CHAPTER 7

REVISED JULY 2007

DISASTER AND EMERGENCY OPERATIONS

1. GENERAL.

a. Purpose. The purpose of this chapter is to provide departmental command management personnel, incident commanders (IC), and air operations personnel with policy guidelines for the efficient and effective use of California Highway Patrol (CHP) air operations resources during large scale civil unrest or other disasters. This chapter provides the guidelines for developing disaster plans, evaluating air resources during disasters, initiating flight operations during large scale disasters, providing logistical support for aircraft and personnel, and integrating air operations functions into the Incident Command System (ICS).

b. Objective. The objective of this chapter is to provide policy, guidelines, reference material, and organizational tools for the effective management of air operations activities during large scale emergency events within the state.

c. Policy.

(1) Flight Crew Responsibility. The pilot and flight officer have the final responsibility for determining if a flight mission is to be accepted and conducted. Attention to flight safety shall be the primary mission objective.

(2) Incident Command System. ICS shall be used as the response mechanism for air operations resources for all emergency incidents occurring within CHP jurisdiction.

(3) Division Commander's Responsibility. Division commanders shall integrate CHP air resources into local disaster/emergency plans for those incidents where it is foreseeable that aircraft will be needed.

(4) Early Aircraft Utilization. In the event of large scale disasters, it is strongly encouraged that Division commanders have procedures in place which will automatically deploy Division aircraft for early reconnaissance prior to activation of the Division Emergency Resource Centers (ERC). This policy ensures CHP aircraft are deployed during the initial phase of a disaster in order to provide early intelligence as to the size and scope of the event. This policy is intended to enhance the resources of the IC, ERC, and Executive Management staff.

(a) To be implemented, communication must be available and maintained between the aircraft and the recipients of the initial intelligence (e.g., Division ERC and/or the IC).

(b) In the event of a massive communication failure, which would prevent "conventional" call back of air unit personnel, Divisions shall ensure the air unit has prepared a system for **automatically** mobilizing their air unit personnel for early deployment. This procedure shall be incorporated in the air unit Standard Operating Procedures and Emergency Operation Plan (EOP).

(c) Each Division commander shall ensure that the air unit's EOP contains procedures for the deployment of aircraft, flight personnel, aircraft support, and maintenance personnel to emergency incidents within and outside of their respective Division.

1 Division's EOP should ensure the availability of airplane and helicopter fuel supplies (AVGAS and JET-A, respectively), aircraft maintenance support, radio maintenance support, and ground communications.

2 Air unit's EOP shall contain procedures for hosting other Division's aircraft during emergency incident operations.

(5) Highway Patrol Manual 50.1. All Air Operations Program (AOP) personnel shall review Highway Patrol Manual 50.1, Emergency Incident Management Planning and Operations Manual, annually to maintain familiarity with air operations ICS responsibilities.

(6) Standardized Briefing Packet. All air units shall prepare a standardized briefing package, which provides specific area information to flight crews from outside of the Division. The packet will be available outside the air unit building in a clearly marked, permanently mounted box next to the entrance. The box will be locked and keyed the same as the remote fuel tanks and identified with the lettering "Briefing Packet." (Annex G)

(7) Mass Casualty Incident Supplies. All regional helicopters shall have available at the air unit base a mass casualty incident (MCI) medical supply pack to be left at the scene of MCI events. The MCI medical supply pack should, at a minimum, contain basic life support supplies and intravenous fluid containers.

(8) VIP Transportation to Incident Command Centers. All Division commanders are strongly encouraged to plan for and utilize their aircraft

resources during the initial periods of a large scale disaster to transport key management personnel from outlying areas to the ERC, Incident Command Post (ICP), or other command centers.

d. Definitions. The following key AOP positions within the ICS are shown below. Please refer to Figure 1 for reference and to Annex B and C.

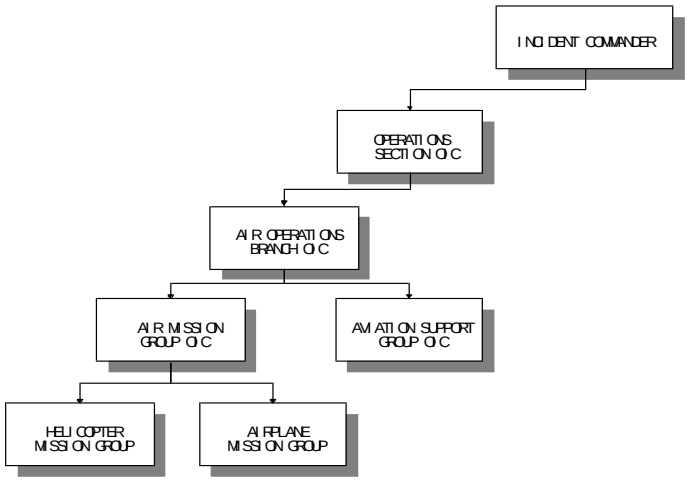


Figure 1

(1) Incident Commander. The IC is normally the ranking member of the agency with primary legal and investigative authority at the scene of the incident. For incidents where the CHP has primary investigative authority, the IC will normally be the ranking member of the Department on the scene. A specific IC may be assigned by the next higher level of authority (e.g., Division or headquarters). The IC is responsible for incident activities including developing and implementing strategic decisions and approving resource allocations.

(2) Operations Section - Officer in Charge. The operations section officer in charge (OIC) is responsible for the management of all operations directly applicable to the primary mission. The operations section OIC activates and supervises organizational elements in accordance with the incident action plan (IAP), and directs its execution. The operations section OIC also coordinates unit tactics, requests or releases resources, makes expedient changes to the IAP as necessary, and reports such developments to the IC. The operations section OIC provides intelligence information to the planning/intelligence

section, maintains organizational discipline and accountability, and delegates tasks to branches, Divisions, and teams.

(3) Air Operations Branch - Officer in Charge. The most common branch used in CHP ICS operations is the air operations branch. This branch may be divided into subordinate "groups" or "units" depending upon the size of the ICS organization needed to mitigate the emergency. The branch OIC functions under the direction of the operations section OIC and is responsible for the implementation of that portion of the IAP appropriate to their assigned duties. Typically, this will be an aerial supervisor who will also function as the Office of Air Operations (OAO) liaison.

(4) Air Mission Group - Officer in Charge. Reporting to the air operations branch OIC, the air mission group OIC is responsible for implementation of their assigned portion of the IAP, assignment of resources within the group, reporting on the progress of operations, and the status of resources.

