



Australian Government

AUSAVPLAN 2014

AUSTRALIAN GOVERNMENT

AVIATION DISASTER RESPONSE PLAN

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AUTHORITY

AUSAVPLAN supersedes CAVDISPLAN. All copies of CAVDISPLAN should be replaced with AUSAVPLAN 2014.

AUSAVPLAN 2014 was endorsed by Director General Emergency Management Australia and approved by the Secretary of the Attorney-General's Department on 3 February 2014.

AMENDMENTS

Recommendations for amendments or suggestions for improvement may be forwarded at any time to:

Director General

Emergency Management Australia

Department of Home Affairs

PO Box 25 Belconnen ACT 2616

Version	Issue Date	Amendment Detail
AUSAVPLAN 2014	2014	First Edition (replaces CAVDISPLAN 2003)

SECTION 1 - INTRODUCTION

1.1. AIM

- 1.1.1. AUSAVPLAN outlines the communications and information flow between the Australian Government, states and territories as well as industry stakeholders in the event of an actual or imminent aviation disaster.

1.2. SCOPE

AUSAVPLAN does:

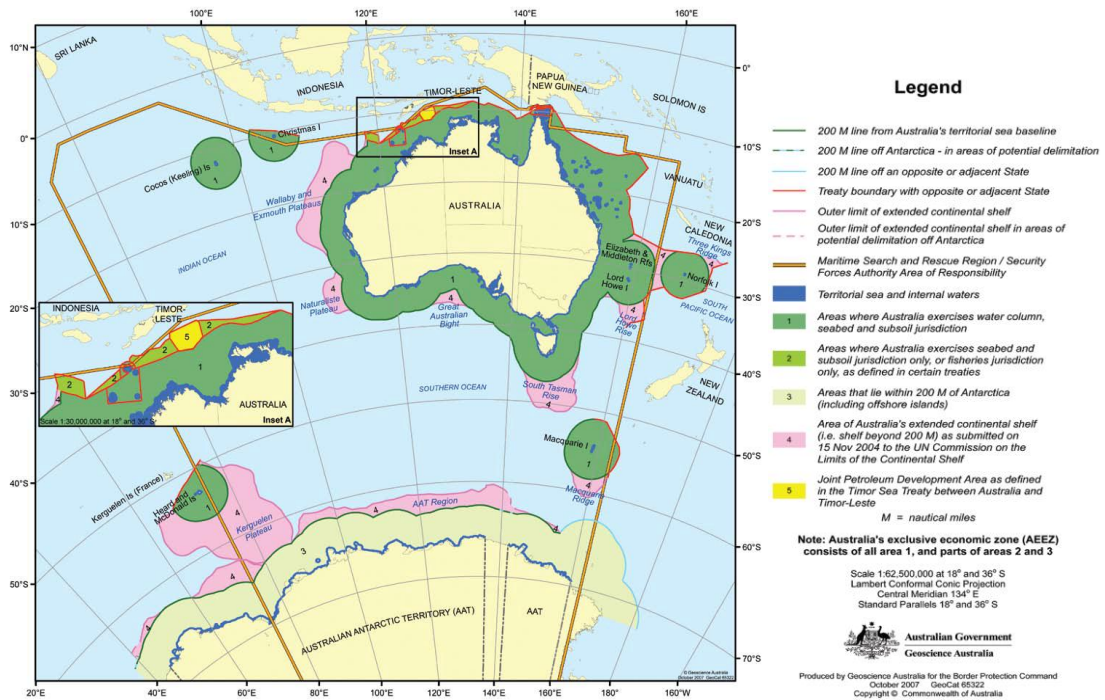
- 1.2.1. Outline the communications and information flow from initial incident notification until either the aircraft lands safely, or arrangements are enacted to manage the resulting emergency.
- 1.2.2. Support emergency managers who undertake whole-of-government communications and coordinate resources within the Australian Search and Rescue (SAR) Region, as displayed in Section 1.3.
- 1.2.3. Acknowledge that there are existing Australian Government plans in place to respond to events within the all-hazards environment. The Australian Government Disaster Response Plan (COMDISPLAN) remains the mechanism for states and territories to request Australian Government non-financial assistance for events.

