

CHATHAM COUNTY EMERGENCY OPERATIONS PLAN

ESF-1 ANNEX
APPENDIX 1-2

TRANSPORTATION ASSET MANAGEMENT

MAY 2014





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RECORD OF CHANGES

- Updated resource type listing (TAB A)
- Updated Acronym List
- Updated Tab C ASOC and EOC Coordination – Eliminated duplicated information from base of document
- Reformatted Tab B information into a table and added Potential Resource Column



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ACRONYMS

ASOC	Aviation Support Operations Center
CEMA	Chatham Emergency Management Agency
CPG	Command Policy Group
Deputy	Deputy Director
DO	Duty Officer
EOC	Emergency Operations Center
EOP	Emergency Operations Plan
ESF	Emergency Support Function
GaDOD	Georgia Department of Defense
GDPS	Georgia Department of Public Safety
GEMA	Georgia Emergency Management Agency
GEOP	Georgia Emergency Operations Plan
IMT	Incident Management Team
MHz	Megahertz
NIMS	National Incident Management System
NRF	National Response Framework
RFA	Request for Assistance
SHHIA	Savannah Hilton Head International Airport
SOC	State Operations Center
SOP	Standard Operating Procedures
TFR	Temporary Flight Restrictions
UHF	Ultra High Frequency
VHF	Very High Frequency



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I. INTRODUCTION

- A. Transportation planning anticipates conditions and plans for future scenarios to make informed decisions on allocating resources. The planning effort must balance funding realities with mobility needs; public expectations; and community, legislative, and environmental considerations. Transportation Asset Management planning provides a valuable resource to maximize system performance, improve customer satisfaction, and minimize life-cycle costs.
- B. Through coordinated planning efforts, transportation asset data is used to assist in developing and selecting cost-effective policies, programs, and projects to preserve and improve resource allocation during emergency response and recovery operations. Coordinated planning efforts ensure data on local resources are maintained and categorized by type for the safe and effective assignment of task oriented missions and further enhances long-range transportation planning.

II. PURPOSE

- A. The purpose of a Transportation Asset Management program is to minimize the life-cycle costs for managing and maintaining transportation assets. Through the use of management systems, emergency planners and transportation agencies can more comprehensively view the big picture and evaluate collected data before making decisions as to how specific resources should be deployed. Transportation Asset Management principles and techniques should be applied throughout the planning process, from initial goal setting and long-range planning to development of a Transportation Improvement Program and then incorporated into other recovery operations, preservation, and maintenance programs.
- B. Implementing an asset management program starts with establishing an organization's strategic objectives for managing and improving its assets and identifying the specific measurable performance and service levels needed to meet those objectives. An asset management plan can then be developed that covers all transportation-related assets, identifying what is working well, where improvements are needed, and the necessary data that should be collected. It is important to know what assets are in place, their condition and expected performance. It is also important to collect data that are linked to performance measures and that can be used for engineering and economic analysis. Often the necessary data are already available in existing management systems, such as those for pavements, bridges, tunnels, signals, rails, and safety hardware. Data should be shared throughout transportation agencies to avoid duplicating data collection efforts.



III. SCOPE

- A. The provisions of this Appendix apply County-wide and to all hazards and disasters; natural and/or man made that call for either a partial or full activation of the County's Emergency Operations Plan (EOP). This Appendix is not intended to replace jurisdictional transportation asset management plans and/or procedures.
- B. This Appendix outlines emergency management, support agency staffing, and operational responsibilities, required to provide supplemental service and support to engaged transportation assets which are beyond the capabilities of a responding jurisdiction.

IV. AUTHORITIES

- A. This Appendix is developed under the authority of the Chairman of the Board of the County Commission, Chatham County, Georgia; and the Director of the Chatham Emergency Management Agency (CEMA), Chatham County, Georgia. This Appendix supersedes all similar and previous versions to date.
- B. CEMA has primary responsibility for compliance with provisions of the County's EOP; and is responsible for ensuring execution of the response activities outlined in this Appendix and supporting documents. CEMA maintains resource directories for government, commercial, and industrial, transportation assets, facilities, and supplies within the County; including points of contact, their geographic locations, territories, and operating areas (see Tab A, Consolidated Transportation Assets List).
- C. Emergency Support Function (ESF) Partners and other agencies included on the Consolidated County-wide Resource List (See TAB A), who are responsible for providing supporting actions; will coordinate with their internal resources and personnel in order to accomplish the tasks defined in this document.
- D. This Appendix is developed in accordance with the legal references below.
 - 1. FEDERAL. National Response Framework (NRF), October 2008, as amended
 - 2. STATE:
 - a. Georgia Constitution
 - b. Georgia Emergency Management (GEMA) Act of 1981, as amended



- c. Georgia Emergency Operations Plan (GEOP)
- 3. COUNTY: Chatham County Emergency Operations Plan
 - a. Chatham County EOP, March 29, 2012
 - b. Chapter 4, Article III, of the Chatham County Code, Emergency Management, December 2, 2012.

