

MISSISSIPPI COMPREHENSIVE EMERGENCY MANAGEMENT PLAN (CEMP)

Aviation Support Annex

Coordinating Agencies

Mississippi Emergency Management Agency (MEMA)
Mississippi Military Department (MMD)
 Mississippi National Guard (MSNG)

Primary Agencies

Mississippi Military Department (MMD)
 Mississippi National Guard (MSNG)
Mississippi Wing, Civil Air Patrol (CAP)
Mississippi Department of Wildlife, Fisheries, and Parks (MDWF&P)
Mississippi Department of Public Safety (MDPS)
 Mississippi Office of Homeland Security (MOHS)
 Mississippi Search and Rescue (SAR) Task Force
Mississippi Department of Marine Resources (MDMR)

Support Agencies

Mississippi Insurance Department (MID)
 Mississippi State Fire Academy (MSFA)
Mississippi Forestry Commission (MFC)
Mississippi Department of Transportation (MDOT)
Mississippi Department of Finance and Administration (DFA)

Federal Coordinating Agency

Department of Homeland Security (DHS)
 Federal Emergency Management Agency (FEMA)

Federal Support Agencies

Department of Homeland Security (DHS)
 Customs and Border Protection (CBP)
 Transportation Security Administration (TSA)
 U.S. Coast Guard (USCG)
Department of Transportation (DOT)
 Federal Aviation Administration (FAA)

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Federal Support Agencies cont.

Department of Justice

U.S. Marshals Service (USMS)

Department of Defense

Air Force Rescue Coordination Center (AFRCC)

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1. INTRODUCTION. Effective responses for incidents requiring state or federal assistance frequently demand multiple departments and agencies to carry out air missions at all levels. These flights are usually incredibly varied and include, but are not limited to, evacuation, logistics transport, search and rescue (SAR), firefighting, and damage assessment air missions. These flights are also often carried out under Visual Meteorological Conditions (VMC) and/or under Visual Flight Rules (VFR), for which air navigation services (ANS) provided by the Federal Aviation Administration (FAA) may have been temporarily disrupted or degraded. Additionally, each department and agency operating response aircraft uses its internal Command and Control (C2) system to dispatch, manage, and support its flights. During major incidents, the aviation operations environment may rapidly become complex and challenging regarding the efficient and effective use of available air assets, flight safety, and other critical factors.

a. Purpose. This Annex establishes parameters for effectively integrating local, state, tribal, and federal aviation assets operating in the impact area into disaster response and recovery activities. This Annex will facilitate the coordination of certain aspects of air operations planning and execution before, during, and following an incident. The Annex encompasses an all-hazards incident approach.

This Annex provides uniform aviation operations guidance applicable within the state's airspace. The guidance in the Annex also provides for flight safety, coordination, and visibility of all aviation operations within a multi-state disaster area.

b. Scope. The Aviation Support Annex provides a doctrinal template and guidance to the state Aviation Branch within the Mississippi Emergency Management Agency (MEMA) State Emergency Operations Center (SEOC). This Annex provides guidance for fixed-winged, rotor-winged, Unmanned Aerial Systems (UAS), and airspace management operations.

This Annex provides structures for implementing state-level policy and operational coordination. It can be partially or fully implemented, anticipating a significant event or response to an incident. The selective implementation allows for a scaled response, delivery of the needed resources, and coordination appropriate to the incident. It is also used when Mississippi's capabilities are exceeded and a federal government response is requested.

2. OVERVIEW. Activating this Annex and standing up the Aviation Branch of the SEOC generally coincides with a large, complex, if not catastrophic, incident.

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a. If an emergency or major disaster overwhelms local resources, the Aviation Support Annex will be activated to assist in accordance with the Emergency Management Law, MS Code Ann. § 33-15 (1972).

b. The Aviation Branch is the direct SEOC aviation component. If co-located in the SEOC or Joint Field Office (JFO), the local, tribal, state, or federal response organization may operate as a multiagency coordination group.

c. As part of the SEOC, the Aviation Branch will coordinate the aviation assets when a local, tribal, or state official requests those assets in response to a disaster or emergency. While the SEOC may have operational control or mission assignment authority over some of the aircraft used in the incident area, most aircraft will be directly managed by organizations outside the SEOC.

d. The Incident Command Posts (ICP) will provide local, onsite coordination for operations management, mission planning, assignment, and support. Most tactical mission assignment activities (e.g., flight planning, scheduling, and other dispatch services) are carried out by other involved agencies that own and operate the aircraft responding to the incident. ICP will coordinate their aviation requests with the SEOC, coordinating with the Aviation Branch for mission assignments.

e. Additional support, as needed, will be obtained through the Statewide Mutual Aid Compact (SMAC) or the Emergency Management Assistance Compact (EMAC). In extreme events, the state may request the activation of one or more federal assets for missions within Mississippi.

f. The Aviation Branch recognizes and supports local, tribal, state, and federal authorities. The Annex guidance supports all local, tribal, state, and federal aviation assets' communication, coordination, and collaboration. This Annex is enabled by several vital functions, including:

- (1) Support of air mission requests;
- (2) Prioritization of aviation missions;
- (3) Mission assignment of available aircraft assets;
- (4) Air mission planning, coordination, and deconfliction;
- (5) Situational awareness of aviation operations in the incident area;
- (6) Coordination of ground support at designated airports/airfields.

g. Aeronautical SAR consists of searches of non-urban and wilderness areas that involve locating downed aircraft and extracting and treating victims. Searches are conducted with ground and air assets with alerts and data provided by the Air Force Rescue & Coordination Center (AFRCC) and the FAA. During periods of non-Aviation Branch activation, the Operations Section of the SEOC or ESF #9 (SAR) coordinates with the AFRCC.

