

ESF 1 – Attachment 1

Disaster Aviation

Primary Agency Illinois Department of Transportation - Division of
Aeronautics (IDOT-A)

Support Agencies Illinois Department of Military Affairs (IDMA)
Illinois State Police (ISP)

I. Introduction

A. Purpose

1. The purpose of this Annex is to establish consistent policies, organizational structures, and procedures for the use of aviation support to major emergency and disaster situations in Illinois.

B. Scope

1. The scope of this Annex is to establish parameters for the effective integration of aviation assets into disaster response and recovery activities.

II. Assumptions

A. Catastrophic disasters will result in a need for aircraft to support operations in the impacted area.

B. Any Federal aviation assets used in disaster aviation support operations in Illinois will remain under the command of their parent organization.

C. The authority for the coordination of disaster operations rests jointly with the local jurisdiction and with the State of Illinois. (See 20 ILCS 3305 et seq.)

D. Under the National Search and Rescue Plan, the authority for the conduct of air operations in support of search and rescue, excepting military and commercial inter-state air carriers, rests with the State of

Illinois.

- E. The authority for the conduct of disaster air operations rests with the State of Illinois.
- F. The authority for airspace control and management rests with the Federal Aviation Administration (FAA).

III. Concept of Operations

A. General

1. Outside of search and rescue operations, which are addressed in the Search and Rescue Annex, it is envisioned that any aviation support to minor disasters will be both limited in scope and the result of direct contact between the impacted jurisdiction and the provider. As these levels of emergency operations do not normally require extended time frames, widespread use of aviation, or multiple aircraft continuously operating in confined areas, the State aviation support system would not normally be activated. If long-term operations are envisioned, or on the request of the local jurisdiction, the FAA, or the SEOC, any, or all components of the aviation support system may be activated.
2. In a major disaster, the UAC will be routinely dispatched to the disaster site. If aviation issues are anticipated, the Air Operations Manager would be requested to join the SEOC, or the UAC staff for the operation, and will be the central point of contact for the coordination of the overall disaster aviation support operations. Depending on the severity of the situation, or the anticipated levels of air operations, additional staffing may be activated at the SEOC, UAC, a near-site airport, or other appropriate facility to support this coordination function.
3. In a major disaster, activation of the aviation support system will be automatic, the Air Operations Manager would select the location and alert additional staff to support forward air operations, as well as provide for Aviation Liaisons to the SEOC and UAC(s), as necessary. Once activated, the aviation support system must be prepared to address the coordination

and allocation of resources, staging, logistics, intelligence, reporting and communications for disaster air support. Implementing procedures are referenced as Standard Operating Procedures (SOP) - (See SOP #1. - (“Detailed Procedures”).

B. Notification

1. IEMA, upon being notified of a major disaster, will notify the following, as appropriate, of information received, as well as action taken or planned throughout the emergency:
 - a. IDOT-A Liaison by Office phone number or pager,
 - b. Agency points of contact from aviation providers and support agencies,
 - c. FAA and/or Department of Homeland Security- For the establishment of Temporary Flight Restrictions (TFRs) in accordance with procedures referenced as SOP #5 (Temporary Flight Restrictions).

C. Operational Structure

1. Resources for response to disaster situations will come from a wide variety of both government and private sector sources.
2. It is important to pre-establish a management system, which has the authority to coordinate disaster air operations, without infringing on each aviation resource provider's ability to support their own requirements.

D. Federal Coordination

1. Under a Presidential Declaration of a major disaster or emergency, State agencies may coordinate with their Federal counterparts to acquire and/or transport Federal assets and officials, when needed.

