



# AIR COORDINATION ANNEX

Support Annex

Hawaii Emergency Management Agency

DECEMBER 2017 |



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# RECORD OF CHANGES

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# 1. INTRODUCTION

## 1.1 PURPOSE

1. The purpose of this Annex is to establish the role, composition and operational structure of the Air Coordination Group (ACG). It is intended to guide the Air Coordination Group in the implementation of air coordination activities when activated in support of state emergency or disaster operations.
2. This Annex will:
  - a. Define the roles and responsibilities of coordinating and cooperating agencies.
  - b. Outline the process for state aviation asset support to affected counties.
  - c. Establish aviation coordination procedures.

## 1.2 SCOPE

1. This plan applies to all state, county and federal agencies with responsibilities listed in this Annex.
2. This Annex addresses emergencies or disasters in Hawaii that require state support of county response efforts and involve significant aviation assets. The plan can be applied to all hazards and is scalable from an incident that affects a single county, to one that has multi-county or statewide impacts.
3. The scope of this Annex is limited to the coordination of air support to emergency operations, which includes airfields, equipment and personnel required for aircraft support. It does **NOT** address the coordination of related response activities that are the domain of other state and federal emergency support functions, to include but not limited to:
  - a. The restoration of commercial airport operations, which is the domain of State and Federal Emergency Support Functions #1 – *Transportation*.
  - b. Logistical coordination for the movement of resources by air, which is the domain of State and Federal Emergency Support Functions #7 – *Resource Support and Logistics*.
  - c. The coordination of search and rescue (SAR) operations, which is the domain of State and Federal Emergency Support Function #13 – *SAR*.
4. This Annex does not replace internal operating procedures and statutory authorities of the agencies involved in air operations.
5. County emergency management agencies maintain their own plans and procedures for the coordination of air operations in support of incidents that do not require state support. County air operations plans should be consistent with this Annex.

### 1.2.1 DEFINITIONS

1. **AIR MISSION MANAGEMENT:** The identification, ordering, tracking, and operational coordination of available air resources and assets to support incident operations. Air mission management is distinct from airspace management, which the Federal Aviation Administration (FAA) manages and directs. Under Title 49 United States Code (USC), including § 40103 and § 44701(a) (5), the FAA has plenary authority over the nation's airspace before, during, and after a disaster. (*FEMA AIR OPERATIONS GUIDE*)

### 1.2.2 RELATIONSHIP TO OTHER PLANS

1. This document is an Annex to the State of *Hawaii Emergency Operations Plan (HI-EOP)*, which is the state's all-hazards plan that establishes the framework used to coordinate the state response to, and initial recovery from, emergencies and disasters.
2. This Annex addresses activities of the Air Coordination Group (ACG) when activated by the State Emergency Operations Center (SEOC) during an emergency or disaster and is not intended to duplicate or alter the response concepts outlined in the *HI-EOP*.



## 2. SITUATION AND ASSUMPTIONS

### 2.1 SITUATION OVERVIEW

1. Incidents generate requirements for resources, transport of goods and personnel, collection of aerial imagery, and a host of other mission essential tasks that air assets frequently fulfill.
2. Aviation assets are highly specialized resources that are both limited in availability and extremely valuable during a disaster response. Aviation resources have the distinct advantages of speed, providing an aerial perspective, and an ability to fly over impassable surface transportation infrastructure. These advantages must be weighed against the high cost and increased risk exposure inherent in aircraft use.
3. In Hawaii, air assets play a particularly vital and substantial role in all levels of emergency response given the geographic separation of the counties by water, the vulnerability sea ports to certain types of hazards and the potential for certain areas within each county to be rendered inaccessible by vehicle.
4. County assets include helicopters used by first responder agencies. During large incidents county government resources will need to be supplemented with resources from the private sector.
5. The Hawaii National Guard (HING) is the only state entity that possesses aviation assets.
6. There is a significant amount of federal resources, primarily concentrated on Oahu, due to the large U.S. Department of Defense (USDOD) presence.
7. The private sector owns the majority of non-federal helicopters and other aviation assets in the state, which may be contracted during a major incident to support county and state operations.

## 2.1.1 SUMMARY OF GOVERNMENT AVIATION CAPABILITIES IN THE STATE

	Aerial Reconnaissance	Airborne Command/Control	Cargo Capacity	Communications Relay	Damage Assessment	EMS Transportation	Evacuation	Hoist Capabilities	Law Enforcement	Mapping	Search & Rescue	Sling Load Cargo	Transport of Emergency Teams	Water Bucket Delivery
<b>COUNTY</b>														
Hawaii County Police/Fire	X	X		X	X				X	X	X			
Honolulu Fire Department	X	X	X	X	X		X			X	X		X	X
Honolulu Police Department	X	X	X	X	X	X	X	X	X		X		X	
Kauai Fire Department	X	X		X	X					X	X			
Maui County Police/Fire	<i>Maui County does not own air assets and relies on contracted resources.</i>													
<b>STATE</b>														
Air National Guard			X	X	X	X	X	X	X				X	
Army National Guard	X	X	X	X	X	X	X	X	X		X	X	X	X
<b>FEDERAL (Non-DOD)</b>														
Civil Air Patrol	X										X		X	
Federal Aviation Administration			X	X										
National Park Service	X													
U.S. Coast Guard	X	X	X	X	X	X	X	X	X		X		X	

Refer to Attachment 2 for a summary of county, state and private sector resources by quantity and type.

## 2.1.1.1 CABABILITY DEFINITIONS

- AERIAL RECONNAISSANCE:** The collection of information conducted from an airborne platform. Information can be collected visually or from various remote-sensing sensors such as still and video cameras.
- AIRBORNE COMMAND/CONTROL:** A suitably equipped aircraft used by an on-scene commander, government official or military personnel for the command and control of people and assets.
- CARGO CAPACITY:** An aerial vehicle capable of carrying cargo such as water, blankets, pallets, etc.
- COMMUNICATIONS RELAY:** Use of an aerial vehicle as a communications network to relay information or where the source and destination are interconnected by means of some nodes to facilitate communications.
- DAMAGE ASSESSMENT:** Onsite aerial evaluation of damage or loss caused by an accident or natural event.

6. **EMS TRANSPORTATION:** Emergency Medical Service (EMS) via aerial ambulance dedicated to providing out-of-hospital acute medical care, transport to definitive care, and other medical transport to patients.
7. **EVACUATION:** An aerial vehicle used for the movement/evacuation of a person(s).
8. **HOIST CAPABILITIES:** An aerial vehicle having mechanized ability to raise or lower by cable a person or object between a helicopter and the ground for internal transport.
9. **LAW ENFORCEMENT:** Aerial patrols for the purpose of locating, tracking and interrupting criminal activity.
10. **MAPPING:** The aerial act or operation of making a map or maps of the affected disaster area.
11. **SEARCH & RESCUE:** Aerial search for and provision of aid to people who are in distress or imminent danger.
12. **SLING LOAD CARGO:** A specialized cargo carrying capability consisting of an external fixed line or tether from a hard point on a helicopter to cargo or other item at the opposite end. Unlike hoist capability, the line between the helicopter and cargo is static and cannot be extended or reeled to and from the helicopter.
13. **TRANSPORTATION OF EMERGENCY TEAMS:** Capability of providing aerial transportation of designated emergency teams.
14. **WATER BUCKET DELIVERY:** A specialized bucket suspended on a cable carried by a helicopter to deliver water for aerial firefighting.