h. The Aviation Branch is the principal interface with the FAA for the incident area. The FAA is the final authority on air traffic management (ATM) matters, including the establishment and management of Temporary Flight Restrictions (TFR), the development and implementation of incident response aviation operational coordination plans, coordination with active air traffic control (ATC) facilities, and the mitigation of impacts on the National Airspace System (NAS).

i. Flight safety is the paramount concern in complex air operations; it supports the requirement for a designated Aviation Branch to ensure the harmonization of aviation assets and the integration of safety considerations into operational planning and mission execution.

j. The Aviation Branch helps identify and resolve flight safety issues, primarily involving multiple departments and agencies, in coordination with the FAA, which retains ultimate aviation safety oversight authority.

k. The Aviation Branch works with Emergency Support Function (ESF) #2 Communications to help identify and resolve radio communications and frequency issues. Multiple departments and agencies will use different tactical radios and frequency bands; the Aviation Branch can facilitate communications and coordination among the FAA, the Federal Communications Commission (FCC), and departments/agencies.

3. ASSUMPTIONS AND PLANNING CONSIDERATIONS.

a. Assumptions.

(1) Disasters will result in the need for aviation assets to support operations in the impact areas.

(2) Adequate aviation assets (e.g., aircraft, crews, airports, servicing facilities) may not be available within a single agency or jurisdiction to support catastrophic disaster response operations, and statewide or regional assets may need to be coordinated for a response.

(3) Aviation resources may include aircraft and resources owned, chartered, or leased by the federal, state, tribal, or local governments or commercial and volunteer organizations.

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(4) Aviation assets used to support disaster operations in the state will be coordinated through the Aviation Branch. Still, they will remain under the command and control of their parent agency, owner, or operator.

(5) The Aviation Branch is the appropriate entity through which state leadership acts to initiate, coordinate, and direct aviation response operations that exceed the capability of the local governments.

(6) Airspace control and management rest solely with the FAA.

(7) The Aviation Branch provides trained and experienced staff to fill management positions in the SEOC upon activation.

(8) The role of state aviation entities involved in information and planning is to collect raw data in the field and provide it to their Aviation Branch Director or designated personnel of MEMA in the SEOC.

(9) The state Aviation Branch program assists and augments municipal, county, and tribal aviation capabilities. SMAC may be utilized if aviation operations overextend the resources and capabilities of local government officials. Requests can be made to participant counties for personnel, aircraft, equipment, etc. Requests for assistance from a Mississippi aviation asset must be made through WebEOC to the SEOC to assign the request to the Aviation Branch Director.

(10) At no point will state or local assets be considered federal assets. Federal aviation assets deployed within Mississippi shall fall under the operational control of the Mississippi Aviation Branch to augment state aviation assets.

(11) Mississippi Military Department (MMD) personnel can assist with aviation operations. However, before they can assist under the Immediate Response Authority (which allows them to be utilized if life, limb, or eyesight is at state), Soldiers or Airmen must be already in a duty status before Immediate Response Authority may be used. The Governor's Executive Order must put them on State Active Duty (SAD) if not already on some duty status.

(12) The ability of the State of Mississippi to effectively provide the requested assistance is contingent upon MEMA's capability to identify and request the appropriate state and/or federal agencies to support aviation efforts. It is also contingent upon the effective planning, coordination, and management of those aviation resources.

(13) All state and federal agencies responsible for supporting the Aviation Branch will communicate resource capability to the Aviation Branch Director at the SEOC. The Aviation

Branch Director will direct needed assets to the forward Aviation Base of Operations to check in with the on-scene Commander or liaison. The location of the initial forward Aviation Base of Operations and initial staging area for all incoming aviation assets will be established by the Aviation Branch Directors and communicated via the deployment order. For hurricane response and when possible, state aviation assets will be pre-deployed to a designated area(s) or a staging area within a safe operating distance of the Mississippi Gulf Coast 24 hours prior to the onset of tropical-storm-force winds.

(14) It is assumed that an incident severe enough to trigger a Defense Support of Civil Authorities (DSCA) response may occur with little (notice) to no warning (no notice). If/when this happens, the Secretary of Defense (SecDef) will approve civilian agency requests for DSCA, and the Department of Defense (DOD) will respond under the current policies and procedures. At the request of civil authorities, DOD forces may respond to the DSCA incident under immediate response authority. If those forces remain at the incident site, they will fall under United States Northern Command (USNORTHCOM) C2. Title 10 military personnel shall not be employed to enforce or execute civil law violating United States Code, Title 18, Section 1385 (Posse Comitatus Act), except as otherwise provided by law. Under extraordinary circumstances, the President may direct DOD to lead the federal response.

(15) National Guard forces will be involved in nearly all DSCA operations. Normally, National Guard forces deployed to the affected state or in response to an EMAC request will operate under the control of state authorities.

(16) If a JFO is established, Aviation Branch personnel may locate jointly with their federal counterparts in the JFO or other designated facility.

b. Planning Considerations.

(1) The Aviation Branch is activated when an incident is anticipated or occurs that may result in a request for a unified aviation response to an affected area.

(2) The Aviation Branch response is scalable to meet the specific needs of each incident, based upon the nature and magnitude of the event, the suddenness of onset, and the capability of local aviation resources.

(3) Aviation Branch coordination follows the National Response Framework (NRF) and the Mississippi CEMP.

(4) Aviation Branch planning and operations will be consistent with the Incident Action Plan (IAP) established by the Incident Commander (IC).