V. ASSUMPTIONS

- A. Public transportation resources will be utilized on a priority basis to save lives and protect property.
- B. In a major emergency, the relaxation of certain restrictions (weight, height, and load requirements for vehicles transporting critical items) is essential to allow rescue and relief equipment into affected areas.
- C. This plan may be utilized singularly, or in conjunction with activation of the EOP.

VI. IMPLEMENTATION

- A. This plan is implemented upon the recommendation of the CEMA Director, with the approval of the Chairman, Chatham County Board of Commissioners and concurrence of the Mayors of the Municipalities as appropriate (referred within this document as the Command Policy Group (CPG)).
- B. Management of this Appendix is accomplished through ESF-1 Ground Support Unit Leader (Transportation). The ESF-1 Primary Coordinator will function as the ESF-1, Logistics Ground Support Unit Leader. See paragraph VIII (E).

VII. CONCEPT OF OPERATIONS

- A. General: During emergencies and disasters, transportation assets required to respond to and support an event may be varied and vast. Additional transportation resources may be needed by initial responders, or the situation may require moving people and/or supplies from one location to another. Established transportation systems in the affected area/jurisdiction may be inadequate or disrupted, leaving both emergency responders and the community in need of additional transportation support.



- B. Transportation Support: In order to provide the appropriate level of support to emergency response operations, transportation assets may be requested and acquired from government agencies and/or the private sector (including vendors, service providers, volunteer and other non-profit organizations). In critical life and property saving situations, local, state, and federal assets may be available as temporary augmentation.
- C. Managing Transportation Assets: Managing transportation assets during emergency situations may include locating and coordinating the use of additional or specialized equipment, and/or providing service and support to resources being utilized at the scene. The scope of the given event will dictate how this is accomplished.
 - 1. No-Notice Events. The vast majority of emergency situations within Chatham County occur with no-notice, and require a short term response by a single jurisdiction to the localized event. Managing transportation assets during these events is the responsibility of the local jurisdiction, with the support requirements managed by the responding agencies, utilizing the assets and resources in service that are immediately available. This is an extension of the normal services provided by the agencies involved.
 - 2. Expanded and/or Community-Wide Emergencies. The process of managing transportation assets in the County during an expanded or community-wide emergency event involves two series of coordinating actions. First, essential immediate transportation needs must be identified and actions taken to provide for those needs. Second, as soon as possible, the continuing and future needs for transportation resources, services and support, must be estimated and the infrastructure established to meet those requirements. These coordinating actions during an expanded event may best be accomplished through activation of the County Emergency Operations Center (EOC).
 - 3. Acquisition of Available Transportation Assets.
 - a. Mutual Aid: Mutual aid agreements and vendor service contracts may be in place and activated by the affected jurisdiction to augment and satisfy a temporary increase in local transportation requirements.
 - b. Requests for Assistance (RFA): When an emergency event exceeds the jurisdictional first response, mutual aid, and vendor contracted capabilities, additional assistance may be requested through established RFA procedures.



- 1) Local RFAs for additional transportation assets to support an event that is limited in scope are requested through CEMA and coordinated directly with established ESF-1 Partners.
- 2) During expanded events, RFAs for additional transportation assets are made to the EOC, using procedures established by the Logistics Section in accordance with guidelines provided under the National Incident Management System (NIMS). RFAs are managed and coordinated through ESF-1, approved by the Operations Section Chief, and processed/coordinated by the Logistics Section.

