Fairbanks
International Airport
"AeroNexus"

Airport Emergency Plan

Fairbanks, Alaska

Revised January 2019

Fairbanks International Airport
6450 Airport Way Suite 1
Fairbanks, AK 99709

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Promulgation Page

This page officially declares this document to be the existing Airport Emergency Plan (AEP) for the Fairbanks Airport (FAI). The AEP provides both authority and responsibility for organizations and personnel to perform assigned tasks during an emergency situation. The Airport remains committed to preparing itself for emergency situations and maintaining training programs and maintenance efforts to keep the Airport as ready as possible. Organizations tasked with emergency response at FAI, as detailed in this AEP, are responsible to prepare and maintain appropriate standard operating procedures (SOPs), to participate in Federal Aviation Administration (FAA) mandated training exercises, and to plan maintenance efforts needed to support this plan.

_____ _____

Approved by Date
Fairbanks Airport Manager

FAA Approved Date

Signature Page

The following are administrators to this document:

Name: Vacant Title: Chief of Operations

Signature: _____ Date: _____ Department: _____

Name: Carmen Lobsinger Title: Operations Officer

Signature: _____ Date: _____ Department: _____

Name: _____ Title: _____

Signature: _____ Date: _____ Department: _____

Name: _____ Title: _____

Signature: _____ Date: _____ Department: _____

Name: _____ Title: _____

Signature: _____ Date: _____ Department: _____

FAA Approved Date

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Record of Changes

Date	Section	Page	Description of Change	Initials

FAA Approved Date

Record of Changes

Date	Section	Page	Description of Change	Initials

FAA Approved Date

Record of Distribution

Date of Transmittal	Date Receipt Confirmed	# Copies	Individual / Title & Organization

FAA Approved Date

Revision Information

This Airport Emergency Plan is intended to assist DOT&PF and mutual aid personnel in coordinating an effective response to an Airport emergency.

This plan is a living document. It will always need to accurately address the diverse and ever-changing resources available in an emergency.

Your input is welcomed. Please do not hesitate to contact the Airport Manager with any questions, concerns, changes to status, or other proposals. Please include page number or section reference when appropriate.

Fairbanks Airport Manager

2.0 Basic Plan

2.1 Purpose of the Airport Emergency Plan

The purpose of this Airport Emergency Plan (AEP) is to define responsibilities, identify resources, and establish procedures to be implemented in the event of an emergency at the Fairbanks Airport. While every contingency cannot be anticipated and prepared for, the Airport believes strong emergency preparedness can assist in limiting the negative impact of these events, including liability and post-emergency issues.

The purpose of the emergency plan is to:

- Provide an operational template of how an Airport emergency response will be structured and coordinated at the Fairbanks Airport.
- Provide guidance as to how the emergency response roles will be filled and how those duties will be carried out.
- Provide operation checklists for specific emergency events at the Airport.
- Highlight key communication elements essential for effective emergency response and mitigation.

This AEP focuses on response and initial recovery issues and:

- Assigns responsibility to agencies and individuals for specific actions.
- Sets forth lines of authority.
- Describes how people and property will be protected.
- Identifies personnel, equipment, facilities, supplies, and other resources available.

The emergency plan will be disseminated to all principal plan participants. Airport personnel will be trained according to this plan.

The AEP is structured in this document as indicated in Figure 2-1.

Figure 2-1: Airport Emergency Plan Structure

2.2 Authorities and References

The State of Alaska, in carrying out its responsibility for providing airport facilities for the community and for administering these facilities, is required to give consideration to operational procedures to cope with various emergency conditions. This Airport Emergency Plan has been approved in accordance with Federal Aviation Regulation 139.325 and the following Alaska Statutes (AS).

AS Section 02.10.010 states that the Department of Transportation and Public Facilities shall have supervision over aeronautics and communications inside the State.

AS Section 02.15.060 states the Department may plan, establish, construct, enlarge, improve, maintain, equip, operate, regulate, protect and police airports and air navigation facilities within the State.

AS Section 02.15.020 allows the Department to perform acts, issue and amend orders, and make, promulgate and amend reasonable general or special rules it considers necessary to carry out the provisions of the Statute.

AS Section 02.15.220 requires that all the Department officers and employees, and every State and Municipal officer charged with the enforcement of State and Municipal laws shall enforce and assist in the enforcement of that chapter and of all rules, regulations and orders issued under it.

The airport is owned and operated by the State of Alaska and is operated under the direction of the Commissioner of the State Department of Transportation and Public Facilities. The Airport Manager or designee is responsible for the day to day operation and maintenance of the airport.

Additional authorities and references are listed in Section 29.0.

2.3 Assumptions and Situations Included in the AEP

The following assumptions and statements are to be considered for this document:

- Natural and accidental events will occur within the region and around the Airport that create emergency situations.
- There may be insufficient forewarning of any disaster to allow for planning efforts beyond real-time response, and response times may be affected by the number of decisions required.
- A properly designed and implemented Airport Emergency Plan will minimize illness and injury and preserve property.
- Many injured may be transported by air to other facilities.
- Large scale emergencies may overwhelm the Airport's and local community's resources.
- There are special needs, conditions, and situations which cannot be addressed in this document and will be addressed on the scene as they arise.
- This AEP describes the emergency response of the Airport.
- This Airport is in an earthquake prone region and experiences substantial seasonal weather changes, including extreme temperatures which may affect response activities.
- Policies governing the development of this document stem from the authorities cited in Section 2.2 and 29.0.
- Large scale accidents/incidents at the airport may benefit from oral agreements from external agencies, which could support the critical tasks associated with emergency responses outlined within the AEP.
- The level of initial training and recurrent training for some specific actions, as mandated by regulatory guidance, can only be validated for airport personnel covered in the AEP.
- Other federal, state, and local agencies may have an overlapping or distinct responsibility for some of the emergency response situations given in the AEP, especially for those that occur off airport proper.
- There is limited manpower and specific expertise to support the AEP in the surrounding areas (city, village, or township) based on a small population and limited resources.
- The limitations for implementation and execution of this specific AEP, as described in the Assumptions and Situations, were briefed to plan participants and the FAA, at a minimum.

Although unknown hazards inherently exist, this AEP is meant to be implemented for any emergency situation and to encompass possibilities for disaster. Most factors in this report are assumptions, whereas lists of equipment and resources can be regarded as facts. The specific hazards covered by this plan and threats that are likely to arise at Fairbanks Airport (FAI) are as follows:

- Aircraft Incidents and Accidents
- Terrorism – Bomb Threats/Incidents *
- Active Shooter
- Fires – Structural, Fuel Farms, Fuel Trucks/Storage
- Earthquakes and Other Natural Disasters
- Hazardous Material Incidents
- Criminal Acts (Sabotage, Hijack Incidents, and Other Unlawful Interference with Operations) *
- Power Failure for the Movement Area Lighting System
- Water Rescue

* Incidents involving criminal acts and / or terrorism will follow the guidelines contained within the Fairbanks International Airport Security Plan (ASP). Information on specific response guidelines for those incidents is considered to contain Sensitive Security Information (SSI), and cannot be disseminated as part of this plan. Information that is considered SSI will be shared with those who require an operational need to know and must be requested in accordance with the ASP guidelines.

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2.4 Operations & Organization and Assignment of Responsibilities

The National Incident Management System (NIMS) and Incident Command System (ICS) are generally followed throughout this document. The National Incident Management System (NIMS) is the national standard for incident management by establishing common organizational structure, processes, and terminology. The Incident Command System (ICS) is a key component of NIMS. ICS provides a standardized system that enables personnel, departments, and organizations to work together in seamless and coordinated fashion in responding to an incident.

The emergency incident response plan structure at the Airport is designed to follow day-to-day responsibilities and will expand and modify as the situation dictates.

Emergency response will commence with notification and establishment of Incident Command (IC) on all incidents. As the incident escalates, an Airport - Emergency Operations Center (EOC) may be activated to support the on-scene IC and deal with Airport issues affected by the emergency. The Airport - EOC is activated at the request of the Incident Commander and/or the Airport Manager or designee.

The agency or department with primary jurisdictional responsibility for the event will be the IC. If multiple jurisdictional responsibilities are present, the IC will establish a unified command.

Each department and/or agency is to maintain its own command structure, personnel accountability, and communications system (such as radios and frequencies) within its organizational structure.

Reporting relationships and information flow follows the two basic ICS principles. (1) There is complete freedom and encouragement to broadcast and exchange information within the emergency ICS structure. However, (2) orders, directives, resource requests, and status changes must follow the chain of command.

The primary means of communications and coordination between departments and/or agencies should be face to face at the unified command post and or the Airport EOC. This requires each department or agency to ensure a chief officer, director, and/or liaison is present at these locations.

Strategic Goals

1. Protection of life
2. Stabilization of the incident
3. Protection of property and the environment
4. Maintain public transportation – return to normal Airport Operations.

A more comprehensive detailing of the Organization and Assignment of Responsibilities can be found in Section 5.0.

2.5 Principal Plan Participants

This plan facilitates the rescue, salvage, and investigation in the event of an aircraft accident on or near the Airport. This plan also includes provisions for other disasters, man-made or natural.

The following agencies may assist the Airport in the event of an accident:

Airport personnel (Communications & Dispatch Center, Police & Fire, Operations, Maintenance, other departments)
State of Alaska DOT&PF Commissioner and Deputy Commissioner
State of Alaska Governor's office and staff

American Red Cross
Alaska Dept of Environmental Conservation
Alaska State Troopers
Division of Forestry, DNR
Eielson AFB Emergency Communication Center
Ham radio operators, Fairbanks Amateur Radio Association
Fairbanks Communications Center
Fairbanks Fire/Ambulance/Police
North Pole Fire /Ambulance/Police
North Star Fire Department
Salcha Rescue
Chena-Goldstream Fire/Ambulance
Ester Fire Department
Steese Area Fire/Ambulance
Two Rivers Rescue
FNSB HazMat
FNSB Emergency Management
Fairbanks North Star Borough (FNSB) Emergency Operations Center (EOC)
Ft. Wainwright Emergency Operations Center
FT. Wainwright Fire/Ambulance/Police
State of Alaska EOC/SECC
University Communications Center
University Fire/Ambulance/Police
FAA 24-HR Regional Operations Center
FAA ATCT
FAA FSDO
FAA FSS

NTSB
TSA
FBI
U.S. Customs and Border Protection
Fairbanks Memorial Hospital
Basset Army Hospital/Ft. Wainwright
Eielson Clinic/Eielson AFB
State Medical Examiner's Office

The following agencies are not Principal Plan Participants but may be available as additional resources.

Aircraft owner/operator
Airport tenants and users
Military /National Guard rep
USPS
Clergy
Medevac owner/operator
Eielson Bomb Squad
CHEMTREC
Nuclear Regulatory Commission
FNSB Animal Control
State of Alaska Fish and Game
National Weather Service
Alaska Volcano Observatory
National Weather Service

2.6 Plan Development and Maintenance

This plan was developed in compliance with 14 CFR Part 139.325 and the recommendations set forth by AC 150/5200-31, as administered by the FAA. The Airport Manager or designee is responsible for the maintenance of the AEP including revisions to plans, procedures, and checklists. Personnel should periodically review AEP policies, procedures, and related information. Training that covers changes to this AEP will be provided during an annual review and/or tabletop exercise, to ensure that all personnel stay familiar with current information.

AEP Maintenance Schedule

- Triennially
  - A full-scale emergency plan exercise shall be conducted at least once every 36 CCM.

- Annually – every 12 CCM

  - A table-top exercise involving all plan participants shall be conducted.

- Semi-annually
  - Assignments for key initial response personnel to include descriptions of duties and responsibilities will be reviewed semi-annually.

- Quarterly
  - Quick reference emergency contact telephone numbers contained in the AEP will be checked quarterly for accuracy by calling the individual/organization listed. Changes will be disseminated immediately to plan holders. Additional resources phone numbers will be reviewed annually.

- Emergency Resources will be inspected routinely. The frequency of inspection may vary depending on the type of equipment and supplies.

- The Airport strives to maintain an open dialogue with off-Airport agencies (such as utilities) to learn of activity that may affect the Airport's emergency response efforts.

- The Airport Manager or designee will ensure appropriate personnel are trained on Airport familiarization, including training to reduce the potential for

vehicle/pedestrian deviations and runway incursions, as outlined in the Airport Certification Manual.

- The Airport Manager or designee will disseminate the AEP to tenants, agencies, and other parties that may be involved in an Airport emergency, listed in the distribution list. The AEP may be distributed and/or shared electronically. The AEP is subject to annual revisions.

2.7 Administration and Logistics

Availability of Services and Support:
The availability of services and support for emergencies can vary in time, as indicated in Section 5.0, the organization and assignment of responsibilities under the ICS structure, and AEP hazard sections. It is up to each individual department and involved agency to appropriately manage, maintain, monitor, record, and report the use of all resources. The ability to account for and identify the use of all resources will be key in the process of reimbursement. Each mutual aid responder must also request additional resources as needed to support the emergency response. If the scope of the emergency necessitates an expanded incident command structure, the Planning and Logistics Sections of each individual department will facilitate major services and support resource tracking and provision.

Staffing:
Airport personnel may have numerous primary or support responsibilities during an emergency. In cooperation with the Incident Commander, the Airport Manager or designee may direct assignment of Airport personnel, other local government employees as outlined in Alaska Statute AS 26.23.010 – AS 26.23.220 or volunteers to specific duties to support implementation of the AEP. The Airport Manager or designee may also contract for additional staffing as outlined in the resources Section 27.0. Note that use of volunteer labor may have certain liabilities, including provisions for workers compensation.

