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## 3000 Operations

This section will only provide information specific to the COTP Wilmington zone. Refer to Appendix [9750 Field Operations Guide](#) for the FOG and [9700 Table of Contents](#) for ICS forms.

### 3100 Operations Section Organization

Responsible for all operations directly applicable to the primary mission. Directs the preparation of unit operational plans, requests or releases resources, makes expedient changes to the Incident Action Plan as necessary and reports such to the Incident Commander (IC/UC). Includes the Recovery and Protection Branch, Emergency Response Branch, Air Operations Branch, and Wildlife Branch. The IC/UC will determine the need for a separate Operations Section at an incident or event. Until Operations is established as a separate Section, the IC/UC will have direct control of tactical resources. Refer to Appendices [9100 Emergency Notifications](#), [9200 Personnel and Services Directory](#), and [9700 Response Resources](#) for additional information.

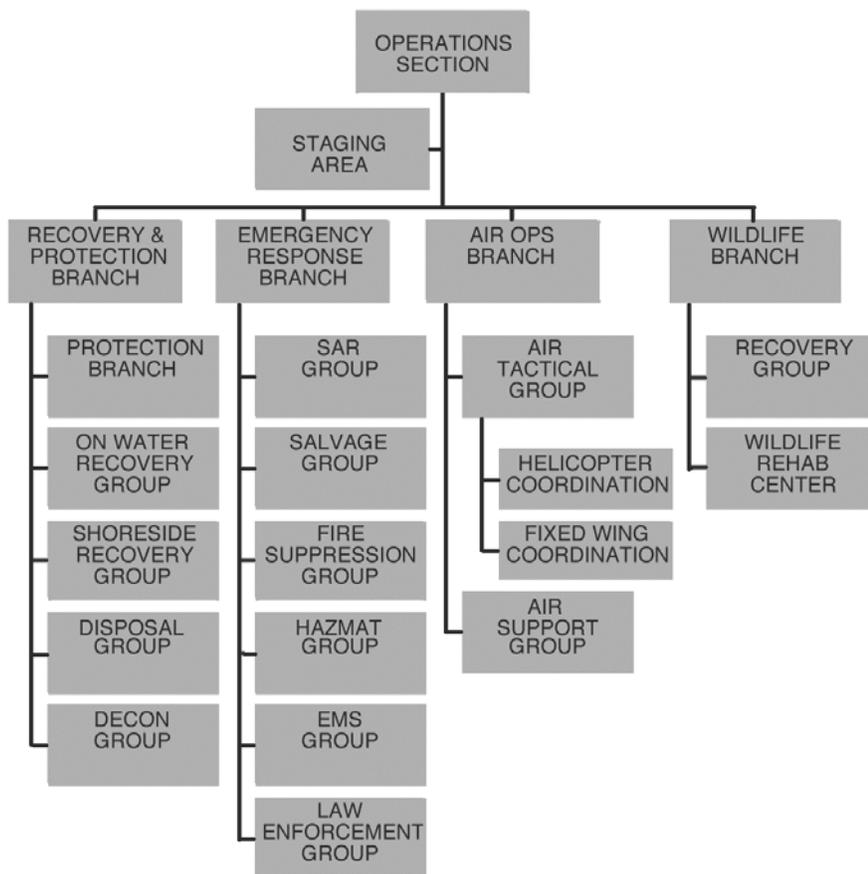


Figure 3-1 – Operations Section Diagram

### **3110 Operations Section Chief**

The Operation Section Chief is responsible for the management of all operations directly applicable to the primary mission. The Operations Chief activates and supervises and directs elements in accordance with the IAP and the Site Safety Plan. In addition, this Chief directs the preparation of unit operational plans, requests and releases resources, makes changes to the IAP as necessary and reports to the Incident Commander.

### **3120 Staging Area**

Refer to Appendix [9350 Staging Areas](#) for additional information.

## **3200 Recovery and Protection**

Responsible for overseeing and implementing the protection, containment and clean-up activities established in the Incident Action Plan. The Recovery and Protection

Branch Director reports to the Operations Section Chief.