D. Logistics

1. CEMA in coordination with local emergency management partners will identify resources that are needed to respond to, recover from, and mitigate incidents that are both man-made and natural in occurrence. List of potential resources for available use or need will be compiled based on past incidents, past full scale exercises, and current best practices risk analysis.
2. Known resource short comings based on hazard impact, response, and recovery needs are identified and a source for such items will be identified. Additional, the request for such resources will follow standard operational guidelines for resource request (i.e. ICS form 213 RR). It will then fall upon the logistics section for the incident to identify a resource for procurement.
3. Private agencies play a critical role in providing resource need in support of an emergency incident. These relationships between the public and private sector are established before an incident occurs or a resource is needed. As a resource need is identified during the mitigation phase of planning and such resources are not obtainable through public means, private sources are then identified that are able to provide such resources. MOU's and contracts that identify the availability and cost of resources during critical times are then procured
4. Logistical support of engaged assets is the responsibility of the jurisdiction to which the asset belongs. This includes fuel and maintenance requirements. During extended or community wide emergencies, centralized fleet operations may be established that would include fueling and maintenance facilities for all transportation assets supporting the event. However, records and



logs will be maintained in order to identify agencies utilizing these facilities.

5. Logs and records are used in order to track financial responsibilities. If these resources are secured through the EOC Logistics Section, this Section will be accountable for record generation and retention. If these resources are secured through other coordination efforts, the entity responsible for receiving the resource will have accountability for record generator and retention.

E. Planning and Preparation.

1. Prior to the need arising, it is critical ESF-1 partners are aware of what assets would be available during an emergency event. Even though the availability of specific resources within a given jurisdiction may change, general capabilities remain.
2. CEMA in cooperation with the ESF-1 Primary Agency, will contact jurisdictional representatives and ESF-1 partners to include the Georgia Department of Defense (GaDOD), to maintain and periodically update a consolidated list of transportation assets. This information will be solicited from the appropriate agencies as needed and used to update the information included in this plan (see Tab A, Consolidated County-wide Resource List).

F. Training and Exercises. During exercises and other emergency training events, planning considerations should include possible needs for additional transportation assets. Possible needs should include but not limited to: personnel, supplies, equipment, facilities, and communications. Transportation packages to support likely scenarios may be utilized to facilitate this planning effort (see Tab B, Anticipated Transportation Requests).

G. Communications.

1. General: Communications during any emergency event will be a challenge. Mass communications networks, along with radio and land line communications methods routinely used by both government and private agencies may or may not be operational or available. Communications to, from, and between, units/agencies in the field will add to the level of difficulty. Because of this possibility, both government and private agencies must plan to maintain redundant communications capabilities with the County EOC.



2. Communications Methods. Regardless of the location of the County EOC, available communications resources will be coordinated through ESF-2 (Communications) and may include:
 - a. Commercial Land Line Telephone
 - b. Commercial Satellite Telephone
 - c. 800 MHz Radio
 - d. UHF Radio
 - e. VHF Radio
 - f. Internet Connectivity
 - g. Message Courier
 - h. Commercial Radio and Television Stations

VIII. RESPONSIBILITIES

- A. CEMA Director: The CEMA Director serves as the primary advisor to the County Commissioners and the County Manager regarding emergency management. His role is to collect incident-related forecasts and/or information and relay information, along with his professional recommendations to the local policy group for decisions and declarations. The Director also has signature authority and responsibility to issues and/or requests through the County and GEMA)
- B. CEMA Deputy Director (Deputy): The CEMA Deputy provides the supervisory role in CEMA Operations. He takes recommendations from the CEMA Duty Officer (DO) and determines the need for response actions, EOC activations, and other CEMA functions through consultation with the CEMA Director. In the event activation of the EOC is ordered, the Deputy makes notifications to CEMA Staff and the GEMA Area V Field Coordinator. The Deputy functions as the EOC Operations Section Chief and will take the responsibilities of the CEMA Director when required.
- C. Operations Section Chief: The Operations Section Chief is responsible for identifying, prioritizing, and allocating transportation needs required to support an emergency. Operational priorities will continually be reassessed to address the most critical transportation needs, and support will continue as long as emergency conditions exist. In conjunction with other staff sections, the Operations Section Chief assists with developing required recovery actions and strategies.



- D. ESF-1 Ground Support Unit Leader (Transportation): The ESF-1 Ground Support Unit Leader (GSUL) in the Logistics Section is the primary contact for transportation coordination issues. The GSUL is responsible for (not all inclusive):
1. Formulating the event's Transportation Plan, and assisting the Operations Section Chief with prioritizing available transportation resources.
 2. Receiving requests for transportation support, and coordinating the requests with the appropriate supporting agencies.
 3. Periodically contacting jurisdictional representatives and ESF-1 Partners (to include the GaDOD) updating the Consolidated County-wide List; confirming the readiness levels of available assets from supporting agencies, to include fuel availability and maintenance resources.
 4. Directing and coordinating all the necessary resources to dispatch requested vehicles and/or equipment; and to maintain records, supply fuel, provide services, and repair, those deployed assets.
 5. Maintaining status of the transportation infrastructure and coordinating repair priorities with the appropriate partners and agencies.
 6. For a complete list of ESF-1 responsibilities, see EOP ESF-1 Annex (Transportation).

