



Office of **Emergency Management**
Monroe County, New York

Maggie Brooks
County Executive

Mary Louise Meisenzahl, MPA, CEM®
Administrator

Marine Emergency Plan

A Hazard-Specific Appendix to the

Monroe County Comprehensive Emergency Management Plan

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MARINE EMERGENCY PLAN

Revision Log

Date	Description of Revision	Date Revised	Date Distributed
7.24.96	Date Approved by the County Executive		9.5.96
	housekeeping; Homeland Security	3.21.05	4.18.05
9.2.07	NIMS review and housekeeping		
6.6.08	County Website Review	6.10.08	August 2008 – County website

INTRODUCTION

The Monroe County community is indeed fortunate to have multiple emergency response agencies which singly and together provide valuable service in response to marine emergencies.

The purpose of this plan is to formulate a comprehensive action of search, rescue, and recovery operations for marine emergencies that may occur within Monroe County and on the adjacent waters of Lake Ontario.

This plan has been developed and coordinated with the cooperation of law enforcement, the fire service, EMS, County Public Safety Officials, 911/ECD, Office of Emergency Management, and U.S. Coast Guard advisors.

The plan does not obligate any agency or local community to a financial commitment. It does provide additional resources to any Incident Commander in need of assistance.

Based on that premise, the plan speaks to response agencies involved with marine emergencies and to supporting resources which can provide assistance when called. Not knowing beforehand which agencies will be affected, and which will be supporting, each should be prepared to respond in either a primary or supporting role.

The jurisdictional autonomy of each individual agency must be respected at all times. Responding units, while under direct supervision of their own superiors, must coordinate their activities with all involved.

AUTHORITY

Authority for this plan is contained in NYS Executive Law, Article 2-B., “State and Local Natural and Man-Made Disaster Preparedness.” This plan is integrated as an incident-specific plan with the *Monroe County Comprehensive Emergency Management Plan*.

MISSION

To establish methods and procedures designed to protect life and property during marine emergencies, and to provide effective and coordinated means for water search and rescue missions.

SITUATION AND ASSUMPTIONS

A. Situation

1. Monroe County’s northern boundary is adjacent to approximately thirty-three (33) miles of Lake Ontario shoreline. This shoreline is punctuated by two large bays, a navigable river, and several connecting ponds. These bodies of water are prone to seasonal ice conditions.

2. These bodies of water and water-ways are host to summer and winter recreational pursuits, special events, commerce, and individuals, and vulnerable to air traffic utilizing the Greater Rochester International Airport.
3. Lake Ontario has an international boundary with Canada.
4. There are growing numbers of people engaged in activity on these bodies of water and water-ways. Private businesses market and provide support services, municipalities are designing economic development plans, private dwellings continue conversion to year-round homes, and more residents and visitors use the parks and beaches as facility improvements and special events promote their amenities.
5. Municipalities, utilities, and businesses utilize the lake for potable water and power generation; and, the Genesee River is home to the Port of Rochester.
6. Public safety is formally practiced by the U.S. Coast Guard, the U.S. Border Patrol, U.S. Customs, the Monroe County Sheriff, land-based fire departments, EMS providers, a corporate fire department, the NYS Police, the City of Rochester Police Department, the NYS Park Police, the NYS Department of Environmental Conservation, and the Monroe County Parks Department (seasonal lifeguards). And, public safety is definitely enhanced by genuine mutual concern within the boating community and through the watchful eye of lakeshore residents.
7. In no case would any one agency have sufficient personnel and equipment resources to cope with a major marine emergency.
8. In recognition of this mutual need for support, personnel and material resources are identified for year-around response and assistance.
9. Personnel commitments include response from law enforcement (local, state and federal), fire fighters, emergency medical technicians and other public and private sector agencies as needed.
10. This plan assumes that fire district northern boundaries are contiguous with the Lake Ontario shoreline.
11. There are additional bodies of water within Monroe County. Initial emergency response is provided by the local fire, law enforcement, and EMS jurisdictions.

B. Assumptions

1. A marine emergency or water-involved disaster can create a situation that taxes the normal resources of any response agency.
2. The severity of a marine emergency may be of such magnitude that additional assistance may be required from State and/or Federal resources.