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(5) The Aviation Branch coordinates resource allocation and tasking through the SEOC. Missions are assigned through the MEMA mission assignment (MA) process, other procedures outlined in the CEMP, and applicable Standard Operating Procedures (SOPs).

(6) The Aviation Branch is the centralized conduit for state situation reports from the various aviation entities and is the informational link between aviation operations and the SEOC.

(7) All agencies will operate within the identified Incident Command System (ICS) structure established by the local IC and/or the Aviation Branch Director. Each supporting agency will maintain administrative command and control of its resources and others assigned to them.

(8) Federal aviation responders assist and support local, tribal, and state aviation capabilities in incidents requiring a coordinated federal response.

(9) As required, the Aviation Branch provides representatives to staff critical positions in the SEOC, State Emergency Response Team (SERT), or JFO, supporting the established Area Command Group (ACG).

(10) If Aviation Branch operations overextend the resources and capabilities of the state, then aviation resources from other states may be requested through EMAC. All requests for EMAC assistance will be processed and tracked through the MEMA Mutual Aid Coordinator. Any aviation assets brought into Mississippi under an EMAC shall fall under the operational control of the Mississippi Aviation Branch to augment state aviation assets.

(11) The Aviation Branch staff establishes and provides necessary field facilities, supplies, and equipment to support state activities related to the management of incidents. These facilities include but are not limited to the Forward Area Command, mobilization centers, and state staging areas.

(12) For every incident, the Aviation Branch Director assesses the specific aviation requirements and assigns one of the primary agencies as the overall primary agency. The designation is dependent upon incident circumstances and the type of response required.

(13) When assigned as the overall primary agency for an incident, that organization conducts the following actions:

(a) Coordinates planning and operations between primary and support agencies.

(b) Coordinates resolution of conflicting operational demands for aviation resources.

(c) Provides representation to appropriate incident facilities in the JFOs and emergency operations centers (EOCs).

4. CONCEPT OF OPERATIONS.

a. General.

(1) MEMA coordinates all state aviation operations in response to natural or man-made disasters. Through the Aviation Branch, the Aviation Branch Director is responsible for tactical deployment and providing support based on local jurisdictional needs. Local authorities will conduct initial aviation requirements and responses for unanticipated events.

(2) The Sheriff's Office in each county is responsible for conducting missing person searches within the state. MEMA and the Aviation Branch Director, working with the ESF #9 Primary ECO, may assist in coordinating searches with the AFRCC, county sheriffs, and other law enforcement agencies.

(3) If a state or federal emergency/disaster is declared, the Aviation Branch Director will coordinate support with the local IC. Each participating agency will coordinate its support with the Aviation Branch Director at the SEOC.

(4) Primary Agencies will designate an Aviation Branch Director at the SEOC and an Assistant Aviation Branch Director/Tactical Commander at the Forward Command Post. The Aviation Branch Director and Assistant Branch Director assemble and distribute aviation assets and equipment for mission assignments to support local aviation operations. The Assistant Aviation Branch Director/Tactical Commander (who can be at the Forward Command Post or any other location as needed) is also responsible for distributing the aviation communications plan and the logistical support of all aviation assets.

(5) If state aviation resources have either been exhausted or are expected to be exhausted prior to meeting the demand, the Aviation Branch Director or IC may recommend to MEMA that further assistance is required. MEMA may recommend that assistance be requested from other states through the EMAC or FEMA. Such requests to FEMA for assistance would prompt the implementation of the NRF.

b. Expectations.

(1) If available, local governments should organize, train, and properly equip aviation assets and personnel for all aviation operations within their identified jurisdictions.

(2) If available, local governments should conduct periodic evaluations of aviation capabilities and identify trigger points when aviation assistance from the state will be requested.

(3) Local governments will respond to and manage aviation incidents within their capability and call for assistance from the state when the incident overwhelms local capabilities.

(4) The local IC should identify the most qualified aviation official to serve as Aviation Branch Director during the local incident. The Aviation Branch Director will plan to coordinate state aviation resources into the IAP after a request for assistance has been made to the state.

(5) All Aviation Branch primary agencies support the designated primary agency as required.

c. Direction, Control, and Coordination.

(1) The Aviation Branch Director and the affiliated agency are the overall lead responsible for the program development and the tactical deployment of aviation assets to affected local agencies and for maintaining liaison with affected EMA Directors.

(2) During incidents involving primary participants within the aviation community or during periods of non-activation, coordination may be limited to the Aviation Branch primary agency through coordination with the SEOC.

(3) The Aviation Branch Director will typically coordinate from the SEOC, but a catastrophic situation may require establishing an additional forward coordination element near the impacted area.

(4) Each participating agency will coordinate its support with the Aviation Branch. This coordination is essential, whether from the SEOC or forward ICPs.

(5) Based on the disaster response requirements, all primary and supporting agencies are expected to provide the appropriate staffing level to meet the needs of the incident. This may require agencies to deploy personnel to the SEOC and/or forward command post(s) near the operational theater. Agency representatives must be knowledgeable about the resource capability of their agency procedures for acquiring those resources and have the authority to commit those resources.

d. Pre-Incident Operations. Pre-incident operations include various functions to ensure safe and efficient aviation operations after a disaster occurs. Pre-incident operations include but are not limited to:

(1) Planning Functions. Each state agency identified as a primary or support agency to the Aviation Branch should develop agency plans to cope with extended disaster operations. This includes the development of policies and procedures to ensure appropriate staffing and logistical support from their agencies throughout disaster response operations.

Specific staffing requirements will be based on the disaster's scope and the agency's roles and responsibilities. Agencies should plan to provide personnel on a 24-hour, seven-day-a-week basis for up to three weeks.