(5) Aviation Support Group - Officer in Charge. Reporting to the air operations branch OIC, the aviation support group OIC is responsible for providing logistical support (maintenance, fuel, housing, security, etc.) which supports the air operations mission.

(6) Helicopter and Airplane Mission Groups. Reporting to the air mission group OIC, the helicopter and airplane mission groups consist of CHP and allied agency aircraft, and personnel which will complete their assigned mission according to the IAP.

(7) Emergency Resource Center. The ERC is used to coordinate the procurement and distribution of resources during an emergency incident. The ERC, normally located in a predesignated permanent facility, provides support to field operations. Division and the headquarters ERCs (HQ ERC) may be activated depending on the expansion of responsibilities based on the size and scope of the disaster.

2. AIRCRAFT RESOURCES.

a. Annex A of this chapter provide a summary of each Division's aviation resources with specific information as to aircraft type, capabilities, logistical support, and specialized equipment. The operations section OIC and the OAO branch OIC shall consult the annexes when managing aircraft resources during disaster operations.

b. Annex A shall be reviewed semiannually by OAO and updated as necessary. Division air units shall notify OAO of changes in information to either annex. Revisions shall be distributed to:

(1) All Division commanders and special services commanders.

(2) All Division air unit personnel.

(3) HQ ERC.

(4) All OAO personnel.

3. DISASTER PROCEDURES.

a. Office of Air Operations Resource Network. During large scale or wide spread emergency incident operations, at the request of the appropriate Division commander and with the concurrence of Assistant Commissioner, Field, or at the direction of the Commissioner, an air operations resource liaison network shall be established.

b. Office of Air Operations Network Responsibilities. Designated OAO personnel will be responsible for establishing the network and maintaining contact with the IC, all activated Division ERCs, and the HQ ERC (if activated).

c. Headquarters Emergency Resource Center. When the HQ ERC is activated and the need to allocate air support resources to the affected Division(s) has been identified, OAO shall assign one OAO departmental pilot (if available) or OAO uniformed person to the HQ ERC Logistics Section. This person will be responsible for providing information that can be disseminated to Division commanders, Division ERCs, and the IC regarding the status and availability of departmental aircraft resources.

d. Office of Air Operations Liaison and/or Air Operations Branch Officer in Charge. OAO may assign an AOP member to the affected Division ICP or incident command center to act as the OAO liaison. The OAO liaison shall provide the IC with information pertaining to the statewide availability of aircraft, flight personnel, ground support personnel, supplies, and missions which may be accomplished by CHP or other agency aircraft.

(1) During disasters or civil unrest events only requiring the aviation assets of the affected Division, the OAO liaison should be the affected Division's aerial supervisor(s) who will also assume the title of air operations branch OIC. The

air operations branch OIC should remain at the air unit base of operations with appropriate communication established to the IC and the Division ERC.

(2) The air operations branch OIC shall provide the operations section OIC with recommendations concerning appropriate aircraft selection for specific mission objectives, and shall recommend missions which may be effectively managed by air operations assets. A list of typical air operations missions and their recommended priority during disasters and civil unrest is contained in Annex F.

(3) In order to effectively and safely manage the affected Division air unit, OAO strongly recommends a second aerial supervisor be assigned as the air mission group OIC during large scale disasters requiring the aviation assets of multiple Divisions or allied agencies. This individual may be from the affected Division, another Division air unit, or OAO in the event a second aerial supervisor is not available.

(4) The OAO liaison should provide the air operations branch OIC with information pertaining to scheduled aircraft maintenance to assure that long term emergency assignments are not hampered by extended periods of aircraft downtime.

(5) Aircraft should be utilized dependent upon the mission type and aircraft capabilities.

(a) The use of airplanes is strongly recommended for aerial reconnaissance, communications assistance, and intelligence gathering functions. Airplanes have the ability to continuously fly over emergency scenes for periods of up to six hours without refueling. Additionally, airplanes have a lower operational cost than helicopters.

(b) Utilization of helicopters should be restricted to missions which take full advantage of their unique performance capabilities. These include slow flight, hover capabilities, search and rescue operations, emergency medical services, forward looking infrared systems, night illumination, and off-site landings.

e. Flight Safety Officer. During large scale disasters involving multiple aircraft and crews, the branch OIC shall assign a flight safety officer (FSO) to monitor the status of overall operations.

(1) The FSO shall make safety recommendations to the branch OIC and has the authority to suspend any and all functions of the air operations branch for breaches of flight safety by directly contacting the IC.

(2) The FSO will also be responsible for monitoring flight crew rest, weather forecasts every six hours, and for conducting a risk assessment of all aviation branch missions.

f. Operations. During an emergency incident requiring the services of several departmental aircraft and support personnel at an air operations base, the air operations branch OIC reports through the operations section OIC to the IC and is responsible to ensure that:

(1) Equipment, supplies, maintenance, and fuel needs of the air operations branch are being met.

(2) Housing needs of aircraft and flight personnel are being met.

(3) Mission assignments are being made in accordance with the mission objectives established by the IC, with primary consideration being given to safety using a risk assessment process.

(a) It is strongly recommended that flight officers be assigned to all aircraft during flight missions in support of emergency incident operations. This will serve to increase flight safety by improving ground and air to air observation, communications, and mission management. This is a critical recommendation during flights in high volume aircraft traffic areas or when the mission itself could exceed the resources of a solo pilot.

(b) The air operations branch OIC shall complete a CHP 710 (Air Operations Worksheet/Summary) and provide updates of this information to the Division ERC and, if activated, the HQ ERC. (Annex D)

g. Air Mission Group Responsibilities. The air mission group OIC will be responsible for the following:

(1) To ensure that all flight operations are conducted in accordance with policies and guidelines contained in HPM 100.7, Air Operations Manual, and according to Federal Aviation Regulations (FAR), with special emphasis placed on proper flight crew rest.

(2) To coordinate the check-in, deployment, housing, security, and other needs of visiting air unit personnel.

(3) To complete a final report, as directed, by the IC to assist in development of the final after action report.

(4) To coordinate with the aviation support group OIC for aviation support including:

(a) Local air unit maintenance resources and requirements.

(b) Visiting air unit maintenance resources and requirements.

(c) Fuel availability and status.

(d) Aircraft security.

h. Off-Site Aircraft Landings.

(1) Helicopter. Landing zones will require absolute scene control and shall occupy minimum areas as described in Annex I. All guidelines for off-site helicopter landings shall be followed according to Annex I.

