



Disaster Airlift Response Teams

***A critical disaster response
asset for the entire South Bay***

Torrance Airport Association

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Agenda

- **What is the Torrance Airport Association?**
- **What is the Disaster Airlift Response Team (DART)?**
- **What is needed?**
- **What has been done so far?**



Torrance Airport Association

- Formed in 1991
 - We are a non-profit, public service California corporation with IRS 501-c-3 status and a member of the California Pilots Association.
 - Comprised of active pilots and others interested in their community.
 - Our mission Statement: As area homeowners, residents, business people, and airport users, we work to achieve the responsible and safe operation of the Torrance Airport – an irreplaceable regional transportation, recreation, education and **emergency response asset for the entire South Bay.**
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On the internet: TAAinfo.org and TorranceAirport.org

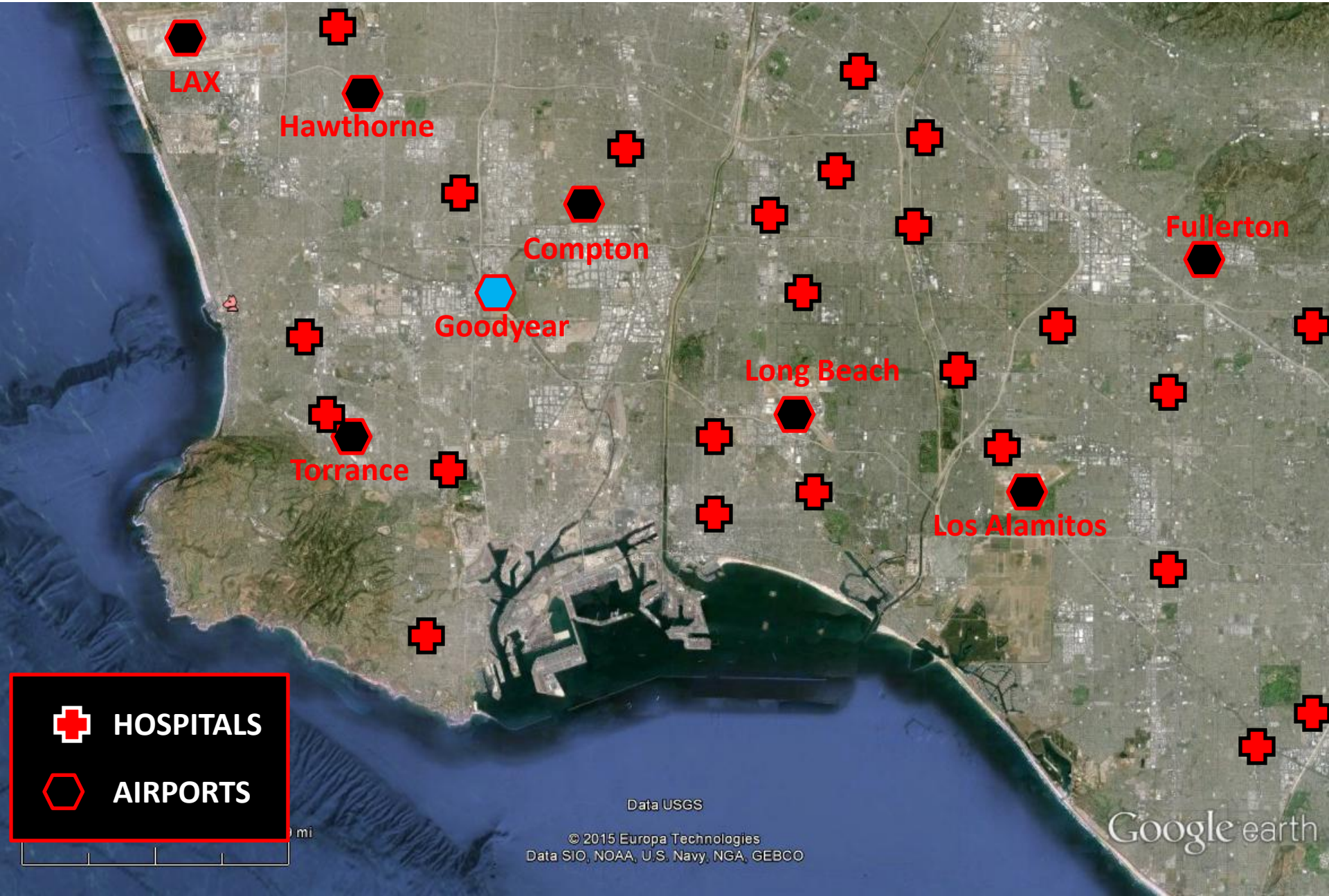
Find us on FaceBook: Torrance Airport Association



Our Vision

- Highlight the critical value of our General Aviation airports for emergency incidents
- Organize aviation assets (infrastructure, pilots, aircraft, communicators) to provide airlift to Incident Commanders
- Join a state-wide network of similar organizations (CalDART) to provide mutual aide in a coordinated manner
- Plan and train as an emergency resource

We have a network of disaster relief & recovery assets





What is CalDART?