(2) Training. Based on the roles and responsibilities of agencies supporting aviation operations, agency managers are expected to ensure that deployed personnel are properly trained to perform their assigned functions. Those agencies are expected to maintain training records of those deployed personnel and provide the appropriate continuing education requirements to maintain their assigned and deployed personnel's knowledge, skills, and abilities. If technical skills-based training is required to maintain proficiency at the assigned position, agency managers will ensure that training is provided appropriately and timely. Participating agencies should enable their aviation personnel to attend joint training with the Mississippi aviation assets whenever possible.

(3) Exercises. Periodically and whenever appropriate, supporting agencies to the Aviation Branch should exercise the plan's elements within their agency and other supporting agencies. This may include tabletop exercises (TTX) designed to work through the specific activities encountered during aviation operations. Whenever possible, participating agencies should have their trained aviation personnel/teams participate in a Mississippi full-scale aviation exercise (FSE) annually.

e. Incident Operations. Once the local IC has requested aviation assistance from the state through the SEOC, MEMA officials will be activated for response coordination. The Aviation Branch Director will coordinate with MEMA to scale assets based on the type of assistance requested and the scope of the disaster. All responses will be scaled to meet the needs of the incident.

(1) Aviation operations should begin immediately after state-activated resources have been assembled. The initial state aviation representative on the scene will coordinate with the local IC and/or their designee to establish lines of authority, operational objectives, and reporting requirements.

(2) The Aviation Branch Director will coordinate with the local IC to establish an Aviation Base of Operations prior to the arrival of state aviation resources into the affected area. Simultaneously, the Aviation Branch Director will begin coordinating aviation operations from the SEOC. In an unforeseen incident, the first state aviation representatives on the scene shall

perform an immediate needs assessment and report critical needs to the SEOC. Activation of supporting agencies will depend on the type and scope of the disaster.

(3) If the initial reports indicate a need to activate federal and/or EMAC aviation resources, the Aviation Branch Director and the Assistant Aviation Branch Director/Tactical Commander will prepare to support and manage incoming aviation resources through the SEOC.

(4) If aviation operations require more than one operational period, a regular planning cycle will establish objectives, identify and acquire necessary resources, and deploy aviation resources in an organized and systematic manner. The planning cycle with meeting and briefing times will be established by the Aviation Branch Director and the Assistant Aviation Branch Director in coordination with local, state, tribal, and federal officials. The meeting and briefing times will be communicated to all concerned entities and personnel.

(5) After the aviation objectives established by the local IC have been accomplished, the Aviation Branch Director and the Assistant Aviation Branch Director/Tactical Commander will begin demobilizing aviation resources. Before demobilizing aviation resources, a debriefing will be conducted to maintain operations and/or after-action concerns.

f. Incident Management System. As state and federal directives require, incidents resulting in a declared State of Emergency or Federal Disaster will be managed using the National Incident Management Systems (NIMS) and the ICS. NIMS and ICS provide flexibility to incident commanders in the structure and implementation of the management system.

In most cases, the state-activated aviation operations will be coordinated by the Aviation Branch Director, who reports directly to the Operations Section Chief at the SEOC. The on-scene direction of state aviation operations will be directed by the Assistant Aviation Branch Director/Tactical Commander, designated by the local IC as the Aviation Leader. The Aviation Branch Director and Assistant Aviation Branch Director/Tactical Commander will develop the organizational support and deploy the resources necessary to meet the operational aviation objectives of the local IC.

g. Reporting Requirements.

(1) To facilitate overall aviation C2 and situational awareness, aviation groups should maintain communications with the Assistant Aviation Branch Director/Tactical Commander. The Assistant Aviation Branch Director/Tactical Commander will coordinate reporting items and provide regular situation reports (SITREP) to the SEOC and the JFO Operations Section. Individual units within the aviation group will be responsible for maintaining their internal communications to ensure all personnel's safety and meet the reporting requirements established by the Assistant Aviation Branch Director/Tactical Commander.

(2) Per the reporting requirements established by the Operations Section Chief (OSC) and Aviation Branch Director, ICS Form 204 must be provided to the forward EOC and SEOC in a timely manner. Doing so will provide necessary information for logistics and planning of the next operational period. All aviation personnel must immediately report any exceptions, such as serious injury or death, to the Aviation Branch Director, the Assistant Aviation Branch Director/Tactical Commander, and the State Aviation Coordinator.

(3) All units assigned to the Aviation Branch must document all expenditures and other pertinent records to ensure reimbursement of expenses by the state and/or federal government.

5. ORGANIZATION AND SUPPORT.

a. Administrative and Logistical Support.

(1) All participating agencies will receive administrative support from their parent organizations; MEMA will coordinate additional assistance as needed.

(2) All participating agencies must attend and support briefings and other coordination meetings at the SEOC or elsewhere.

(3) Operational logs, messages, requests, and other appropriate documentation will be maintained for future reference and historical perspective.

(4) Each agency will maintain its maps, displays, status reports, and other information not included in the ESF #5 operations.

(5) Each Aviation Branch agency with an automated financial management system will utilize that system to capture the incurred costs of all available, acquired, and contracted resources used during the support activities related to emergency or major disaster operations. Those agencies not having access to an automated system will utilize their existing system to capture all associated costs for reporting and potential reimbursement.

b. State Emergency Operations Center. When activated, the Aviation Branch will manage and coordinate all aviation requests from the SEOC. The SEOC is located at 1 MEMA Drive, Pearl, MS 39288. Aviation operations will be accomplished by mobilizing state aviation resources to support the affected local jurisdiction (upon request by the local government).

c. Aviation Branch. The SEOC Aviation Branch is a state-level management asset coordinating aviation and airspace activities during response efforts supporting federal, state, local,

and non-governmental organizations (NGOs) during a disaster, emergency, or other designated event.