## 2.2 ASSUMPTIONS

1. Disasters will result in the need for aviation assets to support operations in the impacted area(s).
2. Primary responsibility for management of incidents involving transportation normally rests with state, counties and the private sector, which owns and operates most of the state's transportation resources.
3. Adequate aviation assets (aircraft, crews, airports, servicing facilities, etc.) may not be available within a single agency or jurisdiction to support response operations for a major disaster. Assets from other counties, the state or the federal government may need to be coordinated to support affected counties.
4. Aviation resources may include aircraft and resources owned, chartered, or leased by the state and local governments, the National Guard, the Civil Air Patrol, commercial operators and assets made available by private aircraft owners, corporations or other volunteer airmen within the state of Hawaii.
5. Each department or agency operating response aircraft retains command and control over their assets. Tactical use of assets deployed to County EOCs will be coordinated by the county.
6. Airspace control and management rests solely with the Federal Aviation Administration (FAA). The FAA will continue to provide Air Traffic Management and other Air Navigation Services (ANS) in the disaster area to the maximum extent practicable in the face of potential damage to its infrastructure and capabilities.



7. Communications in the impacted area may be disrupted or lost.
8. In a catastrophic event, airports operations will be compromised by incident impacts, which will likely include:
  - a. Utility lifelines, telecommunications, electricity, gas, water and sewer services to airports inoperative or degraded for an extended time.
  - b. Reliance on limited generator power, which may not support all facilities or equipment needed for airport operations.
  - c. Debris on airport surfaces requiring clearing before operations can resume.
  - d. Disruption to fueling operations due to damage or supply shortages.
  - e. Damage to airport infrastructure or equipment such as jetways, lighting or air stairs.
9. Commercial air operations may be stopped or slowed by damage and lack of power requiring a reversion to manual procedures. Airlines and state and federal agencies with regulatory duties that must be performed for commercial flights will experience staff shortages that will further disrupt operations.

## 3. CONCEPT OF OPERATIONS

### 3.1 GENERAL

1. The Air Coordination Group (ACG) is a state-level management asset that may be activated to coordinate the procurement and integration of county, state, federal and commercial aviation assets during a disaster or emergency requiring state support to counties. This includes the use of fixed and rotary wing aircraft.
2. The ACG facilitates cooperation between agencies involved in air missions, while providing a state point of contact for aviation coordination in the disaster area(s).
3. The ACG is part of the Operations Section at the State Emergency Operations Center (SEOC). County requests that involve aviation support are evaluated by the Operations Support Branch and tasked to the ACG, which determines the best available resource for the mission.
4. The ACG performs the following functions support to air missions:
  - a. Identification of appropriate and available aviation assets from across multiple entities.
  - b. Mission assignment of available aviation assets in response to county requests for assistance.
  - c. Situational awareness of aviation movement in the incident area.
  - d. Prioritization of aviation missions based on current incident objectives.
5. The ACG Supervisor also serves as the principal operational interface with the FAA for the incident area. The FAA is the final authority on Air Traffic Control (ATC) matters, including:
  - a. The establishment and management of Temporary Flight Restrictions (TFRs).
  - b. Development and implementation of incident response aviation operations coordination plans.
  - c. Coordination with active Air Traffic Control (ATC) facilities.
  - d. Coordination of Notice to Airmen (NOTAM) requested by a county.
  - e. The mitigation of impacts on the National Airspace System (NAS).
6. The ACG helps to identify and resolve flight safety issues, especially those involving multiple departments and agencies, in coordination with the FAA, which retains ultimate aviation safety oversight authority.
7. The ACG has only a minimal role in the Command and Control of actual aviation assets and primarily serves to coordinate and outline available resources. The agency providing the aircraft for approved mission tasks by the ACG maintains the responsibility to operate the aircraft.
8. The SEOC's ACG is different from an Air Operations Branch (AOB), which may be established under the Incident Command System (ICS) structure to provide tactical and logistical support for air operations.

- a. Tactical air mission planning, coordination and de-confliction will be done by the counties and is not within the scope of the state's ACG.
  - b. Requests for logistical support for air operations, such as coordination of ground support at designated airports/airfields, will be handled by the SEOC Logistics Section and not the ACG.
9. The following agencies participate in ACG efforts:
- a. Hawaii Emergency Management Agency
  - b. Hawaii National Guard
    - i. J3-Air (liaison from State Emergency Support Function #20 – *Military Support*)
    - ii. 201<sup>st</sup> Air Operations Group (AOG), Hawaii Air National Guard, Hickam AFB, HI (*Title 32*)
  - c. Hawaii Department of Transportation – Airports Division (liaison from State Emergency Support Function #1 – *Transportation*)
  - d. Civil Air Patrol
  - e. Coast Guard Rescue Coordination Center (JRCC) Honolulu
  - f. U.S. Pacific Command (PACOM) Joint Operations Center (JOC)
  - g. Federal Aviation Administration
  - h. County Air Operations Branch Directors (if assigned)
  - i. Private sector entities contracted for response efforts
10. The participation of U.S. Department of Defense (USDOD) and other federal agencies, and use of their assets, will be limited in emergencies and disasters that do not receive a presidential declaration under the Stafford Act.
- a. During non-declared disasters, USDOD assets may only be employed to respond to immediate threats to lives and property. In such cases, the SEOC may request support through USPACOM JOC. Base Commanders may also take action under their Immediate Response Authorities.
  - b. Aviation resources from other federal agencies will also generally be limited in non-declared events, except in cases where the incident occurs on federal property or a federal agency is responding under its own statutory authorities.
  - c. Mission assignments of federal assets to the state and/or counties during a declared disaster will be coordinated by FEMA. FEMA will coordinate the use of DOD assets through the Defense Coordinating Officer (DCO).
11. HI-EMA serves as the coordinating agency for ACG preparedness activities.
12. When the ACG is activated during an emergency, the 201<sup>st</sup> Air Operations Group (AOG) Commander assigns a representative to the SEOC to serve as the Air Coordination Group Supervisor.

## 3.2 NOTIFICATION AND ACTIVATION

### 3.2.1 TRIGGERS FOR ACTIVATION OF THE ACG

1. The size and scope of any emergency or event will ultimately determine if the ACG will be activated. It is understood that all emergency response starts at the county level and expands to the state once county resources are exhausted.
2. During an activation of the SEOC, the Administrator of HI-EMA or designee, in consultation with the SEOC Operations Section Chief, determines if the ACG will be activated.
3. If it is determined the ACG should activate, the SEOC Operations Section makes a request for assistance to SESF #20 – *Military Support* via WebEOC.
  - a. The HING Joint Operations Center (JOC) will coordinate getting approval from the TAG to put the AOG Commander or designee on orders.
4. The following will be considered when determining whether to activate the ACG:
  - a. The incident involves significant coordination with the FAA.
  - b. Multiple county requests to the SEOC for aviation assets have been received or are anticipated.

### 3.2.2 NOTIFICATION OF ACG MEMBERS

1. The Operations Section at the SEOC notifies the Air Coordination Group Supervisor of the need to activate the ACG and requests an ACG liaison to the SEOC.
2. The ACG Supervisor contacts agencies identified in this plan to notify them of ACG activation and to establish a point of contact at the agency to communicate with during the incident. Most ACG members will not be represented in the SEOC and coordination with the ACG Supervisor will be done remotely from their own operations centers.
3. When activated, the ACG Supervisor in the SEOC coordinates HING aviation assets with J3-Air through State Emergency Support Function (SESF) #20 – *Military Support*.
4. The SEOC notifies Hawaii Civil Air Patrol (CAP) via the standing Memorandum of Understanding (MOU) to prepare for possible activation and tasking.

