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**NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.**

SURVIVAL FACTORS SPECIALIST'S FACTUAL REPORT

ATTACHMENT 2

HNL ARFF Airport Emergency Plan Section 9: Water Rescue Situations

7 Pages

Section 9: Water Rescue Situations

Purpose

The information contained in this hazard-specific section is intended to supplement the Basic Plan and Functional Annexes of the AEP. It defines responsibilities and describes actions to be taken in the event a Water Rescue situation occurs. Further, this document, in conjunction with the Basic Plan and Functional Annexes, forms the basis for elements to be included in functional Standard Operating Procedures (SOPs) and Checklists.

Situations and Assumptions

1. Approximately 30 million passengers embarked or disembarked an aircraft at HNL, and over 400,000 take-off and landings occur at HNL alone. The Honolulu Police Department, flight training schools, air tours, air cargo, flying fixed wing private aircraft and helicopters are also based at HNL. Primary arrival and departure routes at HNL occur over water. The potential for aircraft incidents to occur immediately off and adjacent to airport approach or departure paths and in ocean or lagoon areas is always present.
2. The ability to provide immediate assistance during any water rescue emergency will be hampered by the inherent difficulties of maneuvering in the aquatic environment.
3. Water rescue will require the assistance of outside marine resources due to the limited amount of rescue craft available at the airport.

Operations

1. The U.S. Coast Guard (USCG) has authority under 14 USC 88 to render aid to distressed persons, vessels, and aircraft over which the U.S. has jurisdiction. In addition, the National Search and Rescue Plan recognizes the 14th Coast Guard District as the U.S. Aeronautical and Maritime Search and Rescue (SAR) Coordinator for the Central Pacific Region, including inland SAR and waters surrounding the Main Hawaiian Islands (MHI) out to 200 NM.
2. A Unified Command (UC) will be formed in response to an air/sea disaster which allows all agencies with responsibility for air/sea disaster or incident, to manage the incident by establishing a common set of incident objectives and strategies. This is accomplished without losing the value of agency specific expertise or abdicating agency authority, responsibility, or accountability.
3. The availability of rescue boats assigned to HNL's Aircraft Rescue and Firefighting (ARFF) stations limits the ability to provide water removal assistance in any incident in which numerous survivors are in the water. To achieve maximum effectiveness of the limited available resources, flotation assistance, as opposed to individual rescue, and provide medical treatment, is the primary mission of the ARFF's rescue boats when numerous survivors are in the water.
4. Underwater rescue requirements will be coordinated with the U.S. Coast Guard and Honolulu Fire Department, as well as naval and marine assistance groups.
5. Under the provisions of the National Contingency Plan, the USCG is assigned the responsibility to ensure effective and immediate removal of discharges and threats of discharges of oil and hazardous materials in the coastal zone.
6. The USCG, in conjunction with the FAA ATC, shall coordinate the movement of all rescue aircraft in the area.

FAA APPROVED

OCT 24 2011

Incident Command Post (ICP)

1. The following involved management agency representatives (Unified Incident Commanders (UIC)) will respond to form the Unified Command upon notification from FAA of an air/sea disaster:

- Fourteenth Coast Guard District
- Federal Aviation Administration (FAA)
- State Civil Defense (SCD)
- City and County Civil Defense
- Air Carrier or Responsible Party involved
- HNL Representative

2. The Incident Command Post location for an air/sea disaster occurring anywhere in the MHI, including the waters out to 200NM, may be located at the following locations:

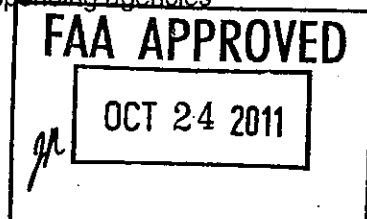
PRIMARY – Inter-Island Terminal, 7th Floor
Honolulu International Airport
400 Rogers Blvd
Honolulu, HI 96819-8706
(808) 838-8607
Fax (808) 838-8760

SECONDARY – Clean Islands Council
179 Sand Island Road
Honolulu, HI 96819
(808) 845-8465
Fax (808) 845-8457

3. The Unified Incident Commanders shall immediately initiate a request for the passenger list and cargo manifest, if appropriate, from the air carrier involved.
4. United State Coast Guard (USCG) will assume management of the on-scene water Search and Rescue (SAR) operations.
 - a. In the event that the USCG is not the first to arrive at the accident scene, the first rescue unit will establish initial command and control of the accident site. This includes the initial assessment of the accident and reporting the location to the USCG as soon as possible.
 - b. Upon arrival at the accident scene, the USCG will assume the on-scene command duties for the water rescue operations, with all agency rescue units reporting to the scene for assignment. The on-scene commander will coordinate and control the rescue effort until its conclusion.
5. HNL is responsible for the coordination of the shore-side support and rescue.
6. The coordinator of the shore-side portion of the rescue operation will be the Airport Fire Commander until such responsibility is transferred to the Emergency Control Officer (ECO). The ECO will coordinate all shore-side command and control of those responding land units as stipulated in mutual aid agreements previously established.