AUSAVPLAN does not:

- 1.2.4. Cover action resulting from aircraft incidents that are handled within standing jurisdictional or existing aviation arrangements including:
- Those defined under the 'Aviation Transport Security Act 2004 – Division 5 – Unlawful interference with aviation' (Department of Infrastructure and Regional Development)
 - The Manual of Air Traffic Services, which is the rule set for operational use and describes the declaration process to determine an Emergency Phase for an aircraft within Australian airspace (joint publications of Airservices and the Department of Defence)
 - Aerodrome Emergency Plans, which outline the resources that will be used for an aviation incident within the precinct or vicinity of a certified aerodrome (Civil Aviation Safety Authority enforced)
 - Australian National Search and Rescue Manual, which outlines the coordination arrangements for search and rescue operations for missing civil aircraft and its occupants within the Australian Search and Rescue Region (Australian Maritime Safety Authority)

- 1.2.5. Additional aviation arrangements are listed at *Section 7 - Associated Documents*.

1.3. AUSTRALIAN SEARCH AND RESCUE REGION



1.4. GUIDING PRINCIPLES

- 1.4.1. The plan acknowledges that all certified aerodromes in Australia must have an Aerodrome Emergency Plan. This outlines which airport, local government, state or territory, as well as the Australian Government agency resources that will be used for an aviation incident within the precinct or vicinity of the aerodrome. The Aerodrome Emergency Plan includes details of passenger and relative reception facilities and communication protocols. These plans should be read in conjunction with the Australian National Search and Rescue Manual, state and territory as well as local and district emergency management plans.
- 1.4.2. The major Australian airlines voluntarily adhere to the Family Assistance code and have agreed to share certain pertinent information, including passenger manifests, with relevant response agencies.
- 1.4.3. The Family Assistance Code stipulates the role and responsibilities of airlines to provide victims and their families with financial, humanitarian and social support as a result of aircraft accidents. The code sets out the minimum standards for airlines that operate to, from and within Australia.
- 1.4.4. Related plans will supplement and support the Australian Government either as part of standing arrangements or (where additional Australian Government resources are required) by activating COMDISPLAN, the Australian Government Domestic Response Plan for Mass Casualty Incidents of National Consequences (AUSTRAUMAPLAN) or other Australian Government or national emergency plans.
- 1.4.5. This plan should be read in conjunction with the Australian Government Crisis Management Framework in order to clarify responsibility of, and information flow amongst, the key Australian Government agencies involved.
- 1.4.6. The arrangements in AUSA VPLAN are not dependent on, nor should be a hindrance to, the activation of relevant plans and standing arrangements.

SECTION 2 - ROLES AND RESPONSIBILITIES

2.1. OVERVIEW

- 2.1.1. This section details the responsibilities of Australian Government agencies, jurisdictions and non-government entities during a significant aviation emergency or disaster within the Australian SAR Region.
- 2.1.2. The Australian Maritime Safety Authority, the Department of Infrastructure and Regional Development and the Australian Federal Police are responsible for responding to aviation disasters that occur in the following Australian external territories:
- Ashmore and Cartier Islands
 - Christmas Island
 - Cocos (Keeling) Islands
 - Coral Seas Islands
 - Jervis Bay
- 2.1.3. The Australian Maritime Safety Authority and the Australian Antarctic Division are responsible for responding to aviation disasters that occur in the following Australian external territories:
- Australian Antarctic Territory
 - Territory of Heard Island and McDonalds Islands

2.2. AGD - EMERGENCY MANAGEMENT AUSTRALIA

- 2.2.1. Responsible for briefing the Minister responsible for Emergency Management with information provided by Airservices, Australian Maritime Safety Authority, state or territory emergency authorities and other agencies as appropriate.
- 2.2.2. Coordinating Australian Government assistance to the affected states and territories under the formal request arrangements prescribed within COMDISPLAN.
- 2.2.3. Participating in the Australian Government response to a terrorist attack in accordance with the Australian Government Crisis Arrangements and the Counter-Terrorism Handbook.
- 2.2.4. Ensuring regular updates are provided to relevant Australian Government and state and territory government authorities via the Australian Government Crisis Coordination Centre.
- 2.2.5. Clarifying the lead, coordination and support roles within AUSAVPLAN.
- 2.2.6. Coordinating Australian Government assistance and logistics to support persons directly affected in conjunction with airlines, via the Crisis Coordination Centre.
- 2.2.7. Providing a central point of communication between Australian Government agencies, airlines, industry as well as states and territories, where a direct link has not already been established, through the Crisis Coordination Centre.