The primary responsibility of the Aviation Branch will be to coordinate the integration of aviation assets requested by the MEMA Operations Section Chief in response to a disaster or emergency. The Aviation Branch is not designed to provide direct C2 of aviation resources but coordinates aviation-specific missions and resources between federal, state, and local agencies for centralized planning with decentralized execution.

The Aviation Branch will produce an Aviation Branch Plan for each specific event. The plan identifies points of contact for Air Mission Requests (AMR), flight following procedures, emergency procedures, TFR, and communications requirements. The Aviation Branch will serve as a collection and dissemination point for crucial aviation coordination information. Specific operational area tactical information will be addressed as a local Incident Action Plan (IAP) component. The MEMA Aviation Branch is depicted in Figure 1 below.

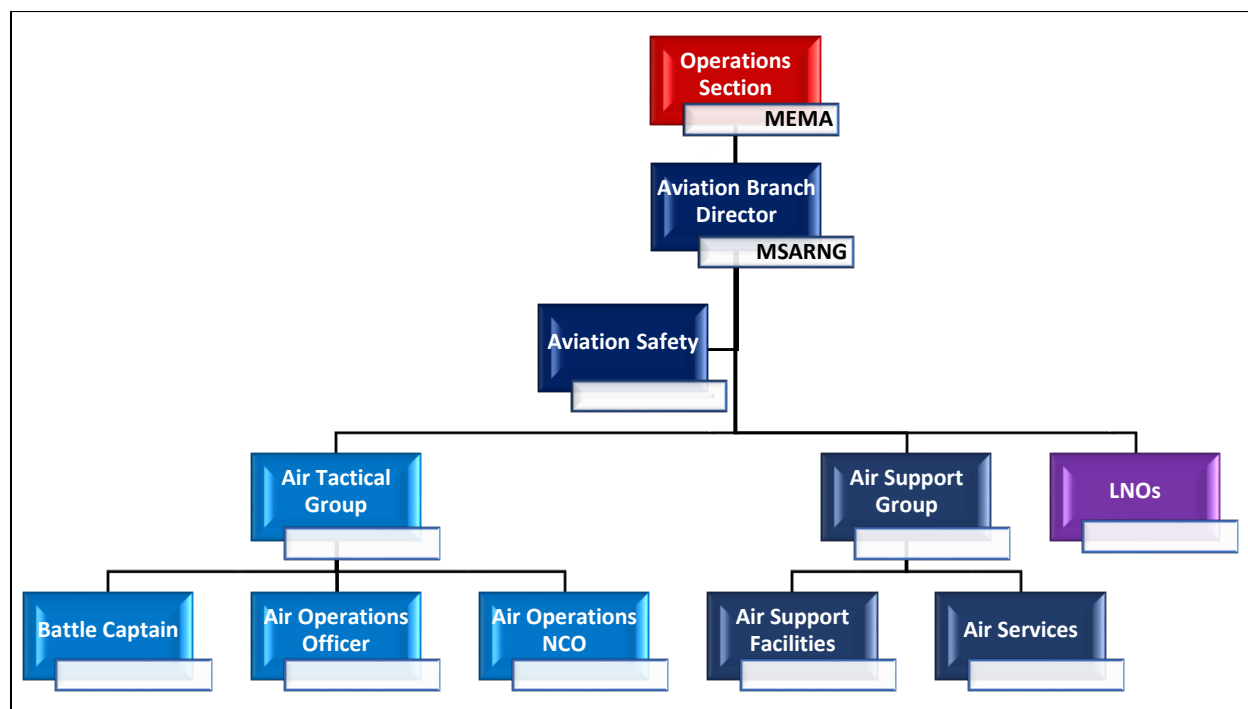


Figure 1: MEMA Aviation Branch Organization

(1) Aviation Branch Director. The Aviation Branch Director will develop priorities in accordance with the MEMA Executive Director's requirements, assign strategic and operational missions, allocate aircraft and other resources, track mission results, provide appropriate briefings, collect cost information, and identify and coordinate the resolution of flight safety issues,

particularly between agencies. The Aviation Branch Director should understand state and federal processes, procedures, and interagency roles and responsibilities.

(2) Aviation Safety Officer. The Aviation Safety Officer works directly for the State Safety Officer but resides in the Aviation Branch. The Aviation Safety Officer should have knowledge of all aspects of flight safety for the type of aircraft and missions to be flown. Safety is a paramount concern. An experienced airman should be designated to concentrate on safety issues, such as impending weather conditions, crew duty limitations, and any hazardous conditions in the operation.

(3) Air Mission Group. The Air Mission Group coordinates the employment of aviation assets performing response air operations. The Air Mission Group is responsible for conducting an initial review of requested air missions and assigning them to either the Air Support Group or the Air Tactical Group for processing, depending on available asset configurations from participating and supporting state and federal agencies and the magnitude or scope of the mission request.

(4) Aviation Partner Liaison Officer. The Liaison Officer (LNO) represents the Aviation Branch Director at a designated forward location for the duration of a specific operation or as detailed by the situation. Effective employment of LNOs is imperative for coordination and synchronization. Liaison Officers must be involved during the command estimate process to ensure the planned engagement is within aviation capabilities with the assets available and that the aviation assets are being utilized according to doctrine to maximize their potential.

d. Field Units. State entities that can provide aviation assets, including but not limited to fixed-wing, rotor-wing, Unmanned Aerial Systems (UAS), or technical specialties, include:

- (1) Mississippi Emergency Management Agency.
- (2) Mississippi National Guard.
- (3) Mississippi Wing, Civil Air Patrol.
- (4) Mississippi Department of Wildlife, Fisheries, and Parks.
- (5) Mississippi Department of Public Safety.
- (6) Mississippi Office of Homeland Security/SAR Task Forces.
- (7) Mississippi Insurance Department.