(2) Airplane. In order to solve special logistical problems common to some large scale disasters, such as freeway system collapses, which impact the movement of personnel and supplies to and from locations other than airports, airplanes may, due to their short take off and landing design characteristics, be well suited for off-site landings on relatively short, **improved surface (pavement)** areas. CHP airplanes may land at locations other than airports, provided the following parameters are strictly followed and all conditions apply:

(a) Absolute scene control for the entire landing area and aircraft parking area can be guaranteed (no access for pedestrians or vehicles).

(b) Minimum improved **surface width of 50 feet** and a minimum improved surface **length of one quarter of a mile with no vertical obstacles within one half mile of approach and departure route or within 500 feet to either side** of the temporary improved runway.

(c) **No crosswinds over five knots** are present or forecast during operations. Landings and take offs will be **suspended** should **crosswind** conditions in **excess of five knots develop. No significant variable wind direction conditions** are present.

(d) Pilots are approved for off-site landings by the chief airplane pilot.

(e) A qualified **member of the AOP is on scene** and in radio contact with the airplane pilot and is providing landing information, in addition to, coordinating all scene control operations.

4. LOGISTICAL SUPPORT.

a. Fuel.

(1) Nurse Rigs. All regional helicopter units shall have one nurse rig fuel truck for off-site operations.

(2) Large Capacity Fuel Tank Vehicles. Large capacity fuel tank vehicles are desirable for extended operations, the servicing of remote fuel tanks, and for disaster operations. All Divisions sponsoring regional helicopter programs should budget for this type of vehicle.

(3) Vendor Fuel Supplies. Aerial supervisors shall assess and plan for potential fuel shortages in the event of large scale disasters. Specifically, they shall address the impact various disaster scenarios will have on a local vendors ability to supply fuel to CHP aircraft.

(4) Remote Fuel Tanks. Regional helicopter units shall maintain remote refueling facilities at strategic locations within their operational area in order to improve the availability of their aircraft services and as an alternate fuel source in the event of disasters.

(a) All tanks shall have the same key, which will be carried in all CHP helicopters, nurse rigs, and large capacity tankers.

(b) All fuel resources owned by the Department shall have a quarterly fuel inspection board with status on fuel use and remaining quantities. The status board shall be posted in the air unit and shall list current capacities for all fuel containers, fuel used, fuel remaining, and the date of the last inspection.

(c) Changes in fueling resources shall be reported to OAO for annex updates. Refer to Annex H for a listing of CHP aviation fuel assets statewide.

b. Maintenance Procedures. The air operations branch OIC shall plan for maintenance issues at large scale disasters and have a contingency plan to address maintenance concerns for aircraft committed to the air operations branch. This may include allied agency aircraft.

(1) Information to be assessed by the aviation support OIC.

(a) Flight time remaining on aircraft prior to next scheduled inspection.

(b) Type of scheduled inspection (e.g., 25-hour, 100-hour, and any major component time before overhaul exchanges which could impact aircraft availability).

(c) Name and contact telephone number of contracted maintenance vendors.

(2) On all disaster operations, the aviation support group OIC shall, through the air operations branch OIC, contact the Division ERC and advise their aircraft's projected maintenance status. An aircraft maintenance contingency plan shall be conducted. The Division ERC will in turn, consult the OAO maintenance coordinator of the projected status of departmental aircraft which may be requested. In the event the HQ ERC is activated, the OAO liaison, within the logistics section, shall be consulted and appraised of the aircraft maintenance status.

(3) When activated, the HQ ERC shall conduct a maintenance status profile of all CHP aircraft at the onset of a **large scale disaster** and report this information to the ERC OIC.

(4) Refer to HPM 100.7, Air Operations Manual, Chapter 6, Maintenance and Inspection, for nonscheduled maintenance while at extended disaster operations.

c. Flight Crew Support (Meals and Lodging).

(1) Requests for crew member lodging and meals shall be assessed and made through the air operations branch OIC to the operations section.

(2) OAO recommends initial crews responding to a major disaster have some personal food and water available prior to departure from their home Division air unit.

5. DISASTER PLANNING FOR AIR OPERATIONS.

a. Headquarters Office of Air Operations.

(1) OAO shall have air operations emergency deployment charts available in wall size format in the HQ ERC for planning and disaster operations.

Additionally, a wall size version of the CHP 703A (ICS Organization Chart) shall be available. (Annex E)

(2) OAO shall evaluate Division air unit EOPs during air unit evaluations and shall assess disaster planning as a part of OAO sponsored training exercises.

(3) OAO shall address specific disaster preparedness, as it pertains to aviation operations, in the HQ ERC plan.

b. Division Air Units.

(1) Emergency Operations/Hazard Specific Plans. Each Division shall ensure their air units have formulated an EOP in the unit SOP which agrees with the Division EOP and hazard specific plans for aircraft operations.

(a) Plans should be written as main chapters or as annexes to each command's EOP. Each hazard specific chapter or annex should address a potential threat to the command's jurisdictional territory, personnel, resources, and/or facilities which will result in major air unit participation.

(b) Hazard specific plans should follow the same general structure as the basic plan; however, they should include the flexibility to omit those sections that do not apply.

(c) Potential hazards may be identified by conducting a systematic analysis of the natural, technological, or human caused hazards that pose a threat to the command, people or property within the command's geographical boundaries.

(d) The following factors should be considered when analyzing potential hazards:

1 History (occurrences over a period of years).

2 Probability (the likelihood that a given event will occur in any specified period).

3 Maximum threat (the estimated greatest destructiveness from a single event).

4 Vulnerability (the potential impact upon population, property, economy, environment, and recovery ability).

5 Contributing conditions (adverse climatic conditions, geographical features, and population concentrations).

(2) Division air units shall have air operations emergency deployment charts available in wall size format for planning and disaster operations. Additionally, a wall size version of the CHP 703A (ICS Organization Chart) shall also be available. The charts shall have erasable characters. Contact the Academy's Graphics Service Unit for assistance with the manufacturing of wall size disaster management charts. (Annex E)

(3) Division air units shall have copies of the CHP 710 (Air Operations Worksheet/Summary) printed and available. (Annex D)

6. TEMPORARY FLIGHT RESTRICTIONS AT EMERGENCY INCIDENT SCENES.

a. General. Conflicts may result from aircraft flying in close proximity to other aircraft or the surface at an emergency incident scene. The safety of aircraft and ground personnel at an emergency incident scene should be a primary consideration of the IC. When a potential aircraft conflict exists, airspace encompassing the incident should be restricted in accordance with the following procedure to only those aircraft necessary and authorized to be in the area.

b. Notice to Airmen. Temporary flight restrictions, in the form of a Notice to Airmen (NOTAM), can be implemented to effectively control emergency incident airspace. NOTAMS disseminate time critical aeronautical information immediately via the National NOTAM System.