General Policies for Managing Resources, Record Keeping, Reporting, and Tracking Resources:
Each Department and or Agency shall be responsible for record keeping, reporting, and tracking resources they use during an emergency. The Airport Manager or designee may designate a finance/administration officer to the EOC. This officer will be responsible for Airport financial record keeping, reporting, and tracking of resources used by the Airport during an emergency.

The Fairbanks Airport does not utilize Mutual Aid Agreements to meet the Index C requirements under 14 CFR Part 139.

3.0 Quick Reference Emergency Contacts

AIRPORT EMERGENCY OPERATIONS CENTER (EOC)

Emergency Operations Center 907 474-2553
Director (Airport Manager) 907 474-3472
EOC Alternate Lines ..... 907 474-3470 or 3471 or 3483 or 2551
Airport Communications & Dispatch Center 907 474-2530
(Can transfer to any number)

	OFFICE	HOME	CELL
AIRPORT STAFF			
Airport Manager	907 474-2529		907 978-8697
Chief - Airport Police & Fire	907 474-2575		907 388-0806
Division Operations Manager	907 474-2521		907 750-3919
Chief of Operations	907 474-2550		vacant
Chief of Maintenance	907 474-2506	907 388-5434	907 347-6547
Environmental	907 474-2598		907 699-7807
Field Maintenance Foreman	907 474-2502		907 347-6538
	907 474-2560		907 347-6536
AP&F Watch Commander	907 474-2530		

Emergency Public Information

Airport Public Information Officer ....907 474-2529 ..... 907 978-8697
..... 907 474-2552 ..... 907 322-7638
DOT&PF Northern Region
Public Information Officer (PIO) 907 451-5307
(Contact if Airport PIO unavailable)

DOT & PF STAFF

Commissioner ..... 907 465-3900 ..... 907 321-2047
Deputy Com. Aviation ..... 907 269-0730 ..... 907 717-4398

STATE ADMINISTRATION (Juneau)

Governor 907 465-3500
Deputy Chief of Staff 907 269-7450
Governor's Press Secretary 907 269-3031
(Fairbanks Office) 907 451-2920

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LOCAL AGENCIES	BUSINESS	EMERGENCY
Airport Communications	907 474-2530	907 474-2530
American Red Cross (8:30 a.m. – 4:00 p.m.)	907 456-5937x5102	907 388-5357
Alaska Dept of Environmental Conservation	907 451-2121	800 478-9300
Alaska State Trooper	907 451-5100	907 451-5140
S&R/PAWS (Kathy Harms)		907 460-4019
S&R/PAWS (Lorna Illingwoth)		907-388-9696
Division of Forestry, DNR	907 451-2623	907 378-1321
Division of Public Health, DPH	907 269-8000	
DPH 24 hour	800 478-0084	
BLM, AK Interagency Coordination Center	907 356-5680	
Eielson AFB Emergency Communication Center	907 377-5130	907 377-3133
Fbks Police Department	907 450-6500 / 907 459-6800	
City Fairbanks Fire/Ambulance/Police		
North Pole Fire/Ambulance/Police		
North Star Fire Department		
Salcha Rescue		
Chena-Goldstream Fire/Ambulance		
Ester Fire Department		
Steese Area Fire/Ambulance		
UAF Fire/Ambulance		
FNSB HazMat		
FNSB Emergency Management		
Denali Borough		
Fbks North Star Borough (FNSB)- EOC	907 459-1481	
Director	907 459-1221	
Manager	907 459-1219	
Ft. Wainwright Fire/Ambulance/Police	907 353-3004	907 353-9170
Ft. Wainwright Emergency Operations Center	907 353-6666	907 353-0117

FEDERAL AGENCIES	BUSINESS	EMERGENCY
FAA 24-hr Regional Operations Center ROC		
This number will automatically notify the NTSB	425 227-1999	
NTSB (Anchorage)	907 782-4848	202 314-6290
NTSB 24 Hour	202 314-6290	
NTSB Transportation Disaster Assistance	202 314-6185	202 314-6290
TSA Operations Coord Center (OCC – Statewide)	907 771-2935	
	907 771-2936	
	855 216-3882	
TSA Security Operations Center (TSOC–Nationwide)	866 655-7023	

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24-Hour FAA Tower Chief – Fbks (PBX 121-5590).... 907 474-0050..... 907 474-0452
FBI - Fairbanks..... 907 452-3250..... 907 276-4441
FBI – Anchorage 24 Hour..... 907 276-4441
U.S. Customs & Border Protection……907 474-0307
…… (After Hours) ……... 907 271-6313 (ext. 0)
Alaska Rescue Coordination Center (RCC)/JBER…… 800 420-7230
..... 907 551-7230
Alaska Homeland Security EOC—Ft. Richardson..... 907 428-7100

MEDICAL FACILITIES	**BUSINESS**	**EMERGENCY**
Fairbanks Memorial Hospital	907 452-8181	907 458-5556
Basset Army Hospital/Ft. Wainwright	907 361-5170	907 361-5144
Eielson Clinic/Eielson AFB	907 377-1847	
Medical Examiner – Anchorage	907 334-2200	
Death Reporting Hotline	907 334-2200	

EMERGENCY PUBLIC INFORMATION (Released through Airport or DOT PIO)

EMERGENCY PUBLIC INFORMATION, FAIRBANKS AREA CONTACTS

Organization/ Address	Phone/ Fax #s
Fairbanks Daily News-Miner P.O. Box 70710 Fairbanks, AK 99709 www.newsminer.com	907 456-6661 (phone)
Tanana Chiefs The Council Newsletter 122 First Avenue, Suite 600 Fairbanks, AK 99701	907 452-8251, ext. 3218 907 459-3884
KATN—TV CH. 2 Alaska Superstation 516 2nd Ave, Suite 400 Fairbanks, AK 99701	907 452-2125 (phone) 907 561-8934 (fax)
KTVF—TV CH. 11 3650 Braddock St. Fairbanks, AK 99701	907 458-1800 (phone) 907 458-1830 (newsroom) 907 458-1820 (fax)

TV/TV CBS CH. 13 3650 Braddock St., Ste. 2 Fairbanks, AK 99701	907 452-3697 (phone) 907 456-3428 (fax)
KUAC–FM Radio/ Alaska One TV University of Alaska Fairbanks PO Box 755620 Fairbanks, AK 99775	907 474-5047 (Control room-phone) 907 474-5064 (fax)
KJNP—TV and AM Radio P.O. Box 56359 North Pole, AK 99705	907 488-2216 (phone) 907 488-5246 (fax)
KSUA Radio/TV PO Box 750113 Fairbanks, AK 99775	907 474-7054 (Radio - phone)
Clear Channel Radio KIAK—FM, 102.5 KFBX—News radio 970 MAGIC 101, KKED—FM 546 9th Avenue Fairbanks, AK 99701	907 450-1000 (phone) 907 450-1092 (fax) After Hours, URGENT only: 907 457-3219
New Northwest Broadcasters KWLF, KCBF, KFAR, KXLR 819 1st Avenue, Suite A Fairbanks, AK 99701	907 451-5910 (phone) 907 451-5999 (fax)
Tanana Valley Radio KYSC & KDJF 529 5th Ave Suite 200 Fairbanks, AK 99701	907 452-3697 (phone) 907 456-3428 (fax) 907-374-69690 KYSC
Ft Wainwright Public Affairs 1016 Gaffney Rd. #5900 Ft. Wainwright, AK 99703	907 353-6700 (phone) 907 353-6751 (fax)
Eielson AFB Public Affairs 354 FW/PA 354 Broadway St. Unit 15 A Eielson AFB, AK 99702	907 377-2116 (phone) (No fax)
City of North Pole 125 Snowman Lane North Pole, AK 99705	907 488-2281 (phone) 907 488-3002 (fax)

City of Fairbanks - Mayor 800 Cushman Street Fairbanks, AK 99701	907 459-6793 (phone) 907 459-6787 (fax)
Fairbanks North Star Borough 907 Terminal Street Fairbanks, AK 99701	907 459-1000 (phone) 907 907 290-2443 (HR fax) 907 205-5171 (General fax)
Associated Press-Anchorage 750 W. 2nd Ave, Suite 102 Anchorage, AK 99501	907 272-7549 (phone) Email: apanchorage@ap.org
Carlson Center 2010 2nd Ave Fairbanks, AK 99701	907 451-7800 (phone) 907 451-1195 (fax)

Radio Frequencies State of Alaska Fairbanks International Airport

***Note* FAI uses ALMR radios. Frequencies listed for FAI below are conventional/backup channels**

Channel A (Conventional)		
Channel Name	Receive	Transmit
FAI Rptr	*155.100*	*158.760*
FAI SX	*155.100*	*155.100*
FAI Tac	*155.430*	*155.430*
AST Rptr	*155.790*	*161.130*
AST ncic	*155.415*	*161.010*
AST SX	*155.250*	*155.250*
FPD RPTR	*155.010*	*156.030*
FPD NCIC	*155.010*	*155.010*
FPD T1	*155.370*	*155.370*
FPD T2	*155.310*	*155.310*
UAF PD	*154.725*	*154.725*
UAFPD T1	*154.190*	*154.190*
Channel B		
FAI RPTR	*155.100*	*158.760*
FAI SX	*155.100*	*155.100*
FAI TAC	*155.430*	*155.430*
UAF FD	*154.235*	*159.060*
UAF SX	*154.235*	*154.235*
UAF FD T1	*154.190*	*154.190*
FFD RPTR	*158.880*	*153.950*
FFD SX	*154.430*	*154.430*
FFD T1	*158.745*	*158.745*
MUT AID 1	*154.295*	*154.295*
MUT AID 2	*154.280*	*154.280*
MUT AID 3	*154.265*	*154.265*
CG FD	*154.400*	*158.865*

Channel B		
EMS	*155.160*	*155.160*
STEESE FD	*153.340*	*154.010*

Channel C (Conventional)		
Ops	*155.925*	*155.925*
Field Maint.	*154.995*	*154.995*
Civil Def.	*155.295*	*155.295*
Forest RP	*151.265*	*159.270*
Forest SX	*159.285*	*159.285*
Weather	*N/A*	*159.285*

Fairbanks International Air Traffic Control Frequencies		
Clearance Delivery	*127.6*	
Ground Control	*121.9*	
Tower	*118.3*	*Alt 118.6*
Approach Control West	*125.35*	
Approach Control East	*126.5*	
ATIS	*124.4*	

Tenant Radio Frequencies		
Alaska Aerofuel	*122.95*	*Air*
Alaska Airlines	*129.5*	*Air*
Delta Airlines	*130.1*	*Air*
Everts	*129.45*	*Air*
Northern Air Cargo	*131.75*	*Air*
Omni Logistics (Air North, JAL, Condor)	*123.5*	*Air*
Ravn Alaska	*130.5*	*Air*
Shared Services Aviation	*128.9*	*Air*
Warbelows	*151.805* *157.620*	*Air*
Wrights Air	*123.55*	*Air*
Aerofuel	*451.825* *456.825*	*Ground*

4.0 Facility Description

The Fairbanks International Airport is located at 64°49'07" N, 147°51'13" W, four miles southwest of the City of Fairbanks, Alaska. It lies north of and adjacent to the confluence of the Tanana and Chena Rivers. Its boundaries encompass 3478 acres. Refer to Airport Diagram on the back cover of the Emergency Control Plan.

Aeronautical and navigational information is depicted on the Fairbanks Sectional Aeronautical Chart, World Aeronautical Chart WAC77, and En route Low Altitude Navigational Chart Alaska L-3. Instrument approach information is depicted on Approach Plates AL-1234 ILS or LOC and GPS Rwy 2L and 20R, and VOR or TACAN 20R.

AIRFIELD DATA:

Main Runway-Northeast-Southwest-Magnetic headings 020°/200°

Length: 11,800 feet
Width: 150 feet
Type: Asphalt

Load: PCN F/A/W/T 78

a. Single wheel - 75,000 lbs.
b. Dual wheel - 220,000 lbs.
d. Dual tandem wheels - 580,000 lbs.
e. Double dual tandem - 1,100,000 lbs.

Taxiway A:	12,375 feet parallel to runway
East Ramp GA Apron:	Approximately 1,862,000 square feet
West Ramp Terminal Apron:	Approximately 1,900,000 square feet
Northwest Ramp:	Approximately 315,000 square feet
Float Facilities:	6,400' usable
General Aviation Runway:	6501' x 100' asphalt
Ski Strip:	2900' x 75'

Fairbanks International Airport is Class 1 ARFF Index C and is continuously attended. Notification of any aircraft accidents will most likely be generated from the Fairbanks ATCT or by an observer, with notification to the Airport Communications Center.

Water and Sewer

Water to the airport, including fire hydrants, is supplied by the College Utilities Corporation. The system is fed by 12-inch water mains connected to a 100,000-gallon

airport reservoir and a 1-million-gallon reservoir located on Chena Ridge.

In addition to standard outdoor hydrants, fire apparatus may be filled in the fire station by two floor hydrants. The water capacity for the airport, including fire apparatus and reservoirs is approximately 1,125,000 gallons.

Sewer lines are also provided to the airport by College Utilities. A surface drain system exists on the west ramp area.

Airlines

Air Carrier operations are:

Airlines	**Aircraft**	**Frequency**
Alaska Airlines	Boeing 737 Aircraft	8 Flights Daily
Ravn Alaska	Dash 8	2 - 4 Flights Daily
Delta Airlines	Boeing 757	1 Flight Daily, 3 Daily (seasonal)
Condor Airlines	Boeing 767	1 Flight Weekly (seasonal)
United Airlines	Boeing 737	1 - 3 Flights Daily (seasonal)
Air North Canada	Boeing 737	1 - 3 Flights Daily (seasonal)
Shared Services	Boeing 737	2 Flights Per Week

There are approximately 500 privately owned small aircraft based at Fairbanks International Airport.