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- (8) Mississippi State Fire Academy.
- (9) Mississippi Forestry Commission.
- (10) Mississippi Department of Transportation.
- (11) Mississippi Department of Finance and Administration.
- (12) Non-governmental Aviation Entities.

The Aviation Branch will provide personnel or liaisons to the JFO to work closely with their federal counterparts.

e. Field Unit Logistical Support. Aviation Branch field personnel will be supported by their parent organizations, and logistical support may be provided by one or all of the following options:

- (1) Fixed Base of Operations (FBO).
- (2) Base camps.
- (3) Mobile kitchen trailers.
- (4) Local contracts.
- (5) Memorandum of Understanding (MOU) for housing.

(6) All Aviation Branch agencies will ensure that their financial management system, automated or otherwise, is used to capture incurred costs during an emergency, major disaster, or exercise and complies with the applicable agency, state, and federal guidelines, rules, standards, and laws. This understanding is based on the knowledge that any reimbursement of incurred costs is subject to audit.

(7) All participating agencies are responsible for locating and setting up their operational work areas and maintaining logistical support.

f. State Aviation Support.

(1) **Aviation Branch Director Support.** Local governments are primarily responsible for aviation operations within their legally established jurisdictions. If additional aviation capability is necessary, the local government can request additional assistance from the state. When a request

has been made, the Aviation Branch Director will coordinate all state aviation resources. The Aviation Branch Director will work closely with local officials to ensure the most appropriate use of aviation resources to meet the operational objectives established by the local IC.

(2) State Agency Support. Several state entities have been identified and designated as primary and supporting agencies to the Aviation Branch during state-declared disasters. These entities will communicate directly with the SEOC Aviation Branch Director, who will maintain a continuously updated list of available resources to support the aviation efforts. Resources will remain assigned to their home agencies until called up by the Aviation Branch Director and assigned to an incident and operational area. Parent agencies will retain administrative and support responsibilities for their assets, even when employed in aviation operations. All agencies will support the established operational goals and objectives.

(3) EMAC Support. Currently, all 50 states belong to the EMAC system. These state-to-state agreements provide resources to the requesting state to support disaster operations. If a disaster overwhelms the state's aviation resources, MEMA, through the SEOC, may request additional aviation resources through the EMAC system. This may include aviation assets from participating states and/or other aviation entities. EMAC resources will be coordinated through the SEOC and assigned appropriately. State EMAC aviation assets will be assigned under the coordination of the Aviation Branch Director, Assistant Aviation Branch Director, and/or Tactical Commander.

6. RESPONSIBILITIES.

a. Coordinating and Primary Agencies.

(1) Mississippi Emergency Management Agency.

- (a)** Provide UAS support to Aviation Branch operations.
- (b)** Coordinate with the Aviation Branch Director to assist and maintain overall State aviation resources.
- (c)** Assist with SMAC requests and coordinate all state EMAC requests as needed.
- (d)** Process mission assignments (MAs) as requested by Aviation Branch Director.
- (e)** Provide Mutual Aid support efforts to include managing Mission Ready Packets (MRP).

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(f) Coordinate support to SAR efforts as needed.

(g) All other duties as requested by Aviation Branch Director.

(2) Mississippi Military Department/Mississippi National Guard.

(a) Provide Aviation Branch Director and staff.

(b) Develop and maintain an Air Operations Plan and/or Air Operations Branch SOP.

(c) Provide rotor-winged aviation support to Aviation Branch operations.

(d) Provide fixed-winged aviation support to Aviation Branch operations.

(e) Provide UAS support to Aviation Branch operations.

(f) Provide Aviation Liaison Officers to Aviation Branch operations.

(g) Assist with SMAC and EMAC requests as needed.

(h) Provide the Aviation Branch Director with a comprehensive database of aviation assets and contact information.

(i) If deployed, provide command staffing for the SEOC, SERT, and other emergency response teams.

(j) Provide MEMA Mutual Aid Coordinator with MRPs for deployable agency assets.

(k) Provide security teams to assist in the protection of aviation teams and equipment.

(l) All other duties as requested by the Aviation Branch Director.

(3) Mississippi Wing - Civil Air Patrol.

(a) Provide fixed-winged aviation support to Aviation Branch operations.

(b) Provide Aviation Liaison Officers to Aviation Branch operations.

(c) Provide CAP Technical Data and assistance to Aviation Branch operations.

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(d) Provide the Aviation Branch Director with a comprehensive database of aviation assets and contact information.

(e) If deployed, provide command staffing for the SEOC, SERT, and other emergency response teams.

(f) Provide MEMA Mutual Aid Coordinator with MRPs for deployable agency assets.

(g) All other duties as requested by the Aviation Branch Director.

(4) Mississippi Department of Wildlife, Fisheries, and Parks.

(a) Provide UAS support to Aviation Branch operations.

(b) Assist with SMAC and EMAC requests as needed.

(c) Provide the Aviation Branch Director with a comprehensive database of aviation assets and contact information.

(d) If deployed, provide command staffing for the SEOC, SERT, and other emergency response teams.

(e) Provide MEMA Mutual Aid Coordinator with MRPs for deployable agency assets.

(f) Provide sworn officers to assist in the protection of aviation teams and equipment.

(g) All other duties as requested by the Aviation Branch Director.