2.3. AUSTRALIAN MARITIME SAFETY AUTHORITY

- 2.3.1. Coordinating overall SAR operations for missing civil aircraft and its occupants within the Australian SAR Region.
- 2.3.2. Coordinating SAR operations for international civil aircraft, manned space vehicles, and aircraft on the Australian Civil Aircraft Register and the Recreation Aviation Australia Registers.
- 2.3.3. Passing SAR coordination to the federal, state or territory police force, if appropriate, once a missing aircraft is located and all surviving persons from the aircraft are rescued to a place of safety. A place of safety is likely to be a medical facility, triage point, aerodrome or airport.
- 2.3.4. Acting in support of a jurisdiction following the declaration of an aviation disaster or emergency.
- 2.3.5. Assisting the Australian Transport Safety Bureau or Directorate of Defence Aviation and Air Force Safety with its investigation.
- 2.3.6. Providing SAR briefing to the Australian Government, Minister for Infrastructure and Regional Development, Police and others including airline/operator, Department of Defence, Department of Agriculture- Biosecurity, Australian Transport Safety Bureau, Civil Aviation Safety Authority, Australian Customs and Border Protection Services, Department of Immigration and Border Protection and adjacent rescue coordination centres, as required.
- 2.3.7. Providing an Australian Maritime Safety Authority Liaison Officer to the Crisis Coordination Centre.

2.4. AUSTRALIAN CUSTOMS AND BORDER PROTECTION SERVICE

- 2.4.1. Managing Customs and Border Protection related issues with the affected aircraft and its passengers, baggage, cargo or stores, in particular identifying, safely handling and securing prohibited or restricted items.
- 2.4.2. Facilitating the travel movements and immigration processing of passengers and crew in consultation with Department of Immigration and Border Protection.
- 2.4.3. Assisting with health and quarantine issues in conjunction with Department of Agriculture- Biosecurity where local representatives are unavailable.
- 2.4.4. Assisting the Australian Defence Force in offshore incidents to rescue or receive people or vessels by deploying marine vessels and/or aerial surveillance assets.

2.5. DEPARTMENT OF DEFENCE

- 2.5.1. Providing assistance, through EMA, under the provisions of Defence Force Aid to the Civil Authority and Defence Assistance to the Civil Community.
- 2.5.2. Leading investigations into Australian Defence Force aviation accidents and helping the Australian Transport Safety Bureau to investigate civil aviation accidents if requested. Conducting SAR for military and state aircraft (as used during presidential visits), and Australian Defence Force operations.

2.6. AUSTRALIAN FEDERAL POLICE

- 2.6.1. Providing first response and counter-terrorism first response capability at designated airports until such time as the incident is handed over to the state or territory police services.
- 2.6.2. Assisting state and territory police services as required.
- 2.6.3. Providing Disaster Victim Identification capability in territorial areas not under the direct control of a state or territorial jurisdiction.
- 2.6.4. Acting as state and territory police officials for ACT, Jervis Bay, Christmas Island, Cocos Island and Norfolk Island.

2.7. AUSTRALIAN TRANSPORT SAFETY BUREAU

- 2.7.1. Taking overall responsibility and command of accident investigation up to and including 12 nautical miles off shore, and beyond if an Australian registered aircraft is involved.
- 2.7.2. Acting in accordance with the applicable provisions of the Chicago Convention in regard to aircraft accidents occurring outside 12 nautical miles beyond the coastline.
- 2.7.3. Assisting with the investigation of accidents involving Australian Defence Force aircraft.

2.8. CIVIL AVIATION SAFETY AUTHORITY

- 2.8.1. Undertaking investigations with a view to taking appropriate safety-related action pursuant to the Civil Aviation Safety Authority functions.
- 2.8.2. Establishing restricted airspace of a temporary nature (temporary restricted area) to limit or control aviation activity in the interests of public safety, or to protect the environment as required.
- 2.8.3. Providing appropriate technical support to other agencies.
- 2.8.4. Supporting the Australian Transport and Safety Bureau with their investigation of the accident.