Airport Staff:

Airport Manager	1
Administrative	10
Airport Police & Fire	26
Operations	8
Custodial	11
Building Maintenance	10
Field Maintenance	20
Airport Communications	5.6

The number of airport personnel may fluctuate. The airport operates 24 hours a day, therefore only a portion of airport staff is on site at any time.

Airport Structures

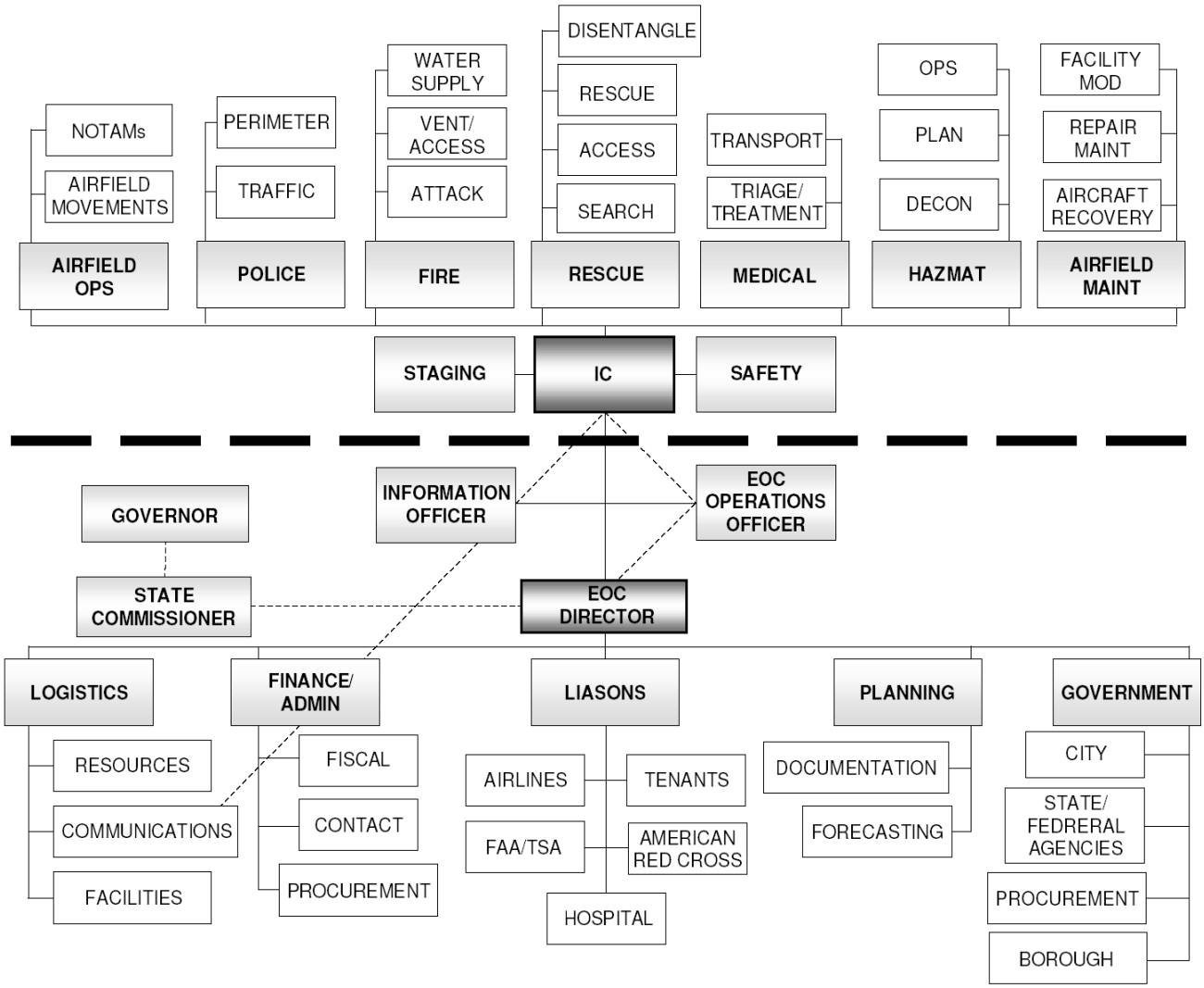
FAA Approved Date

The Airport is not responsible for the operations of private facilities. The description of Airport owned structures are listed below:

Buildings	**Fire Protection System**	**Earthquake Resistant?**
Airport Maintenance Facility	YES	YES
SEWAGE STATION	NO	YES
OPEN STORAGE BLDG	NO	YES
REGULATOR BUILDING	YES	YES
HYDRANT FUEL GARAGE	NO	YES
HYDRANT PUMP HOUSE	NO	YES
ARFF/WARM STORAGE BLDG	YES	YES
TOWER BASE BLDG	NO	YES
AIRPORT TERMINAL	YES	YES
PARKING OFFICE	NO	YES
BUILDING 44, 45, 46, 47, 48, 49, 50	NO	YES
INCINERATOR	NO	YES
SAND STORAGE BLDG	YES	YES

5.0 Incident Command System

5.1 Incident Command System (ICS) Diagram



5.2 Responsibility Matrix

Agency / Functions	IC	ARFF/ Fire Department	Airport Police	Medical Section Officer	Public Information Officer	Airport Operations and Maintenance	Logistics
Direction and Control	**P**	P/S	P/S	P/S	S	S	S
Communications	P	S	S	S	S	S	S
Alert and Warning	**P**	S	S	S	S	S	S
Emergency Public Information	S	S	S	S	**P**	S	S
Protective Actions	**P**	P/S	P/S	P/S	S	S	S
Fire and Rescue	S	**P**	S	S	S	S	S
Law Enforcement	S	S	**P**	S	S	S	S
Health and Medical	S	S	S	**P**	S	S	S
Operations and Maintenance	S	S	S	S	S	**P**	S
Resource Management	S	S	S	S	S	S	**P**

LEGEND
P: Primary Responsibility
S: Support Responsibility
P/S: One of these agencies may be in charge, depending on the nature and scope of the emergency.

6.0 Command and Control

6.1 Purpose

The Incident Commander (IC) is responsible for all direction and control during the emergency; however, these duties can be delegated to other individuals or agencies as required or deemed appropriate by the IC. The Command and Control section provides an overview of the mechanisms to direct and control emergency response and recovery activities. More detailed responsibilities are listed within each hazard section.

6.2 Situation and Assumptions

The Airport is subject to hazards that would require the immediate mobilization of emergency response equipment and personnel including clear command and control responsibilities. It is assumed that the IC, the Police, and ARFF organizations will survive the disaster/emergency and remain fully operational. Resources at the Fairbanks Airport are limited; In the event of a large-scale incident/accident, other off Airport and mutual aid resources above the Index C requirements may be needed. See the Resources Section 27.0 and each hazard section for additional situational information and assumptions.

6.3 Operations

The emergency response command structure will generally follow the NIMS- Incident Command System (ICS) (Section 5.0). Emergency response will commence with dispatch of ARFF, mutual aid as required, and establishment of the Incident Command (IC) on all incidents. As the incident escalates, the Airport may set up an Emergency Operations Center (EOC) to support the on-scene IC and deal with Airport issues affected by the emergency. Communication and authority among agencies including specific command staff responsibilities are described in their respective functional or hazard sections. The IC will settle jurisdictional issues when they arise. Emergency personnel will be identified through their uniforms and emergency response gear. The IC will assign an Incident Safety Officer, Public Information Officer, and Liaison Officer as needed.

The Initial Command Post (ICP) for the IC will be designated and broadcast upon arrival on scene. When applicable, the IC will move the command post to other designated sites. The Airport Response Center may be utilized as the Information Center and check-in point for personnel authorized on site for an airport emergency. A restricted area will be established for the press at the Terminal Administrative offices. Personnel not involved in lifesaving, fire-fighting, or security operations will not be permitted inside security lines.

AUTHORIZED PERSONNEL AT ACCIDENT SCENE

- IC
- Airport Manager
- DOT&PF employees (as authorized by the IC)
- Emergency responders as needed to mitigate the incident under direction of the IC or EOC.
- NTSB and FAA personnel
- DPS Troopers
- Medical Examiner
- Airline personnel of company involved (as authorized by IC)
- Post Office (as authorized by IC)
- Alaska National Guard personnel, (if mobilized by the Governor)

6.4 Organization and Assignment of Responsibilities

The individuals and agencies in the command staff listed below have responsibilities relative to Command and Control. See each hazard section for lines of responsibility and command structure specific to those hazards.

COMMAND STAFF AND DUTIES

Incident Commander
First officer on scene responsible by virtue of explicit legal, agency, or delegated authority for overall incident coordination.

1. Formally establish Command (announce the who and where of the command post).
2. Provide radio size-up of incident (description of what is happening).
3. Determine overall incident strategy (why things need to be done).
4. Determine appropriate tactics (what things need to be done).
5. Request resources.
6. Assigns unit tasks.
7. Organizes and assigns command structure (includes operations, staging, safety, information, and liaison officer, etc.).
8. Determine if incident is of scale and/or impact to request Airport EOC activation.
9. Determines if incident is of the complexity or has multiple jurisdictions to create a Unified Command.
10. Transfers command to a higher-ranking official within the department of jurisdiction upon request.
11. Determines de-escalation and demobilization efforts and to return to normal operations as appropriate.

Airport Operations Officer
Senior FAI Airport Operations person on duty or as assigned by Command.

1. Respond to Command post.
2. Coordinates airfield aircraft movements and closures.
3. Assists with emergency vehicle/resource movement to scene within restricted area.
4. Coordinates contact with FAA (Air Traffic Control Tower & Flight Service Station).
5. Issue NOTAMs as appropriate.
6. Coordinate FOD checks and airfield reactivation as appropriate.
7. Coordinates contact with NTSB as appropriate.

STAGING OFFICER
Position to be assigned by Command, normally first unit directed to Level II staging.

Level I staging - Automatic for all responding resources unless directed to level II by dispatch and/or Command. All but first due unit stage at distance that allows Command the ability to assign task before unit arrive on scene to ensure efficient resource movement and initial scene control. (I.e. One intersection and/or block from incident)

Level II staging - A defined resource gathering point. Determined by Command and announced by dispatch when units are dispatched.

1. Establish staging point and post area for identification and traffic control location (with vest, cones, flag on vehicle, etc.).
2. Ensure staging area has easy access and exit and prohibits any vehicles (emergency, private, etc.) from blocking travel paths.
3. Meet face to face with each unit as they arrive.
4. Ensure each unit has accountability system activated.
5. Provide each unit with a briefing that includes incident strategies and safety information.
6. Update Command of resource status – amounts, type, etc.
7. Assign resources to the scene as requested by Command.
8. Maintains staging unit log.

SAFETY OFFICER
Position to be assigned by command, normally an experienced and senior officer.

1. Respond to command post.
2. Assess scene for hazardous situations and develop plans for ensuring personnel safety.
3. Advises IC on safety conflicts with mission and suggested corrective actions.
4. Ensures individual units and responders are appropriately equipped with proper safety gear.
5. Ensures individual units maintain personnel accountably during incident.
6. Establishes rehab area for responders.

Incident Operations Officers
Those first to arrive on scene are assigned positions by Command. As the incident grows, senior officers will be assigned Operations division and/or sector command roles. Position(s) that supervise tactical operations required by IC action plan are:

Operations Officers (Fire, rescue, medical, hazmat, field maintenance, police, airport operations)

See Hazard Specific Plan(s) for Operations Officers Tasks Checklist

Police - LAW ENFORCEMENT:
Position to be assigned by Command – normally a FAI Officer or Alaska State Trooper

1. Respond to Command Post.
2. Provide scene security perimeter.
3. Facilitates traffic control so authorized emergency units can respond and to restrict non-essential personnel.
4. Coordinates criminal investigation of incident.
5. Provides for evacuations as appropriate for those not directly involved in incident per Command.
6. Coordinates efforts to identify deceased victims and contact next to kin.

AIRPORT EMERGENCY OPERATION CENTER (EOC) STAFF AND DUTIES:
The Airport Emergency Operations Center (EOC) is located at on the first floor of the Airport Response Center, 5195 Brumbaugh Blvd.

Emergency Operations Center Director
The Airport Manager or delegate.

1. Respond to EOC.
2. Establish and maintains the appropriate level of EOC organization, and continuously monitors the effectiveness of that organization.
3. Provide liaison to Command Post for communication flow and support.
4. Exercise overall management responsibility for the coordination and support of response efforts for the Airport. In conjunction with Airport staff, sets priorities for response efforts and ensures that all Airport actions are accomplished within the priorities established.
5. Keep the Commissioner of Transportation or delegate informed on all matters regarding the emergency and needs of the Airport.
6. Contact local political jurisdictions for coordination of information. (FNSB, City of Fairbanks, FT Wainwright, Eielson AFB, and University of Alaska)
7. Ensure that multi-agency or interagency coordination is accomplished effectively within the EOC and that the field Unified Command location has appropriate local representation. (Airline representative, airport tenants, American Red Cross, FAA, TSA, FBI, National Guard, military)

Liaison Officer
Position initially coordinated by the Airport Communications Center until on scene assignment by Command and/or EOC Director.

1. Respond to EOC.
2. Coordinate communications and information flow with non-emergency agencies (i.e. Airlines, Airport Tenants) or those not involved in the unified command structure.
3. Facilitate getting all agency representatives to respond to EOC.