NOTE: For technical definitions, refer to the Jeppesen Manual (J-AID), Air Traffic Control Tab, Section 1, Chapter 3, Section 5, Paragraph 3-42, and Section 2, Paragraph F, "Notice to Airman System."

c. Responsibility. The air operations branch OIC should be aware of the procedure for initiating a NOTAM. A departmental representative, preferably an air unit or OAO member, should initiate a NOTAM by contacting the appropriate Federal Aviation Administration (FAA) Center. (Annex J)

(1) The authority contained in FAR 91.137, allows the FAA to issue a NOTAM restricting and/or prohibiting unauthorized aircraft operations. A determination to request a NOTAM must be carefully considered for use when it is essential to the successful management of the emergency incident. (Annex 7-I-1)

(2) The IC shall ensure the NOTAM is extended or canceled when necessary.

d. Procedure. The following information will be required by the FAA to initiate a NOTAM at emergency incident scenes:

(1) Name of the person calling.

(2) Agency by whom employed.

(3) A description of the incident (e.g., chemical spill, large acid cloud up to 500 feet above, and three miles to each side of spill).

(4) The estimated length of time the NOTAM will be in effect.

(5) The name of the agency responsible for incident management.

(6) A clear definition of airspace to be restricted, name of nearest radio navigation aid, radial on which incident is located, distance from radio aid along radial, (e.g., "that area within a five mile radius from a point 23 statute miles from the Sacramento VHF omni directional range on the 090 radial").

(7) Altitude restrictions (e.g., no flight below 2,000 feet above ground level).

(8) Aircraft that are permitted in the restricted airspace (e.g., CHP, allied agencies, news media). Any or all aircraft may be restricted depending upon the reason for initiating the NOTAM (refer FAR 91.137 [a]). (Annex 7-I-1)

(9) The FAA should be advised of the air-to-air frequency that CHP and allied agency aircraft will monitor. This enables CHP aircraft to communicate directly with other aircraft in the restricted air space.

(10) When the FAA issues a NOTAM, it is sent to flight service stations for dissemination to those aircraft requesting such information.

(a) The NOTAM is disseminated in several ways and on various aviation frequencies depending on the location of the incident. However, it is possible that some pilots will not be aware of such information.

(b) When airborne, CHP pilots shall attempt to communicate the NOTAM with other aircraft in the area.

e. Restricted Aircraft.

(1) If the airspace is restricted to protect persons and property from a hazard associated with an incident on the surface, **no aircraft**, including news media aircraft, may operate within the restricted area unless it is participating in

hazard relief activities and is under the direction of the IC (Refer FAR 91.137 [b]). (Annex 7-I-1)

(2) When airspace is restricted to provide a safe environment for operation of disaster relief aircraft, only aircraft meeting one of the following conditions are allowed (Refer FAR 91.137 [c]). (Annex 7-I-1)

(a) It is participating in hazard relief activities and is under the direction of the IC.

(b) It is carrying law enforcement officials.

(c) It is on an approved instrument flight rules (IFR) flight plan.

(d) The flight is necessitated due to proximity to an airport, terrain, or local weather; notification is given to the FAA facility specified in the NOTAM to receive advisories concerning disaster relief aircraft operations; and the operation does not hamper or endanger relief activities, and **is not** conducted for the purpose of observing the disaster.

(e) It is carrying properly accredited news representatives, and prior to entering, a flight plan is filed, and the flight is conducted **above** the altitudes used by disaster relief aircraft, unless otherwise authorized by the IC.

(3) When airspace is restricted to prevent unsafe congestion of sightseeing and other aircraft above an incident which may generate a high degree of public interest, only aircraft meeting at least one of the following is allowed (Refer FAR 91.137 [c]). (Annex 7-I-1)

(a) It is necessary due to proximity of an airport, weather, or terrain, and is not conducted for the purpose of observing the incident or event.

(b) It is on an approved IFR flight plan.

(c) It is carrying incident law enforcement personnel.

(d) It is carrying properly accredited news personnel, and has filed a flight plan with the appropriate FAA facility specified in the NOTAM.

ANNEX A

AIRCRAFT RESOURCE GUIDE – HELICOPTER OPERATIONS

	Northern	Valley	Golden Gate	Central	Border	Border	Southern	Coastal	Inland
Helo Type	AS350B3	AS350B3	AS350B3	AS350B3	AS350B3	Bell 206L4	Bell 206L4 OH-58A+	AS350B3	AS350B3
Call Sign	H-14 H-16	H-20 H-24	H-30 H-32	H-40	H-60	H-62	H-50 H-58	H-70	H-80 H-82
Base	Redding	Auburn	Napa	Fresno	Thermal	Fullerton	Fullerton	Paso Robles	Apple Valley
Phone	530-225-2040	530-823-4535	707-257-0103	559-488-4121	760-399-0085	714-449-7091	714-680-7844	805-239-3533	760-240-8004
FAX	530-225-2231	530-823-4993	707-257-2756	559-488-4362	760-399-1798	714-449-7097	714-449-7097	805-239-1538	760-240-7199
Radio Freq. at	CHP: Red 122.875	CHP: Green 122.875	CHP: Grape 122.875	CHP: Silver 122.875	CHP: Red 122.875	None 122.875	None 122.875	CHP: White 122.875	CHP: White 122.875
EMS Rating	ALS Rescue	ALS Rescue	ALS Rescue	ALS Rescue	ALS Rescue	None	None	ALS Rescue	ALS Rescue