- **Inspired by the delivery of one half million pounds of supplies by Bay Area pilots and their small airplanes to Watsonville in the aftermath of the 1989 Loma Prieta earthquake, Cal Pilots has embarked on a program to organize a network of Disaster Airlift Response Teams (DARTs) at airports across the State to lend assistance in times of need.**
- **In response to local, regional or national emergency which disrupts or overtaxes regional surface transportation, DARTs will:**
 - **Use volunteer pilots & their aircraft**
 - **Provide free emergency airlift services**
 - **Aid local communities' emergency response**
 - **Link to state-wide teams at other airports**
 - **Incorporate unaffiliated volunteers**



What is CalDART?

- **Newly formed 501(c)3 wholly-owned subsidiary of California Pilots Association (CalPilots)**
- **Tasked with managing the California DART Network**
- **Deals with common DART issues – formation, standardization, fundraising, insurance**
- **Partnering with amateur radio groups through local DART Operators to connect the California DART Network in an emergency**



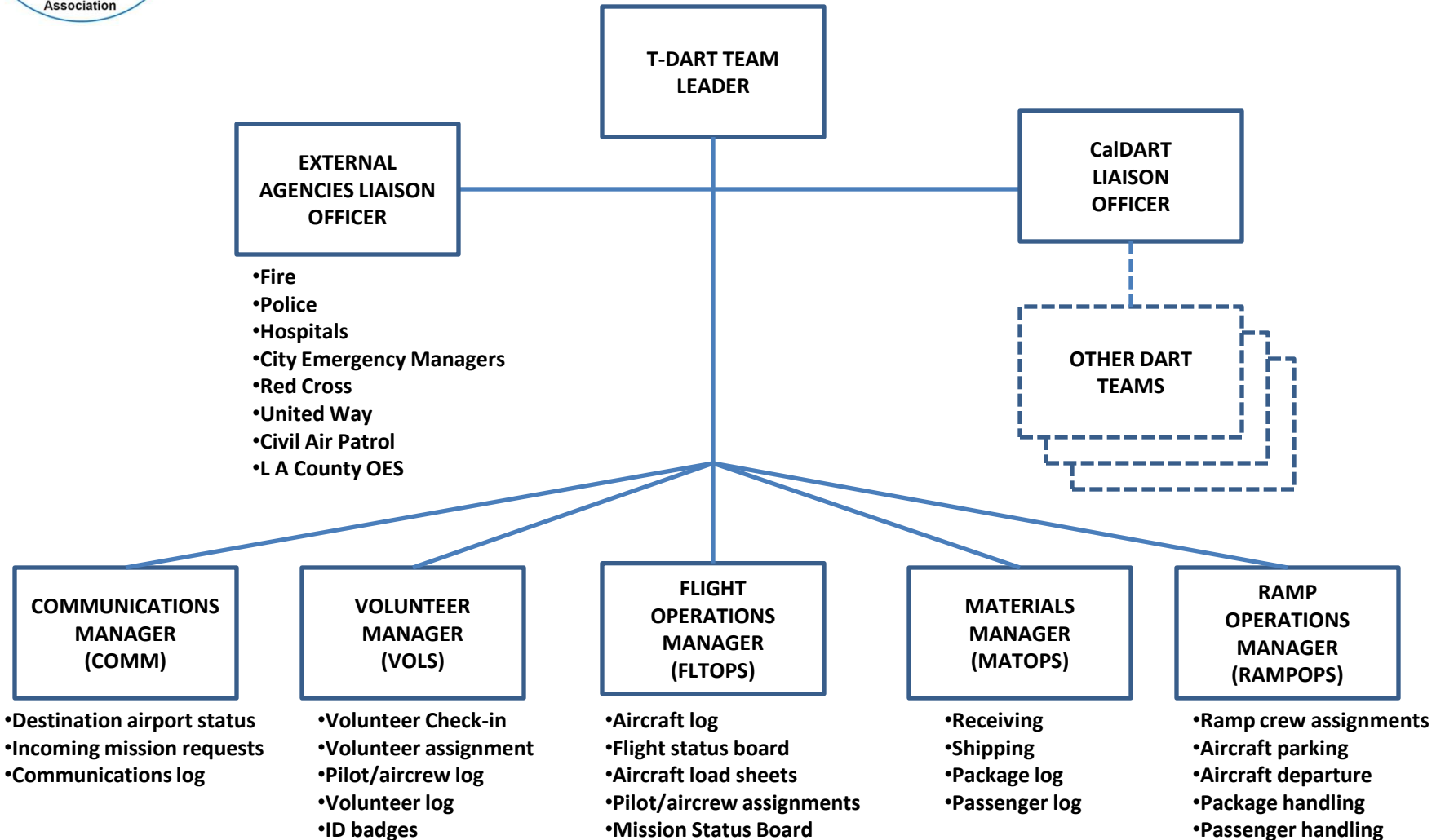
DART Chapters Status

- **Operational (held 1 or more exercises)**
 - San Martin (E16)
 - Santa Monica (KSMO)
 - Watsonville (KWVA)
 - Half Moon Bay (KHAF) Oct 29
- **In Formation**
 - **Torrance (KTOA)**
 - Lincoln (KLHM)
 - Vacaville (KVCB)
 - Concord (KCCR)
- **Participants**
 - Napa (KAPC)
 - Sacramento Exec (KSAC)
 - San Jose (KRHV)
 - Upland (KCCB)

Chapters are forming at airports around the state; linking into a state-wide network of immediate emergency response resources



Torrance DART Organization





Typical DART Missions

Provide Airborne Transport Team (Fixed Wing), Level 3 & 4 during Level 1, 2, and 3 Incidents

- Airborne search and rescue;
- Medical evacuation;
- Moving emergency medical supplies and emergency personnel;
- Transport firefighting and law enforcement key personnel;
- Damage assessment and resource needs assessment, particularly related to other critical infrastructure and hazardous materials incidents;
- Media and VIP transport

Source: Association of Bay Area Governments (N Calif) report 2013



How does DART operate?

- Complies with FAA Part 91 regulations
- Does not charge for services
- Uses volunteer, insured, certificated pilots
- Uses FAA registered & airworthy aircraft – certificated and experimental
- Performs normal flight ops only
- Passengers & cargo are logged in, weighed & assigned to available flights for departure
- Arriving flights are verified, unloaded, reassigned
- Organized in accordance with NIMS and ICS standards



Case Histories

- 1989 Loma Prieta, CA Earthquake
- 1994 Northridge, CA Earthquake
- 2001 Seattle, WA (Nisqually) Earthquake