### **3210 Protection**

Refer to Appendices [9200 Personnel and Services Directory](#), [9120 Response Guidance](#), [9130 Response Strategies](#), and [9700 Response Resources](#) for specific information. Environmental Sensitivity Maps, which assist in identifying areas to protect, are located at [ESI Maps\INDEX.PDF](#). Individual chartlets can be accessed by pointing to a selected chart number and clicking on it.

#### **3210.1 Containment and Protection Options**

Refer to [Booming Strategies](#) for information concerning specific locations for containment and protection.

### **3220 Tactical Response Options**

#### **3220.1 Prioritization**

Although prioritization is difficult, several criteria that may be used in making this determination have been identified:

- (1) Relative abundance or scarcity of a particular resource, on regional and national scales;
- (2) Relative diversity and abundance of resources at a particular site;
- (3) Vulnerability to releases/discharges;
- (4) Sensitivity to oil/hazardous substances;
- (5) Amenability to restoration or remediation;
- (6) Protection by Federal or State laws; and
- (7) Economic importance.

After considering all of these factors, Federal and State listed threatened and endangered species should receive the highest priority for protection. Their status as imperiled, the limited ability to mitigate injuries to or to restore their populations, and their legal protection all support their plan in an upper echelon of resource protection priorities. Also this category for highest priority protection are "protected areas", including National Wildlife Refuges, National Parks/ Seashores, National and State Historic sites and natural heritage areas. In addition to the enabling legislation or regulations, which place these areas in the public trust, the coastal wildlife habitat value merits the highest priority of protection.

A second tier of resources for high priority protection includes the submerged aquatic vegetation (SAV) beds, sheltered tidal flats, spoil islands, and intertidal and freshwater marshes including the creeks and streams that feed them. All of these serve as highly productive fish and wildlife resting, foraging, breeding, and nursery habitats. As such, they act as concentration areas for a diversity of species, including colonial water birds on spoil islands; waterfowl in areas of extensive SAV; and juvenile fish and crabs in intertidal marshes. In addition, all of these habitats are highly sensitive to the effects of oil/hazardous substances with little remediation and restoration potential.

Protective tidal flats and marshes, SAV beds, and spoil islands rank after inlets in order of priority. For an inshore spill, or in the event that oil from a marine spill enters the estuaries, keeping the material in the open water portions of the bay and away from the shores or shallows is essential.

In an offshore release/ discharge, pelagic birds are possibly the most sensitive and vulnerable to the effects of oil/hazardous substances. Although some bird concentration areas are known in the environment, the only effective way to address protection of avian species is to be aware of their sensitivity and to seek event-specific information on the species present, numbers present, their locations, and appropriate countermeasures.

The response prioritization scheme discussed above will provide response teams with an initial guide for immediate response. Use of the Emergency Notification List (section 9200) will trigger the input of those able to provide event-specific context on sensitive areas to guide response actions during or soon after the immediate response. The efficacy of protecting fish, wildlife, and their habitats that may be affected by a discharge of oil or release of a hazardous substance is dependent upon utilizing all of these resources.

The Southeastern Coastal Area encompasses areas that are active breeding grounds for fish and wildlife. Therefore, specific priorities must be defined in order to minimize the effect of a discharge/release. Information gathered by municipal and state agencies indicate that certain localities are more sensitive than others. NOAA, through the efforts of the SSC, has compiled a detailed listing of sensitive areas and prioritized their sensitivity. This data has been published on area maps for Coast Guard and state use in Area planning. Vessel and facility response plans are required to be consistent with information provided in Area Plans.

These Environmental Sensitivity Index (ESI) Maps are maintained at MSO Wilmington and have been used as the basis for Area Committee prioritization in this plan. This information should be verified/confirmed with the SSC before final decisions are reached relative to environmental considerations. Since there are a number of highly vulnerable areas in the Wilmington Zone, the use of dispersants should be considered as an option in cleanup activities. In particular, the use of dispersants could be advantageous in deeper offshore areas where offshore/ocean currents could be used in conjunction with dispersants to break up the oil spill before wind driven currents could push the oil ashore, thereby necessitating a difficult shore side cleanup in such highly vulnerable areas.