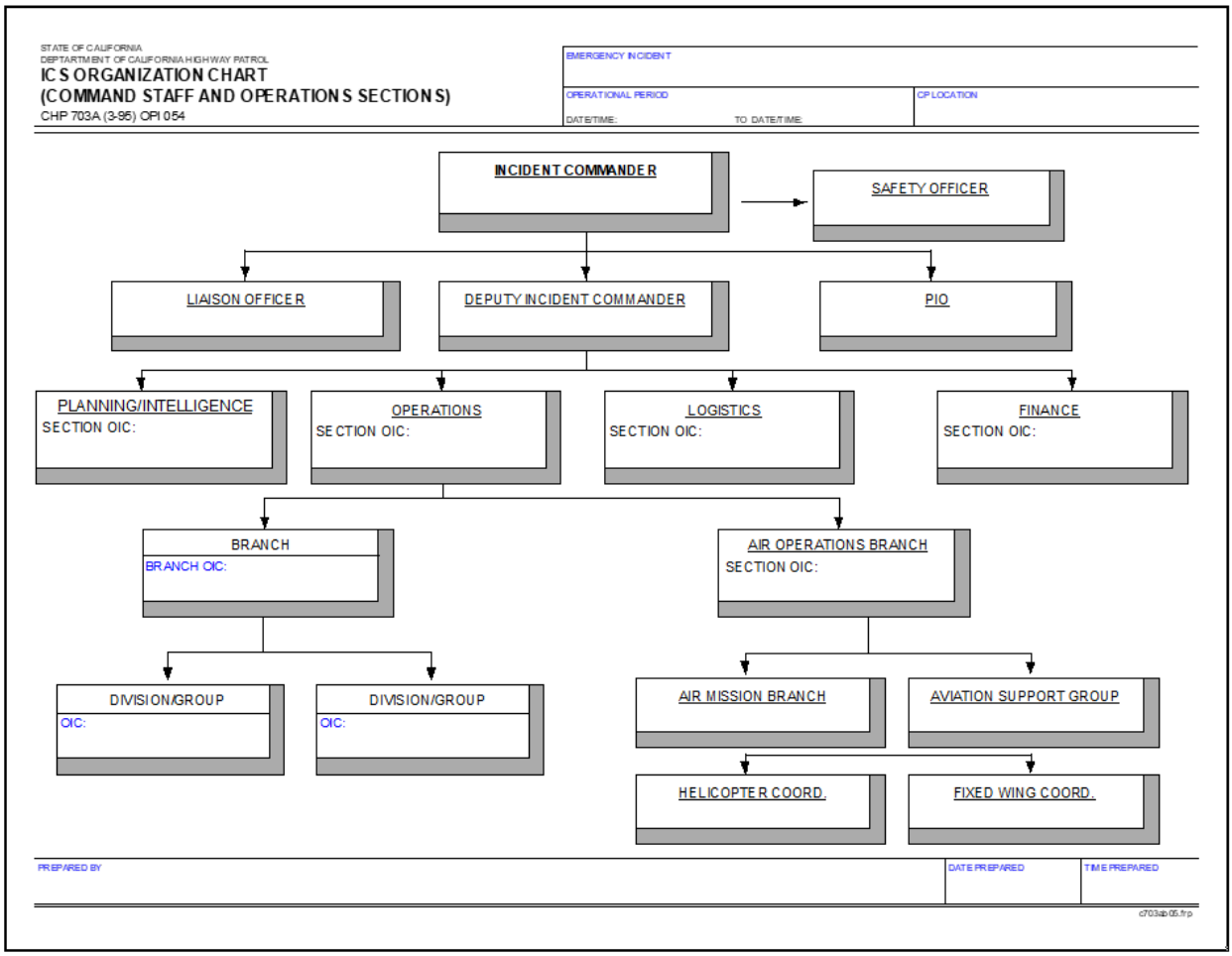
ANNEX A

AIRCRAFT RESOURCE GUIDE – HELICOPTER OPERATIONS *(continued)*

	Northern	Valley	Golden Gate	Central	Border	Southern	Coastal	Inland
Airplane Type	Cessna T206H	Cessna T206H	Cessna T206H 182S	Cessna T206H	Cessna T206H	Cessna T206H	Cessna T206H	Cessna T206H
Call Sign	Air 11 Air 13	Air 21 Air 23	Air 31 Air 37	Air 41 Air 43	Air 61 Air 63	Air 51 Air 53	Air 71 Air 73	Air 81 Air 83
Base City	Redding	Auburn	Napa	Fresno	Thermal	Fullerton	Paso Robles	Apple Valley
100 Mile Response @ 165 mph	36 min.	36 min.	36 min.	36 min.	36 min.	36 min.	36 min.	36 min.
Flight Time Prior to Fueling	5 hours	5 hours	5 hours	5 hours	5 hours	5 hours	5 hours	5 hours
Number of Passengers	3	3	3	3	3	3	3	3
Fuel Type	AVGAS	AVGAS	AVGAS	AVGAS	AVGAS	AVGAS	AVGAS	AVGAS
Radio Freq. at Air Unit Base	CHP: Red 122.875	CHP: Green 122.875	CHP: Orange 122.875	CHP: Silver 122.875	CHP: Red 122.875	CHP Blue: 122.875	CHP: White 122.875	CHP: White 122.875

ANNEX B

CHP 703A, ICS ORGANIZATION CHART
(COMMAND STAFF AND OPERATIONS SECTIONS)



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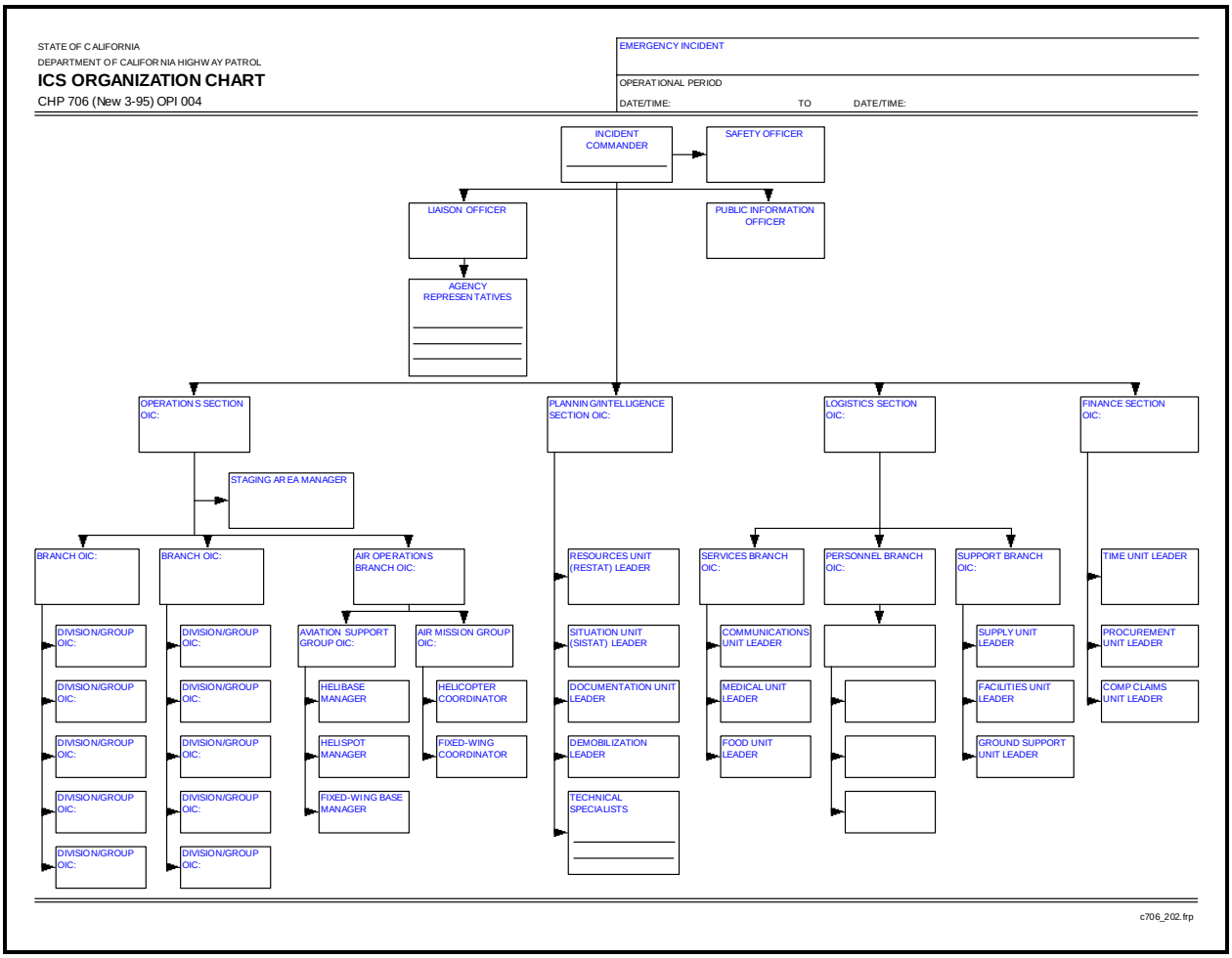
ANNEX C