INFORMATION OFFICER
Airport Public Information Officer, DOT Public Information Officer or as appointed by EOC Director

1. Respond to EOC.
2. Establish and maintains a location (to be determined) that the media can be located for periodic briefings. Coordinate the media location information with EOC, IC, Staging, and Dispatch. Provide escort for media.
3. Ensure that information support is provided on request. Preparation and dissemination of press releases must be consistent, accurate, and timely. Appropriate information must be provided to all required agencies. All press releases must be approved by

the EOC Director. Following press releases, periodic press conferences will be coordinated with the EOC Director.

4. Serve as the dissemination point for all media releases within the affected area. Other agencies wishing to release information to the public should coordinate through the Public Information function.
5. Ensure that the public within the affected area receives complete, accurate, and consistent information about lifesaving procedures, health preservation instructions, emergency status and other information, and relief programs and services.

EOC Operations OFFICER

Second ranking member present of the agency or department responsible for Incident Command or as appointed by EOC Director.

1. Respond to EOC.
2. Provide direct EOC connect to Incident Command.
3. Coordinate IC incident strategies with EOC overall Airport Plan.
4. Coordinate with Logistic Officer in getting material and commodities requested by the IC or EOC Director.
5. Coordinate with Logistic Officer in getting resources, material and commodities requested by the IC or EOC Director.
6. Coordinate with Public Information Officer on appropriate press release information.
7. Coordinate with Incident Command and EOC on a demobilization strategy and plan.

AIRPORT OPERATIONS

Chief of Airport Operations or senior on duty Airport Operations Officer.

1. Respond to the EOC
2. Establish communications with Airport Operations field officer.
3. Assess challenge to maintaining airport runway and/or flight operations returning to "normal" operations.
4. Issue NOTAMs as appropriate.
5. Coordinate contact with FAA, TSA, and NTSB.

LOGISTICS OFFICER

Initially senior on-duty Airport Communications Specialist. Then Airport Assistant Manager or as assigned by EOC Director.

1. Respond to the EOC (and/or when dispatch gets 2nd dispatcher in).
2. Provide overall resource support to include supplies, communications, facilities, equipment and personnel to all activities, and facilities making up the emergency

operations system and establishes communications links with IC, EOC, Communications Center, and others as required.

3. Adopt a proactive attitude, thinking ahead and anticipating situations and problems before they occur. Meet and coordinate with Planning Officer frequently.
4. Activate branch units as necessary - Communications Support, Human Resources, Resources (equipment, commodities), Facilities and Maintenance.
5. Coordinate and process EOC and IC requests for resources. Ensure that requests for resources necessary to meet demands have been placed and are being coordinated. Coordinate requests for resources not available on a local or regional basis. Coordinate all resource requests to eliminate duplicate requests.
6. Determine the future logistics needs for resources and personnel based on the situation as known or forecast.
7. Maintain current inventory of committed and available resources
8. Coordinates transportation and delivery of necessary supplies and equipment to emergency areas.
9. Coordinate with EOC Director and Planning Officer on a demobilization Plan.
10. Initiate notification of and determine location for Critical Incident Stress Debrief (CISD) Team.

Facility Officer

Chief Airport Maintenance or senior person on duty or as assigned by EOC Director.

1. Responds to Command post.
2. Assess challenge to maintaining airport facilities and/or field in returning to “normal” operations.
3. Coordinate modification and/or repair of airport facilities.
4. Coordinate recovery equipment/resources required.
5. Coordinate maintenance and repair of primary tactical equipment.
6. Assist in transfer of necessary supplies and equipment to emergency areas.

Planning Officer

As assigned by EOC Director

1. Respond to the EOC.
2. Initiate and maintain documentation of incident and collect, analyze, and display situation information.
3. Meet with the EOC Staff to develop incident reports, summary of resources dispatched, and prepare periodic situation reports.
4. Post situation reports and incident data in EOC.

5. Assemble information on alternate strategies. Identify upcoming strategic crossroads for EOC to consider and formulate policy on.
6. Weather forecast planning.
7. Advise the general staff of any significant changes in incident status.
8. Coordinate recovery planning.
9. Coordinate demobilization planning.
10. Adopt a proactive attitude. Think ahead and anticipate situations and problems before they occur.

FINANCE/ADMINISTRATION Officer
Airport Business Manager or as assigned by EOC Director

1. Respond to EOC.
2. Provide fiscal and administrative procedures to support emergency measures at all levels in government and to preserve vital community records in the event of disaster or major emergency. Includes documenting work performed and associated costs.
3. Meet with EOC staff and reviews financial and administrative support requirements and procedures. Determine the level of purchasing authority and procedures.
4. Maintain records of all financial transactions during response operations.
5. Handle all procurement requests initiated by the Logistics Section.
6. Provide situation and resources information to the Planning Section on a regular basis.
7. Determine emergency policies, e.g., regarding use of funds already appropriated and how contingency funds will be made available.
8. Determine emergency policies on emergency procurement.
9. Maintains wage/hour, equipment, material, and contract(s) records and receipts.
10. Provide administrative information and copies of business policies concerning such issues as overtime pay, compensations, mutual aid agreements, etc.

EOC LIAISONS (AGENCY, GOVERNMENTAL, TENANT OR AIRLINE):
Senior on duty representative or official

1. Respond to EOC
2. Establish a communication link with own emergency operations center.
3. Initiate organizations response to incident, calls back organizational personnel as required.
4. Acts as agency advocate and coordinator with Airport.
5. Coordinates with Information Officer all media releases and information for involved parties.

6.5 Administration, Finance, and Logistics

See Section 2.7 for policies on Administration and Logistics. Support arrangements are listed in Sections 14.0 and 26.0.

6.6 Plan Development and Maintenance

As stated in Section 2.6 Development and Maintenance.

6.7 Authorities and References

See Authorities and References in Section 2.2 and Section 29.0.

7.0 Communications

7.1 Purpose

The Communications section provides information on how the Airport will establish, maintain, and use communication devices needed during emergency response operations. The Airport has established several communication networks for communication in the event of an emergency. Initial and principal communications will typically be the air to ground radio system, the ATCT and the Airport Communications Center. Subsequent communications with mutual aid companies may include other communication methods including radios, phones, runners and personal communication as identified within each hazard section. The Airport has additional communication resources, including hand held radios to augment the emergency communications system. Maintenance of all communication equipment is the responsibility of each agency.

7.2 Situation and Assumptions

- Large scale emergency communications requirement is beyond normal capacities of equipment at a typical Airport. Additional equipment may be available with supporting agencies.

- Communication support from local emergency response agency may not be available.

- Specific response organizations will maintain control of their own communications systems while coordinating with IC or EOC during response and recovery operations.

- Local organizations may be available for support in communications but are not included in emergency plans.

7.3 Operations

Clear communications are vital during a disaster response. The method utilized to accomplish effective multijurisdictional incident management is the use of a common plan with interoperable frequencies. In situations where mutual aid responders do not have interoperable radio systems the IC may provide hand held radios capable of communicating with the ICP and/or EOC. Through annual reviews and/or tabletop exercises and/or emergency responses, mutual aid and support agencies will practice

and refine procedures to provide for safe and effective communications during response to all emergency situations outlined within this AEP.

All Airport personnel and mutual aid organizations are responsible for maintaining clear communications. The disaster may also affect the use of cellular phones. Most rural communities have alternative communication systems such as marine radios.

Responsibility for communication procedures with all mutual aid responders is in accordance with each agency's disaster plan or SOP's and will be coordinated with the IC during all disaster training drills. Each agency will follow the communications protocol within their organization and coordinate all emergency communications to the IC through their respective communication coordinator. Each mutual aid agency should also have on scene access to a phone directory and other means of community communications to support their disaster response plan.

7.4 Administration, Finance, and Logistics

See Section 2.7 for policies on Administration and Logistics. See Section 3.0 for contact information and Section 27.0 for lists of resources available.

Quick Reference Emergency Contacts and radio frequencies are listed in Section 3.0. No communication agreement exists with private organizations or the surrounding communities.

7.5 Plan Development and Maintenance

As stated in Section 2.6 Development and Maintenance.

7.6 Authorities and References

See Authorities and References in Section 2.2 and Section 29.0.

8.0 Alert Notification and Warning

8.1 Purpose

The Alert Notification and Warning system describes how the Airport will use alerts and warnings during emergency response operations. The system also includes procedures to notify personnel and the public of an emergency.

8.2 Situation and Assumptions

- Some people with special needs (sight or hearing, mobility impairments, or unaccompanied children) may not recognize the alerts.
- Some people might ignore or not understand the warning system.
- Fire, police, other Airport personnel, or outside agencies may be called upon to assist in emergencies.
- Notifications to employees working at the airport should be made with GovDelivery.
- For some types of emergencies, the Emergency Public Information system (EPI) may be used to notify the public, if available.
- In some special areas (i.e. high noise areas, gate areas), alerts may not be heard.
- Any pre-scripted public address announcements which have been developed are included in Section 28.0.

8.3 Operations

GovDelivery can be used during emergencies to quickly get information to targeted groups, such as airport badge holders and/or the traveling public through texts, emails, widgets and RSS feeds. This method is very effective considering 90% of the US population has a cell phone plan and these phones are normally within arm's reach.

The Emergency Alert System (EAS) consists of a nationwide network of broadcast stations, which have been authorized by the Federal Communications Commission to operate in a controlled manner during a war, state of public peril or disaster, or other national emergency. Use of the EAS is not limited to wartime events and is frequently used by state and local communities to relay information to the public regarding disasters

or hazards. The coverage area is the City of Fairbanks. The Fairbanks North Star Borough (FNSB) Emergency Plan, which describes procedures for implementing community alert system is maintained on file with the FNSB Emergency Services Department.

The FNSB alert system may be used to notify the various agencies and the public of emergencies at the Airport. Key and essential personnel and/or organizations to be notified of the various emergencies are described in the Quick Reference Guide (Section 3.0) and specific hazard sections. The IC is responsible to initiate and make public notifications as time allows through the PIO and local radio and media outlets. If the Alert Systems are damaged, the IC is responsible to make arrangements for effective communication by utilizing portable radio systems, public address systems, emergency vehicles, or other means available. Coordination with off Airport jurisdictions will occur as specified during annual AEP drills and as outlined within each specific function and hazard sections as well as in the ICS (Section 5.0). If a hazardous materials situation is discovered, procedures and notification are described in that hazard section (20.0). Procedures to warn people at high noise areas may include the use of emergency vehicle public address systems or portable bull horns. The FNSB alert system may provide multi-lingual messages and warnings when possible to people with special communication needs/non-English speakers. The IC will adapt provisions for these special communication needs through the EPI system, as required or as time permits.

General Guidelines

- Upon detection or notification of an Airport emergency condition, the Incident Commander or the Command Staff of the department/agency with authority for response shall determine the need for immediate targeted, local or regional alert and warning, devise the message and means of delivery, and direct its implementation. This responsibility is delegated to the Incident Public Information Officer, if the position has been activated.
- Warning information received via telephone should be confirmed by return phone call.
- EAS authorized personnel shall provide preliminary (best available) public safety information to the appropriate EAS station for immediate broadcast.
- Updated information will be given to the public through the methods outlined above, and according to guidance outlined in the Public Information section.
- A log of all warnings issued during the incident shall be maintained by the Public Information Officer, or by the city or city official issuing the warning.
- Rumor control may become essential to the public information effort. The PIO through the IC will ensure disseminated information is factual.

8.4 Organization and Assignment of Responsibilities

The IC is responsible through the ICS to initiate GovDelivery and the Alert and Notification System, and for approving public notifications as time allows. Notifications and exchange of information should follow the command structure listed in Section 5.0.

Organizations which receive alert signals are responsible for their own internal notification procedures. These organizations are to follow their own SOPs, which are not dictated by the Airport. In accordance with the magnitude of the emergency, agencies may suspend or curtail normal business activities. This may include recall of essential off duty employees, sending non-essential employees home, evacuating the agencies facilities, and preparing for emergency operations. Some examples of public address scripts are listed in Section 28.0.

When an emergency occurs on the Airport the IC will determine the status of the airport and close any or all portions as required. ATCT shall advise other air and ground traffic to avoid conflicts on portions of the airport that remain open.

ATCT shall, whenever possible, provide ARFF personnel the following:

1. Estimated time of arrival of the aircraft (ETA).
2. Location and/or landing runway, if possible.
3. Aircraft identification and type.
4. Nature of emergency.
5. Number of souls on board and quantity of fuel on board.
6. Any unusual conditions regarding cargo or persons on board.

Operators of emergency vehicles equipped to monitor ATCT radio frequencies shall be kept informed of the progress of the aircraft experiencing the emergency.

Direct communications shall be maintained between the pilot of the aircraft experiencing the emergency and ATCT unless the pilot of the affected aircraft requests direct communication with the officer in charge of the ARFF equipment.

8.5 Administration, Finance, and Logistics

See Section 24.0 for applicable maps.

See Section 2.7 for policies on Administration and Logistics. See Section 3.0 for contact information and Section 27.0 for lists of resources available.

8.6 Plan Development and Maintenance

As stated in Section 2.6 Development and Maintenance.

8.7 Authorities and References

See Authorities and References in Section 2.2 and Section 29.0.

9.0 Emergency Public Information

9.1 Purpose

The Emergency Public Information (EPI) section describes how, through the IC and the PIO, emergency information is disseminated timely and accurately throughout the Airport as well as the surrounding areas that may be affected. This includes the organizations and processes the Airport will use to provide useful information/instructions before, during, and after a disaster/emergency.

9.2 Situation and Assumptions

The EPI is expected to reach the people in Fairbanks, Alaska, and may notify the entire region. The Fairbanks Airport has the potential to be affected by the disasters/emergencies as described in the hazard sections (16.0-23.0). In these situations, it may become necessary for the Airport to distribute information to the public through the news media. The Airport will relay timely and accurate information to the public through the IC and PIO as time permits.