### **3230 On Water Recovery**

Refer to Appendices [9200 Personnel and Services Directory](#), [9120 Response Guidance](#), [9130 Response Strategies](#), and [9700 Response Resources](#) for additional information.

### **3240 Shore side Recovery**

Refer to Appendices [9200 Personnel and Services Directory](#), [9120 response Guidance](#), [9130 Response Strategies](#), and [9700 Response Resources](#) for specific information.

### **3250 Disposal**

Outline disposal plan, prepared in accordance with the disposal guidelines found in Appendices [9330 Disposal Plan](#).

- Federal, state and local laws/regulations
- Volume of oil or hazardous substance for disposal
- Identify disposal locations (onsite vs. offsite)
- Obtain necessary permits
- Secure transportation for product disposal

#### **3250.1 Waste Management and Temporary Storage Options**

Contained in the [9330 Disposal Plan](#).

#### **3250.2 Decanting Policy**

Contained in [4000 Planning Section](#).

### **3260 Decontamination**

Refer to Appendices [9330 Disposal Plan](#) for a plan template and [9200 Personnel and Services Directory](#) for additional information.

## **3270 Dispersants**

The Region IV Dispersant Usage Plan is the mechanism for determining when dispersant application would be effective for minimizing the effects of an oil spill within the boundaries of Federal Region IV, of which this Area is included. EPA/600/R-93/195 "Use of Chemical Dispersants for Marine Oil Spills" contains additional information, which should be considered as part of any discussions on this topic.

Subpart J of the National Contingency Plan (NCP) grants authority to the FOSC to use dispersants without concurrence when human lives are threatened by an oil spill. In non-life threatening situations, the FOSC shall obtain concurrence from EPA's representative to the RRT and, as appropriate, the RRT representatives from the State with jurisdiction over the navigable waters threatened by the release or discharge. Consultation with the natural resources trustees, DOC and DOI, is also necessary.

For the State of North Carolina, the Division of Emergency Management is responsible for advising the Federal On-Scene Coordinator of the State's position on the use of dispersant and bioremediation techniques.

The North Carolina Secretary of the Department of Environment and Natural Resources is delegated the authority to issue permits to approve the use of chemical or other dispersants or treatment materials.

### **3270.1 Dispersant Options**

Detailed information for the use of dispersants is found in Appendix [9700 Response Resources - dispersants](#).

### **3270.2 Dispersant Checklists**

Suggested checklists from the Region IV Response Team are located at <http://www.nrt.org>

### **3270.3 Specialized Monitoring of Applied Response Technologies (SMART)**

Sections 3.5, 3.6, 3.7, 3.9, 3.10, and 3.14 of Special Monitoring of Applied Response Technologies (SMART) document contain checklists pertaining to monitoring requirements during dispersant application. See [SMART\COMDTINST.SMART.doc](#) and <http://www.uscg.mil/hq/g-m/mor/articles/smart.pdf> for additional information.

## **3280 In-Situ Burning (ISB)**

### **3280.1 ISB Options**

The Region IV Regional Response Team has adopted in-situ oil burning as a means to avert potential oil spill impacts to the region's coastal beaches, marsh environments, and inland resources. As RRT IV policy, in-situ burning will augment, and not replace, other oil spill response techniques such as mechanical removal or chemical countermeasures. It will be used as a first-strike option for defensive purposes. The RRT and this Area Committee do not encourage the use of in-situ burning in marsh/wetland habitats at this time because the potential effects are unknown. The Region IV Regional Response Team Policy for Use of In-Situ Burning in Ocean and Coastal Waters should be utilized for in-situ burning decisions.

### **3280.2 ISB Checklists**

See [9700ResponseResources.doc - ISB](#) for detailed information regarding the use of In-Situ Burning as a response alternative.