CHP 706, ICS ORGANIZATION CHART



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ANNEX D

CHP 710, AIR OPERATIONS WORKSHEET/SUMMARY

STATE OF CALIFORNIA
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

AIR OPERATIONS WORKSHEET/SUMMARY
CHP 710 (Rev. 3-95) OPI 054

EMERGENCY INCIDENT	DATE PREPARED

TIME PREPARED	OPERATIONAL PERIOD *(DATE AND TIME)*	AIR/AIR FREQUENCY	AIR/GROUND FREQUENCY
	TO	Tx Rx	Tx Rx

	NAME/ID NUMBER	REMARKS *(SPECIAL INSTRUCTIONS, SAFETY NOTES, HAZARDS, PRIORITIES)*
AIR OPERATIONS BRANCH OIC	NAME/ID NUMBER	
AIR MISSION GROUP OIC	NAME/ID NUMBER	
AVIATION SUPPORT GROUP OIC	NAME/ID NUMBER	
HELICOPTER COORDINATOR	NAME/ID NUMBER	
FIXED-WING COORDINATOR	NAME/ID NUMBER	

AGENCY/OWNER	OPERATING BASE/ LOCATION	ASSIGNMENT	F.A.A. AIRCRAFT I.D. NUMBER	TIME COMMENCE	TIME COMPLETE	TOTAL FLIGHT TIME	TOTAL EXPENDED FUEL
PREPARED BY					TOTALS		

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ANNEX E

AIR OPERATIONS EMERGENCY DEPLOYMENT—AIRPLANES & HELICOPTERS

A/C NO	LOCATION	STATUS	MISSION PENDING	OTHER

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ANNEX F

AIR OPERATIONS DISASTER PLANNING

MISSION PRIORITY IN EVENT OF LARGE SCALE DISASTERS

1. Early response for disaster overview and reconnaissance.
2. Officer back up and rescue.
3. Transportation of key management personnel to ERC and command posts.
4. Transportation of essential equipment vital to the operation of command post and ERC.
5. Temporary communication platforms.
6. Search and rescue.
7. Medical evacuation.
8. VIP transportation.
9. Transportation of supplies.

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ANNEX G

AIR OPERATIONS VISITING AIR UNIT FAMILIARITY PACK LIST

1. Current local area sectional.

2. Fuel assets at the air unit base.

3. Remote fuel tank locations including loran settings.

4. Special information concerning availability of fuel from vendors outside of normal business hours and which can not be ascertained from a sectional chart or airman's guide.

5. Summary of local seasonal weather patterns.

6. Unique hazards to flight which are not readily visible or discoverable and are well known to local personnel.

7. List of all allied agencies, their dispatch center call signs, radio frequencies, and pl tones.

8. Predesignated Division ERC phone numbers, and fax numbers; communications center telephone and fax numbers; and Division public telephone numbers.

9. Loran settings for all certified helipads such as hospitals and/or large high rise buildings which are predetermined sites to transport personnel and supplies to or from.