3. A marine emergency response may involve multiple agencies over a course of days or weeks.
4. Marine emergencies may be reported to: 911/ECD, the Coast Guard, a land-based fire department and/or police department, or the FAA Tower; and, the calls may come from: boaters, residents, aircraft pilots, and passers-by.
5. Depending on the nature of the emergency and the materials involved, there may be a need to implement other plans in the emergency response, i.e. Hazardous Materials, Multiple Casualty Incident (MCI), the USCG Eastern Great Lakes Contingency Oil/HAZ Sub Maritime Plan, Aircraft Emergency, Terrorism Response.

ORGANIZATION

A. Response on navigable waters under federal jurisdiction (Lake Ontario, Irondequoit Bay, Genesee River to Veteran's Memorial Bridge, Braddock Bay to the marina):

1. As the lead agency for emergency response on the water, the U.S. Coast Guard is the Water Branch Director.
2. Until arrival of the U.S. Coast Guard, the first responder shall assume command of the Water Branch.
3. The Water Branch Director will assess the seriousness of the incident and relay this information to the 911/ECD Fire Dispatcher (Fire Dispatcher).
4. The Water Branch Director will designate a landing site and advise the Fire Dispatcher to activate the appropriate agencies.
5. The Water Branch Director will communicate with the Incident Commander to coordinate the transition of victims and materials from water to land.

B. Response on land:

1. A Unified Command system will be employed to facilitate a coordinated marine emergency response which necessitates establishing a landing site.
2. The Senior Fire Officer of the jurisdiction affected, is designated as the Land Branch Director, and has the authority to direct and control emergency actions at the landing site.
3. The Land Branch Director will direct land-based emergency operations and oversee all emergency operations including securing the site with the aid of law enforcement and other available agencies.
4. The Land Branch Director will designate a Joint Information Center (JIC) for the media.

5. The EMS Group Supervisor shall be the first qualified person from the responding agencies to arrive on scene and/or at the landing site. This person shall retain EMS command until the command is passed to a superior from the Director's agency, or the Director relinquishes this command to someone else. The EMS Group Supervisor shall appoint Task Force Leaders for EMS functions that may include triage, treatment, and transportation.
6. The Emergency Operations Center (EOC) may be activated for incidents involving Marine Emergency Levels 2 & 3 and/or as appropriate. The activities of the EOC will be coordinated by the Monroe County Emergency Manager.
7. In the event of a major emergency/disaster, NYS Executive Law, Section 24, Article 2-B. may apply. While the Incident Commander assumes operational authority, the Chief Executive of the affected municipality has overall responsibility for the emergency when a disaster is declared. Protective actions affecting large areas may require the declaration of a State of Emergency. This declaration utilizes and expands the authority of the local Chief Elected Official and the County Executive.
8. The National Transportation Safety Board (NTSB) is one of the lead agencies responsible for investigating, determining probable cause, and reporting all civil aircraft accidents within the United States. The FAA may act on their behalf.
9. If the marine emergency involves a military aircraft, the FAA Tower will notify the appropriate military branch. The Military would immediately communicate information regarding hazardous cargo aboard the aircraft. The Military will respond to any crash involving a military aircraft and provide support. The local emergency response would follow the guidelines of this Plan. In the recovery phase, the Military would secure the area and coordinate with local operations.

CONCEPT OF OPERATIONS

A. Preparedness

1. Local preparedness involves actions designed to save lives and minimize damage. It is planning and training prior to a marine emergency for appropriate response when an emergency occurs.
2. All local responders will develop and maintain SOP/SOG/General Orders to:
 - a. Maintain a resource inventory of equipment and a staffing pattern for their agency and others which could be utilized.
 - b. Train personnel in the responsibilities and emergency duties required under this Plan.
 - c. Conduct periodic exercises that will test the effectiveness of this Plan.

- d. Communicate the need for review and update of the Plan based on exercises, emergency response or changes in policy.
 - e. Follow the established communications network identified in this Plan.
3. The Port of Rochester is an international port.
 - a. As a port-of-entry into the United States, it is a focus of national Homeland Security planning, resources, and operations.
 - b. Local Public Safety agencies participated in developing the USCG "Eastern Great Lakes Area Maritime Security Plan" chaired by the USCG Marine Safety Office, Buffalo.
 - c. Federal, state and local agencies are organized for various Homeland Security missions. These organizations have included: "Fast Ferry Multi-Agency Law Enforcement Group, Marine Enforcement Team, and the USCG Eastern Great Lakes Area Maritime Security Committee."

B. Emergency Response

Emergency Response begins as soon as a marine emergency is identified or reported. The numbering sequence is not meant to establish priority as all actions should be done as soon as possible.