## **3290 Bioremediation**

See the section in [9700 Response Resources.doc - Bioremediation](#) for the Region IV Response Team Applied Technologies Plan and [4000 Planning Section](#).

## **3300 Emergency Response**

The Emergency Response Branch director is primarily responsible for overseeing and implementing emergency measures to protect, life, mitigate further damage to the environment, and stabilize the situation.

Refer to Appendices [9100 Emergency Notification](#), [9200 Personnel and Services Directory](#), [9120 Response Guidance](#), [9130 Response Strategies](#), and [9700 Response Resources](#) for additional information.

## **3310 Search and Rescue**

Refer to Appendices [9100 Emergency Notification](#) and [9200 Personnel and Services Directory](#) for additional information.

### **3310.1 SAR Area Resources**

Search and Rescue operations may be conducted by USCG SAR stations (coordinated through Group Fort Macon), Wildlife Resources Commission boats, Marine Patrol boats, local Fire departments, or other vessels in the area.

## **3320 Salvage/ Source Control**

This section describes salvage situations and the general guidelines to follow in responding to a salvage situation. The Coast Guard Captain of the Port has jurisdiction over vessel salvage. This does not supercede any other agencies' interests with respect to spill prevention or response.

Refer to Appendices [9100 Emergency Notification](#) for additional information.

### **3320.1 Salvage Guidelines**

In the event of a vessel casualty, initial contact with the vessel owner or representative is through the Captain of the Port (COTP) or Federal On-Scene Coordinator (FOSC). The State Emergency Response Team (SERT) may be contacted initially by the COTP or FOSC, and eventually the vessel representative, using the following information:

CG Command Center (manned 24/7): (202) 267-2100 or  
1-800-DAD-SAFE

SERT Team Leader: (202) 366-6441 or pager (202) 214-7473

SERT Team duty member: pager (202) 214-7474

Marine Safety Center (0700 to 1630 daily): (202) 366-6480 or 6441

SERT email address: [salvage@msc.uscg.mil](mailto:salvage@msc.uscg.mil)

After calling and talking to a Salvage Engineering Response Team member, you should use the [Casualty Information Sheet](#) located at <http://www.uscg.mil/hq/msc/casinfo.pdf> in order to collect and forward all applicable information to the team member.

### **3320.2 Assessment and Survey**

This section describes actions to be taken in response to vessel strandings, and the relationship between the On-Scene Coordinator, the responsible party, the vessel's master, and the salvor. Information pertaining to salvage procedures was adapted from Chapter 8 of Volume I of the U.S. Navy Salvage Manual. All parties involved in a salvage response should refer to the manual for specific information relating to salvage techniques. For listings of salvage resources, please refer to [9200 Personnel and Services Directory](#).

Salvage efforts may be divided into three phases: stabilization, refloating, and post-refloating. During the stabilization phase, salvors take steps to limit further damage to the vessel, and to keep the ship from being driven harder aground or broaching. Response leaders gather information and formulate a salvage plan; that plan specifies actions to be taken during the refloating and post-refloating phases of the salvage. The refloating phase commences when the salvage plan is executed and ends when the ship begins to move from her strand. During post-refloating, the vessel is secured and delivered to the designated port facility.

### **3320.3 Stabilization**

This phase of operations must take into account the potential discharge of oil or hazardous substances into the environment. Upon stranding, the vessel's master should take the following steps:

- Have ship's personnel report to emergency stations.
- Secure watertight closures.
- Notify Coast Guard, vessel's operations controller and EMD
- Request salvage assistance.
- Note course and speed at time of stranding.
- Obtain and provide if necessary, an accurate cargo stowage plan.
- Evaluate the following:
  - Safety of personnel

- Weather and sea conditions
- Forecast for change in w/s conditions
- Nature of the seafloor, shoreline
- Depth of water around ship
- Ground reaction
- Shifting of cargo/containers
- Damage to hull
- Damage to shafting, screws, and Rudder
- Risk of further damage
- Prospect of maintaining communications
- Likely draft/trim after refloating
- Potential for discharge of pollutants (including aquatic nuisance species in the ballast)
- Position of vital and cargo systems' Valves
- The liquid level of all tanks (e.g. fuel, ballast, cargo, etc.)
- Determine the vessel's condition.
- Take action to stabilize the ship.