(5) Mississippi Department of Public Safety.

(a) Provide rotor-winged aviation support to Aviation Branch operations.

(b) Assist with SMAC and EMAC requests as needed.

(c) Provide the Aviation Branch Director with a comprehensive database of SAR assets and contact information.

(d) Provide MEMA Mutual Aid Coordinator with MRPs for deployable agency assets.

(e) Provide sworn officers to assist in the protection of SAR teams and equipment.

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(f) All other duties as requested by the Aviation Branch Director.

(6) Mississippi Office of Homeland Security/Mississippi SAR Task Forces.

(a) Provide UAS support to Aviation Branch operations.

(b) Coordinate Mississippi SAR Task Force aviation requirements through the Aviation Branch Director.

(c) Assist with SMAC and EMAC requests as needed.

(d) Provide the Aviation Branch Director with a comprehensive database of TF SAR aviation assets and contact information.

(e) If deployed, provide command staffing for the SEOC, SERT, and other emergency response teams.

(f) Provide the MEMA Mutual Aid Coordinator with MRPs for deployable office assets.

(g) Provide sworn officers to assist in the protection of aviation teams and equipment.

(h) All other duties as requested by Aviation Branch Director.

(7) Mississippi Department of Marine Resources.

(a) Provide UAS support to Aviation Branch operations.

(b) Assist with SMAC and EMAC requests as needed.

(c) Provide the Aviation Branch Director with a comprehensive database of SAR assets and contact information.

(d) If deployed, provide command staffing for the SEOC, SERT, and other emergency response teams.

(e) Provide MEMA Mutual Aid Coordinator with MRPs for deployable agency assets.

(f) Provide sworn officers to assist in the protection of aviation teams and equipment.

(g) All other duties as requested by the Aviation Branch Director.

b. Supporting Agencies.

Agency	Functions
Mississippi Insurance Department (MID)	<ul style="list-style-type: none"> • Support the development of SOPs in conjunction with primary and support agencies; • Provide specially trained personnel and equipment; • All other duties as requested by Aviation Branch Director;
Mississippi State Fire Academy (MSFA)	<ul style="list-style-type: none"> • Support the development of SOPs in conjunction with primary and support agencies; • Provide specially trained personnel and equipment; • All other duties as requested by Aviation Branch Director;
Mississippi Forestry Commission (MFC)	<ul style="list-style-type: none"> • Support the development of SOPs in conjunction with primary and support agencies; • Provide aviation assets and personnel to assist in Aviation Branch Operations; • Conduct post-disaster aerial reconnaissance; • Utilize and coordinate federal resources through the National Forest Services and USDA; • All other duties as requested by Aviation Branch Director;
Mississippi Department of Transportation (MDOT)	<ul style="list-style-type: none"> • Support the development of SOPs in conjunction with primary and support agencies; • Provide specially trained aviation personnel and equipment; • Provide sworn officers to assist in the protection of aviation teams and equipment; • All other duties as requested by Aviation Branch Director;
Mississippi Department of Finance and Administration (DFA)	<ul style="list-style-type: none"> • Support the development of SOPs in conjunction with primary and support agencies. • Provide specially trained personnel and equipment; • All other duties as requested by Aviation Branch Director;

Agency	Functions
Mississippi Civil Defense and Emergency Management Association (MCDEMA)	<ul style="list-style-type: none"> • Support the development of SOPs in conjunction with primary and support agencies; • Provide specially trained personnel and equipment; • All other duties as requested by Aviation Branch Director;
Non-Governmental Entities	<ul style="list-style-type: none"> • Support the development of SOPs in conjunction with primary and support agencies; • Provide specially trained personnel and equipment; • All other duties as requested by Aviation Branch Director;

c. Federal Agency Support.

(1) Federal Emergency Management Agency. FEMA provides various support resources to states requesting assistance. FEMA is the primary agency responsible for the Aviation Branch. When local and state aviation resources have been exhausted, the state is expected to call for federal assistance.

(2) U.S. Department of Defense. DOD is a support agency for the Aviation Branch. It serves as the primary source of fixed-wing and/or rotary-wing transportation for incident response teams. USNORTHCOM was established on Oct. 1, 2002, to command and control DOD homeland defense efforts and coordinate military assistance to civil authorities.

USNORTHCOM's civil support mission includes domestic disaster relief operations during fires, hurricanes, floods, and earthquakes. Support also includes counter-drug operations and managing the consequences of a terrorist event employing a weapon of mass destruction. The command provides assistance to a primary agency when tasked by the DOD. Per the Posse Comitatus Act, military forces can provide civil support but cannot become directly involved in law enforcement.

In providing civil support, USNORTHCOM generally operates through established joint task forces subordinate to the command. An emergency must exceed the capabilities of local, state, and federal agencies before USNORTHCOM becomes involved. In most cases, support will be limited, localized, and specific. When the scope of the disaster is reduced to the point that the primary agency can again assume full control and management without military assistance, USNORTHCOM will exit, leaving the on-scene experts to finish the job.

(3) U.S. Air Force Rescue Coordination Center. As the United States' inland search and rescue, or SAR, coordinator, the Air Force Rescue Coordination Center (AFRCC) serves as the single agency responsible for coordinating on-land federal SAR activities in the 48 contiguous United States, Mexico, and Canada.

The AFRCC operates 24 hours a day, seven days a week. The center directly ties into the FAA's alerting system and the U.S. Mission Control Center. In addition to the Search and Rescue Satellite Aided Tracking information, the AFRCC computer system contains resource files that list federal and state organizations that can conduct or assist in SAR efforts throughout North America.