IX. APPENDIX MANAGEMENT AND MAINTENANCE

- A. Executive Agent: CEMA is the executive agent for Appendix management and maintenance. The Appendices and supporting documents will be updated periodically as required to incorporate new directives and changes based on lessons learned from exercises and actual events. This section establishes procedures for interim changes and full updates of the Appendices.
- B. Types and Changes: Changes include additions of new or supplementary material and deletions. No proposed change should contradict or override authorities or other plans contained in statute, order, or regulation.
- C. Coordination and Approval: Any department or agency with assigned responsibilities within the Appendices may propose a change to the plan. CEMA is responsible for coordinating all proposed modifications to the Appendices with primary agencies, support agencies and other



stakeholders. CEMA will coordinate review and approval for proposed modifications as required.

- D. Notice of Change: After coordination has been accomplished, including receipt of the necessary signed approval supporting the final change language, CEMA will issue an official Notice of Change. The notice will specify the date, number, subject, purpose, background, and action required, and provide the change language on one or more numbered and dated insert pages that will replace the modified pages in the Emergency Operations Plan (EOP), Annex, or supporting documents. Once published, the modifications will be considered part of the EOP for operational purposes pending a formal revision and re-issuance of the entire document. Interim changes can be further modified or updated using the above process.
- E. Distribution: CEMA will distribute the Notice of Change to all participating agencies. Notice of Change to other organizations will be provided upon request. Re-issuance of the individual annexes or the entire EOP will take place as required. Working toward continuous improvement, CEMA is responsible for an annual review and update of the EOP to include related annexes, and a complete revision every four years (or more frequently if the County Commission or Georgia Emergency Management Agency deem necessary). The review and update will consider lessons learned and best practices identified during exercises and responses to actual events, and incorporate new information technologies. CEMA will distribute revised EOC Annex documents for the purpose of interagency review and concurrence



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TAB A
CONSOLIDATED COUNTY-WIDE TRANSPORTATION
RESOURCE LIST



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NIMS REF#	RESOURCE	R/S	JURISDICTION	ON HAND BY TYPE					RESTRICTIONS
				I	II	III	IV	OTHER	
7-508-1082	Road Sweeper	S	Bloomingtondale				1		
7-508-1089	Trailer, Equipment Tag-Trailer	S	Bloomingtondale		1	1			
3-508-1029	Ambulance Strike Team	R	Chatham Co, SSFD/EMS		1				
3-508-1028	Ambulances (Ground)	R	Chatham Co, SSFD/EMS		38				
1-508-1152	Animal Protection: Small Animal Transport Team	S	Chatham Co, CEMA		1				
7-508-1068	Buses	S	Chatham Co, CCSO		1				
7-508-1073	Electronic Boards, Arrow Boards	S	Chatham Co, CCPW	2					
7-508-1074	Electronic Boards, Variable Message Signs (VMS)	S	Chatham Co, CCPW	2					
2-508-1048	Evacuation Coordination Team	S	Chatham Co, CEMA	1					
2-508-1049	Evacuation Liaison Team (ELT)	S	Chatham Co, CEMA	1					
6-508-1002	Law Enforcement Aviation - Helicopters - Patrol & Surveillance	S	Chatham Co, MOSCON			2			
2-508-1053	Mobile Communications Center (Also referred to as "Mobile EOC")	S	Chatham Co, CEMA	1				5	
7-508-1082	Road Sweeper	S	Chatham Co, CCPW	3					
7-508-1089	Trailer, Equipment Tag-Trailer	S	Chatham Co, CEMA			2			
7-508-1092	Trailer, Gooseneck Tractor	S	Chatham Co, CCPW	1					
7-508-1093	Trailer, Small Equipment	S	Chatham Co, CCPW		6				
7-508-1098	Truck, Tractor Trailer	S	Chatham Co, CCPW			2			
7-508-1068	Buses	S	Chatham Co, CAT		70		28*		*Paratransit (2-3 chairs)
4-508-1116	Crew Transport (Firefighting Crew)	S	COS			2			
7-508-1073	Electronic Boards, Arrow Boards	S	COS	3	1	5			
7-508-1074	Electronic Boards, Variable Message Signs (VMS)	S	COS	2					
4-508-1118	Fire Boat	R	COC			1			
7-508-1089	Trailer, Equipment Tag-Trailer	S	COS	1	3	5			