The vessel's master should NOT:

- Jettison weight in an attempt to lighten ship prior to an attempt to back the vessel off.
- Attempt to back the vessel off when the bottom is torn open.
- Fail to take action to stabilize the ship and to determine its condition.

The vessel's master should request salvage assistance immediately, and not delay pending the result of an early attempt to refloat the vessel. If the damage assessment shows the ship will not broach, sink, or capsize, the master can attempt to back the vessel clear using full engine power on the next high tide.

The Responsible Party should take the following steps:

- Contact the Coast Guard. Provide current information.
- Implement Unified Command System organization.

Identify salvage resources available and time required for resources to arrive on-scene:

- Salvage manager
- Salvage vessel(s)
- Tugs
- Beach gear
- Barges with ground tackle
- Lifting vessels
- Pumps and hoses
- Hull patching equipment, cement
- Initiate salvage response. Over-estimate resources needed.
- Inform vessel's master of all actions taken.
- Obtain services of naval architect.
- Conduct analysis of ship's longitudinal strength and damaged stability.

After the threat of loss to life is eliminated and the emphasis shifts to protection of environment and property, the OSC will monitor the mounting salvage efforts of the responsible party, and provide technical review and information. In the event that the Responsible Party is unable or unwilling to respond to the casualty, the government will respond to the salvage requirement, utilizing commercial and government facilities and resources.

For technical support or to obtain services the OSC can call phone numbers at 3320.1.

Upon being assigned responsibility for the salvage action, the salvor should:

- Advise the vessel that he (his organization, vessel, etc.) is en route to assist, and provide ETA (estimated time of arrival) on-scene.
- Ensure that the master is aware of the information covered in the preceding paragraphs that relates to early attempts to refloat the vessel.
- Obtain all information available regarding the vessel's particulars and details of the stranding. This should include:
  - An accurate position of the stranding (latitude/longitude)
  - Applicable chart numbers
  - Means used to fix position
  - Drafts at time of sailing
  - Estimated drafts at time of stranding
  - Drafts after stranding, with state of tide and time
  - Soundings alongside from forward to aft, corrected to datum of the chart of the area
  - Soundings of all tanks and voids, noting changes in contents
  - Ship's course and speed at time of stranding
  - Ship's heading after stranding, and details of changes
  - Liveliness of ship (movement in response to swells/surf)
  - Weather conditions
  - Sea and current conditions
  - Extent of and damage to ship
  - Location of grounding points & estimated ground reaction
  - Type of seafloor
  - Status of ship's machinery and piping systems
  - Ship's cargo list or manifest
  - Amount & location of known hazardous substances
  - Resources available locally (tugs, cranes, bulldozers)

Based on information received from the vessel, the salvor should evaluate the following:

- Vessel's original estimates of ground reaction and freeing force.
- Stability afloat and residual strength.
- Ship's machinery condition and retraction power available locally.
- Ship's ability to proceed to a safe haven after refloating.

The salvor should then advise the master based on these evaluations, and take the following steps to mobilize the salvage force:

- Determine personnel and material needs.
- Collect information about the stranded ship.
- Ensure needed navigation material is on board.
- Begin recording written record of information and actions taken.

Ensure that salvage vessels en route will be prepared to respond upon arrival to the stranding site. Upon arrival (in coordination with the response organization/OSC where applicable), the salvage ship or vessels, and personnel, should conduct damage control and position stabilization. Damage control actions may range from augmenting ship's crew to conducting firefighting and flooding control. Position stabilization consists of securing the ship at first opportunity to prevent broaching or being driven further ashore.