Media personnel receive agency training which acts as the ongoing preparedness program to assist their people with the EPI process.

9.3 Operations

The Airport Manager, IC, or designee is responsible for activating the EPI. The IC will be responsible for inter-jurisdictional coordination with all local, state, and federal agencies until delegated to the PIO.

Dissemination of information will be typically through GovDelivery, FAI social media channels, the local radio and television systems. Additional means include person to person notifications, e-mail, faxes, and the use of private radio systems. All of these EPI systems have the potential to be impacted or destroyed during the emergency. Most likely one of the methods will survive the emergency and allow for efficient and timely dissemination of the emergency information.

EPI organizations including hours of operation, address, and contacts including the principal means of notifying these organizations are in the Quick Reference Guide Section 3.0.

The audience will generally be of local people, who may be unfamiliar with surroundings at the accident scene, including people with special needs. In general, the audience is not highly trained to respond to a local emergency and the EPI is not intended to be used as a resource for enlisting volunteers. Each media outlet will utilize all available resources to accommodate any special needs within the community. In some situations, or areas, background noise may affect normal warning and/or public address means. These situations may require the use of emergency vehicle and/or other loud public address equipment.

It is assumed that in most cases the local populations are not prepared for emergencies of this nature. Therefore, the EPI system is crucial in alerting the public to the hazards associated with the emergency.

During the emergency, local people will be searching for information. This will be especially prevalent in aircraft accident emergencies. The EPI system is designed to broadcast to a wide area rather than provide individual information and is critical in meeting the public's demand for current information. A successful EPI will reduce the number of individuals calling for more information, allowing emergency crews and support personnel to focus on the emergency response activities, and limit people from attempting to gain further information directly from the scene, which may create additional injuries.

There may be state and national interest regarding coverage of the disaster/emergency. External media will likely be unfamiliar with the processes outlined in the AEP. Cooperation is expected from local media in terms of focusing on dissemination of emergency public information ahead of the need for news coverage. However, it is understood that some media will attempt to gain information from unofficial sources.

External media may bring a significant number of personnel, which may create a heavy demand on local resources and Airport management. The Airport AEP is expected to help reduce further harm or casualties and to minimize the effects of the disaster/emergency where the public is concerned which may require restrictions on external media crews. Additional resources for external media crews will be provided through the PIO as time and availability permits.

Relief and additional personnel will be augmented by the EPI agency recalling all available employees and utilizing any additional resources that may be available through the Resources Section 27.0 of the AEP.

Time permitting; the IC or PIO will brief the media on the pertinent issues regarding the disaster/emergency. These briefings will continue for the duration of the

disaster/emergency. The IC or designee will determine the frequency and timing of these briefings to reduce the dissemination of inaccurate information and/or rumors.

The IC or PIO will be briefed by agencies involved with the disaster/emergency status before briefing the media. This person will respond to the media and continue to disseminate information. Inter-jurisdictional coordination through the IC will take place to ensure a single source of information to the media.

The IC or PIO will brief directly involved Airport tenants on the emergency/disaster status as time permits and give instructions to ensure safety of tenant personnel and property before the general public are briefed on the status of the emergency.

The news media will assemble and provide press credentials at the press assembly area designated by the IC or PIO. The Airport will provide escort methods for the media in the event of an emergency. It is understood that this shall be lowest priority until the emergency/disaster has ended.

Facilities located near the emergency may not have the equipment and resources required for a functioning EPI, therefore all agencies should be prepared to provide the required equipment and resources required to complete their mission. Section 2.7 identifies each agency's responsibility to procure, account for, and maintain its equipment and other resources.

Additional resources that may be locally available are identified in Section 27.0.

Possible press assembly areas are:

Facility	Location	Point of Contact
Maintenance Building	2nd Floor Conference Room	Airport PIO
Terminal Building	Large Conference Room	Airport PIO
Approved Tenant Building	TBD	Airport PIO

The EPI is expected to be conducted in Phased Activity. Before a known pending event, Airport management should issue alerts to the EPI as time permits. This message may include details about the event, timing, and possible resources requested from the

community. If there is limited warning available of a pending event, Airport management may not have time to issue an alert. After an event occurs, Airport management should notify the public of events and issue instructions to the public via the EPI as time allows.

FBO/Tenant/Air Carriers
FBO/tenant/air carrier managers will assist and provide support, whenever possible, to the Airport. This will be mainly in the form of disseminating information to their customers regarding the current emergency/disaster.

9.4 Organization and Assignment of Responsibilities

Primary responsibility for issuing warnings and alerting the public to potentially hazardous situations at the Airport is the IC or PIO. The Airport Communications Center or PIO shall activate appropriate warning systems upon request from the IC or PIO and issue alerts in accordance with established departmental procedures.

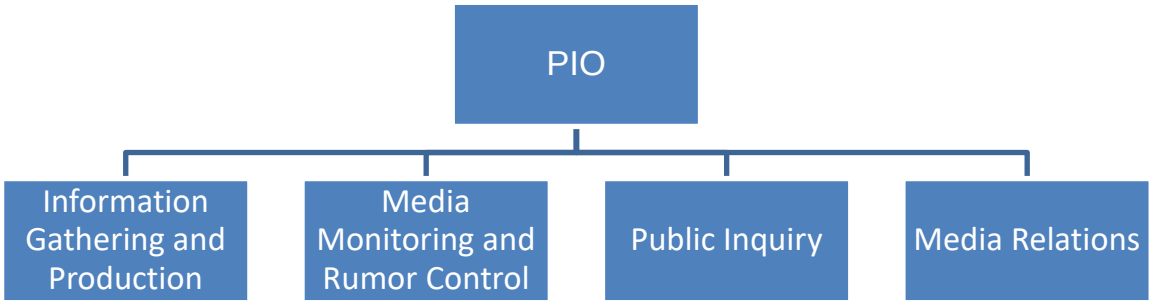


Figure 9.4: EPI Organization

9.5 Administration, Finance, and Logistics

The flow of information for the EPI function is outlined in this section, and relevant SOPs are located at each EPI agency.

See Section 2.7 on Administration and Logistics.

9.6 Plan Development and Maintenance

As stated in Section 2.6 Development and Maintenance.

9.7 Authorities and References

See Authorities and References in Section 2.2 and Section 29.0.

10.0 Protective Actions

10.1 Purpose

This section describes the provisions in place to ensure a safe and orderly evacuation (time permitting) and/or emergency sheltering. Events that may require evacuation or emergency sheltering are detailed in the hazard sections.

10.2 Situation and Assumptions

In the event of an emergency, the traveling public and/or employees may need to be evacuated from the airport or sheltered in place. These options are generally referred to as “protective actions.” Natural disasters and hazardous material incidents are examples of hazards that could trigger an order to evacuate. All areas on the Airport may be subject to protective actions. Areas on the Airport that store hazardous materials are detailed in Section 20.0.

Evacuation will take place along the main transportation corridors from the Airport if possible. While disasters may negatively impact these, the IC will adapt plans to local conditions.

Some hazards provide sufficient warning time to implement a planned action for those identified at risk. However, emergency situations can occur with no warning, requiring the IC to evacuate people on an ad hoc basis, and it may be prudent to shelter people rather than evacuate.

The decision to evacuate and/or shelter will be made by the IC or Airport Manager, and the entire Airport is subject to potential protective actions. Resources available through response organizations are detailed in their respective hazard sections and Section 27.0. Coordination with the surrounding community to accommodate and provide guidance for transient personnel may take place under the direction of the Air Carrier and/or IC.

Certain sectors of the traveling public will require special attention and assistance. The IC will make arrangements as these situations arise. Some people might ignore the protective action being recommended regardless of the threat. The Law Enforcement Officer in coordination with the IC will be responsible for Crowd Control as per Section 23.0.

10.3 Operations

The IC, Airport Manager, or designee is responsible for ordering an Airport evacuation. If such action is necessary, the IC will coordinate with the community as outlined in the ICS. The EPI is also available to assist in notifying the public of evacuation alerts. Local community resources may need to be called upon to assist with transportation during evacuation, as per unwritten agreements with the local community (see Section 27.0 for a listing of potential resources).

Sheltering

In the presence of some emergency hazards, it is more prudent to shelter personnel at the Airport than evacuate the premises. The IC has the authority to determine if the Airport should be evacuated or used for sheltering

The Airport Manager or designee is responsible for issuing evacuation/sheltering instructions to Airport users and tenants by whatever means necessary.

The most appropriate facility for sheltering is the Airport Terminal. The IC or designee is responsible for securing facilities during any emergency sheltering. If needed, the HVAC system may be de-activated to shut down sources of outside air.

Evacuation

When evacuation is necessary, the entire Airport is likely to be evacuated. The IC is authorized to create additional Airport evacuation plans as the situation requires. The IC will determine if a complete or partial Airport evacuation is required and is authorized to initiate actions to evacuate the area.

Evacuation means may vary significantly due to the nature of the disaster. Emergencies or disasters may require the evacuation of people from certain hazard areas to areas of lower risk. The Airport Manager will coordinate with local emergency responders or Incident Management teams as needed to determine if evacuation of all or part of the Airport is prudent to minimize loss of life.

Evacuation plans for non-DOT&PF owned facilities are the responsibility of the Air Carrier or facility owner.

Some Airport transient evacuees may have special needs, and those accommodations will be addressed as they arise by the Air Carrier or IC. Additional transportation resources may be listed in Section 27.0. See Section 28.0 for additional evacuation procedures.

Once the property is evacuated, vacant property may be damaged. Law enforcement personnel will attempt to secure the property as time allows. Inter-Jurisdictional relationships are delineated in the ICS and in respective functional and hazard sections. There are no written Mutual Aid agreements or institutionalized plans with other organizations.

10.4 Organization and Assignment of Responsibilities

The IC or designee is responsible for authorizing protective actions and is responsible for conducting a clear and orderly evacuation. The IC will coordinate with the community as listed in the ICS. The IC is responsible to initiate and make public notifications as time allows through the PIO and local radio and media outlets. Other assignments and responsibilities are included in each hazard section.

10.5 Administration and Logistics

See Section 2.7 for policies on Administration and Logistics. Available resources are listed in Sections 26.0 and 27.0. Provisions for moving essential supplies are contained in Section 28.0.

When an evacuation is undertaken, it is each agency's or facility owner's responsibility to provide for initial supplies and equipment to sustain their operation and conduct a successful evacuation.

See Section 24.0 for evacuation route maps.

10.6 Plan Development and Maintenance

As stated in Section 2.6 Development and Maintenance.

10.7 Authorities and References

See Authorities and References in Section 2.2 and Section 29.0.

11.0 Law Enforcement/Security

11.1 Purpose

This section provides information and identifies methods used to mobilize and manage law enforcement services in response to a disaster/emergency. The Fairbanks Airport Police and other local law enforcement agencies exist to protect life and property, as well as ensure rapid access for all emergency responders/equipment to the disaster/incident site and nearby medical facilities.

11.2 Situation and Assumptions

Law enforcement would play a critical role in the event of a major disaster or incident at or near the Airport. Law enforcement agencies are available to assist in emergencies and will be familiar with their responsibilities.

It is possible that situations could arise which exceed the resources of the Fairbanks Airport Police. Additional law enforcement resources when available will provide temporary assistance needed by Fairbanks Airport Police and are familiar with their responsibilities.

During an emergency/disaster on Airport property, all law enforcement activity will be under the direction and control of the IC.

It is possible a large-scale disaster will itself impact the Law Enforcement response, and may isolate the Airport from local support, requiring response from long distances or use of private security.

It is also assumed that outside resources will have sufficient personnel so that their response will not compromise the safety of their communities when resources are allocated to assist the Airport. Some hazards may isolate the community from outside resources.

Law enforcement agencies should be prepared for all types of emergencies, which can include demonstrations, riots, and lootings. Law enforcement agencies may have immediate access to the following items: batons, tazers, barricades with lights, flagging, and ropes to cordon off areas, signs, demonstration and/or riot protective gear, flares, flash lights, and portable lighting, as well as other resource items.

11.3 Operations

Airport
The IC and EOC are responsible for notifying and coordinating with the Law Enforcement agencies as per the ICS. Mobilization and coordination for Airport law enforcement will follow the ICS and procedures outlined in each hazard section.

The Fairbanks Airport Police are responsible for protection of life and property, enforcement of law and order, protection of scene security, providing traffic and crowd control, and ensuring emergency rescuers have rapid access to the disaster/incident site and quick egress for medical transport.

The Airport is responsible for providing perimeter security per the Airport security plan and FAR Part 139.335.

Airport authorized employees will provide escorts to the disaster/incident scene within the AOA to specialized support agencies and other emergency responders when required and or authorized by the IC.

The Airport Manager or designee is responsible for coordinating the Airport's emergency plan with other law enforcement agencies which have responsibilities under the plan. Fairbanks Airport Police are trained in all aspects of Law Enforcement, including protection of evidence, scene security, bomb threats, hijack, crowd control and other unlawful interference with airport operations. There will be Airport maps in all Fairbanks Airport Police vehicles and each mutual aid agency command vehicle.

11.4 Administration and Logistics

See Section 2.7 for policies on Administration and Logistics. Contacts are listed in Section 3.0

There are no written agreements with neighboring Law Enforcement agencies to augment law enforcement response to the Fairbanks Airport. Law enforcement agencies may have unwritten agreements for assistance when available from other agencies.

General Policies for Managing Resources, Record Keeping, Reporting and Tracking Resources:

The Fairbanks Airport Police will be responsible for testing and maintaining law enforcement support equipment and repairing damaged equipment. Through the ICS, the

IC and Fairbanks Airport Police will ensure proper resource allocation and adequate law enforcement coverage should multiple incidents develop, to the extent feasible.