Communications

1. Emergency rescue units must be able to communicate with each other, in particular the Incident Commander (IC) and/or airport Fire Commander and Emergency Control Officer (ECO). This communications plan does not preclude the rescue units' responsibility to communicate with their respective agency headquarters. The purpose of this plan is to provide responding agencies



information, as may be appropriate, so that they may communicate with each other despite having different types of radios.

2. Circuit Discipline:

- a. Do not deviate from assigned working frequencies.
- b. Do not deviate from proper radio procedures. The release of names of response personnel, civilians involved in the operation, or victims involved shall not be broadcast over the radio or telephone without the permission of the on scene commander (OSC).
- c. Limit radio traffic to essential communications only.
- d. Limit the length of transmissions in order to keep the frequency clear for emergency traffic.

3. Primary Marine Communication Bands:

- a. VHF 157.050, Channel 21A, CG working frequency
- b. VHF 157.150, Channel 23A, CG working frequency
- c. VHF 157.100, Channel 22A, CG Public Liaison

4. If communications on one of the above frequencies become difficult, it may become necessary to switch to a less used frequency. In such a case, that frequency will be determined and announced by the OSC.

Organization and Assignment of Responsibilities

1. Aircraft Rescue and Fire fighting (ARFF). The initial responding units (all available ARFF Water Craft as needed and USCG helicopters and vessels) will conduct immediate rescue and lifesaving measures based on assessment of conditions and requirements encountered at the scene and in conjunction and coordination with all responding agencies. ARFF Fire Commander will coordinate shore-side support and rescue.

HNL Water rescue vehicles:

a. ARFF Station 1:

Titan 249X T-TOP, 32 ft., twin inboard 250 power engines. Dispense flotation devices and pick-up survivors.

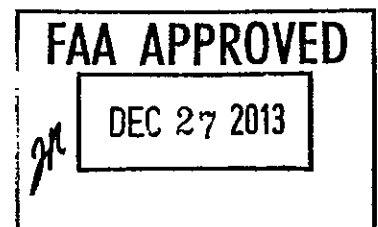
b. ARFF Station 2:

SEA ARK, 32 ft., twin inboard engines. Dispense flotation devices and pick-up survivors. May serve as a flotation platform or an on-scene command post

AVON RHI, 13 ft., single outboard engine. Primarily for dispensing flotation devices and picking up survivors.

2. Airport Manager

The airport Incident Command Center will oversee on-scene command, control and direction of rescue activities for non-marine incidents. The USCG will be the Command Center when the USCG assumes on-scene command.



3. Airport Medical

Airport medical services will dispatch medical personnel and a physician to act as the airport emergency medical officer to direct medical activities and the administration of advanced life support to accident victims. Coordination will be undertaken with the City EMS crew, American Medical Response (AMR) team, and Hickam Air Force Base emergency medical response teams.

Emergency medical supplies to assist responding on-scene medical personnel are stockpiled and stored under Gate 31. The supplies are contained on trailers for immediate retrieval and also in bulk form for transfer when time permits and extended support is necessary. The supplies consist primarily of dressings, blankets and intravenous fluids. Perishable or limited shelf life items are routinely rotated by the Airport Medical personnel, an agreement between HNL and the contract medical personnel.

4. Airport Security

A security perimeter will be established encompassing the field operating staging area to prevent interference by the public and others not involved with the rescue effort. The USCG will issue a broadcast notice to mariners to alert all vessels of any navigational hazards and a NOTAM issued to alert aviation traffic of conditions resulting from the incident, if applicable.

5. Transportation Support

Helicopter support will be provided, as available, by the U. S. Coast Guard, State Harbors Division, Honolulu Fire and Police Departments and private operators who may be called upon for assistance.

The preferred means of evacuation of injured will be through available airlift, utilizing Military Assistance to Safety and Traffic (MAST) (military medical airlift), U. S. Coast Guard or any other available helicopter units, and ground transportation through City and County and private ambulances. Other vehicles which can adequately meet emergency evacuation transfer requirements will be used as available.

Honolulu International Airport's Standard Emergency Response Pattern (SERP) will be established at the nearest suitable point of land, providing for an emergency field operating staging area. Refer to AEP Annex HNL-C, Airport Incidents and Accidents for HNL SERP pattern.

The movement of uninjured or slightly injured persons to a designated waiting/treatment area will be undertaken through the use of Wiki Wiki buses or other vehicles capable of being employed for such transfers.

6. American Red Cross

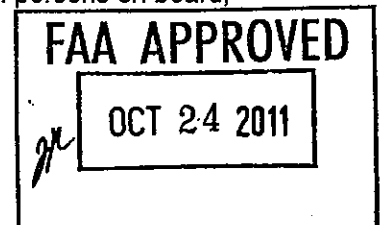
Recognizes their mutual responsibility to respond during mass evacuations, transportation disasters, or local emergencies; to provide shelter for passengers and airport employees; or operate a staging facility from Airport conference rooms tending to traumatized family members of accident victim(s).

7. Public Information Officer

Develop and provide press releases relative to the Airport's responsibilities and activities, as needed. Interface with the media, as well as with air carrier and emergency response on-scene public relations personnel. Participate in EOC activities.