The Salvor must then, in preparation for development of the salvage plan, conduct a thorough salvage survey of the vessel and its immediate surroundings. The survey is defined in the Navy Salvage Manual as being comprised of the preliminary survey, the detailed hull survey, the topside survey, the interior survey, the diving survey, the hydrographic survey, and the safety survey, and may be approached in this manner. The Salvor should refer to Section 8-2.6 of Volume I of the Navy Salvage Manual for details. The information should be recorded on the salvage survey form included in Appendix I to Chapter 8 of Volume I of the Navy Salvage Manual, or an equivalent. Working with the Responsible Party and the naval architect, the salvor must develop a salvage plan. The plan must detail actions to be taken and resources to be used, and it must set organizational responsibilities and the anticipated schedule. After the plan is prepared, the Responsible Party must submit a copy of the plan to the On Scene Coordinator, for his review. The On Scene Coordinator will review the plan, provide a copy to the state(s) for review, and approve or disapprove it based on resulting risks to port safety and the environment. Any plans for intentional jettison of cargo will be reviewed as part of the salvage plan. The salvage plan should include the following:

- Basic information identifying the ship's characteristics and the condition of the stranding.
- An analysis prepared by the salvor and naval architect, which provides estimates of:
  - The ground reaction
  - The freeing force
- Location of the neutral loading point (point at which weight can be added w/out change in ground reaction)
- Stability grounded and afloat
- Strength of hull girder, damaged areas, attachment points, and rigging
- A summary of the engineering rationale employed for selection of retraction and refloating techniques
- Hydrographic information
- List of specific safety hazards involved

- Potential pollution risks
- Lightering Considerations
- Booming Considerations
- Standby Equipment
- Means for controlling interference between pollution response efforts and salvage efforts
- Appendices that provide detailed information regarding techniques to be employed.
- Location to which the vessel will proceed following refloating.
- Means for controlling the vessel as it is freed
- Vessel escort, if any, to be employed
- Means for delivering vessel to destination (tow, own power).
- Any preparation of vessel necessary to gain permission for entry into port of destination
- Means of disposal if other than as above

Refer to the [U.S. Navy Salvage Manual](#) for detailed information.

#### **3320.4 Refloating Phase**

The salvage plan is implemented during this phase. The plan should be considered a working plan with prudent changes made in response to changing conditions. During this phase, all parties should be in close communication, and the process should be brought to a halt if significant safety problems develop. The salvor, Responsible Party, and the On Scene Coordinator/Captain of the Port have the authority to stop salvage operations in this case.

#### **3320.5 Post-Refloating Phase**

This phase commences when the ship begins to move off the strand, and is completed when the ship has been delivered to safe haven or repair facility, and all salvage resources and equipment have been removed from the salvage site.

The options for disposal of the vessel include:

- Steaming into port, or to another location within the port
- Towing to safe haven
- Anchoring in preparation for tow or temporary repairs
- Beaching if the ship is in danger of sinking
- Scuttling or sinking

These items should be addressed in the salvage plan, and updated as necessary following refloating. Following refloating, the salvor should check the following items:

- Overall seaworthiness
- Vessel's bottom, for damage hidden by the strand
- Potential for oil or pollution
- Piping systems and machinery
- All ship's systems necessary for the transit
- Ship's stability, list, and trim (may necessitate loading or shifting of weights)

- Patching and pumping arrangements for compartments way of damage
- Towing bridle, day marks, and navigation lights (an insurance line should be rigged even when the ship proceeds under its own power).

Following this phase, the Responsible Party shall submit a completed form CG-2692 to the Officer in Charge of Marine Inspection and submit all requested information to the Senior Investigations Officer of the Marine Safety Office.