The Fairbanks Airport Police do not respond off Airport.

11.5 Plan Development and Maintenance

As stated in Section 2.6 Development and Maintenance.

11.6 Authorities and References

See Authorities and References in Section 2.2 and Section 29.0.

12.0 Firefighting and Rescue

12.1 Purpose

This section identifies the methods used in mobilizing and managing fire and rescue services in response to emergencies. It includes a summary of on Airport and off Airport available personnel, the availability and location of firefighting vehicles, agents, and equipment, as well as the location of resources. The purpose of the fire and rescue section is to summarize procedures and outside resources so there is no doubt as to the Airport's abilities to respond and meet the needs surrounding a significant disaster/emergency.

12.2 Situation and Assumptions

The Airport is fully compliant with the requirements of a Part 139 Certificated Index C Airport. The procedures and resources utilized to meet these requirements are outlined throughout this AEP in Sections 18.0, 25.0, 26.0, and 27.0.

The Airport is subject to hazards and situations that could overwhelm fire and rescue resources as well as hinder firefighting/rescue operations. The main fire and rescue responsibilities of Airport ARFF crews during a disaster/incident are fire suppression. Secondary responsibilities include search and rescue efforts, administration of basic first aid, and initial assessment of hazardous materials incidents.

The Fairbanks Airport does not require outside assistance to meet Part 139 Index C requirements. In the event of a large-scale incident/accident other off airport and mutual aid resources above and beyond the Index C requirements may be needed. Mutual aid emergency agencies are familiar with their duties. The Airport Police and Fire Department's capabilities and resources are listed in Section 25.0.

Large scale accidents most likely will deplete local resources quickly and may require support from other distant resources, including the National Guard, Coast Guard and Homeland Security.

When available, off-Airport fire and rescue units will assist on-Airport resources as-needed in accordance with this plan.

Airport ARFF crews receive initial and recurrent training for performing their firefighting duties as well as the procedures for safe operations within the AOA. Training records are maintained on file for a minimum of 24 months.

Off Airport firefighting crews may not always be trained in the proper and/or safe procedures for operating within the AOA, these individuals may require an escort and coordination with the IC.

The phases of Aircraft firefighting responses are listed in Section 16.0.

Public and private fire and rescue services, and the community they serve, may themselves be impacted by the disaster. This may result in response delays from local agencies. Additional assistance from long distance resources may be available as listed in Section 3.0 or through the community EOP.

In some situations, such as wide area disasters, the Airport fire and rescue services may be operating without the benefit of mutual aid support due to their commitment elsewhere.

12.3 Operations

The Fairbanks Airport maintains the vehicles and staff required to meet the requirements of Index C as outlined in 14 CFR 139.315.

The IC is in charge of directing operations during the emergency.

The Airport Manager or designee is responsible for overall response policies, and adequate manning to assure an initial response to the midpoint of the farthest Air Carrier runway within the requirements outlined in 14 CFR Part 139. The Airport Manager or designee is also responsible for coordination of ARFF services, training, training records, maintenance, designating ARFF presence in the ICP and EOC if required and availability/operability of ARFF equipment. Command and interaction with other agencies will follow the ICS (Section 5.0) and is also reviewed annually at the airport tabletop or full-scale disaster exercise.

Fire and rescue services are provided on-site by Fairbanks Airport Police and Fire which is responsible for directing fire and rescue operations at the Airport. The IC is responsible for coordination of all Airport Fire and Rescue operations until specific tasks are delegated to other functional sections within the ICS. Refer to hazard sections for response procedures and plans.

Interaction with other mutual aid and response organizations and mobilization of mutual aid fire and rescue services are coordinated through the IC or designee as per the ICS. Detailed plans and procedures are outlined in each hazard section and Section 16.0.

It is critical that all mutual aid and others assisting with a disaster on the Air Operations Area (AOA) be fully trained and authorized to operate within these specific areas. Due to the large amount of resources that would be required to support a disaster at this Airport, it is unlikely that many of the responders will have this level of training. Therefore, the IC or his/her designee will be responsible for escorting mutual aid within these areas.

The National Incident Management System (NIMS) and Incident Command System (ICS) are generally followed for fire and rescue incidents at the Airport (Sections 5.0-6.0).

The Airport maintains the emergency equipment listed in Section 25.0. Phases of emergency response follow ARFF procedures listed in Section 16.0.

The Airport Manager will ensure appropriate personnel are trained on Airport familiarization, including training to reduce potential for a vehicle/pedestrian deviation and a runway incursion, as outlined in the Airport Certification Manual.

Coordination with the IC and procedures for mobilization will be practiced during mandatory AEP emergency drills.

Vehicle Readiness

Airport Police and Fire is available continuously to operate vehicles, meet response times, and meet minimum agent discharge rates required by CFR Part 139.

It is the Airport Manager or designee's responsibility to ensure that all ARFF equipment is tested, maintained, and repaired as outlined in 14 CFR 139.319.

The ARFF station houses equipment and staff's personnel to perform ARFF services.

A complete listing of all fire response equipment is listed in Section 25.0.

If ARFF Vehicles Become Inoperable:

The Airport Manager or designee shall follow the procedures outlined in accordance with the ACM

EMERGENCY MEDICAL SERVICES (EMS)

At least (1) of the required persons on duty has been trained and are current in basic emergency medical care. Training shall include 40 hours in at least the following areas:

1. Bleeding control
2. Cardiopulmonary resuscitation (CPR)
3. Shock
4. Primary patient survey
5. Injuries to the skull, spine, chest and extremities
6. Internal injuries
7. Moving victims
8. Burns
9. Triage

Emergency Access Roads

The Airport Manager or designee shall ensure that roads that are designated as emergency access roads for ARFF vehicles are maintained in a condition that will support those vehicles in all weather conditions to the extent practicable.

12.4 Organization and Assignment of Responsibilities

The specific organizational structure and associated responsibilities that are assigned to ARFF responders for each type of emergency are described in the hazard sections of this AEP. The ARFF responders will coordinate with other responding agencies through the IC or as delegated through the IC.

12.5 Administration and Logistics

See Section 2.7 for policies on Administration and Logistics. Contacts are listed in Section 3.0.

General Policies for Managing Resources, Record Keeping, Reporting and Tracking Resources:

The Airport fire department is responsible to test, repair, and maintain the ARFF equipment. ARFF equipment that is damaged, un-repairable or has exceeded its life expectancy will be replaced as soon as funding is available through the AIP funding process. Through the ICS, the IC and local fire department will ensure adequate coordination of fire coverage should multiple incidents develop.

See Section 24.0 for applicable maps.
The Fairbanks Airport does not have any designated off Airport emergency access roads for ARFF.

12.6 Plan Development and Maintenance

As stated in Section 2.6 Development and Maintenance.

12.7 Authorities and References

See Authorities and References in Section 2.2 and Section 29.0.

13.0 Health and Medical

13.1 Purpose

This section describes the methods used in mobilizing mutual aid medical responders and managing health and medical services in response to each emergency as outlined in each hazard section. The IC will use the local health organizations and assistance from mutual aid responders to mobilize and manage medical services in response to an emergency.

13.2 Situation and Assumptions

In accordance with FAR 139.319, the ARFF department continuously staffs at least one individual trained in basic emergency medical services.
The University Fire Department is the primary triage, treatment, and medical transport service utilized by the Airport with backup medical service and ambulance transportation from the surrounding area.

Assumptions:

- Off-Airport mutual aid assistance will be required.
- Food and water will be kept out of the response Hot Zone to ensure that it does not become contaminated.
- Public and private medical, health, and morgue services may be available in the community.
- A major disaster/emergency at the Airport involving numerous injuries/casualties will require extensive coordination and use of off-Airport medical resources which may stress local health, medical, and morgue services.
- Limited temporary medical, health, and morgue facilities may be established at the Airport.
- Large scale emergencies and disasters may affect large areas requiring use of mutual aid from long distance.
- Emergency services to protect life and health during the first 12 to 24 hours after the disaster will probably be exclusively dependent on local and area resources.

The local resources will attempt to contain communicable diseases to the extent possible.

- Volunteers may come forward to assist with essential tasks and must be managed as they approach.

- Medical transportation of the injured to medical facilities should be accomplished as quickly as possible.

13.3 Operations

The IC is responsible for initiating the ICS which will mobilize all parts of health and medical services and coordinate with other responding agencies. Further coordination will occur through the annual response drills. The Medical Control Officer is responsible for all on site medical related interaction with mutual aid, volunteers, and/or others assisting with the medical response. The largest regularly scheduled air carrier at this Airport has a maximum seating capacity of 178.

Mass casualty incidents will most likely overwhelm the resources locally available. Section 3.0 has a listing of additional resources that may be utilized. Transportation of those injured will be provided by the University Fire Department and prioritized under the Medical Section of the ICS. See Section 27.0 for additional transportation resources.

Phases of emergency response will follow the designations in each hazard section. The IC or designee will be responsible for increasing the phases of emergency response. The IC will designate a Medical Section Officer that will be in charge of coordinating the medical response, if needed. The Medical Section Officer or IC is responsible for establishing a medical command post at the emergency scene and ensuring the appropriate phase of response is established prior to, during, and after the emergency. The mobilization of medical resources is described in each hazard section. Security and vehicular access procedures for the AOA are outlined in Section 11.0.

The Airport Police and Fire responder is responsible for initial triage of the injured until handed off to the Medical section officer or his designee for additional triage and transportation to medical facilities. It will be the goal of all medical responders to transport the critically injured within 60 minutes of the injury. Victims of hazardous materials including jet fuel or other substances should be isolated if needed and decontaminated.

The Airport Manager or designee will ensure appropriate personnel are trained on Airport familiarization, including training to reduce potential for vehicle/pedestrian deviations and runway incursions, as outlined in the Airport Certification Manual. There will be Airport grid maps in each Airport Police and Fire vehicle and mutual aid command vehicle.

Patients are normally transported to Fairbanks Memorial Hospital, a 152-bed facility with emergency and out patent departments. Basset Army Hospital, located on the Fort Wainwright army post, is a 50-bed facility with an emergency room is a secondary resource. These hospitals have disaster plans in place for mass casualty incidents. Disbursement of overflow patients would go initially to area clinics then airlifted to hospitals in Anchorage and Seattle.

Mobile persons with minor injuries and self-evacuated person are an immediate challenge to the management of a MCI. These people need to be directed to a central assembly point as designated by the Command, or Medical Officer if designated, as soon as possible. Often a first or second due ambulance or rescue unit will become this point (MCI Green Area) by default. Consideration to provide protection from extreme temperature is an additional factor.

Buses can be requested Through FNSB Emergency Management. Following aircraft emergencies, it is likely that the air carrier would desire medical examination for the uninjured. They shall be transported to medical facilities in the lowest priority.

Fairbanks is a relatively small community and it very likely an Airport mass casualty incident will be very traumatizing for the rescue workers. Command should coordinate a debriefing session for each unit as they demobilize as well as recommend further debriefing with the local Critical Incident Stress Debriefing Team.

Morgue Facilities:

Temporary morgue locations

If morgue facilities are needed for large numbers of victims, the Airport will contact local suppliers of refrigerated vans and request the vans be delivered to the Airport Response Center. This area has office support space, light, electricity, drains and privacy for prolonged use. Other hangars/buildings around the airport may be available for use; however, coordination between Airport Leasing and the owners/tenants will be required before use of those facilities can be obtained.

Local Providers of Refrigeration Vans:

Lynden Transport.... 907 456-5535.... After hours 907 322-5989 (Aaron – cell)

Weaver Brothers.... 907 456-7704.... After hours – answering service

Carlile……. 907 451-7155…. After hours – answering service
Fairchild Freight…… 907-331-3251 ANC…. After hours – SEA Office

Medical crews may receive limited training on the requirements for operating in the AOA during AEP drills. Medical crews will most likely not be fully trained in the proper and/or safe procedures for operating within the AOA. These individuals may require an escort through the IC or designee, as outlined in Section 11.0.

The State Medical Examiner is responsible for the removal, identification, and transporting of the deceased. The State Medical Examiner is responsible for the collection, identification, and disposition of deceased persons and human tissue from a multi-casualty incident. In addition, FEMA has the capability to provide Disaster Mortuary Assistance Teams (DMORT) to respond to the scene of a multi-casualty incident. Both the State Medical Examiner and FEMA DMORT can be accessed by contacting the Alaska Division of Homeland Security and Emergency Management.

COMMUNICABLE DISEASES

Airport staff and mutual aid responders are not specifically trained in the recognition of persons exhibiting signs/symptoms of a communicable disease or a disease that may require isolation or quarantine.

The following section identifies general information and guidelines for communicable diseases. If Airport personnel observe persons, they believe are exhibiting symptoms of a possible disease requiring isolation and/or quarantine they shall contact the State of Alaska Public Health Department or the Center for Disease Control.

Contagious diseases that pose a health risk to people have always existed. While the spread of many of these diseases has been controlled through vaccination and other public health efforts, avian influenza ("bird flu") and terrorist acts worldwide have raised concerns about the possibility of a disease risk. That makes it important for people to understand what can and would be done to protect the public from the spread of dangerous contagious diseases.

The CDC applies the term **"quarantine"** to more than just people. It also refers to any situation in which a building, conveyance, cargo, or animal might be thought to have been exposed to a dangerous contagious disease agent and is closed off or kept apart from others to prevent disease spread.

The CDC uses two main traditional strategies—**quarantine and isolation**—to contain the spread of illness. These are common health care practices to control the spread of a contagious disease by limiting people's exposure to it.

- ***Isolation*** applies to persons who are known to be ill with a contagious disease.
- ***Quarantine*** applies to those who have been exposed to a contagious disease but who may or may not become ill.