IV. Responsibilities

- A. Primary Agency - Illinois Department of Transportation - Division of Aeronautics
1. provides an Air Operations Manager to the SEOC to:
 - a. identify all aviation assets already committed to the response,
 - b. identify aviation assets available, but not yet committed,
 - c. identify necessary staffing, and activate selected components,
 - d. identify the need for temporary flight restrictions, and coordinate the requests with the FAA,
 - e. establish restricted airspace management, if requested by the FAA,
 - f. identify and establish, as necessary, a forward staging area and the associated logistical support necessary for operations,
 - g. brief the SEOC on the status of air operations, including current missions, available aircraft by type, locations of staging areas, and proposed priorities for aviation support,
 - h. advise the SEOC Manager on aircraft capabilities, recommendations for appropriate missions by type of aircraft, and restrictions or costs associated with use of private sector aircraft,
 - i. respond to requests for aviation support from the SEOC,
 - j. maintain Daily Aviation Activity Logs including all missions flown,

- k. coordinate maintenance and logistical support for aircraft.
2. estimates, in coordination with responding State agencies, the level of aviation support needed,
 3. coordinates notification, deployment and arrival of the aviation assets,
 4. coordinates with the other states within the Midwest to determine the availability of additional or specialized aviation assets,
 5. coordinates with the affected areas to ensure assistance needs are met,
 6. ensures the UAC Team is adequately staffed to support the air operations mission(s),
 7. coordinates resupply of aviation assets,
 8. provides aircraft to support disaster air operations,
 9. provides aviation support to all state agencies as provided in Executive Order Number 8,
 10. provides qualified personnel to assist in the management of air operations,
 11. provides maintenance facilities and personnel to provide logistical support to State aircraft dedicated to the disaster operations,
 12. ensures the safety of all aviation facilities within the state,
 13. maintains lists of resources available through IDOT-A including:
 - a. licensed pilots registered in Illinois,

- b. aircraft registered in Illinois,
 - c. specialized aircraft and aircrew providers,
 - d. consulting engineering firms with aviation specialties,
14. provides FAA certified Air Operations Pilots qualified to operate a variety of Division aircraft,
15. provides Civil Engineers (many are FAA certified pilots) whose expertise lies in the development, construction and maintenance of airports,
16. provides Flight Safety Coordinators, all FAA qualified flight instructors, who are responsible for the certification and the inspection of all aviation facilities,
17. maintains two aviation facilities. The two facilities are located at Springfield’s Capital Airport and West Chicago’s DuPage County Airport. The City of Litchfield also has an Emergency Medical Services Helicopter (ARCH) that could be used to assist emergency efforts. Springfield provides an FAA Certified Repair Facility and aircraft scheduling/dispatching. Springfield also has an IDOT owned fuel farm that contains 12,000 gallons of Jet A fuel and 12,000 gallons of 100LL aviation fuel,
18. possesses unique aviation assets such as photographic capabilities and Forward Looking Infra Red (FLIR). Aeronautics has the equipment and resources to support long endurance missions, if required.

B. Support Agencies

1. Illinois Department of Military Affairs
- a. provides a point of contact to the Air Operations Manager at the SEOC,
 - b. provides aircraft to support disaster air operations,

including:

- (1) transportation of specialized emergency or relief personnel,
 - (2) transportation of critical supplies,
 - (3) transportation of critical emergency equipment,
 - (4) transportation of water and foodstuffs,
 - (5) transportation to support emergency aerial evacuation.
- c. provides qualified personnel to assist in the management of air operations, maintenance facilities, and logistical support to State aircraft dedicated to the disaster operations,
 - d. provides personnel and equipment to provide air/ground communications,
 - e. provides air support for damage assessment,
 - f. provides emergency aviation fuel support,
 - g. conducts aviation support missions in support of the State Active Duty Plan.

2. Illinois State Police

- a. provides a point of contact to the Air Operations Manager at the SEOC,
- b. provides aircraft and aircrews to support disaster air operations,
- c. provides aerial surveillance, photography, and forward looking infrared (FLIR) devices.

V. References

- A. Illinois Emergency Management Agency Act (20 ILCS 3305)
- B. National Response Framework
- C. Incident Command System, National Incident Management System 2004
- D. IDOT-A Executive Order Number 8
- E. IDMA State Active Duty Plan
- F. Standard Operating Procedures - IDOT-A
 - 1. Detailed Procedures
 - 2. Potential Aircraft Missions
 - 3. Helicopter Landing Areas, Selection and Establishment
 - 4. Safety
 - 5. Temporary Flight Restrictions

THIS PAGE INTENTIONALLY LEFT BLANK