### 3.2.3 MAINTENANCE OF THE ACG AGENCY CONTACT LIST

1. HI-EMA Operations maintains a contact list of ACG members.
2. ACG members are responsible for notifying HI-EMA when contacts require updating.

### 3.3 KEY ACTIONS

1. This section details ACG preparedness and response activities of the ACG and key actions during each phase. The ACG does not have a role in the mitigation or recovery phases of emergency management.

#### 3.3.1 PREPAREDNESS PHASE

1. ACG members work collaboratively to execute the following key actions prior to an event:
  - a. Participate in the development, maintenance, training and exercise of this Annex.
  - b. Identify and catalog all available aviation assets within the state (e.g., National Guard; private sector; county resources) and facilities (e.g., airports and ANS facilities, such as Airport Control Towers). The list of National guard, private sector and county aviation resources will be maintained in WebEOC on the *Air Tracker Board*. **Refer to section 5-1 WebEOC for more information.**
  - c. Establish Memorandum of Understandings (MOUs) and contingency contracts, as appropriate.

#### 3.3.2 PRE-IMPACT

##### 3.3.2.1 CREDIBLE THREAT

1. If there is a credible threat an emergency or disaster will occur, the ACG Supervisor monitors the situation remotely, reviewing updates and situation reports issued by the SEOC. The ACG will usually not be activated to report to the SEOC during this period.
2. If the activation of the ACG is anticipated post-impact, the ACG Supervisor reaches out to agencies listed in this plan to establish a contact for the event and, as applicable, get an updated list of the agency's currently available aviation assets.

#### 3.3.3 IMMEDIATE RESPONSE PHASE

1. Incident response begins in the field using county and contracted resources. Local responders track and coordinate any required in-county aviation missions (e.g. police, fire and private sector resources).
2. If the HI-EMA Administrator determines or anticipates that local resources will be insufficient for the scale of the event, the ACG is activated and the ACG Supervisor reports to the SEOC.
3. Response priorities during the immediate response phase are to save lives and property and to assess the initial impacts of the event. ACG missions will likely be in support of these activities.
4. The SEOC Operations Section Support Branch mission assigns Requests for Assistance (RFAs) and Requests for Information (RFIs) involving aviation assets to the ACG to fulfill. The ACG Supervisor coordinates with ACG members and other SEOC stakeholders to assign resources available for tasking to meet the request.

5. If requested by the county or directed by the SEOC Operations Section Chief, the ACG Supervisor contacts the FAA to coordinate Temporary Flight Restriction(s) (TFR) over the impact area(s) as well as Notice to Airmen (NOTAM) advising of flight hazards and related advisories.
  - a. TFRs are issued to protect persons and properties, provide a safe environment for disaster relief aircraft, and prevent an unsafe congestion of sightseeing aircraft above the area.
6. The ACG Supervisor monitors the following conditions and activities of other agencies, which are likely to affect the operations of ACG members:
  - a. **STATUS OF STATE AIRFIELDS:** SESF #1 – *Transportation* reports the condition of state airfields in WebEOC, the state’s situational awareness system.
  - b. **TEMPORARY FLIGHT RESTRICTIONS/NOTICE TO AIRMEN (TFR/NOTAMS):** The FAA assesses/identifies the airspace over the potential disaster area and coordinates the development and issuance/publishing of TFR/NOTAMs as needed.
  - c. **STATUS OF NAVIATION AID SYSTEMS (NAVAIDS):** The FAA’s Pacific Operations Control Center (POCC) evaluates critical NAVAIDS and communications nodes and publishes status of aviation navigation systems status.
  - d. **COUNTY LANDING ZONES:** Any county-identified landing zones located off state airport property.

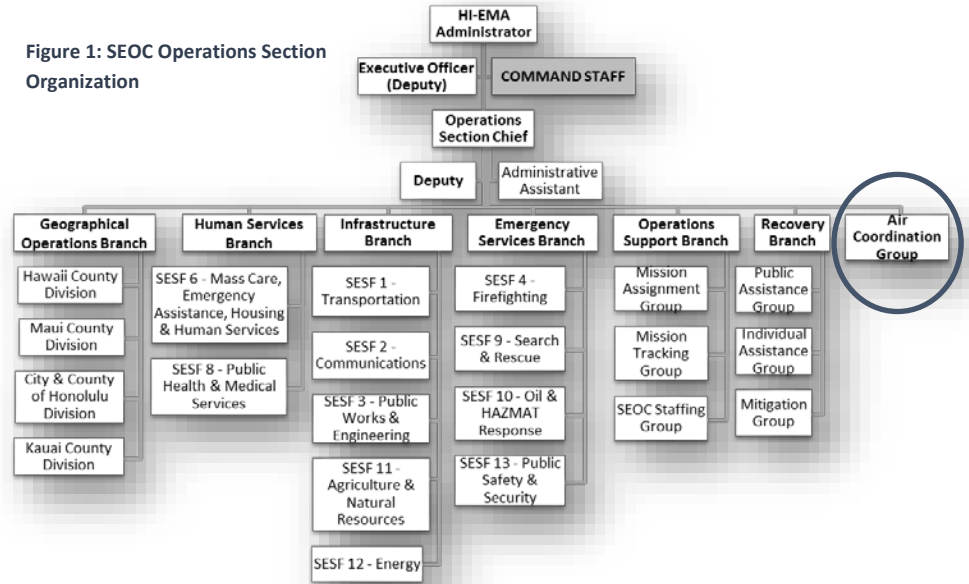
#### 3.3.4 SUSTAINED RESPONSE/TRANSITION TO RECOVERY

1. The overall operational priorities during the sustained response phase are to prevent the further deterioration of conditions that jeopardize the health and welfare of people and to get a complete picture of the impacts of the incident. ACG missions will likely be in support of these activities.
2. During this phase, the ACG continues to coordinate aviation missions in response to county RFAs. The ACG continues to update the availability and status of capabilities to the SEOC through the Operations Section and within WebEOC.
3. The ACG Supervisor continues to monitor the following:
  - a. Status reports from SESF #1 – *Transportation* related to the recovery and restoration of civilian airfield operations and current capabilities.
  - b. Updates and changes to the TFR/NOTAMS issued by the FAA. As the transition to recovery begins, counties will likely request the cancellation of TFRs.
4. The ACG is deactivated as the need for air support scales down and can be managed with county resources.

### 3.4 DIRECTION, CONTROL AND COORDINATION

1. When activated, the ACG is part of the SEOC Operations Section. The ACG Supervisor reports to the Operations Section Chief.
2. The Director of the 613<sup>th</sup> Air Operations Center (AOC) serves as the ACG Supervisor or appoints a designee.
3. The ACG Supervisor coordinates with other ACG members, but does not exercise command and control over these agencies.