The decision to quarantine or isolate will be made by the Senior Medical Control Officer and the IC.

13.4 Organization and Assignment of Responsibilities

Complete delineation of medical responsibilities are in each hazard section. Each medical organization has its organization and responsibilities within their own SOPs. Airport Police and Fire will provide rescue operations first and then basic first aid to emergency/disaster victims. The Incident Commander shall assign a Medical Section Officer, if needed.

Medical section Officer shall report to the scene, assess medical situation, initiate hospital notification, designate and communicate staging areas for patients, medical equipment and medical transportation, request medical resources, gather medical reports and account for all patients.

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HEALTH AND MEDICAL RESPONSE GUIDELINES	
o Inform Airport Police & Fire of any pertinent information obtained from the person reporting the medical emergency. o Notify University Dispatch center of medical emergency at the request of command. o Notify Airport Field Officer on Duty o Recall all available Airport Police & Fire personnel upon direction of Incident Commander (ONLY FOR MCI SITUATIONS). o Notify airport management (ONLY FOR MCI SITUATIONS). o Request mutual aid upon direction of the Incident Commander. Ambulance resource list: o UFD o City FD o CGFR o STEESE FD o FTWW o North Pole o Eielson AFB o Guardian (private) o Warbelow's (private) o MAST Helicopter o Rescue resource list o Ester FD o Two Rivers Rescue o Salcha Rescue o MCI Resource List o FAI MCI Trailer o FAI MCI Survival Support Unit (Survival Pod) o FNSB MCI Trailer @ FMH o Maintain records/logs of emergency activity.	COMMUNICATION CENTER
o Respond per SOP and initiate Command.	AIRPORT POLICE AND FIRE

HEALTH AND MEDICAL RESPONSE GUIDELINES	
o Perform situation size up – broadcast over radio - be as detailed as practical. o Establishes Command - broadcasts location, put on vest, put up green flag & light. o Determine & communicate tactical priorities and tasks. o Request needed resources through Communication Center – be specific as possible. o Assign Medical, Treatment, and transportation Officers or perform duties. o Assign Safety officer or perform duties. o Assign Field Operations officer or perform duties. o Determine if incident is of scale and/or impact to request Airport EOC activation. o Assign Officer to liaison and be communication link with EOC.	COMMAND
OPERATION OFFICERS CHECK LIST:	
o Size up situation. o Stabilize scene insuring respond, public and patient safety. o Patient assessment. o Initiate Basic Life Support. o Provide status report to responding ambulance via Command. o Patient packaging. o Advance Life Support. o Transport.	MEDICAL (1-2 patients)

HEALTH AND MEDICAL RESPONSE GUIDELINES	
o Put on ICS vest, Identify medical sector with flag/cones. o Size up medical situation o DESIGNATE AREA FOR SELF EVACUATED PATIENTS TO GATHER o "green tarp area" o Provide Command with quick survival scan and estimate of patients. o Provide Command with resource request (ambulances, MAST, MCI trailers, buses). o Assign Transportation Officer (suggest 1st ambulance driver) o Assign Treatment/Triage Officer (suggest 1st ambulance medic) o Establish and enforce medical transportation staging area early. o Actively keep ambulance access/departure lanes open. o Communicate medical staging area to Command and Dispatch. o Designate medical equipment cache area (suggest near triage lane). o Have all unit's medical report face to face and leave. o Initiate hospital notification of MCI. o Account for all patient delivered through triage and transported.	MEDICAL (MCI)
o Put on ICS vest. o Establish vehicle approach and staging area. o Establish on deck patient/loading area. o Establish equipment cache area. o Oversee loading of patients coordinates with treatment/triage officer. o Maintain patient transport status records. o Provide periodic updates to Medical Officer.	MEDICAL TRANSPORTATION OFFICER

HEALTH AND MEDICAL RESPONSE GUIDELINES	
o Put on ICS vest. o Designate "green area" for self-evacuated patients if not already accomplished. o Set up triage corridor and mark with cones. o Set up treatment areas. o Coordinate with transportation officer in moving patients to hospitals. o Update medical officer of patient triaged and treated and resources needed.	MEDICAL TRIAGE AND TREATMENT OFFICER

13.5 Administration and Logistics

Availability of Services and Support

The availability of services and support for emergencies can be located in:

- Organization and assignment of responsibilities section 2.4
- AEP hazard specific sections, 16 through 23
- Resource inventory, section 14
- Appendix section 24 through 31

It is up to each individual department and involved agency to appropriately manage, monitor, request and transport additional resources as needed, including equipment and personnel.

See Section 2.7 on Administration and Logistics and Section 27.0 for additional resources available in the community.

13.6 Plan Development and Maintenance

As stated in Section 2.6 Development and Maintenance.

13.7 Authorities and References

See Authorities and References in Section 2.2 and 29.0.

14.0 Resource Management

14.1 Purpose

This section describes the methods used in resource management in response to an emergency.

14.2 Situation and Assumptions

The Airport is subject to hazards and situations that could overwhelm resources as outlined in the hazard sections. Potential emergencies that are likely to deplete responding agencies resources; include Natural Disasters and, large aircraft accidents. Any resource may be found to be in shortage during prolonged emergencies. While it is difficult to plan for and have available all possible needed resources, the Fairbanks Airport has developed a comprehensive program to provide an acceptable level of emergency preparedness to meet the requirements of an Index C Airport as outlined in CFR 14 139. Sections 26.0 and 27.0 have listings of additional resources that may be available.

Resource management may also be hampered by damage or failure of ground transportation infrastructure. Possible alternatives include the use of boats or ATV's to provide a route around damaged infrastructure. Small planes and helicopters may also be utilized to transport supplies and equipment around damaged infrastructure. The Fairbanks area may or may not have alternate routes available depending on the type and severity of the disaster.

It is assumed that response agencies will be able to sustain themselves during the first 24 hours of an emergency.

It is assumed that volunteers will be available from the general public and may be utilized at the IC's discretion. Volunteers may be eligible for worker's compensation.

14.3 Operations

General policies for resource management include:

Each responding agency is responsible for notifying potential suppliers of their needs including activating any delivery process that may be available.

Emergency victims will take precedence in the allocation of resources. All other resource allocation will be as directed by the IC or designee.

Suppliers of last resort-emergency response organizations should exhaust their own channels of support first, and then seek assistance from the IC, other mutual aid companies or local resource. Due to constant fluctuations in prices supplies will be purchased at agreed upon cost at the time of need.

The Fairbanks Airport has identified a listing of available resources including contact information (Section 27.0).

Resource needs will most likely vary depending on the type of emergency. Responding agencies are tasked with properly equipping their respective emergency response units with the known quantities of required items and/or equipment in which responding technicians need to provide their services. Delivery of resources can vary also depending on the type and severity of the emergency. Typically, however these resources would be staged at designated staging areas, with the exception of traffic control resources which will be dispatched to the needed area by the IC or designee. Resource delivery will be completed as quickly as possible through the IC or his/her designee and prioritized based on situation need and the requesting agency. Depending on the size and duration of the emergency, follow up resource requests and reports will be initiated, prioritized, logged, and resubmitted to the IC or his/her designee and procurement specialist to insure a timely flow of resources.

Procurement specialists within each involved agency should notify suppliers in advance when possible of each agencies potential need for extra resources, as well as evaluating requests and quantities against known vendors. This procedure may also be utilized in procuring and/or hiring of additional manpower.

During emergencies of short duration emergency procurement of resources most likely will be made without an authorized budget.

Emergency procurement for emergencies of longer duration may follow the same basic procedures as short duration emergencies. However, they may be tied to a budget which will require processing transactions and tracking of available funds to prevent overspending.

It is important for the IC as well as each mutual aid agency to be aware of legal obligations and special exemptions provided for declared emergency situations. Alaska Statutes AS

26.23.010 – AS 26.23.220 provide emergency powers for state agencies dealing with large emergencies and disasters.

Designated staging areas will be activated by the IC or designee. Some disasters may result in damage to supply routes, including bridges. The IC in cooperation with local jurisdictions will utilize all available resources including those listed in Section 27.0 to provide for a means to transport resources around damaged infrastructures. This may include the use of boats, ATV's or other methods readily available to move supplies around damaged infrastructure

14.4 Organization and Assignment of Responsibilities

The IC or designee is responsible for assigning resource management duties to personnel including volunteers as needed. The IC is responsible to identify the various phases of emergency activities, and direct personnel as needed.

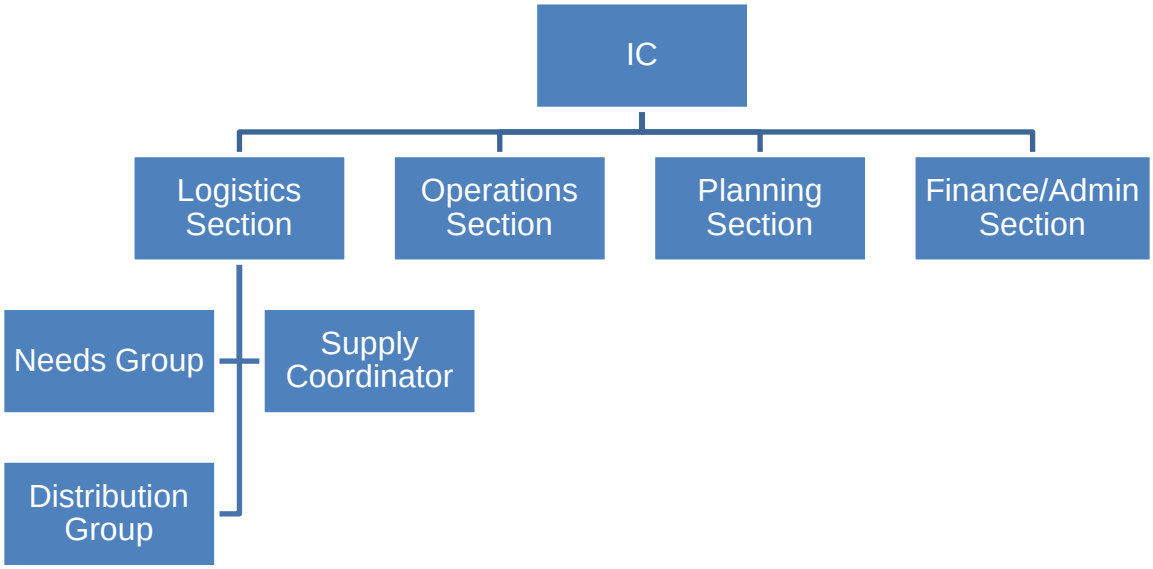


Figure 14.4: Resource Management Organization Chart

Emergency activities are divided into four phases that affect emergency events.

Mitigation is the initial phase. It operates long before an emergency occurs and includes any activities aimed at eliminating or reducing the probability of occurrence of an emergency.

Preparedness is an 'insurance policy' against disasters. It is undertaken because mitigation activities cannot eliminate the occurrence of all events. Preparedness activities

include planning to ensure the most effective, efficient response, efforts to minimize damages, such as forecasting and warning systems, and laying the groundwork for response operations, such as stockpiling supplies.

Response is the first phase that occurs after the onset of an emergency. It is intended to provide emergency assistance for disaster casualties, including search and rescue, shelter, and medical care, to reduce the probability or extent of secondary damage.

Recovery activities continue beyond the emergency period immediately following a disaster. Their purpose is to return all systems, both formal and informal, to normal. They can be broken down into short-term and long-term activities. Short term activities attempt to return vital human systems to minimum operating standards and usually encompass approximately a two-week period. Long-term activities stabilize all systems.

Emergency resource supplies purchased under the Emergency Declaration may not be completely utilized during the disaster and/or repair stages. Unused resources are not eligible for reimbursement through disaster declaration funds. It is important for the procurement officer of each mutual aid unit to inventory all unused items purchased through their agency and return them to the original vendor when possible.

Once the disaster is over and necessary repairs (temporary or permanent) are completed mutual aid and the entire ICS structure will stand down and return to normal duties. At this point preparations need to be made for financial settlement through each agencies administration section as well as support acknowledgement for everyone involved in the disaster response and recovery effort. It should be noted that volunteers and good Samaritans may be entitled to compensation for accidents and/or injuries sustained during volunteer duties. Agencies may want to require liability waivers for voluntary assistance.

14.5 Plan Development and Maintenance

As stated in Section 2.6 Development and Maintenance.

14.6 Authorities and References

See Authorities and References in Section 2.2 and Section 29.0.

15.0 Airport Maintenance and Operations

15.1 Purpose

This section will describe how the Airport's maintenance and operations personnel will respond to an emergency at the Fairbanks Airport. Notifications are through the Airport communications center. They will follow the responsibilities described in this section as well as those outlined within the Airports approved Certification and Security Manuals. Coordination will be through the IC to ensure procedures are followed.

15.2 Personnel and Equipment

The maintenance and operations departments are capable of standard Airport maintenance and operations activities, and may be available to assist in other emergencies, as capable. Airport maintenance and operations equipment is listed in Section 26.0. This equipment is located at the Airport.

15.3 Situation and Assumptions

All responding maintenance and operations personnel will be familiar with their responsibilities. They will respond to hazards as per the IC's instructions or the procedures outlined in each hazard section within their training capabilities.

Airport maintenance and operations personnel may be the first to respond to an emergency and may have to represent Airport management during the initial stages of some emergencies.

The IC may request Airport maintenance personnel to respond to assist in an emergency. Operations personnel will respond to all emergencies as per the procedures outlined in each hazard section. In some emergencies Airport maintenance personnel may have to make the initial determination if equipment can be safely removed from airport structures." If necessary, AKDOT Engineering will be asked to determine if Airport structures are safe for use.