NIMS REF#	RESOURCE	R/S	JURISDICTION	ON HAND BY TYPE					RESTRICTIONS
				I	II	III	IV	OTHER	
7-508-1091	Trailer, Flat Bed Truck (Two Types/Example Only)		COS						
7-508-1092	Trailer, Gooseneck Tractor		COS						
7-508-1093	Trailer, Small Equipment	S	COS	1					
7-508-1098	Truck, Tractor Trailer	S	COC		1				
4-508-1116	Crew Transport (Firefighting Crew)	S	Garden City				1		
7-508-1082	Road Sweeper	S	Garden City	1					
7-508-1089	Trailer, Equipment Tag-Trailer	S	Garden City			3			
7-508-1073	Electronic Boards, Arrow Boards	S	Pooler	1					
7-508-1089	Trailer, Equipment Tag-Trailer	S	Pooler	1					
7-508-1093	Trailer, Small Equipment	S	Pooler	2					
7-508-1068	Buses	S	Port Wentworth				1		
7-508-1089	Trailer, Equipment Tag-Trailer	S	Port Wentworth				5		
7-508-1091	Trailer, Flat Bed Truck (Two Types/Example Only)	S	Port Wentworth				2		
7-508-1093	Trailer, Small Equipment	S	Port Wentworth					1	
4-508-1116	Crew Transport (Firefighting Crew)	S	Tybee Island				1		
7-508-1074	Electronic Boards, Variable Message Signs (VMS)	S	Tybee Island	1					
7-508-1090	Trailer, Dump (one type/example only)	S	Tybee Island					1	
7-508-1089	Trailer, Equipment Tag-Trailer	S	Tybee Island			1			
7-508-1093	Trailer, Small Equipment	S	Tybee Island		2				



TAB B
ANTICIPATED TRANSPORTATION REQUESTS



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Anticipated Transportation Request		
ESF Group	Anticipated Requests	Potential Source
ESF - 01: General Transportation Operations	Fork Lifts/Operators	Fleet/PW
	Maintenance (Vehicle and Equipment)	Fleet
	Petroleum Transport/Field Refueling	Contract
	Staffing (Ground Support Unit Functions)	Fleet
	Transportation, Air (Commodities and General Supplies)	MOSCON/ASOC
	Transportation, Air (Personnel and Equipment)	MOSCON/ASOC
	Transportation, Ground (Commodities and General Supplies)	PW/SOC
	Transportation, Ground (Personnel and Equipment)	PW/SOC
	Vehicle/Equipment Recovery (Wrecker Service)	PW/Fleet/Contract
ESF - 03: Support to Damage Assessment Operations	Transportation, Air (Commodities and General Supplies)	MOSCON/ASOC
	Transportation, Air (Personnel and Equipment)	MOSCON/ASOC
	Transportation, Ground (Commodities and General Supplies)	PW/SOC
	Transportation, Ground (Personnel and Equipment)	PW/SOC
	Vehicle/Equipment Recovery (Wrecker Service)	PW/Fleet/Contract
ESF - 05: Support to Evacuation Operations	Petroleum Transport/Field Refueling	Contract
	Transportation, Ground (Commodities and General Supplies)	PW/SOC
	Transportation, Ground (Personnel and Equipment)	PW/SOC
	Vehicle/Equipment Recovery (Wrecker Service)	PW/Fleet/Contract
ESF - 06: Support to Sheltering Operations	Transportation, Ground (Commodities and General Supplies)	PW/SOC
	Transportation, Ground (Personnel and Equipment)	PW/SOC
	Vehicle/Equipment Recovery (Wrecker Service)	PW/Fleet/Contract
ESF - 07: Support to Resources Unit	Fork Lifts/Operators	Fleet/PW
	Petroleum Transport	Contract
	Staffing (Maintenance Facilities, Staging Areas, Motor Pools)	County
	Transportation, Air (Commodities and General Supplies)	MOSCON/ASOC
	Transportation, Air (Personnel and Equipment)	MOSCON/ASOC
	Transportation, Ground (Commodities and General Supplies)	PW/SOC
	Transportation, Ground (Personnel and Equipment)	PW/SOC
	Vehicle/Equipment Recovery (Wrecker Service)	PW/Fleet/Contract