### **3320.6 Salvage Response for other than Strandings**

Salvage assistance may also be required for vessel sinkings and rescues (towing). In these cases, the relationships between the various parties remain the same as for strandings. For sinkings, the salvor must focus on methods for refloating the vessel, and vessel stability as it is refloated. For rescue situations, development of a comprehensive salvage plan may not be necessary; use of good marine practice in establishing and maintaining the tow, and coordination with the vessel's master, tow vessel, Coast Guard SAR Mission Coordinator, the Captain of the Port, State, and the vessel's owner/operator may suffice. It should be noted that in rescue situations the rescue vessel must be appropriately powered, equipped and crewed to handle to meet the demands of the tow and sea conditions. In either of these cases, the user of this plan should follow the guidelines presented, adapting them to the specific salvage requirements at hand.

#### **3330 Marine Firefighting**

Refer to Appendices [9100 Emergency Notification](#) and [9200 Personnel and Services Directory](#) for additional information. In addition Section 8000 houses the MSO [Marine Fire Fighting](#) contingency plan (currently under development).

#### **3340 Hazardous Material**

Refer to Appendices [9100 Emergency Notification](#) and [9200 Personnel and Services Directory](#) for additional information. In addition, [Section 7000](#) houses the [Hazardous Material](#) portion of this ACP.

#### **3350 Emergency Medical Services**

Refer to Appendices [9100 Emergency Notification](#) and [9200 Personnel and Services Directory - EMS Services](#) for additional information.

##### **3350.1 Law Enforcement**

Refer to Appendices [9100 Emergency Notification](#) and [9200 Personnel and Services Directory](#) for additional information.

##### **3350.2 Perimeter/Crowd/Beach control**

Contact the nearest local law enforcement offices found in [9200 Personnel Services - Law Enforcement](#) for assistance with site control.

### **3350.3 Safety Zones**

A safety zone is a water area, shore area, or water and shore area to which, for safety or environmental protection purposes, access is limited. Safety zones may be established by the district commander, or the COTP, in U.S. ports and waterways, under the authority of the PWSA and 33 CFR 165, for the protection of vessels, structures, waterways, and shore areas. In a safety zone, access is limited to persons, vehicles, vessels or objects authorized by the COTP or his representative. Failure to do so may result in civil or criminal sanctions under 33 USC 1232.

For example, a safety zone may be established as follows:

- Around a damaged or burning vessel, to facilitate access for fire or rescue units and to protect uninvolved persons and vessels;
- To limit vessel access to an area in which spill removal operations are underway;
- For a long period of time, to safeguard a vessel grounded or sunk in or near a navigable channel, or to keep vessels off an uncharted shoal before marking or dredging; or
- To limit access to shoreside areas suffering from explosions or fires.

### **3400 Air Operations**

The Air Operations Branch Director, who is ground based, is primarily responsible for preparing the air operations portion of the Incident Action Plan (ICS 220 OIL). The air operations plan will reflect agency restrictions that have an impact on the operational capability or utilization of resources such as night flying or hours per pilot. After the Incident Action Plan is approved, air operations is responsible for implementing its strategic aspects, those that relate to the overall incident strategy as opposed to those that pertain to tactical operations like specific target selection. Additionally, the Air Operations Director is responsible for providing logistical support to helicopters operating on the incident. The Air Tactical Supervisor working with ground and air resources normally performs specific tactical activities including target selection, or suggested modifications to specific tactical actions in the Incident Action Plan. Aircraft landing sites information can be obtained through the U.S. Coast Guard Air Station, Elizabeth City (Public Affairs) (252) 335-6540.

Refer to Appendix [9260 Airports and Aircraft Services](#) for more information.

### **3410 Air Tactical Group**

The Air Tactical Group Supervisor is primarily responsible for the coordination and scheduling of aircraft operations intended to locate, observe, track, survey, support dispersant applications, or other deliverable response application techniques, or report on the incident situation when fixed and/or rotary-wing aircraft are airborne at an incident. The Air Tactical Group Supervisor performs these coordination activities while airborne. The Air Tactical Group Supervisor reports to the Air Operations Branch Director and coordinates mission assignments, scheduling, and reports with the Situation Unit Leader.