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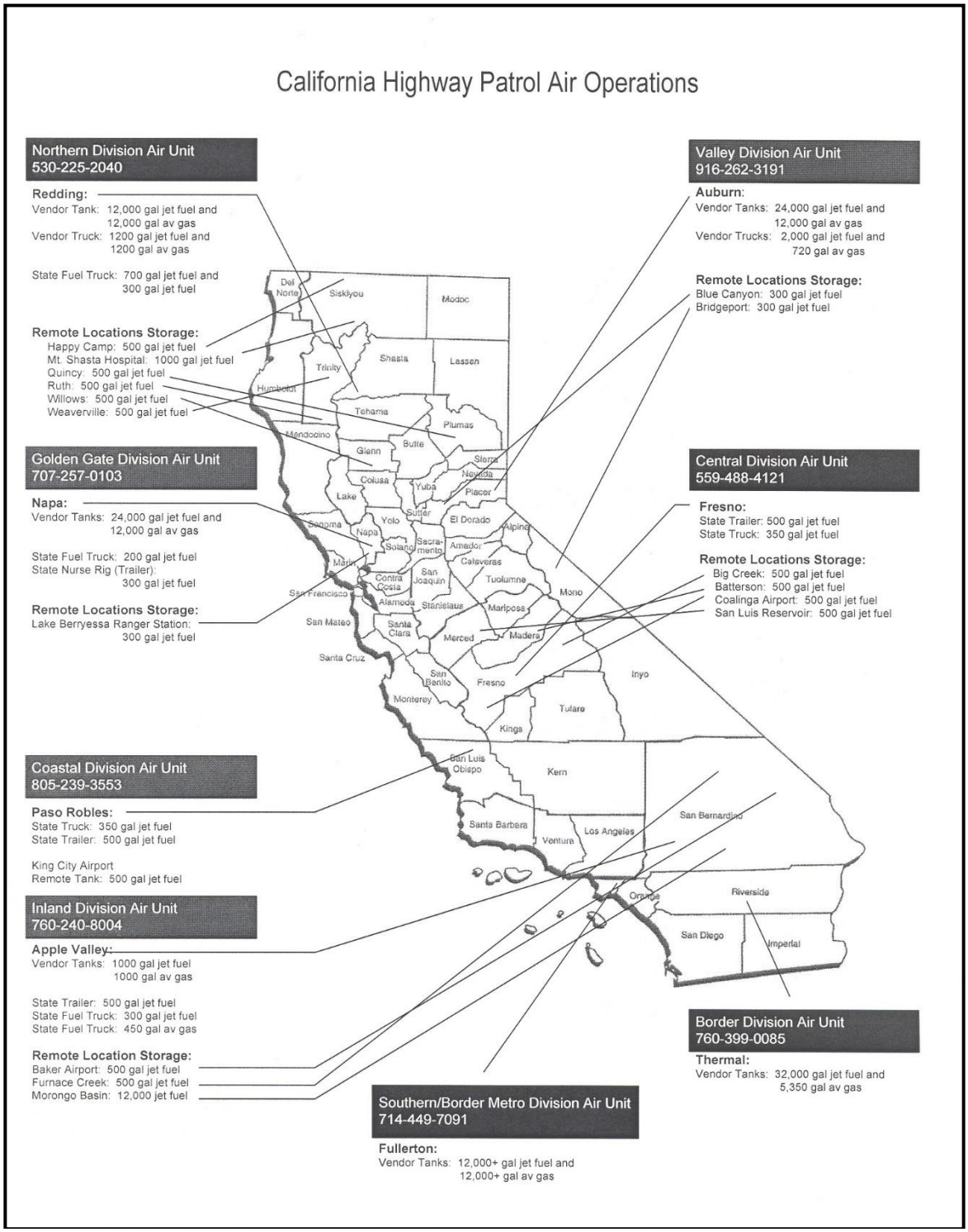
ANNEX H

CHP AVIATION FUEL ASSETS



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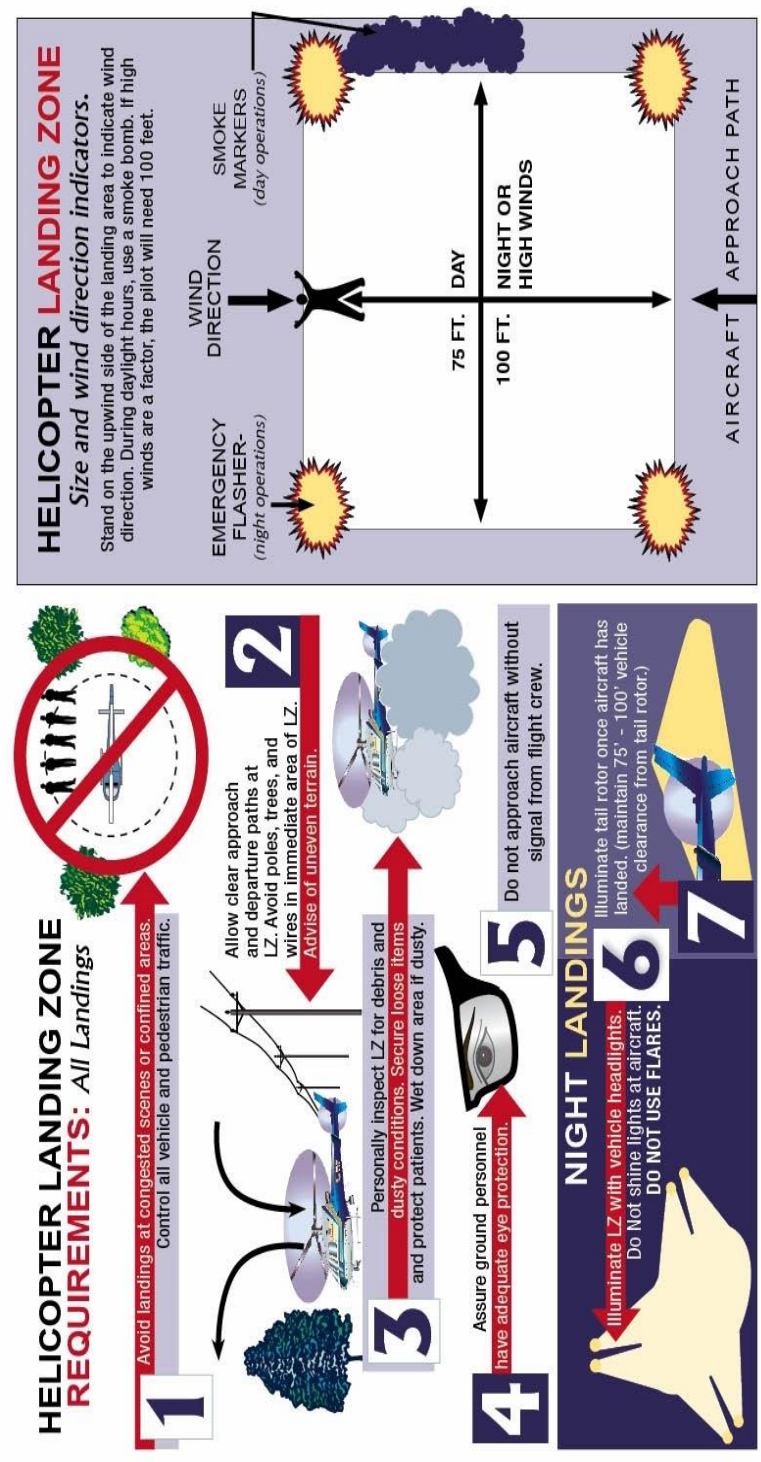
ANNEX I