Anticipated Transportation Request		
ESF Group	Anticipated Requests	Potential Source
ESF - 08: Support to Health and Medical Operations	Fork Lifts/Operators	Fleet/PW
	Transportation, Air (Commodities and General Supplies)	MOSCON/ASOC
	Transportation, Air (Personnel and Equipment)	MOSCON/ASOC
	Transportation, Ground (Commodities and General Supplies)	PW/SOC
	Transportation, Ground (Personnel and Equipment)	PW/SOC
ESF - 09: Support to Search and Rescue Operations	Petroleum Transport/Field Refueling	Contract
	Transportation, Air (Personnel and Equipment)	MOSCON/ASOC
	Transportation, Ground (Personnel and Equipment)	PW/SOC
	Vehicle/Equipment Recovery (Wrecker Service)	PW/Fleet/Contract
ESF - 11: Support to Agriculture and Natural Resources	Transportation, Air (Commodities and General Supplies)	MOSCON/ASOC
	Transportation, Ground (Commodities and General Supplies)	PW/SOC
	Transportation, Ground (Evacuation of Household Pets and Service Animals)	Animal Control, SOC
	Transportation, Ground (Support to Natural, Cultural, and Historical Preservation)	Contract
ESF - 12 Support to Energy/Utilities:	Transportation, Air (Personnel and Equipment)	MOSCON/ASOC
	Transportation, Ground (Personnel and Equipment)	PW/SOC
	Vehicle/Equipment Recovery (Wrecker Service)	PW/Fleet/Contract
ESF - 13 Support to Public Safety and Security	Transportation, Air (Personnel and Equipment)	MOSCON/ASOC
	Transportation, Ground (Personnel and Equipment)	PW/SOC
	Vehicle/Equipment Recovery (Wrecker Service)	PW/Fleet/Contract
ESF - 14: Support to Long-term Community Recovery and Mitigation	Transportation, Air (Commodities and General Supplies)	MOSCON/ASOC
	Transportation, Air (Personnel and Equipment)	MOSCON/ASOC
	Transportation, Ground (Commodities and General Supplies)	PW/SOC
	Transportation, Ground (Personnel and Equipment)	PW/SOC
ESF - 15: External Affairs	Transportation, Air (Personnel)	MOSCON/ASOC
	Transportation, Ground (Personnel)	PW/SOC

Refer to Tab A for additional Source Information

*PW = Public Works

*MOSCON = Mosquito Control



TAB C
ASOC AND EOC COORDINATION



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I. INTRODUCTION

- A. Aviation support prior to and following a hurricane landfall affecting coastal Georgia is vital to ensure a successful evacuation and re-entry. Primary missions for aviation assets in the event of an impending hurricane are to support the evacuation efforts by conducting traffic surveillance; then support the re-entry operations by conducting route reconnaissance and damage assessments, supporting search and rescue operations, and providing transportation for personnel, supplies and equipment.
- B. Not all emergency situations occurring in Chatham County will match the scope of a hurricane and have a regional impact. However, the support provided to these smaller incidents by aviation assets is no less important. Aerial reconnaissance and damage assessments, supporting search & rescue operations, and conducting fire suppression, are likely missions local air assets will be called upon to conduct.

II. PURPOSE

- A. The purpose of this Tab is to establish procedures used by Chatham County to establish, request, and coordinate, aviation support during an emergency response effort.
- B. This Tab may also be used by the Incident Management Team (IMT), during the planning process to maximize use of available aviation support assets.

III. SCOPE

- A. Regardless if air assets are supporting a regional or County event, when the Chatham County EOC is activated, an Aviation Support Operations Center (ASOC), will be activated to coordinate aviation support. Procedures outlined in this Tab apply to either a state or County ASOC when established within Chatham County.
- B. The provisions of this Tab apply County-wide and to all hazards and disasters; natural and/or man made that call for either a partial or full activation of the County's EOP. This Tab is not intended to replace agency/department Standard Operating Procedures (SOP), or jurisdictional emergency management plans and/or procedures.

IV. ASSUMPTIONS

- A. Aircraft and crew availability.
- B. Availability of facilities sufficient to support air operations.



- C. Weather conditions allow air operations.

V. CONCEPT OF OPERATIONS

A. General

1. The Georgia Department of Public Safety (GDPS), will assume the lead role in coordinating aviation support for all missions during pre and post-hurricane landfall, and/or during other events with actual or potential regional impact
2. The Aviation Unit assigned to Chatham County Mosquito Control (MOSCON) will assume the lead role in coordinating aviation assets supporting emergency response operations within the County.