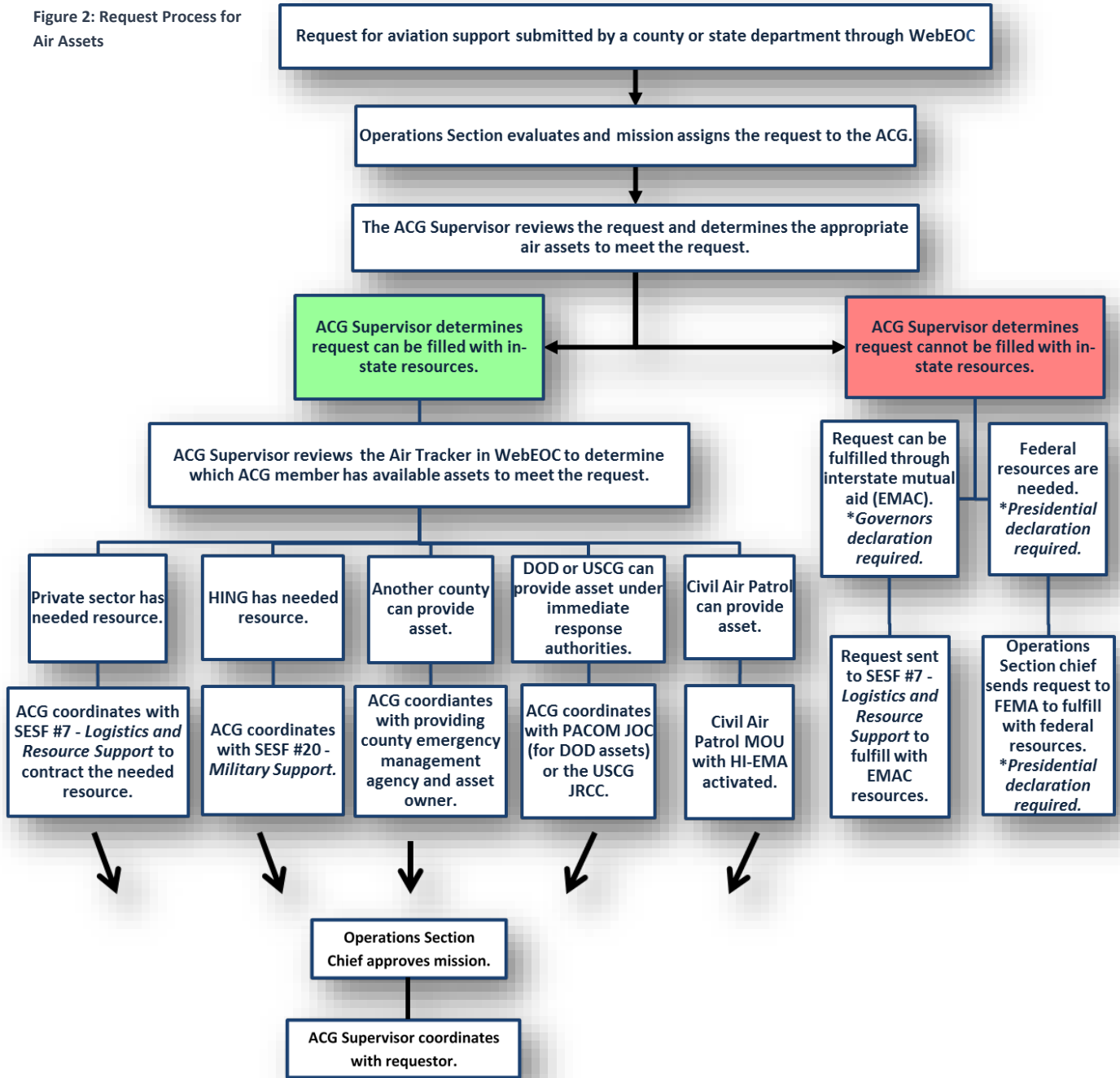
Figure 1: SEOC Operations Section Organization



#### 3.4.1 REQUESTS FOR ASSISTANCE AND INFORMATION

1. Requests for assistance (RFA) to the SEOC that require aviation support or coordination with the FAA are evaluated by the Operations Support Branch and assigned to the ACG.
2. When an RFA is assigned to the ACG, the ACG Supervisor determines which available asset(s) is best suited to fulfill the mission.
3. If an asset is available that can meet the request, the ACG Supervisor coordinates with the appropriate ACG member and notifies the requestor.
  - a. For private sector assets that need to be contracted, the ACG Supervisor coordinates procurement with SESF #7 – *Logistics and Resource Support*.
4. The ACG ensures assigned resources are tracked as unavailable until the mission is completed.
5. If the ACG determines there is not an available asset within the state, the Operations Support Branch reassigns the request.
  - a. The EMAC Unit under the Resource and Logistics Section may be tasked to secure resources from other states through mutual aid, which is coordinated via the Emergency Management Assistance Compact (EMAC). Use of EMAC resources requires that the Governor has issued an emergency declaration.
  - b. If there has been a presidential declaration under the Stafford Act, the Operations Section Chief may submit the request to FEMA to fill with federal assets.

Figure 2: Request Process for Air Assets



## 3.5 COORDINATION WITH COUNTIES

1. County EOCs prioritize their aviation support needs and submit RFAs through the WebEOC system.
2. The ACG Supervisor in the SEOC coordinates with counties to fulfill these requests for aviation.
  - a. If the county has established an Air Operations Branch, the county Air Operations Branch Director or designee will be the ACG Supervisor's primary county contact for coordinating mission requirements.
  - b. If a county Air Operations Branch is not established, the county emergency management agency will identify an appropriate primary contact for the ACG Supervisor.
3. Once an aviation resource is assigned to county, the county's Air Operations Branch or requesting entity has tactical control of the air asset and will direct its support of the response effort. The asset owner retains command and control of the operation of the air asset.
4. If an affected county determines it needs help with tactical coordination of air operations, the county may submit a RFA to the SEOC. The SEOC Operations Section will assign the request to SESF #20 – Military Support. In coordination with the county, SESF #20 will determine the best way to provide the requested support.
  - a. On a smaller scale event, SESF #20 may coordinate this support through the HING Liaison Officer assigned to the county EOC.
  - b. For a catastrophic event, SESF #20 and the county may determine dedicated HING personnel are needed to lead or support a county Air Operations Branch that operates as part of the county EOC organizational structure.

### 3.5.1 COORDINATION WITH THE JOINT FIELD OFFICE (JFO)

1. Should the scale of the incident result in a presidential declaration, FEMA may establish an Air Operations Branch (AOB) as part of the Joint Field Office (JFO) structure.
  - a. The AOB usually works out of the JFO, however FEMA may elect to locate the AOB at another site more conducive to coordinating air operations.
2. If an AOB is established, the state's ACG Supervisor will operate out of the same location as the AOB, serving as a liaison between the SEOC and federal aviation operations.
3. The ACG Supervisor will also be a liaison between the FEMA AOB and any AOBs established at the county level.



# 4. ROLES AND RESPONSIBILITIES

## 4.1 COUNTY GOVERNMENTS

### 4.1.1 COUNTY EMERGENCY MANAGEMENT AGENCIES

- |                        |  |
|------------------------|--|
| <b>BEFORE AN EVENT</b> | <ol style="list-style-type: none"> <li>1. Identifies and catalogs available county aviation assets.</li> <li>2. Participates in the development, training and exercise of this Annex.</li> <li>3. Establishes county-level plans and responsibilities for the coordination of air assets responding in the county.</li> </ol>  |
| <b>DURING AN EVENT</b> | <ol style="list-style-type: none"> <li>1. Submits Requests for Assistance to support county response operations.</li> <li>2. Identifies a county point of contact for the SEOC ACG Supervisor.</li> <li>3. Provides the ACG Supervisor in the SEOC with awareness of county fire, law enforcement and contracted aircraft participating in response operations.</li> </ol> |

## 4.2 STATE GOVERNMENT

### 4.2.1 HAWAII EMERGENCY MANAGEMENT AGENCY

HI-EMA is state emergency management agency, providing overall coordination of state response and recovery activities. The following are specific responsibilities related to the ACG.