2.9. DEPARTMENT OF AGRICULTURE- BIOSECURITY

- 2.9.1. Assessing and minimising the quarantine risks associated with passengers, baggage, cargo, galley provisions and waste.
- 2.9.2. Inspecting, seizing and ordering the treatment of vessels, goods and equipment in order to prevent the introduction, establishment or spread of an exotic pest or disease.

2.10. DEPARTMENT OF FOREIGN AFFAIRS AND TRADE

- 2.10.1. Notifying foreign governments if their citizens are involved in an aircraft accident.
- 2.10.2. Notifying next-of-kin of Australian citizens who reside or who are travelling outside of Australia.
- 2.10.3. Providing the overseas link through Post, if aviation disasters occur overseas and which involve Australians or Australian interests.

2.11. DEPARTMENT OF HEALTH

- 2.11.1. Informing whole-of-government in accordance with the National Health Emergency Response Arrangements.
- 2.11.2. Activating the AUSTRAMPLAN for mass casualty treatment and/or mass burns treatment, if required.
- 2.11.3. Organising personnel to form an Australian Medical Assistance Team.
- 2.11.4. Coordinating the medical reception with national response agencies.

2.12. DEPARTMENT OF IMMIGRATION AND BORDER PROTECTION

- 2.12.1. Managing the immigration processing of passengers and crew and providing personal details of passengers and crew to authorised persons.
- 2.12.2. Arranging visas for foreign carriers, victims and employees' families.

2.13. OFFICE OF TRANSPORT SECURITY

- 2.13.1. Preventive transport security policy and planning.
- 2.13.2. Providing transport security risk and mitigation advice to the owners and operators of transport services.
- 2.13.3. Collaborating with border protection, law enforcement and emergency response agencies to ensure a coordinated approach to mitigating the risk posed to transport systems by terrorism.
- 2.13.4. Liaising with Australian Government agencies on preventive strategies and operational responses to terrorist threats.
- 2.13.5. Taking the lead role in Australian Government coordination if a national terrorist situation is declared.

2.14. AIRSERVICES

- 2.14.1. Providing Air Traffic Services, including monitoring scheduled aircraft from origin to destination, in-flight emergency response and assisting with incident investigation as required.
- 2.14.2. Providing SAR and other alerting services for aircraft to the Australian Maritime Safety Authority, Headquarters Joint Operations Command and/or state or territory police and helping to provide aeronautical communication services during SAR operations.
- 2.14.3. Helping the Australian Maritime Safety Authority, with communications to assist with air safety and SAR.
- 2.14.4. Providing a parallel SAR response with the Australian Maritime Safety Authority, as needed.

2.15. AUSTRALIAN STATE AND TERRITORY JURISDICTIONS

- 2.15.1. Under the National Search and Rescue Plan, responding to an aviation disaster that involves an unregistered aircraft, or an aircraft registered in another jurisdiction, is the responsibility of the state or territory in which the disaster occurred. Responses to accidents involving all other civilian (non military) aircraft that occur outside an aerodrome precinct and within the Australian SAR Region are the Australian Maritime Safety Authority's responsibility, in conjunction with the applicable state or territory emergency arrangements.

2.16. AUSTRALIAN STATE AND TERRITORY POLICE

- 2.16.1. Provide emergency and counter terrorism response capabilities at airports where the Australian Federal Police do not have primary responsibility.
- 2.16.2. Following the cooperative arrangements described in the National SAR Manual.
- 2.16.3. Supporting the Australian Maritime Safety Authority with searches for missing registered civilian aircraft.
- 2.16.4. Providing Disaster Victim Identification capability.
- 2.16.5. Accepting transfer of overall coordination from other agencies by mutual consent. State and territory SAR operations may be mutually transferred to the Australian SAR Authority, in accordance with the procedures established within the SAR Manual, if the responded capabilities are deemed inefficient or require additional support.

2.17. AIRPORTS

- 2.17.1. Providing passenger and relative reception and reunification at ports of origin and destination.
- 2.17.2. Assisting the Australian Transport Safety Bureau and other authorised investigators with accident investigations as needed.