8. Aircraft Owner/Operator or Designated Representative

Provide pertinent information to Incident Commander, to include; number of persons on board;



presence and location of any dangerous goods; provide EOC representation.

Administration and Logistics

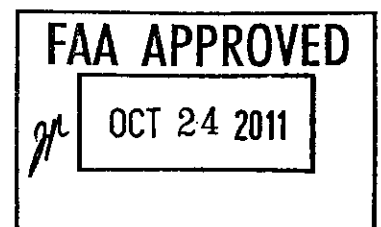
The Department Staff Manual and Airports Division "Disaster Preparedness" Procedures will be used in conjunction with this Airport Emergency Plan and other necessary reporting/procurement guidelines as outlined by the specific agencies involved.

Plan Development

The Airport Manager or designee is responsible for coordinating revisions of the Water Rescue Section, keeping its attachments current, and ensuring that SOPs and Checklists are developed and maintained.

SOPs and Checklist

The functional SOPs can be found in the DOT Airports Departmental Staff Manual and the Airports Division Procedures which can be found in via State of Hawaii computer's Lotus note.



Water Rescue Situations Checklist

AIRCRAFT WATER ACCIDENT CHECKLIST

NOTIFICATION TIME & DATE: _____

NOTIFIED BY: _____

NATURE OF EMERGENCY: _____

Before the Emergency (Preparedness)

- Water incidents occurring on the approach to Runways 8L, 8R, 4R and 4L and the departure from Runways 26R, 26L, 22R and 22L will place the event into Pearl Harbor Channel and deep open ocean areas Southwest of the airport.
- Incidents occurring on the departure from Runways 8L, 8R, 4R and 4L and approach to Runways 26R or 26L have the potential to occur in the shallower sheltered waters of Keehi Lagoon, and the marine pond between the Reef Runway and Hickam AFB golf course, where access is more readily available.
- Loading zone development on adjacent taxiways or open airfield areas may be necessary.
- Supplemental and portable lighting sources may be required during nighttime operations.
- Fuel and supplies support to rescue personnel consideration will be established following needs assessment.
- Rescue support staging areas will be established if required at location(s) determined by the on-scene commander.
- Keep regular inventory lists of all first aid supplies and locations, insuring they are restocked as needed.

During the Emergency (Response)

Airport Management

- Assemble emergency Response and Recovery Teams
- Coordinate rescue and Recovery efforts.
- Provide public information.
- Provide Airport Incident and on-scene management.
- Develop roster of essential employees for after duty hours.
- Recall employees as needed.
- Notify the affected airline.
- Notify airport tenants as necessary.

Airline Representatives

- Coordinate rescue and recovery efforts with airport management.
- Provide passenger and aircrew roster.
- Provide passenger assistance and comfort.
- Provide public information.
- Undertake aircraft recovery and repair.
- Develop roster of essential employees for after hours call out.

Airport Fire Commander

- Fire Commander will coordinate shore-side portion of the rescue operations until responsibility is transferred to the Emergency Control Officer.



Airport Security

- Establish a security perimeter encompassing the field operating staging area to prevent interference by the public and others not involved with the rescue effort.
- Provide escort for arriving out of airport responders (HPD, HFD, medical, HAZMAT, etc.)
- Maintain traffic and crowd control.

Airport Medical

- Coordinate and direct emergency medical activities, establish triage and treatment to injured.
- Coordinate transport to area hospitals.
- Provide first aid treatment for injured passengers or aircrew at the holding area.
- Coordinate psychological treatment and assistance programs for victims, family members, and rescue personnel
- Monitor and maintain emergency medical supplies stockpile.

Airport Maintenance

- Insure heavy equipment are available and operational.
- Building and maintenance supplies are available.

Airport Ramp Control

- Provide eyes and ear field coverage for the EOC.
- Provide escort for out of airport responders.
- Maintains and accountable for radio communications equipment issued/utilized by the Oahu District personnel.

After the Emergency (Recovery)

- Safety issues.
- Sanitary issues.
- Public information announcements.
- Supply inventory and restoration.
- Cost documentation.
- Documentation of actions taken.
- Personnel utilization by time on duty.
- Critical incident stress debriefing requirements.
- Equipment utilization documentation.
- Overall cleanup activities.
- Air Operations Area inspection.
- Issuance of appropriate NOTAMs.
- Preservation of aircraft wreckage, mail, cargo, flight recorders and personal effects are the responsibility of the aircraft operator until the NTSB takes control of wreckage.
- Remove persons injured or trapped.
- Protect the public from injury.
- Protect the wreckage from further damage, sinking, public scrutiny, tampering, etc.
- Search and rescue personnel will collect, tag or photograph all wreckage and flotsam and remanded to the NTSB representative.
- The airport's on-scene commander will determine a shore side wreckage collection area and coordinate debris retrieved.
- Body recovery will be coordinated with the Coroner's office and appropriate medical authorities.
- Shoreline patrols will be continued in an effort to recover for preservation debris, wreckage or other items resulting from the incident.
- Conduct debriefing/hot wash.