- |                        |   |
|------------------------|---|
| <b>BEFORE AN EVENT</b> | <ol style="list-style-type: none"> <li>1. Oversees the development and maintenance of <b>Air Coordination Annex</b> and coordinates related training and exercises to socialize and test the plan.</li> <li>2. In coordination with ACG members, identifies and catalogs available aviation assets and facilities (airports and air navigation service facilities).</li> </ol>  |
| <b>DURING AN EVENT</b> | <ol style="list-style-type: none"> <li>1. Activates the ACG when required to support response operations.</li> <li>2. Mission assigns Requests for Assistance to the ACG.</li> <li>3. If needed, activates the state’s Memorandum of Understanding (MOU) with the Civil Air Patrol (CAP) and alerts CAP to prepare for possible tasking.</li> <li>4. Requests EMAC or federal support for aviation missions that cannot be met with county or state resources.</li> </ol> |

#### 4.2.2 HAWAII NATIONAL GUARD (STATE EMERGENCY SUPPORT FUNCTION #20 – MILITARY SUPPORT)

The Hawaii National Guard (HING) is part of the state's Department of Defense and represents the Governor's first line of military response to support domestic emergencies. HING is the Coordinating and Primary Agency for SESF #20 – *Military Support*. SESF #20 provides HING resources to fulfill requests for assistance when other state, county or private sector resources are not available. In its SESF #20 role, HING has the following responsibilities related to the ACG:

<b>BEFORE AN EVENT</b>	<ol style="list-style-type: none"> <li>1. Participates in the development, training and exercise of this Annex.</li> <li>2. Maintains a list of strategic and tactical aviation capabilities (assets, facilities and organizations) that can be used to support emergency response operations.</li> </ol>
<b>DURING AN EVENT</b>	<ol style="list-style-type: none"> <li>1. When the ACG is activated, assigns a J3-Air representative to SESF #20 to coordinate HING assets with the ACG Supervisor in the SEOC.</li> <li>2. Identifies available HING aviation assets, both Army and Air Guard components, and provides information to the ACG Supervisor.</li> <li>3. Contributes available HING aviation assets, both Army and Air components, in response to mission assignments from the SEOC.</li> <li>4. If requested, provides airfield equipment to the FAA when normal Air Traffic Control (ATC) services are temporarily unavailable.</li> <li>5. If requested by a county through the RFA process, assign personnel to work as part of the county's emergency operations structure to support and/or lead tactical coordination of air assets engaged in county response efforts.</li> </ol>

#### 4.2.3 HAWAII AIR NATIONAL GUARD (201<sup>ST</sup> AIR OPERATIONS GROUP)

The 201<sup>st</sup> Air Operations Group (AOG) is part of the Hawaii Air National Guard (HIANG) division of the state's Department of Defense. The 201<sup>st</sup> AOG is located on Hickam Air Force Base and supports operations in the 613<sup>th</sup> Air Operations Center (AOC) for the Asia-Pacific region outside the U.S. Forces Korea area of responsibility. The AOG provides trained Airmen to the Hawaii National Guard Joint Forces Headquarters. The AOG Commander, or designee, serves as the ACG Supervisor when the ACG is activated by the State Emergency Operations Center (SEOC).

<b>BEFORE AN EVENT</b>	<ol style="list-style-type: none"> <li>1. Participates in the development, training and exercise of this Annex.</li> <li>2. Maintains a list of strategic and tactical aviation capabilities (assets, facilities and organizations) that can be used to support emergency response operations.</li> <li>3. Identifies and trains staff to serve as the ACG Supervisor if the AOG Commander is not available.</li> </ol>
<b>DURING AN EVENT</b>	<ol style="list-style-type: none"> <li>1. When activated by the SEOC, assigns an ACG Supervisor to the SEOC.</li> <li>2. Provides visibility and coordination, as necessary, of military assets supporting the incident, including assets from the continental U.S. (CONUS) and outside the continental U.S. (OCONUS).</li> <li>3. If appropriate, coordinates with the 613<sup>th</sup> AOC to shut down non-critical military aircraft operating in or headed to the affected area.</li> </ol>

#### 4.2.4 STATE OF HAWAII DEPARTMENT OF TRANSPORTATION

The state's Department of Transportation (HDOT) serves as the Coordinating and Primary Agency for SESF #1 – *Transportation*. HDOT Airports Division (HDOT-A) provides the following support to the ACG:

- |                            |  |
|----------------------------|--|
| <b>BEFORE<br/>AN EVENT</b> | <ol style="list-style-type: none"> <li>1. Shares relevant SESF #1 plans with the ACG.</li> <li>2. Participates in the development, training and exercise of this Annex.</li> </ol>   |
| <b>DURING<br/>AN EVENT</b> | <ol style="list-style-type: none"> <li>1. In its SESF #1 role, oversees the restoration of airport operations in coordination with county, state and federal partners and provides information to the SEOC regarding status and needs.</li> <li>2. Helps the ACG determine the physical attributes and functionality (i.e. runway length, width, pavement condition, status of lights, ramp space, etc.) of aircraft landing sites at state airports supporting response efforts.</li> <li>3. Coordinates with other airport partners and agencies if the ACG requires information or assistance.</li> </ol> |

### 4.3 FEDERAL GOVERNMENT

#### 4.3.1 FEDERAL EMERGENCY MANAGEMENT AGENCY

FEMA is the lead agency for coordinating the federal response when a disaster receives a presidential declaration under the Stafford Act. FEMA provides the following support to the ACG:

- |                            |  |
|----------------------------|--|
| <b>BEFORE<br/>AN EVENT</b> | <ol style="list-style-type: none"> <li>1. Provides advisory planning guidance for disaster and emergency response at state, regional, and national levels for the utilization of aviation resources during presidentially declared disasters.             <ol style="list-style-type: none"> <li>a. Guidance is developed by FEMA's Disaster Operations Directorate and communicated by FEMA Region IX within their area of responsibility.</li> </ol> </li> <li>2. Maintains the <b>FEMA Air Operations Branch Guide</b> that addresses the management of air operations during a federally declared disaster.</li> <li>3. Participates in the development, training and exercise of this Annex.</li> </ol>   |
| <b>DURING<br/>AN EVENT</b> | <p>In a presidentially declared disaster, FEMA:</p> <ol style="list-style-type: none"> <li>1. Determines whether to establish an Air Operations Branch (AOB) to coordinate federal aviation resources in support of state requirements. If an AOB is established, the ACG Supervisor will work alongside the AOB in the Joint Field Office (JFO) to serve as a link between state and federal aviation response activities.</li> <li>2. Receives state requests for federal aviation assistance that cannot be met with state or county resources. FEMA coordinates the fulfillment of the request with federal resources, either through USDOD via the Defense Coordinating Officer (DCO) or another federal agency. FEMA's AOB coordinates the receipt, integration and tasking of federal assets.</li> <li>3. Serves as the principle federal response interface with the FAA for the incident area.</li> </ol> |

### 4.3.2 U.S. DEPARTMENT OF TRANSPORTATION

1. Serves as the federal ESF #1 liaison to aviation operations. In this capacity, USDOT coordinates and implements emergency-related response and recovery functions performed under DOT statutory authorities, as required. This includes management of the airspace, through the FAA, within and surrounding the disaster area.