1. In the event an agency other than 911/ECD receives a call reporting a marine emergency, that agency will immediately relay this information to 911/ECD.
2. 911/ECD will dispatch/notify emergency responders as specified in this Plan.
3. The first responder on scene will make a preliminary assessment and notify the dispatcher of the Marine Level giving all available information. Based on this Marine Level declaration, the dispatcher will immediately notify agencies according to the 911 Dispatch/Notification Protocol.
4. As the Water Branch Director, the Coast Guard Commanding Officer will assess the scene and confer with other responding agencies to designate a landing site. He/she will confer with the Land Branch Director so appropriate land-based resources can be deployed.
5. The Senior Fire Officer of the affected jurisdiction becomes the Land Branch Director and will direct all emergency response activities at the landing site.
6. The Incident Commander will establish a Command Post. NOTE: There is a pre-established Command Post for senior officials for Level 2 & 3 emergencies.
7. The Incident Commander will assess the need for additional resources.

8. The Incident Commander will appoint Command and General Staff as appropriate.
9. Law Enforcement will establish access and traffic control and if necessary, assist the Medical Examiner in body recovery and identification.
10. The first responding, qualified EMS provider shall be the EMS Group Supervisor and set-up the EMS Group.
11. The EOC will be in constant communication with the Command Post.
12. When the FAA Tower at the Greater Rochester International Airport is notified that an approaching aircraft is having difficulty, they will immediately make notifications per the Greater Rochester International Airport: Airport Emergency Plan (GRIA: AEP).
13. If the marine emergency involves a plane crash, the Incident Commander will instruct emergency response personnel to retrieve debris associated with the wreckage as feasible.
14. Upon notification of an air disaster, the FAA will be responsible for air traffic in proximity to the scene, with immediate regulatory control of the airspace around the area. They will keep the airspace clear of intrusive air traffic, to the limits of regulations.
15. MARSEC . . . is an acronym for “Marine Security Level.” This is an operational preparedness level utilizing the numbers 1, 2, and 3. MARSEC Level 1 indicates security measures as normal. Level 2 indicates a heightened level of security. And, Level 3 indicates the most secure level. MARSEC levels can be declared by the USCG Commandant and/or the Captain of a local port. These levels can be declared for specific facilities, and they may be “regionalized,” to include a geographic area.

C. Recovery

1. Recovery immediately follows, and/or may overlap, emergency response. Recovery involves direction to restore the community to normal conditions and may include:
 - a. Maintaining access control.
 - b. Adjusting traffic control perimeters.
 - c. Maintaining security in restricted areas.
 - d. Clearing debris and salvage.
 - e. Restoring public utilities.
 - f. Continuing public information - general and health-related.

- g. Providing emergency social services (shelter, clothing, food, etc.).
- h. Investigating the incident. Local agency Investigators should be notified when federal and/or state agencies investigate an incident in Monroe County. As allowed by law, investigative reports may be shared with other agencies.
- i. Demobilizing emergency personnel and resources, which may include emergency worker counseling.
- j. The Chief Executive requesting Presidential Disaster Declaration through the Office of Emergency Management (OEM) to the Governor.
- k. Economics/industry continuation.
- l. Providing interment services.
- m. Removing aircraft.
- n. Processing insurance claims.
- o. Providing for resident long-term counseling.
- p. Rebuilding.

D. Direction and Control

The Incident Commander will control and direct all activities for the incident.

A Command Post will be established. This is the center from which all emergency operations will be directed. Staffing for the Command Post, as directed by the Incident Commander, should be limited to Command and General Staff, and others who may be appointed by the Incident Commander.

If a disaster is declared, the Chief Executive will exercise Executive Authority over all disaster operations in the affected municipality in accordance with mission assignments contained in this Plan.

A Public Information Officer will be appointed by the Chief Executive Official and will operate from the EOC. The news media will assemble at the Joint Information Center (JIC) and when the Incident Commander deems the site accessible, be escorted to the scene viewing area (designated by the Incident Commander). The EOC Public Information Officer will disseminate information in consultation with the Incident Commander.

Lines of succession within the command structure will follow standard municipal practice.