(4) U.S. Coast Guard. The United States Coast Guard (USCG) develops, maintains, and operates staffing at Area/District/Sector Command Centers and promotes effective localized interaction, coordination, and communications with state, local, and tribal emergency managers during Incidents of National Significance. The USCG will generally require a mission assignment number from FEMA.

(5) U.S. Customs Border Protection, Air and Marine Operations. CBP operates the world's largest law enforcement air and marine fleet with 270 fixed- and rotary-wing aircraft and 180 marine vessels from 45 locations throughout the United States.

(6) Transportation Security Administration. The Transportation Security Administration (TSA) is responsible for the security of all modes of transportation, including aviation, rail, bus, and maritime operations. TSA can provide security and law enforcement assistance during a mass evacuation. TSA may provide an LNO to the MEMA Aviation Branch during a disaster if needed. This LNO may assist in obtaining and deploying resources and coordinating safety and security operations at air evacuation operations.

(7) Federal Aviation Administration. The FAA is responsible for the safe and efficient movement of air traffic in the National Airspace System (NAS), the operation of the NAS, and civil aviation safety oversight during emergency and non-emergency situations.

(8) U.S. Marshals Service. The United States Marshal's Service (USMS) operates a fleet of 6 MD-80 passenger aircraft capable of transporting 140 passengers. Each aircraft is dispatched with a security team, airframe and power plant (A&P) mechanic, and a nurse. USMS aircraft will rapidly respond through a FEMA MA.

d. Non-Governmental Support. The Southeast Airport Disaster Operations Group (SEADOG) is a partnership of participating airports that assist each other in coping with and recovering from major disasters. SEADOG is a system that sets up coordinated emergency response, including a procedure for participating airports to activate a call center up to 72 hours

before a possible disruption to operations. SEADOG is a growing organization with participating airports throughout the central and south-central regions of the United States.

7. AUTHORITIES AND REFERENCES. The procedures in this Annex are built on the core coordinating structures of the CEMP. The specific responsibilities of each department and agency are described in the respective ESF, Support, and Incident Annexes, internal agency plans, policies, and procedures. See the CEMP Base Plan for a comprehensive list of Authorities and References.

- a. Robert T. Stafford Disaster Relief and Emergency Assistance Act; amended the Disaster Relief Act of 1974, PL 93-288.
https://www.fema.gov/sites/default/files/2020-03/stafford-act_2019.pdf
- b. Public Law 98-473, Emergency Federal Law Enforcement Assistance Act, October 1984
<https://uscode.house.gov/view.xhtml?path=/prelim@title34/subtitle5/chapter501&edition=prelim>
- c. United States Code, Title 18, Section 1385 (Posse Comitatus Act)
<https://www.govinfo.gov/app/details/USCODE-2021-title18/USCODE-2021-title18-partI-chap67-sec1385>
- d. Public Law 104-321, October 1996 (EMAC)
[Public Law 104-321, October 1996](https://www.federalregister.gov/documents/1996-10-01/public-law-104-321)
- e. MS Code, Ann. Â§ 33-15(1972): Mississippi Emergency Management Act of 1995, Title 33-15, et al. [Successor to Mississippi Emergency Management Law of 1980]
[MS Code 33-15](https://www.mscodes.com/codes/33-15)
- f. MS Code, Title 45, Chapter 18 Emergency Management Assistance Compact (EMAC)
[Mississippi Code of 2018, Title 45, Chapter 18](https://www.mscodes.com/codes/45-18)
- g. National Preparedness Goal, September 2015
https://www.fema.gov/sites/default/files/2020-06/national_preparedness_goal_2nd_edition.pdf
- h. National Incident Management System, Third Edition, October 2017
<https://www.fema.gov/media-library/assets/documents/148019>
- i. National Response Framework, Fourth Edition, October 2019
https://www.fema.gov/sites/default/files/2020-04/NRF_FINALApproved_2011028.pdf

- j. FEMA Incident Action Planning Guide, July 2015
https://www.fema.gov/sites/default/files/2020-07/Incident_Action_Planning_Guide_Revision1_august2015.pdf
- k. FEMA Developing and Maintaining Emergency Operations Plan, Comprehensive Preparedness Guide (CPG) 101, Version 3.0, September 2021
https://www.fema.gov/sites/default/files/documents/fema_cpg-101-v3-developing-maintaining-eops.pdf
- l. MEMA Response Framework, June 2023
[MEMA SharePoint/Response Framework](#)

8. REVIEW AND MAINTENANCE. This Annex will be continuously reviewed and exercised to evaluate the state's and political subdivisions' ability to execute response and recovery operations and support tribal, local, and municipal emergency management agencies. Directors of primary state agencies are responsible for maintaining internal policies, plans, SOPs, checklists, and resource data to ensure a prompt and effective response to a disaster in support of this Annex. For training purposes and exercises, the MEMA Executive Director may activate this Annex as deemed necessary to ensure high operational readiness.

MEMA will revise this Annex on a biennial basis. The revision will include testing, reviewing, and updating the document and its procedures. This Annex will be updated every two years, or as necessary, to incorporate new presidential or state directives, legislative changes, and procedural changes based on lessons learned from exercises and actual incidents. This Annex will be rewritten every five (5) years.

MEMA coordinates updates, modifications, and changes to the Annex. Heads of state agencies with ESF coordinator responsibility will periodically provide information regarding changes with available resources, personnel, and operating procedures. Recommended changes will be submitted to MEMA for approval and distribution. Submit recommendations via e-mail to preparedness@mema.ms.gov.

This Annex applies to all state agencies, state boards, state commissions, and state departments assigned emergency responsibilities and to all elements of local government in accordance with current law and Executive Orders (EOs).