### 4.3.3 FEDERAL AVIATION ADMINISTRATION

The FAA is responsible for the safe and efficient movement of air traffic in the National Air Space (NAS) and for the operation of the NAS, as well as for civil aviation safety oversight during both emergency and non-emergency situations. The FAA provides the following support to the ACG:

- |                            |  |
|----------------------------|--|
| <b>BEFORE<br/>AN EVENT</b> | <ol style="list-style-type: none"> <li>1. Participates in the development, training and exercise of this Annex.</li> <li>2. Identifies and familiarizes the ACG with critical NAS infrastructure capabilities and shortfalls that might result in a disaster, as well as anticipated support required to facilitate continuity of airspace management and support continuing air operations.</li> <li>3. Provides training on the development and de-confliction plans and Temporary Flight Restrictions (TFRs) around emergency, civil and military airspace.</li> <li>4. Through the Flight Standards District Office (FSDO), provides planning support to the ACG.</li> </ol>   |
| <b>DURING<br/>AN EVENT</b> | <ol style="list-style-type: none"> <li>1. Implements operational plans and procedures to provide continuity of required services during emergency conditions in accordance with FAA Orders 7210.3 (Facility Operation and Administration), FAA Order 7110.65 (Air Traffic Control), and FAA Air Traffic Organization (ATO) Order 1900.47 (ATO Operational Contingency Plan).</li> <li>2. Assesses/identifies the airspace over the potential disaster area and coordinates the development and issuance/publishing of Temporary Flight Restrictions/Notice to Airmen (TFR/NOTAMs), as needed.             <ol style="list-style-type: none"> <li>a. Helps refine TFRs to better manage airspace between civil and emergency aviation activities.</li> <li>b. Issues updates and changes to the TFR as requested by state or federal authorities.</li> </ol> </li> <li>3. Through the FSDO, provides increased flight operations surveillance during disaster or emergency operations, and investigates complaints and violations of the Federal Aviation Regulations (FARs).</li> <li>4. Pacific Operations Control Center (POCC) evaluates critical Navigational Aid System (NAVAIDS) and communicates nodes and publishes status of aviation navigation systems status.</li> <li>5. Begins restoration and maintenance of its critical communication, navigation, and surveillance (CNS) equipment and facilities. Requests its own, DOD or National Guard aids to navigation system assets (e.g., mobile Air Traffic Control (ATC) facilities, contingency airfield support packages, etc.) to support disaster response air missions if needed.</li> <li>6. Deploys FAA representative to the SEOC if requested.</li> <li>7. Coordinates efforts to the maximum extent possible in rendering assistance to the agency and pilots conducting response operations and with the ACG.</li> </ol> |

#### 4.3.4 U.S. DEPARTMENT OF DEFENSE

DOD resources are generally only used when state and local assets are overwhelmed and a disaster has been declared under the Stafford Act, or when immediate action is required to save lives and mitigate severe property damage.

- |                            |   |
|----------------------------|---|
| <b>BEFORE<br/>AN EVENT</b> | <ol style="list-style-type: none"> <li>1. Participates in the development, training and exercise of this Annex</li> <li>2. Maintains a list of strategic and tactical aviation capabilities (assets, facilities and organizations) that can be used to support emergency response operations.</li> <li>3. Provides initial and refresher Defense Support of Civil Authorities (DSCA) training to joint military and civilian ACG partners to the level appropriate for their role in an emergency or event.</li> </ol>  |
| <b>DURING<br/>AN EVENT</b> | <ol style="list-style-type: none"> <li>1. Provides DOD resources when:             <ol style="list-style-type: none"> <li>a. Immediate action is required to save lives, prevent human suffering and mitigate great property damage. Commanders may act under their Immediate Response Authorities.</li> <li>b. There is a presidential declaration of an emergency under the Stafford Act and state officials submit Requests for Assistance through FEMA to obtain DOD assistance. All federal support, including DOD installation support, is coordinated through FEMA.</li> </ol> </li> <li>2. Provides DOD air/aviation subject matter experts to perform air/aviation coordination functions within the ACG for the duration of USPACOM/DOD (Title-10) support of air/aviation missions to the disaster response.</li> <li>3. Conducts an assessment of available air/aviation capabilities within the state of Hawaii and reports status of capabilities to the ACG Supervisor in the SEOC and/or the Air Operations Branch through the Defense Coordinating Officer/Element (DCO/E) at the JFO.</li> <li>4. DCO/E, through the Air Force Emergency Preparedness Liaison Officer, provides mission details to the ACG Supervisor when PACOM/DOD (T-10) aircraft are tasked to support state or county mission requests.</li> </ol> |

#### 4.3.5 U.S. COAST GUARD

The USCG operates fixed- and rotary-wing aircraft and is the lead federal agency for airborne SAR over water. The USCG may perform any and all acts necessary to rescue and render aid to distressed persons, vessels, and aircraft on and under the high seas and on and under the waters over which the United States has jurisdiction and to render aid to persons and property imperiled by flood.

- |                            |  |
|----------------------------|--|
| <b>BEFORE<br/>AN EVENT</b> | <ol style="list-style-type: none"> <li>1. Participates in the development, training and exercise of this Annex</li> <li>2. Maintains a list of strategic and tactical aviation capabilities (assets, facilities and organizations) that can be used to support emergency response operations.</li> </ol>   |
| <b>DURING<br/>AN EVENT</b> | <ol style="list-style-type: none"> <li>1. Conducts an assessment of available aircraft and reports status of capabilities to the ACG Supervisor.</li> <li>2. Upon request, uses its personnel and facilities to assist any federal agency, state, territory, possession, or political subdivision to perform activities for which the USCG is “especially qualified,” particularly for its ability to monitor and respond to inter-coastal, coastal and marine emergencies.</li> </ol> |

3. Works with ACG Supervisor to coordinate USCG aircraft to assist with airlift of prioritized emergency response supplies and equipment as available/applicable.
4. Completes air missions using fixed and rotary wing assets.
5. Utilizes the Coast Guard Auxiliary (see Sect 4.3.6), its uniformed volunteer component, to conduct USCG missions as needed, with the exception of those that require direct engagement in law enforcement or military combat.

#### 4.3.6 USCG AUXILIARY AVIATION (U.S. COAST GUARD AUXILIARY)

The USCG Auxiliary Aviation (AuxAir) provides seven aircraft located across the state. They are trained to augment the U.S. Coast Guard in maritime Search and Rescue (SAR), Ports/Waterways and Coastal Security, Marine Safety, Pollution Response, Aids to Navigation, Maritime Domain Awareness, pre- and post-incident observation, and emergency and disaster relief. The AuxAir also provides partner federal, state and local agencies with area familiarization flights and aerial mission support on a per-request basis. AuxAir provides the following support to the ACG:

- |                            |   |
|----------------------------|---|
| <b>BEFORE<br/>AN EVENT</b> | <ol style="list-style-type: none"> <li>1. Participates in the development, training and exercise of this Annex.</li> <li>2. Maintains a close relationship with all State/Local agencies and can provide aerial support on an as-available basis.</li> <li>3. Provides routine Post-Flight Reports, which contain photos, to more than twenty-five (25) local, state and federal partner agencies.</li> </ol>   |
| <b>DURING<br/>AN EVENT</b> | <ol style="list-style-type: none"> <li>1. Identifies available AuxAir aviation assets and provides information as part of the USCG status report to the ACG Supervisor.</li> <li>2. Receives requests for AuxAir support, which are submitted through the USCG Air Station Barbers Point contact.</li> <li>3. Monitors maritime traffic communications via onboard Marine Band radios.</li> <li>4. Provides aviation support, which may include the following: partner agency personnel transport; overflight, pre- and post-event overflights; aerial photography; maritime port assessments; logistics missions; pollution observation; Search and Rescue support.</li> </ol> |