2.18. AIRLINES

- 2.18.1. Providing services consistent with the Family Assistance Code.

2.19. AIRPORT AND AIRLINES COMBINED

- 2.19.1. Managing the airport related aspects of aircraft accidents, as detailed in extant plans.
- 2.19.2. Providing humanitarian support to passengers and their families, employees, and everyone directly affected, including providing timely and accurate information.
- 2.19.3. Providing and accepting liaison officers into Australian and industry crisis centres, or equivalent.

3.1. ACTIVATION OF AUSAVPLAN

- 3.1.1. AUSAVPLAN maintains an 'activated' status to ensure emergency managers are prepared for, and can quickly respond to, an aviation incident within Australia's Search and Rescue Region that may require Australian Government agency coordination.

3.2. COORDINATION FOR SPECIFIC CONTINGENCIES

3.2.1. Emergencies involving civilian aircraft:

- 3.2.1.1. Where an aircraft emergency occurs within the vicinity of a certified or registered aerodrome, the local Aerodrome Emergency Plan details the response arrangements to the emergency.
- 3.2.1.2. The Australian Maritime Safety Authority, in conjunction with the applicable state or territory emergency arrangements, is responsible for coordinating the SAR phase when an aircraft is assumed to be lost, to have ditched or have crashed outside of a certified aerodrome, or a distress beacon associated with the aircraft or persons on board is detected.
- 3.2.1.3. The Australian Maritime Safety Authority may transfer coordination to the state or territory police services in accordance with the recovery effort as well as under national SAR arrangements.
- 3.2.1.4. An Australia Government Crisis Committee or a National Crisis Committee may convene and affected industry representatives may be invited.

3.2.2. Airspace and resource coordination:

- 3.2.2.1. The Australian Government recognises that during response and in some recovery aspects (particularly where aerial damage assessments are being conducted), the Civil Aviation Safety Authority may need to rapidly establish airspace coordination.
- 3.2.2.2. Airspace coordination will be implemented in consultation with engaged agencies, using relevant aviation specialists.
- 3.2.2.3. The relevant lead agency will coordinate all required resources throughout the event. During the location and rescue the lead agency will be the Australian Maritime Safety Authority, police or Australian Defence Force. After rescue, the lead agency will be the ambulance service, Department of Health or police.
- 3.2.2.4. The lead agency for SAR will deliver the people rescued to a designated triage or treatment point established by Department of Health or the ambulance service.

3.2.3. Transferring overall responsibility for coordination:

3.2.3.1. Under arrangements between the Australian Maritime Safety Authority and the states and territories, once the position of the crashed aircraft is known, the Australian Maritime Safety Authority may transfer overall SAR coordination responsibility to the state/territory police service (at a mutually suitable and appropriate time). The Australian Maritime Safety Authority would then provide continuing support as required.

3.2.4. Investigation:

3.2.4.1. Upon an aviation crash or disaster the Australian Transport Safety Bureau or the Directorate of Defence Aviation and Air Force Safety must be contacted so that rescue operations do not compromise investigation activities. The Australian Transport Safety Bureau can provide relevant information to the rescue and recovery process.

3.2.4.2. Concurrent to the investigative role played by the Australian Transport Safety Bureau and the Directorate of Defence Aviation and Air Force Safety, the appropriate police service has an investigative responsibility to meet the requirements of the coroner and to conduct any criminal investigations.

3.2.4.3. CASA also has a subsidiary responsibility to support and assist the Australian Transport Safety Bureau accident investigation where necessary. This is separate and distinct from CASA's authority to carry out a regulatory investigation into the accident, which may be conducted in parallel to the ATSB's investigation.

3.2.5. Australian and foreign flagged military incidents:

3.2.5.1. The Directorate of Defence Aviation and Air Force Safety (DDAAFS) is responsible for investigating Australian and foreign military aircraft accidents in Australia. It operates under the authority and guidance of the Chief of Air Force.

3.2.5.2. The DDAAFS is responsible for recovery operations for military aircraft crash site mapping. The DDAAFS officer in charge of the Aircraft Accident Investigation Team will ensure adequate mapping is completed to satisfy the Australian Defence Force, coroner and other agency requirements.

