stretchers, etc.
- Mental Health counselors.

Law/Public Works

- Barricades, cones, signage and perimeter tape.
- Flares and portable lighting (generators).
- Mobile Command Post or Emergency Communication Unit (MECU).
- Portable radios/cellular telephones with extra batteries.
- Flashlights and extra batteries.
- Incident vests, gloves, boots, overalls, jackets and hats.
- Rope, ladders, SAR tools and identification markers.
- Body bags, masks, surgical gloves and casualty tags.
- Camera (still and video), film and extra batteries.
- Tape recorder, cassettes and extra batteries.
- Identification Cards.
- Evidence handling supplies.
- Sanitation and logistic supplies.