#### 4.3.7 HAWAII CIVIL AIR PATROL (U.S. AIR FORCE AUXILIARY)

The Hawaii Wing of the Civil Air Patrol (CAP) provides six units with aircraft located across the state trained to augment the U.S. Air Force in search and rescue (SAR), emergency, and disaster response/disaster preparedness. CAP can assist state and local governments in performing various missions. CAP provides the following support to the ACG:

- |                            |  |
|----------------------------|--|
| <b>BEFORE<br/>AN EVENT</b> | <ol style="list-style-type: none"> <li>1. Participates in the development, training and exercise of this Annex.</li> <li>2. Maintains a Memorandum of Understanding (MOU) with the state of Hawaii, which describes the state's use of CAP resources during emergencies or disasters that have not received a federal declaration.</li> <li>3. Maintains a list of tactical aviation capabilities that can be used to support emergency response operations.</li> </ol>  |
| <b>DURING<br/>AN EVENT</b> | <ol style="list-style-type: none"> <li>1. Identifies available CAP aviation assets and provides information to the ACG Supervisor.</li> <li>2. Provides support requested by the state as stipulated by the MOU.             <ol style="list-style-type: none"> <li>a. When a presidential declaration is made, if CAP support is needed and timing allows, it is best to request their assistance by going through the FEMA Request for Assistance (RFA) process. This activates CAP as the U.S. Air Force Auxiliary and allows CAP members to receive federal insurance coverage while still ensuring CAP can directly respond to state tasks.</li> </ol> </li> <li>3. In a U.S. Air Force auxiliary status, CAP supports federal agencies to include assistance to state and local governments requested by a Lead Federal Agency (LFA).</li> </ol> |

#### 4.4 PRIVATE SECTOR/NON-GOVERNMENTAL RESOURCES

1. Resources from the private sector or other non-governmental sources may be contracted or volunteered during an incident. These entities may be asked to provide information on their capabilities prior to an event to assist with ACG planning.
2. When these assets become incorporated into the state response efforts, the contracted or providing entity is responsible for providing information on available resources to the ACG Supervisor, who will track them along with county and federal assets assigned to support county requests for assistance.



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## 5. INFORMATION COLLECTION, ANALYSIS AND DISSEMINATION

### 5.1 INFORMATION COLLECTION

1. ACG members named in this plan will report the status of air assets to the ACG Supervisor in the SEOC.
2. The ACG Supervisor and ACG members will monitor SESF #1 – *Transportation* situation reports to collect information about the status of airfields.
3. The ACG Supervisor tracks the current status of response aircraft in the state including a list of air mission assignments and mission closeouts.

### 5.2 WEBEOC

1. The State of Hawaii uses WebEOC as its primary tool for internal communications and situational awareness during disasters. WebEOC is an online information management and communication tool that allows authorized users to view and update current incident information and request assistance.
2. WebEOC is the current system of record for the information collection and mission assignment activities of the ACG. All Requests for Assistance are tracked through WebEOC. The ACG Supervisor is responsible for maintaining all applicable information in WebEOC.
3. The state's WebEOC system includes an *Air Tracker Board* on which available aircraft and their current status can be updated and tracked.



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## 6. COMMUNICATIONS

1. To be compliant with the Incident Command System (ICS), all communications should be in clear text and free of acronyms and abbreviations.
2. Multiple departments and agencies use different tactical radios and frequency band. ACG members should use the traffic advisory frequency listed on aeronautical charts for deflection.
3. Flight operators supporting county response efforts will get information on tactical channels at mission briefings provided by the county.



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## 7. ANNEX DEVELOPMENT AND MAINTENANCE

1. The ***Air Coordination Annex*** is maintained by HI-EMA in coordination with Air Coordination Group members.
2. HI-EMA will review this Annex no less than every two years and approved using the procedures outlined in the ***HI-EOP***.
3. This Annex will be available electronically to all stakeholders and to the public on the HI-EMA website.
4. All stakeholders included in this plan will be notified of updates to this Annex.



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## 8. AUTHORITIES AND REFERENCES

### 8.1 STATE LAWS, REGULATIONS AND DIRECTIVES

1. Hawaii Revised Statutes Chapter 127A – Emergency Management

### 8.2 FEDERAL LAWS, REGULATIONS AND DIRECTIVES

1. Public Law 93-288 and 100-707, The Robert T. Stafford Disaster Relief and Emergency Assistance Act of 1974, as amended by the Disaster Mitigation Act of 2000, (Public Law 106-390), and Sandy Improvement Act of 2013, Public Law (113-2)
2. United States Code (USC) Title 49 (transportation)
3. FAA- Airspace Management Plan for Disasters (Version 1.1, 18 July 12)
4. FAA Order 7610.4, Special Operations

### 8.3 REFERENCES

1. State of Hawaii and Civil Air Patrol Memorandum of Understanding
2. AFD-070808-022, Defense Support to Civil Authorities (DSCA) Handbook: Air Support Handbook
3. Hawaii National Guard Emergency Response Plan, November 2015
4. FEMA Air Operations Guide, March 2015
5. USPACOM CONPLAN 5001-13
6. USARPAC CONPLAN 5001-15
7. DOD Instruction 6055.17 (DOD Emergency Management Program)



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## 9. LIST OF ATTACHMENTS

**Attachment 1**     Air Coordination Group Contact List

**Attachment 2**     State/County Aviation Asset Listing

**Attachment 3**     Temporary Flight Restrictions



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# ATTACHMENT 1: ACG CONTACT LIST

## COUNTY GOVERNMENT AGENCIES

City & County of Honolulu Department of Emergency Management	808-723-8960
City & County of Honolulu Fire Department, Air Ops Center/Tactical Air Ops	808-723-7247
City & County of Honolulu Police Department - Commander of Specialized Services Division	808-529-3111
Hawaii County Civil Defense	808-935-0031
Hawaii County Police Department	808-935-3311
Hawaii County Fire Department	808-932-2900
Hawaii Department of Defense	808-672-1046
Kauai Emergency Management Agency	808-241-1800
Kauai County Police Department	808-241-1711
Kauai County Fire Department	808-932-2900
Maui Emergency Management Agency	808-270-7285
Maui County Police Department	808-244-6400
Maui County Fire Department	808-270-7561

## STATE GOVERNMENT AGENCIES

Department of Transportation – Airports Division	808-831-6703
Hawaii Army National Guard JOC	808-733-4263
Hawaii Department of Defense	808-672-1046
Hawaii Emergency Management Agency State Warning Point	808-733-4300 (Ext 101, 102, 103 or 104)
Hawaii National Guard Joint Operations Center (HING JOC)	808-733-4263