3.2.5.3. If an aircraft accident investigation involves other police inquiries (such as information for a coroner or a criminal investigation), the officer in charge of the Aircraft Accident Investigation Team will assist where possible.

SECTION 4 - SUPPORTING ADMINISTRATIVE ACTIVITIES

4.1. COMMUNICATIONS

- 4.1.1. As a result of an aviation emergency or disaster, affected entities (such as airlines or airports) will feed pertinent information into the relevant key Australian Government agency, and state or territory emergency coordination centres.
- 4.1.2. The Crisis Coordination Centre is the Australian Government recipient for state or territory information, such as situation reports. The Crisis Coordination Centre will use this information to inform and share with government.

4.2. LIAISON OFFICERS

- 4.2.1. Nominated liaison officers from Australian Government agencies, airlines, industry and other organisations may be deployed to the Rescue Coordination Centre at the Australian Maritime Safety Authority, state or territory emergency coordination centres, the Crisis Coordination Centre or other locations to better coordinate activities and promote interdepartmental communication.
- 4.2.2. If required, EMA liaison officers will be deployed to accompany any Australian Government deployed capabilities, as consistent with the arrangements pertained within COMDISPLAN.

SECTION 5 - FINANCIAL ARRANGEMENTS

5.1. FINANCIAL ARRANGEMENTS

- 5.1.1. Under AUSAVPLAN, all costs related to the SAR response within the Australian SAR Region will be funded under the Inter-Governmental Agreement on Search and Rescue Cost and the National SAR Plan and arrangements at the time.
- 5.1.2. Official requests to the Australian Government for assistance under AUSAVPLAN will be actioned as per the arrangements detailed within COMDISPLAN. Where Australian Government agency resources are inadequate, no financial commitments can be entered into or expenditure incurred unless authorised by the Prime Minister or Cabinet, in accordance with the Australian Government Crisis Management Framework (Version 1.1 December 2013).

SECTION 6 - MEDIA AND PUBLIC COMMUNICATIONS

6.1. DISTRIBUTION OF PUBLIC AND MEDIA INFORMATION – CIVILIAN AIRCRAFT:

- 6.1.1. The agency with lead coordination responsibilities during each incident is responsible for distributing public and media information.
- 6.1.2. Other agencies receiving requests will direct enquiries to the relevant authority.
- 6.1.3. Crisis Coordination Centre Crisis Communications (AGD Strategic Communications Branch) will coordinate whole of government public messaging and provide coordination assistance to the lead departments and agencies, other relevant departments and agencies, state and territories and the airlines.

6.2. DISTRIBUTION OF PUBLIC AND MEDIA INFORMATION – MILITARY AIRCRAFT:

- 6.2.1. Media and public affairs for military aircraft remains the responsibility of Defence Ministerial Support and Public Affairs Division.

SECTION 7 - ASSOCIATED DOCUMENTS

Aerodrome Emergency Plan (Australian Airports)

Australasian Disaster Victim Identification Activation and Response Plan (Australia New Zealand Policing Advisory Agency Disaster Victim Identification Committee)

Australian Government Crisis Management Framework (Department of the Prime Minister and Cabinet)

Australian Government Disaster Response Plan (Attorney-General's Department)

AUSTRUMAPLAN: Domestic Response Plan for Mass Casualty Incidents of National Consequence (Department of Health)

Commonwealth Emergency Management Policy (Attorney-General's Department)

Guide to Australian Maritime Security Arrangements 2010 (Australian Maritime Safety Authority)

National Counter-Terrorism Plan (Attorney-General's Department)

National Search and Rescue Manual (Australian Maritime Safety Authority)

The Chicago Convention Annex 11 – Air Traffic Services

The Chicago Convention Annex 12 – Search and Rescue

The Chicago Convention Annex 13 - Aircraft Accident and Incident Investigation

The Chicago Convention Annex 14 – Aerodromes

The Convention on International Civil Aviation (The Chicago Convention), 1944 Articles 25 and 26, 37 and 38

The Family Assistance Code 2010 (Department of Infrastructure and Regional Development)

Transport Safety Investigation Act 2003 (Australian Transport Safety Bureau)

Transport Safety Investigation Regulations 2003 (Australian Transport Safety Bureau)