HELICOPTER LANDING ZONE REQUIREMENTS



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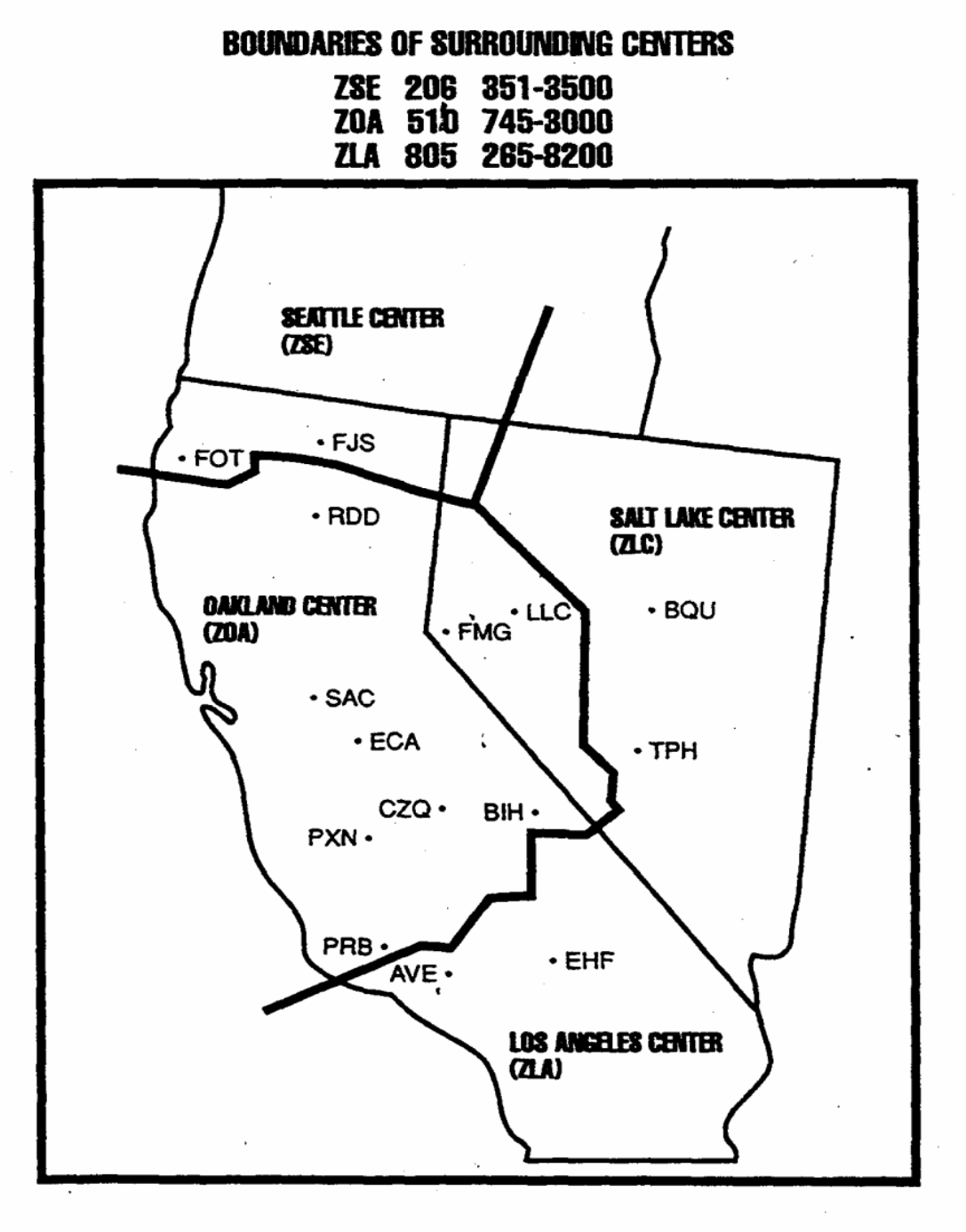
ANNEX J

BOUNDARIES OF SURROUNDING CENTERS



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ANNEX K

JEPPESEN REGULATION TEMPORARY FLIGHT RESTRICTIONS

91.137 TEMPORARY FLIGHT RESTRICTIONS IN THE VICINITY OF DISASTER/HAZARD AREAS

(a) The Administrator will issue a Notice to Airmen (NOTAM) designating an area within which temporary flight restrictions apply and specifying the hazard or condition requiring their imposition, whenever he determines it is necessary in order to—
  (1) Protect persons and property on the surface or in the air from a hazard associated with an incident on the surface;
  (2) Provide a safe environment for the operation of disaster relief aircraft; or
  (3) Prevent an unsafe congestion of sightseeing and other aircraft above an incident or event which may generate a high degree of public interest.

The Notice to Airmen will specify the hazard or condition that requires the imposition of temporary flight restrictions.

(b) When a NOTAM has been issued under paragraph (a)(1) of this section, no person may operate an aircraft within the designated area unless that aircraft is participating in the hazard relief activities and is being operated under the direction of the official in charge of on scene emergency response activities.

(c) When a NOTAM has been issued under paragraph (a)(2) of this section, no person may operate an aircraft within the designated area unless at least one of the following conditions are met:
  (1) The aircraft is participating in hazard relief activities and is being operated under the direction of the official in charge of on scene emergency response activities.
  (2) The aircraft is carrying law enforcement officials.
  (3) The aircraft is operating under the ATC approved IFR flight plan.
  (4) The operation is conducted directly to or from an airport within the area, or is necessitated by the impracticability of VFR flight above or around the area due to weather, or terrain; notification is given to the Flight Service Station (FSS) or ATC facility specified in the NOTAM to receive advisories concerning disaster relief aircraft operations; and the operation does not hamper or endanger relief activities and is not conducted for the purpose of observing the disaster.
  (5) The aircraft is carrying properly accredited news representatives, and, prior to entering the area, a flight plan is filed with the appropriate FAA or ATC facility specified in the Notice to Airmen and the operation is conducted above the altitude used by the disaster relief aircraft, unless otherwise authorized by the official in charge of on scene emergency response activities.

(d) When a NOTAM has been issued under paragraph (a)(3) of this section, no person may operate an aircraft within the designated area unless at least one of the following conditions is met:
  (1) The operation is conducted directly to or from an airport within the area, or is necessitated by the impracticability of VFR flight above or around the area due to weather or terrain, and the operation is not conducted for the purpose of observing the incident or event.
  (2) The aircraft is operating under an ATC approved IFR flight plan.
  (3) The aircraft is carrying incident or event personnel, or law enforcement officials.
  (4) The aircraft is carrying properly accredited news representatives and, prior to entering that area, a flight plan is filed with the appropriate FSS or ATC facility specified in the NOTAM.

(e) Flight plans filed and notifications made with an FSS or ATC facility under this section shall include the following information:
  (1) Aircraft identification, type and color.
  (2) Radio communications frequencies to be used.
  (3) Proposed times of entry of, and exit from, the designated area.
  (4) Name of news media or organization and purpose of flight.
  (5) Any other information requested by ATC.

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