- 2005 Hurricane Katrina (New Orleans)
- 2009 Samoan Earthquake and Tsunami
- 2010 Haiti Earthquake
- 2010 Maule, Chile Earthquake
- 2011 (February) New Zealand Earthquake
- 2011 Japanese Earthquake
- 2014 Napa Valley, CA Earthquake
- 2015 Mudslides cut 5 freeway and major route near Tehachapi
- 2017 Hurricanes in Houston, Florida, and Puerto Rico
- 2018 Highway 101 blocked by mudslides at Montecito
- 2019 Flooding in Nebraska & Iowa
- 2021 Dixie Fire Airlift from Chino to Renpo-Stead



What needs to be done?

- ***California Disaster Recovery Report, requested by Colette Armao, Division of Aeronautics, December 16, 2009:***
 - GA airports **must be integrated** into regional disaster response and recovery planning.
 - GA airports and heliports must:
 - (a) create a **safe environment** for the various aircraft that will use them during a disaster and
 - (b) ensure that **fuel and other resources are available** for operating aircraft.
 - Local communities and their officials must be **aware of the presence** of these airports and **define the role** they will play in a disaster.
- ***Findings from the FEMA national level exercise in 2011:***
 - Transportation support and control were **inefficient and inadequate**
 - Private sector resources must be seamlessly **integrated** into existing resourcing systems



What TAA has done

- Briefed **Torrance Memorial Emergency Management Team**
- Briefed **South Bay Disaster Resource Center**
- Briefed **Torrance Police Emergency Services Coordinator**
- Met with **Torrance Fire Department**
- Briefed **TFD Chief Martin Serna**
- Briefed **Torrance City Council** members
- Signed on with CalPilots as a **DART affiliate**
- Briefed the Greater L A Chapter of the **American Red Cross**—developing MOU
- Participated in **KSMO DART** exercises January and November 2017
- Flew mission for **KWVI DART** exercise May 2017
- Started training: **FEMA** on-line courses (IS100 & IS700)
- Won **\$3,200 grant** from Boeing ECF for equipment purchase
- Briefed **TFD Asst Chief Besanceney** (Emergency Management Lead)
- Provided input to the **TFD Strategic Plan** regarding DART capabilities
- Briefed **Jeff Robinson** (L A County Area G Disaster Management Coordinator)
- Gave KTOA tour to **Calif Sen Ben Allen**
- Briefed **L A County Area G Disaster Managers**

Response has been enthusiastic



The Bottom Line

- General Aviation airports and their pilots, aircraft and resources are valuable and irreplaceable emergency response assets for the entire OA
- These assets need to be included in emergency response planning, training and activation
- Following training, key DART personnel need Disaster Service Worker (DSW) credentials and recognition at the OA level.