MISSION ASSIGNMENTS

- A. Incident Commander is responsible for, but not limited to the performance of the following functions under this Plan:
1. Assessing the magnitude of the scene, declaring a Marine Level, and reporting this to the 911/ECD Fire Dispatcher.
 2. Control and direction of all on-scene and landing site operations during the emergency response and recovery phases.
 3. Assigning Command and General Staff to oversee major functions and lead Sections as required.
 4. Assessing the need for additional resources.
 5. Establishing a Command Post and staffing the Incident Command System.
 6. Designating the emergency site boundary, and the landing site perimeter.
 7. Conferring with the Chief Executive as requested.
 8. Evacuating persons who may be adversely impacted by the emergency.
 9. Notifying utilities, especially those which draw from or discharge to the affected waters.
 10. Designating a scene viewing area for the media.
 11. Emergency lighting of the area in coordination with public utilities and Public Works.
 12. Assessing the need to incorporate other emergency response plans e.g. Hazardous Materials, Aircraft Emergency, MCI.
 13. Assessing the need to restrict airspace and requesting the same to the FAA Tower through 911/ECD.
- B. The U.S. government empowers the Coast Guard as the lead agency for maritime emergencies on, over, and under federal waters. The United States Coast Guard:
1. Acts as the lead agency for emergency response on the water as the Water Branch Director.
 2. Acts as the senior search and rescue agency on all federal waters.

3. Assumes command and control when working with State, County, and local governments in performing search and rescue missions.

C. The Fire Service is responsible for, but not limited to:

1. Acting as the Land Branch Director to coordinate landing site operations and land-based fire and rescue operations.
2. Participating in emergency fire and rescue operations as capable.
3. Conducting land-based evacuation.
4. Conducting search and rescue operations as appropriate.
5. Assuming responsibility for the safety and well-being of all firefighters involved with the incident.
6. Assisting in body recovery as capable.
7. Assisting in salvage and recovery as capable.
8. Staffing both the Command Post and the EOC.
9. Identifying, securing, and managing necessary resources.
10. Utilizing technical representatives and resources available from other agencies.
11. Providing assistance and support services as capable for the duration of the incident.

D. Law Enforcement. The Sheriff or his designee will be the Law Enforcement Branch Director and will work in conjunction with other law enforcement agencies as appropriate. Law Enforcement has major responsibility for, but is not limited to:

1. Limiting access of unauthorized persons to the emergency scene and the landing site.
2. Activating traffic and crowd control systems.
3. Establishing a perimeter at the emergency site and the landing site.
4. Establishing emergency vehicle ingress and egress.
5. Coordinating activities with the Incident Commander at the Command Post.
6. Maintaining law and order.
7. Assisting with evacuation.
8. Assisting with rescue operations.

9. Assisting with body recovery and identification as needed or requested by the Medical Examiner.
 10. Staffing at the Command Post and the EOC.
 11. Securing salvaged mail, cargo, and wreckage from an aircraft to protect it from further damage for later examination by a Federal Air Safety Investigator.
 12. If appropriate, coordinating security of the emergency site with the National Transportation Safety Board (NTSB).
 13. Assuming Incident Command, as appropriate.
 14. State and Federal law enforcement agencies with specific missions include:
 - a. U.S. Border Patrol. Their primary mission is to prevent illegal entry into the United States and to apprehend persons who are in the U.S. in violation of law. They arrest and prosecute criminal and administrative violations of Titles 8, 18, 19, and 21 of the United States Code. These titles address aliens, customs violations, narcotics and general criminal law such as conspiracy, and violation of rights.
 - b. U.S. Customs has authority over vessels coming from a foreign port until the vessel and its passengers clear a Customs checkpoint.
 - c. NYS Police have state-wide police powers.
 - d. NYS Department of Environmental Conservation Police. Their primary marine mission is environmental protection, Fish and Wildlife Law, Water Quality, hazardous material spills, Navigation Law and to assist other agencies as needed.
 - e. NYS Park Police have state-wide police powers. Their local marine area of operation is Orleans County and Monroe County east to Irondequoit Bay.
- E. Emergency Medical Services has major responsibility for, but is not limited to:
1. Responding to the landing site and designating an EMS Task Force Leader in coordination with the Incident Commander.
 2. Staffing both the Command Post and EOC.
 3. Directing all triage, treatment and transportation activities.
 4. Establishing on-site Advanced Life Support consistent with regional EMS protocols and hospital plans under the direction of a physician.

5. Establishing communication with hospitals regarding the number of incoming injured, severity of injuries, estimated time of arrival, and termination of patient flow.
6. Keeping the Incident Commander informed of all operations.
7. Coordinating all medical supplies and re-supply.
8. Coordinating hospital destination for patients.
9. Communicating and coordinating with the Medical Examiner.
10. Coordinating with Public Health officials.
11. Assuming responsibility for the safety and well-being of all EMS providers involved with the incident.
12. Maintaining a record of all patient outcomes and destinations.