## FEDERAL GOVERNMENT AGENCIES

Air Force Rescue Coordination Center	800-851-3051
Civil Air Patrol (CAP)	808-836-3417
FAA Honolulu Control Facility Air Traffic Operations (24 hrs.)	808-840-6201
FAA Senior Representative PACAF/PACOM <i>*For federal level events</i>	202-302-7033
Marine Forces Pacific Command Operations Center	808-477-8642
National Park Service	808-422-3399
PACAF Air Operations Center (AOC) Chief Combat Operations (CCO)	808-448-8672
Transportation Security Administration	808-836-6411
US Coast Guard	808-535-3333
US Coast Guard Air Station Ops Center	808-682-2771
US Coast Guard Rescue Coordination Center/District 14	808-682-2750
US Coast Guard Auxiliary Aviation	808-842-2600
US Pacific Command Joint Operations Center (DOD)	808-477-7227/9397/9395

## PRIVATE SECTOR AGENCIES

Hawaii	Blue Hawaiian Helicopters	2450 Kekuanaoa St, Hilo, HI 96720	808-769-5889
Hawaii	Blue Hawaiian Helicopters	68-690 Waikoloa Rd, Waikoloa Village, HI 96738	808-769-5897
Hawaii	Mauna Loa Helicopters/ Hawaii Pacific Aviation	73-310 U'u Street, Kailua Kona HI 96740	808-334-0234
Hawaii	Paradise Helicopters	73-341 Uu St, Kailua-Kona, HI 96740	808-969-7392
Hawaii	Paradise Helicopters	2450 Kekuanaoa St, Hilo, HI 96720	808-969-7392
Hawaii	Safari Helicopters	2220 Kekuanaoa Street, Hilo, HI 96720	808-969-1259
Kauai	Air Ventures Hawaii	2798 Upena St, Lihur, HI 96766	808-651-0679
Kauai	Blue Hawaiian Helicopters	3651 Ahukini Rd, Lihue, HI 96766	808-855-2918
Kauai	Island Helicopters Kauai	PO Box 831, Lihue HI 96766	808-245-8588
Kauai	Jack Harter Hekicoptera	4231 Ahukini Road, Lihue HI 96766	808-245-3774
Kauai	Safari Helicopters	3225 Akahi St, Lihue HI 96766	808-246-0136
Maui	Air Maui		808-877-7005
Maui	Blue Hawaiian Helicopters	1 Lelepio Pl, Kahului, HI 96732	808-871-8844
Maui	Maverick Helicopters	108 Kahului Heliport, Kahului HI 96732	808-829-3706
Maui	Pacific Helicopters	109 Kahului Heliport, Kahului HI 96732	808-871-9771
Oahu	A-1 Helicopter		808-779-0452
Oahu	Blue Hawaiian Helicopters	99 Kaulele Pl, Honolulu, HI 96819	808-275-4526
Oahu	Makani Kai Helicopters	130 Iolana Place, Honolulu HI 96819	808-834-5813
Oahu	Novictor Helicopters	155 Kapalulu Place #197, Honolulu HI 96819	888-779-7724
Oahu	Paradise Helicopters	Turtle Bay: 57-091 Kamehameha Hwy, Kahuku, HI 96731	808-836-6411
Oahu	Paradise Helicopters	Kalaeloa Airport: 300 Midway St, Kapolei, HI 96707	808-293-2570

# ATTACHMENT 2: STATE/COUNTY AVIATION ASSET LISTING

## CITY AND COUNTY OF HONOLULU

Island	Owner Type	Owner	Aircraft	Quantity
Oahu	County Government	Honolulu Fire Department	Helicopter	2
Oahu	Private Sector	A-1 Helicopters	Helicopter	
Oahu	Private Sector	Blue Hawaiian Helicopters	Helicopter	4
Oahu	Private Sector	Makani Kai Helicopters	Helicopter	2
Oahu	Private Sector	Novictor Helicopters	Helicopter	2
Oahu	Private Sector	Paradise Helicopters	Helicopter	1

## HAWAII COUNTY

Island	Owner Type	Owner	Aircraft	Quantity
Hawaii	County Government	Hawaii County Fire Department	Helicopter	2
Hawaii	Private Sector	Blue Hawaiian Helicopters	Helicopter	6
Hawaii	Private Sector	Blue Hawaiian Helicopters	Helicopter	7
Hawaii	Private Sector	Mauna Loa Helicopters/ Hawaii Pacific Aviation	Helicopter	11
Hawaii	Private Sector	Paradise Helicopters	Helicopter	4 Kona/3 Hilo
Hawaii	Private Sector	Safari Helicopters	Helicopter	

## KAUAI COUNTY

Island	Owner Type	Owner	Aircraft	Quantity
Kauai	County Government	Kauai Fire Department	Helicopter	1
Kauai	Private Sector	Air Ventures Hawaii	Helicopter	2
Kauai	Private Sector	Blue Hawaiian Helicopters	Helicopter	7
Kauai	Private Sector	Island Helicopters Kauai	Helicopter	3
Kauai	Private Sector	Jack Harter Hekicoptera	Helicopter	5
Kauai	Private Sector	Safari Helicopters	Helicopter	

## MAUI COUNTY

Island	Owner Type	Owner	Aircraft	Quantity
Maui	County Government	Maui Fire Department	Helicopter	0
Maui	Private Sector	Air Maui	Helicopter	
Maui	Private Sector	Blue Hawaiian Helicopters	Helicopter	9
Maui	Private Sector	Maverick Helicopters	Helicopter	
Maui	Private Sector	Pacific Helicopters	Helicopter	19
Maui	Private Sector	Sunshine Helicopters	Helicopter	

# ATTACHMENT 3: TEMPORARY FLIGHT RESTRICTIONS

1. **TEMPORARY FLIGHT RESTRICTIONS (TRFS)** under **14 CFR 91.137 (a) 2** are designed to provide a safe environment for the operation of disaster relief aircraft. TFRs are communicated via a **NOTICE TO AIRMEN (NOTAM)**. When a NOTAM is issued, no person may operate an aircraft within the designated area unless at least one of the following conditions are met:
  - a. 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.
  - b. The aircraft is carrying law enforcement officials.
  - c. The aircraft is operating under the Air Traffic Control (ATC) approved Instrument Flight Rules (IFR) flight plan.
  - d. The operation is conducted directly to or from an airport within the area, or is necessitated by the impracticability of Visual Flight Rules (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 Notice to Airmen (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. 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 NOTAM 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.
2. There is no standard size or shape for a FAR 91.137 TFR.
  - a. A TFR can be issued as a circle based on a point or a polygon.
  - b. When issuing a TFR the surrounding airspace as well as the needs of the requestor must be taken into account. An excessive altitude or area can be disruptive, while a smaller TFR would provide the same protection.
3. When requesting a TFR, Consider the following information:
  - a. Size request, i.e., 5 NM (Nautical Mile) Radius or Latitude/Longitude Dimensions with Bearing/Distance from a VOR/DME or Latitude/Longitude of the Center Point and altitude of restriction.
  - b. 24-hour Point of Contact phone number.
  - c. Points to consider: Airport and Towers, Impacts on Local

- d. Operators, Banner Towers, Flight Schools, Flying Clubs, Sky Diving Schools, Traffic Patterns Approach and Departure, Size and Shape of TFR
  - e. Polygon TFRs are allowed with a Latitude/longitude description in Degrees/Minutes/Seconds. (If no seconds are available, use zero).
  - f. TFR Requests should be submitted using the TFR Request Form
4. It should be remembered that the FAA's Significant Incident Management Operations group regularly helps establish and/or fine-tunes TFRs to meet the ever changing aviation needs of an incident or event. They also play a significant role in de-conflicting airspace between the emergency response and civil aviation communities. They can do this remotely, at the field or air branch level, or can work inside the ACG to provide immediate coordination support.