B. ASOC Location

1. Regional Event
 - a. During an event affecting the region, an ASOC will be established at a forward staging area as soon as practical. The staging area may be designated based on the current situation and storm track; or when entry into the affected area is possible, by conducting a site survey.
 - b. In addition to Savannah Hilton Head International Airport (SHHIA), additional staging areas (regional ASOC locations), have been established at : Hunter Army Airfield in Savannah, Brunswick-Golden Isles Airport in Brunswick, and Southwest Georgia Regional Airport in Albany.
2. Chatham County Event
 - a. MOSCON, Headquarters located adjacent to the SHHIA, is the designated location within Chatham County for the ASOC.
 - b. The County Aviation Unit does have a mobile aviation control and support capability intended for events limited in scope.

C. Aviation Support Mission Request Procedures

1. All requests for aviation support will be sent to the ASOC using the best communications method available by either the State Operations Center (SOC), or EOC as applicable.



2. The Air Boss will coordinate all aviation assets supporting the operation and assign missions based on most appropriate/best suited aircraft for the support requested.
 3. A log will be maintained at the ASOC to record type of mission flown, agency responding to the mission, aircraft number, name of the pilot in charge, start and completion time, and total mission flight time.
- D. Mission Considerations
1. Temporary Flight Restrictions (TFR) may be required around the affected area to ensure flight safety.
 2. For use of County Aviation Assets for local events, notification of the Chatham County Manager is appropriate.
 3. Utilization of the National Search and Rescue Plan Grid System and local area maps.
 4. Maintain a fuel log. Record date, time, number of gallons, aircraft number, pilot's last name and agency.
- E. Anticipated Aviation Support Requests. The following is a list of anticipated requests for aviation support during emergency response operations:
1. Support Evacuation Efforts
 2. Conduct Surveillance
 3. Conduct Damage Assessments
 4. Support Search & Rescue Operations
 5. Provide Transportation for Personnel
 6. Provide for the Delivery of Supplies and Equipment
 7. Conduct Fire Suppression
- F. Communications
1. General: Communications during any emergency event will be a challenge. Mass Communications networks, along with radio and land line communications methods routinely used by both government and private agencies may or may not be operational or available. Communications to, from, and between, units/agencies



in the field will add to the level of difficulty. Because of this possibility, both government and private agencies must plan to maintain redundant communications capabilities with the County EOC.

2. Air-Ground Communications: Communications between the ASOC and supporting aircraft is accomplished via established air-ground frequencies and controlled using established procedures with the appropriate control tower (if available). If the tower is not available, GDPS has a plan and the mobile capability to provide Communications with supporting aircraft. Frequencies will be established for command and control of all aircraft. Aircraft will notify the ASOC when airborne, on station, mission complete, returning to base and arrival to base.
3. Ground Communications: The SOC and EOC will forward support requests to the ASOC by the most efficient communications method available. When available, Chatham County will utilize WebEOC for air support requests and coordination. Regardless of the location of the EOC, all available and back up communications resources will be coordinated through Emergency Support Function (ESF) 2 (Communications), which may include:
 - a. Commercial Cellular Telephones
 - b. Commercial Land Line Telephone
 - c. Commercial Satellite Telephone
 - d. 800 Mhz Radio
 - e. UHF Radio (ARES)
 - f. VHF Radio (ARES and Public Safety Nets)
 - g. Internet Connectivity (WebEOC)
 - h. Message Courier
 - i. Commercial Radio and Television Stations

VI. RESPONSIBILITIES

- A. CEMA Director: The CEMA Director serves as the primary advisor to the County Commissioners and the County Manger regarding emergency management and aviation support requirements in the County. The Director also has signature authority and responsibility to issues and/or requests through the County and GEMA.