## **3420 Air Support Group**

The Air Support Group Supervisor is responsible for supporting and managing helibase and helispot operations and maintaining liaison with fixed wing air bases. This includes providing 1) fuel and other supplies, 2) maintenance and repair of helicopters, 3) keeping records of helicopter activity, and 4) providing enforcement of safety regulations. These major functions are performed at helibases and helispots. Helicopters during landing and takeoff and while on the ground are under the control of the Air support group's helibase or helispot managers. The Air Support Group Supervisor reports to the Air Operations Branch Director.

### **3420.1 Airports/Helibases**

See [9200 Personnel Services.doc - Aircraft](#)

### **3420.2 Helispots**

See [9200 Personnel Services.doc - Aircraft](#)

### **3420.3 List of Certified Helicopter/Aircraft Providers**

See [9200 Personnel Services.doc - Aircraft](#)

### **3420.4 Fuel/Maintenance Sources**

See [9200 Personnel Services.doc - Aircraft](#)

## **3500 Staging Areas**

Potential staging areas can be found in [UCS Staging Areas](#). Note that these areas have not been verified since 1997, so contact information may not be current.

### **3510 Pre-identified Staging Areas**

See Booming Strategies for more information.

### **3520 Security**

## **3600 Wildlife**

Responsible for minimizing wildlife losses during spill responses, coordinating early ground and aerial reconnaissance of wildlife at the spill site, employing wildlife hazing measures per the IAP, and recovering and rehabilitating impacted wildlife. Rehabilitation activities shall be coordinated through the Unified Command (UC). The State IC and Federal OSC working with the responsible party (if applicable) will provide guidance to the Operations section to ensure that all wildlife concerns of the public and appropriate trustees are addressed. Early initiation of wildlife rehabilitation activities within the Operations section will ensure adequate mobilization of staff, equipment and other applicable resources. The Wildlife Operations branch will be responsible for providing licensed, experienced rehabilitation personnel to coordinate and supervise all collection and rehabilitation activities. Untrained volunteers shall be trained and supervised by licensed rehabilitation personnel on the proper handling of wildlife as well as safety training including the use of personal protective equipment. Refer to Appendices [9110 Emergency Notification](#), [9120 Response Guidance](#), [9130 Response Strategies](#), [9200 Personnel and Services Directory](#), [9440 Spill Funding Procedures](#), [9710 Geographic Response Plans](#), [9720 Sensitive Area Information](#), [9730 Chemical Countermeasures](#), [North Carolina Coastal Fish and Wildlife Response Plan](#)

**3610 Fish and Wildlife Protection Options**

Several strategies exist for the protection of wildlife from the toxic effects of oil and hazardous materials contamination. While these tactics may be conducted by field operations personnel, selection and implementation of the methods should be the decision of personnel in accordance with the [Wildlife Contingency Plan](#).

**3620 Wildlife Recovery**

Under the direction of the Wildlife Branch Director, the Recovery Group Supervisor is responsible for coordinating the search for collection, and file tagging of dead and live impacted wildlife and transporting them to processing center(s). This group should coordinate with Planning (situation unit) in conducting aerial and group surveys of wildlife population in the vicinity of the spill. They should also deploy acoustic and visual wildlife hazing equipment as needed. Wildlife Recovery and Rehabilitation is best conducted by an authorized contractor. Field Response Strategies can be found in the Wildlife Contingency Plan at [Wildlife Contingency Plan 1999 - Field Response Strategies](#).

**3630 Wildlife Rehabilitation**

Under the direction of the Wildlife Branch Director, the Rehabilitation Group Supervisor is responsible for receiving oiled wildlife at the processing center, recording essential information, collecting necessary samples, and conducting triage, stabilization, treatment, transport and rehabilitation of oiled wildlife. The group is responsible for assuring appropriate transportation to appropriate treatment centers for oiled animals requiring extended care and treatment.

Detailed information for rehabilitation of recovered wildlife can be found in the [Wildlife Contingency Plan 1999 - Wildlife Care](#). Also refer to Appendix [9260.10 Wildlife Rehabilitation](#) for points of contact.

**3700 Reserved**

**3800 Reserved**

**3900 Reserved for Area/ District**