F. The Command Post will function as:

1. Direction and control of all emergency response operations at the scene of the emergency, under the supervision of the USCG Water Branch Director.
2. The on-scene headquarters for the Incident Commander and other key personnel.
3. Site communications link with the EOC.
4. The central communications center for the emergency response operation.
5. Control for use of responding resources.

G. The OEM Emergency Manager has responsibility for, but is not limited to the following:

1. Establishing an EOC for Marine Emergency Levels 2 & 3 (as appropriate), or as the situation requires.
2. Coordinating staffing and functions of the EOC.
3. Alerting departments, agencies and individuals with assigned responsibilities under this Plan.
4. Coordinating communications with the Command Post.
5. Coordinating with the State Emergency Management Office regarding support from State and Federal Agencies.
6. Coordinating support from private agencies and volunteer groups.

7. Collecting, displaying and disseminating emergency information in the EOC.
 8. Directing volunteer civil preparedness forces.
 9. Keeping the Chief Executive fully informed of all operations.
 10. Supporting emergency response forces.
 11. As appropriate, designating a Command Post liaison to facilitate response.
- H. The Emergency Operations Center is responsible for, but not limited to:
1. Maintaining constant communication with the Incident Commander to coordinate and provide support as required.
 2. Coordinating public information.
 3. Coordinating State and Federal support through the State Emergency Management Office.
 4. Verifying identification of appropriate EOC response personnel as required.
 5. Collecting, analyzing and disseminating all emergency information.
 6. Keeping the required Administrative records during the response and recovery phases.
- I. 911/ECD is responsible for, but not limited to:
1. Activating the dispatch/notification protocol for appropriate responders.
 2. Maintaining communication with the Incident Commander.
 3. Relaying critical information to responders on their operating channels.
 4. Maintaining 911/ECD communication services for the duration of the incident.
- J. Public Safety Communications will:
1. Respond to the Command Post and participate in developing the Communications Plan for the incident to integrate communications for local, state and federal agencies.
 2. Support communication needs at the Command Post, and the EOC.
- K. The Red Cross will provide:
1. Food, clothing, shelter and other assistance as needed.

2. Assistance with rehabilitation of families.
3. Assistance as required in triage operations.
4. Assistance in handling inquiries from the public on where to contact victims, and obtain shelter and social services information.
5. Bloodmobiles as required.
6. Assistance with Human Services (Social Services).

L. The Public Information Officer.

1. All agency Public Information Officers will be notified of the Joint Information Center (JIC) location so they may participate. All media interface will be coordinated through the JIC.

M. If a State of Emergency is declared, the Chief Executive is responsible for, but not limited to:

1. Participating with the EOC to coordinate the efforts of volunteer agencies, state and federal authorities, public utilities and other support agencies during emergency response, and the recovery/re-entry phase.
2. Briefing municipal officials about the nature of the emergency.
3. Designating a municipal spokesperson who is prepared and authorized to discuss the emergency with the media. The municipal spokesperson and the Incident Command Public Information Officer shall disseminate joint news releases as appropriate and coordinate media requests for information.
4. Requesting state aid through the Office of Emergency Management if the emergency is beyond local capability.
5. Ongoing communication and support with the Incident Commander regarding operations.

N. If the marine emergency involves an air crash, the FAA/National Transportation Safety Board (NTSB) has federally mandated responsibilities and will be:

1. Providing an Investigator-in-Charge (IIC).
2. Investigating such accidents and reporting the facts, conditions, and circumstances relating to each accident and the probable cause thereof.
3. Releasing the wreckage.
4. Releasing the remains of victims.

5. Providing the official “Aircraft Accident Report.”
 6. Providing assistance to the local community as necessary.
- O. If the marine emergency involves an air crash, the Airline/Carrier will be:
1. Designating a staging area for survivors and providing for their needs and comfort.
 2. Designating a spokesperson to coordinate with the JIC operation.
 3. Designating a telephone number as a point-of-contact for inquiries from the public and families, and communicating this number to the JIC for dissemination to the media.

EMERGENCY RESPONSE

- A. Dispatch/Notification Protocol by 911/ECD. The numbering sequence is not meant to establish priority as all actions should be done as soon as possible.