- B. CEMA Deputy Director: The CEMA Deputy Director (Deputy) is the Primary Operations Officer and assumes the responsibilities of the Director in his absence. The Deputy determines response actions and the levels of activation of the EOC. In local events the Deputy works in close concert with the CEMA Duty Officer (DO), in determining the extent and scope of the response. When the EOC is activated, the Operations Section Chief is the Direct Report and primary coordinator for the ASOC.
- C. Director, Chatham County Mosquito Control (MOSCON). When available and practical, provide MOSCON aviation resources and facilities to support emergency response operations within Chatham County; and upon approval, to support regional emergency response operations.
- D. ASOC Air Boss: The designated Air Boss is responsible for ASOC operations, including designating the location and coordinating all associated support functions. The Air Boss coordinates all aviation assets supporting the operation, regardless of the operating agency, based on the best suitable aircraft for the requested mission. The Air Boss is also responsible for contacting and coordinating with off site agencies such as the Federal Aviation Administration (FAA), to request and coordinate Temporary Flight Restrictions (TFR), around the affected area for safety.
- E. Georgia Department of Public Safety:
 - 1. Will assign aircraft mechanics to support operations.
 - 2. Establish a portable Base Communications System and assign Communications Equipment Officers to assist the ASOC.
 - 3. Will supply two 1200 gal. fuel trucks and two 300 gal. portable fuel tanks.
- F. Georgia National Guard: The Georgia National Guard will supply CDL drivers to operate the fuel trucks and pump fuel.
- G. Georgia Forestry Commission: The Georgia Forestry Commission will supply one 1200 gal. fuel truck and one 400 gal. portable fuel tank.
- H. All Agencies:
 - 1. Each agency providing air assets supporting the event will furnish a member to act as a liaison officer (LNO) at the ASOC. The LNO must be knowledgeable of all assets and capabilities of their organization. The LNO will also be equipped with communication capabilities to contact their assigned aircraft.
 - 2. Each agency will be responsible for their meals and lodging.



EXHIBIT 1 – CURRENT AVIATION ASSETS

COUNTY

TYPE OF AIRCRAFT	MISSION / CAPABILITY	PASSENGER CAPACITY	AGENCY	R/S
MD-500 (x3)	Transport (Internal & External), Aerial Surveillance, Fire Suppression w/Bambi Bucket	3	MOSCON	S
Air Tractor 402 (x1)	Fire Suppression	0	MOSCON	S

STATE (AVAILABILITY MAY VARY)

TYPE OF AIRCRAFT	MISSION / CAPABILITY	PASSENGER CAPACITY	AGENCY	R/S
B-407 (x2)	Transport, Short-Haul Rescue, Long-Line Rescue, External Cargo Loads	5	GSP	S
UH-1 (x1)	Transport, Hoist Rescue, Fast Rope & Rappel, Cargo Hook, Search Light, Fires Suppression w/Bambi Bucket	10	GSP	S
B-206 (x6)	FLIR and Color Camera, Microwave Down-Link, Search Light	1	GSP	S
B-206 (x5)	Passenger & Cargo Transport	3	GSP	S
B-407 (x1)	Transport, Short-Haul Rescue, Long-Line Rescue, External Cargo Loads, Fire Suppression w/Bambi Bucket	5	DNR	S
B-206L4 (x1)	Transport, Short-Haul Rescue, Long-Line Rescue, External Cargo Loads, Fire Suppression w/Bambi Bucket	5	DNR	S
B-206 (x1)	Transport (Internal & External)	3	DNR	S
B-407 (x1)	Observation & Transport, Fire Suppression w/Bambi Bucket, External Loads	5	GFC	S
UH-1 (x1)	Transport, External Loads, Fire Suppression w/Bambi Bucket	11	GFC	S
Cessna210 (x1)	Transport, Aerial Surveillance, Cargo Transport, Photography	5	GFC	S
Cessna180 (x5)	Transport, Aerial Surveillance, Light Cargo Transport, Photography	3	GFC	S
Cessna182(x17)	Transport, Aerial Surveillance, Light Cargo Transport, Photography	3	GFC	S
Cessna172 (x8)	Transport, Aerial Surveillance, Light Cargo Transport, Photography	2	CAP	S
Cessna182 (x5)	Transport, Aerial Surveillance, Light Cargo Transport, Photography	3	CAP	S
UH-602 BLACK HAWK (x8)	Transport (Internal & External), Observation, Fire Support w/ Bambi Bucket, Heli-Basket Rescue	11	GANG	S
CH-470 (x5)	Transport (Internal & External), Fire Suppression w/Bambi Bucket	30-60	GANG	S
OH-58 (x2)	FLIR, Night Sun, Micro-Wave Downlink	1	GANG	S
OH-58 (x2)	Transport, Observation	3	GANG	S
UH-1V (x3)	Hoist Rescue, MedEvac (4 Passengers & 3 Litter Patients or 6 Litter Patients)	10	GANG	S
Dolphin (x5)	Hoist Rescue, Search & Rescue	6	USCG	S