MARINE LEVEL 1.....

The command “DISPATCH” shall mean to contact the person, unit, or agency indicated and tell that person, unit, or agency to respond.

The command “NOTIFY” shall mean to contact the person, unit, or agency indicated. That person, unit, or agency shall decide whether or not to respond.

DEFINITION: A water/ice response involving a potential incident of damage/fire and/or injury(ies), person(s) missing. The control of the incident is within the capability of the local responders.

1. LAKE ONTARIO
2. IRONDEQUOIT BAY
3. LOWER GENESEE RIVER (Veteran's Memorial Bridge to Lake Ontario)
4. BRADDOCK BAY
5. CANAL/RIVER
6. OTHER BODIES OF WATER

NOTE: the operational information contained in this section is redacted. It is the agency's operations protocol for emergency response.

MARINE LEVEL 2.....

The command “DISPATCH” shall mean to contact the person, unit, or agency indicated and tell that person, unit, or agency to respond.

The command “NOTIFY” shall mean to contact the person, unit, or agency indicated. That person, unit, or agency shall decide whether or not to respond.

DEFINITION: A water/ice incident involving multiple injuries (MCI), significant damage which will need land based resources.

1. LAKE ONTARIO
2. IRONDEQUOIT BAY
3. LOWER GENESEE RIVER (Veteran's Memorial Bridge to Lake Ontario)
4. BRADDOCK BAY
5. CANAL / RIVER
6. OTHER BODIES OF WATER

NOTE: the operational information contained in this section is redacted. It is the agency's operations protocol for emergency response.

MARINE LEVEL 3.....

The command “DISPATCH” shall mean to contact the person, unit, or agency indicated and tell that person, unit, or agency to respond.

The command “NOTIFY” shall mean to contact the person, unit, or agency indicated. That person, unit, or agency shall decide whether or not to respond.

DEFINITION: A major water related incident - worst case scenario, major damage, MCI.

1. LAKE ONTARIO
2. IRONDEQUOIT BAY
3. LOWER GENESEE RIVER (Veteran's Memorial Bridge to Lake Ontario)
4. BRADDOCK BAY
5. CANAL / RIVER
6. OTHER BODIES OF WATER

NOTE: the operational information contained in this section is redacted. It is the agency's operations protocol for emergency response.

B. Agency Communications

When dispatched, Public Safety Communications personnel will respond to the Command Post to support communication services.

NOTE: the operational information contained in this section is redacted. It is the agency's operations protocol for emergency response.

Depending on the location of the incident, the primary channels are subject to change by the Incident Commander.

Agencies will use "plain language" for radio transmissions.

SUPPORT

Emergency response operations will be principally by locally-based forces supported by additional forces and resources as needed. The Federal Aviation Administration, National Transportation Safety Board, the 9th District U.S. Coast Guard and other Federal agencies will play key roles if the marine emergency involves an aircraft.

SPECIAL REQUIREMENTS

Upon completion and approval of this Plan, it should be duplicated in sufficient quantity for response agencies. Response agencies should familiarize themselves with this Plan and their local response plan. Accurate records and logs must be kept of all actions, and resource expenditures. All expenses must be accounted with receipts and written records.

The Office of Emergency Management (OEM) will serve as a focal point for revising this Plan, providing assistance to agencies, and assisting in training and exercises.

All drills/exercises should be coordinated with OEM. Exercises of this Plan will be considered and integrated, when possible, in the design and scheduling of other exercises. Upon request, OEM will provide observers, facilitate a critique, and report as appropriate.

OEM will coordinate and facilitate a debriefing and/or a critique of all Marine Level 2 & 3 emergencies, and any specific response upon request.

GLOSSARY

EOC Emergency Operations Center

FAA Federal Aviation Administration

JIC Joint Information Center

A Joint Information Center is a location designated to receive information from agency/department public information officers about the emergency and to issue public news releases to the media about the emergency.

NTSB National Transportation Safety Board

The NTSB is responsible for investigating, determining probable cause, and reporting of all civil aircraft accidents within the United States. The FAA is the forward response team for the NTSB and will assume the responsibility of the NTSB prior to their arrival.

OEM (Monroe County) Office of Emergency Management

911/ECD (City of Rochester) Emergency Communication Department operates the County's 911 Center.

9th District U.S. Coast Guard . . . is overall command of resources for the Great Lakes and a headquarters operation for all local Coast Guard stations serving the Great Lakes.

SAR Search & Rescue