Off Airport response is based on the needs of the airport and will be authorized by respective maintenance or operations leadership when requested by the IC.

15.4 Operations

The IC will respond to the emergency, evaluate the situation and its impact on overall airport functions with Airport Operations. The IC or Airport Operations will ensure Airport personnel and appropriate organizations are notified of the emergency as time permits.

The Airport Manager or designee will ensure appropriate personnel are trained on Airport familiarization, including training to reduce the potential for vehicle/pedestrian deviations and runway incursions as outlined in the Airport Certification Manual.

Airport Operations will make the initial determination regarding the requirement to issue NOTAMs-including closing the Airport.

Airport Operations will inspect the AOA for any hazardous conditions that might affect the operation of the Airport. Any condition not meeting the requirements outlined within the Airports certification manual, will be immediately reported through the airport self-inspection program. Any condition that may create a hazard for aircraft operating within these areas must be NOTAMed until the condition has been corrected, as outlined in the Airport Certification Manual.

Airport grid maps will be provided for each Airport Operations vehicle.

15.5 Organization and Assignment of Responsibilities

The IC will delegate duties to Airport Maintenance or Airport Operations when available and as needed for each emergency, and as described in each hazard section.

15.6 Administration and Logistics

Resources available for use by the Airport Operations and Maintenance department are available in Appendix Sections 26.0 and 27.0. See Section 2.7 for policies on Administration and Logistics.

15.7 Plan Development and Maintenance

As stated in Section 2.6 Development and Maintenance.

15.8 Authorities and References

See Authorities and References in Section 2.2 and 29.0.

16.0 Aircraft Incidents and Accidents

16.1 Purpose

This section describes the actions and protocols for aircraft incidents and accidents which may occur at the Airport. The IC responsibility to initiate the response to aircraft incidents is outlined in the ICS system and as described in this hazard section.

16.2 Situation and Assumptions

For the purpose of emergency response, each aircraft incident/accident shall be considered to be a potential hazardous materials incident until deemed otherwise.

The Fairbanks Airport maintains Index C personnel and vehicles in a continuous ready state. Airport Police and Fire personnel are capable of responding to any incident, aircraft or non-aircraft related.

During periods of low visibility, all emergency vehicles will operate as outlined in the Surface Movement Guidance Control System (SMGCS) plan.

The IC will establish an Emergency Operations Center if necessary.

The procedure for the activation of the EOC is described in the Command and Control section.

16.3 Operations

The following categories of Alerts shall be used when alerting emergency equipment:

Alert 1 –Standby Local: This indicates an aircraft approaching the airport with an operational defect that is not expected or is known to cause any further difficulty (i.e. feathered propeller on a multi-engine aircraft, overheated engine, oil leak, engine inoperability when less than 50% of total aircraft engines.

Small Aircraft - Aircraft with less than 3 passengers or 90’ in length

- Notification of AP&F and Operations Field Officer
- Patrol & CFR on standby as per IC

Large Aircraft - Aircraft with more than 3 passengers or more than 90’ in length

- Notification of AP&F and Operations Field Officer
- Patrol & CFR on standby as per IC
- AP&F terminal officer responds to station staffs CFR per IC

Alert 2-Full Emergency Alert: This indicates an aircraft approaching the airport with an operational defect that has a high probability or is known to cause difficulty in continued flight or landing (i.e. on-board smoke or fire, faulty landing gear, low hydraulic pressure, engine(s) inoperability when more than 50% of aircraft engines.

Small Aircraft - Aircraft with less than 3 passengers or 90' in length

- Notification of AP&F and Operations Field Officer
- Patrol & CFR on standby as per IC
- AP&F terminal officer responds to Station staffs CFR per IC
- Request mutual aid tanker and BC response from UFD – Code 1 to stand by at AP&F

Large Aircraft - Aircraft with more than 3 passengers or more than 90' in length

- Notification of AP&F and Operations Field Officer
- Patrol & CFR on standby as per IC
- AP&F terminal officer responds to Station staffs CFR per IC
- Request mutual aid tanker and BC response from UFD – Code 1 to stand by at AP&F
- Activation of Airport Administration Alert list – standby or response as appropriate
- Initiate limited call back of AP&F personnel (bring in at least 4)
- Additional resources placed on stand-by as IC request (i.e. additional engine company and ambulance from UAF)

Alert 3-Aircraft Accident: This indicates that an aircraft has been involved in an accident on or near the airport.

Limited Impact Accident - GA Aircraft

- Notification of AP&F and Operations Field Officer
- All on-duty AP&F respond per IC
- Request Code 3 mutual aid response from UFD - Tanker, Engine, Ambulance, and BC
- Activation of Airport Administration Alert list – to respond as appropriate
- Initiate limited call back of AP&F personnel (bring in at least 4)

- Additional resources as IC request

Major Impact Accident- Large Aircraft or Commercial Flight

- Notification of AP&F and Operations Field Officer
- All on-duty AP&F respond per IC
- Activation of Airport Administration Alert list
- Initiate call back of all AP&F personnel
- Request Code 3 mutual aid response from and have report to staging:
    - UFD – General alarm assignment - Tanker, Rescue Engine, Ladder, Ambulances, and BC
    - City FD – Engine, Ladder, Ambulance(s), and BC
    - CGFR – Rescue Engine, Ambulance(s) and BC
    - Steese FD– Rescue Engine, Ambulances, and BC
    - Ester FD– Tanker, Rescue, and BC
    - North Pole FD– Ambulances and BC
    - North Star FD– Rescue Engine and BC
    - Ft Wainwright - Rescue Engine, Ambulances and BC
    - Eielson AFB–Rescue Engine, Ambulances and BC
    - Two Rivers Rescue–Ambulance and BC
    - Salcha Rescue-Ambulance and BC
- Request private ambulances to staging
    - Guardian
    - LifeMed
- Request FNSB MCI Trailer
- Request Mutual Aid Police Assistance
    - Alaska State Troopers
    - University Police
    - City Police
    - Ft Wainwright MPs
    - North Pole Police
- Request Notification to Fairbanks Emergency Management (UAF Dispatch)
- Make initial notification to area hospitals of likely MCI operations.

16.4 Organization and Assignment of Responsibilities

AIRCRAFT INCIDENT AND ACCIDENT RESPONSE GUIDELINES	
o Upon notification of an emergency situation, alert Airport Communications Center and Airport Police & Fire of the nature of the emergency, amount of fuel on board, number of persons on board, wind direction and velocity, and any other pertinent information. o As requested, relay information between the involved aircraft and Command. o As requested by Command close and/or modify airfield operations in support of emergency operations. o Make appropriate notifications through FAA chain of command of incident, including notification to Domestic Events Network (DEN) as needed. o Send liaison to Airport EOC to coordinate ATCT activities and communications with Airport emergency operations.	Air Traffic Control Tower

o Obtain available incident information.
o Determine and declare Alert level based on known information.
o Dispatch AP&F per alert level benchmarks as a minimum or as Command request.
o Dispatch Operations Field Officer.
o Alert/Initiate AP&F callback if requested by command.
o Alert Airport senior staff per alert level benchmarks or as Command request.
o Recall Airport Police & Fire Officers per alert level benchmarks or as command request.
o Request mutual aid assistance per alert level benchmarks or as command request.
  o Request specific resources
  o Provide Level II Staging location or as directed by Command
o Call out additional communications specialists and notify/call out other airport staff as directed.
o Maintain necessary logs and relay information as appropriate, and as directed.
o Contact FAA Regional Operations Center (ROC) 907 271 5936 on all accidents/incidents
	Airport Communication and Dispatch Center

AIRCRAFT INCIDENT AND ACCIDENT RESPONSE GUIDELINES	
o Respond per SOP and initiate Command.	Airport Police and Fire
o Perform situation size up – broadcast over radio - be as detailed as practical. o Establish Command - broadcasts location, put on vest, put up green flag & light. o Determine & communicate tactical priorities and tasks. o Request needed resources through Communication Center – be specific. o Assign Fire Operation Officer or perform duties. o Assign Medical Officer or perform duties. o Assign Rescue Officer of perform duties. o Assign Haz Mat officer or perform duties. o Assign Staging Officer. o Assign Safety officer or perform duties. o Assign Field Operations officer or perform duties. o Determine if incident is of scale and/or impact to request Airport EOC activation. o Establish hold and information area for relatives if needed. o Assign Officer to Liaison and to be communication link with EOC. o Create a unified command as appropriate. o Request/prompt updates from staff. o Provide updates to Communication Center. o Transfer Command to a higher-ranking official within the department of jurisdiction upon request. o Determine de-escalation and demobilization efforts and to return to normal operations as appropriate	Command Checklist

AIRCRAFT INCIDENT AND ACCIDENT RESPONSE GUIDELINES	

o Put on ICS vest.
o Size up fire situation.
o Provide Command with status and resource request.
o Communicate tasks with units assigned to fire.
o Maintain exit pathways from aircraft.
o Scene stabilization (lighting, utilities, cones).
o Life safety.
  o Remove Hazard/defend in place
  o Provide for evacuation
  o Coordinate rescue
o Exposure protection.
o Access, Force entry, and Ladder.
o Ventilation.
o Fire Attack.
  o Deck turrets
  o Hand lines
  o Back up lines
o Water re- supply.
o Check for fire and smoke extension.
o Extinguish remaining fire.
o Prompt reports from units.
o Maintain fire unit accountability.
o Provide periodic updates to command
	Operations Officer Checklist: Fire

o Put on ICS vest. o Size up rescue situation. o Provide Command with rescue status and resource request. o Communicate tasks with units assigned to fire. o Scene and aircraft stabilization (lighting, utilities, cribbing). o Assist self-rescue. o Provide for patient access. o Provide for patient de-entanglement. o Remove patients to medical sector triage area. o Maintain Rescue unit accountability. o Provide periodic updates to Command.	Operations Officer Checklist: Rescue

AIRCRAFT INCIDENT AND ACCIDENT RESPONSE GUIDELINES	

o Put on ICS Vest, Identify medical sector with flag/cones.
o Size up medical situation.
o DESIGNATE AREA FOR SELF EVACUATED PATIENTS TO GATHER
  o "green tarp area"
o Provide Command with quick survival scan and estimate of patients.
o Provide Command with resource request (ambulances, MAST, MCI trailers).
o Assign Transportation officer (suggest 1st ambulance driver).
o Assign Treatment/Triage Officer (suggest 1st ambulance medic).
o Establish and enforce medical transportation staging area early
  o Actively keep ambulance access/departure lanes open
o Communicate medical staging area to command and Dispatch.
o Designate medical equipment cache area (suggest near triage lane).
o Have all unit's medical report face to face and leave.
o Initiate hospital notification of MCI.
o Account for all patient delivered through triage and transported.
o Establish Morgue area if needed.
	Operations Officer Checklist: Medical

o Put on ICS vest. o Establishes vehicle approach and staging area. o Establishes on deck patient/loading area. o Establishes equipment cache area. o Oversee loading of patients coordinates with treatment/triage officer. o Maintain patient transport status records. o Provide periodic update to Medical Officer.	Medical Transportation Officer

AIRCRAFT INCIDENT AND ACCIDENT RESPONSE GUIDELINES	
o Put on ICS vest. o Designate “green area” for self-evacuated patients if not already accomplished. o Set up triage corridor and mark with cones. o Set up treatment areas. o Coordinate with transportation officer in moving patients to hospitals. o Update medical officer of patient triaged and treated and resources needed.	Medical Triage and Transportation Officer
o Put on ICS vest. o Assess HAZMAT problem and provide size up to Command. o Identify substances and hazards involved. o Establish decontamination area and decontamination requirements. o Develop entry and confine space plans and provide monitoring for emergency operations. o Coordinate hazardous material or radiological substance stabilization efforts. o Advise Command of current and anticipated effects of exposure and immediately advise of changing conditions that could adversely affect the emergency operation. o Prepare an after-action report summarizing the event, actions taken, personnel and resources expended, and projected long-term effects. o Develop Hazmat Health and Safety Plan. o Activate FIA Spill Prevention, Control and Countermeasure Plan (SPCC Plan) as appropriate.	Hazardous Material and Radiological Officer

AIRCRAFT INCIDENT AND ACCIDENT RESPONSE GUIDELINES	
o Airport Operations Officer announces response via Police and Fire freq. and responds to Command post unless otherwise directed by IC. o Coordinate airfield aircraft movements and closures. o Coordinate alternate aircraft parking locations if terminal, or another parking location, is determined to be unsafe. o Recall Airport Operations Officers as needed. o Assist with emergency vehicle/resource movement to scene within restricted area. o Coordinate contact with FAA (Air Traffic Control Tower & Flight Service Station). o Issue NOTAMs as appropriate. o Coordinate FOD checks and airfield reactivation as appropriate. o Coordinate contact with NTSB as appropriate. o Perform friction assessment if applicable	Airport Operations
o Senior on duty supervisor responds to Command post, Chief of Field Maintenance or delegate to Airport EOC. o Assess challenge to maintaining airport facilities and/or field in returning to “normal” operations. o Coordinate modification and/or repair of airport facilities. o Coordinate recovery equipment/resources required. o Coordinate maintenance and repair of primary tactical equipment. o Assist in transfer of necessary supplies and equipment to emergency areas.	Field Maintenance
o Respond only as requested and appropriate to the designated staging area. o Have Unit Leader or Chief Officer make contact with Command. Preferably face to face through Staging or at Incident Command Post (if level II staging not established). o Each unit responsible for own personnel accountability. o Units to stay on own radio frequency. Coordinate with Command preferably with chief officer face to face or on mutual aid channel.	Mutual Aid Responders

AIRCRAFT INCIDENT AND ACCIDENT RESPONSE GUIDELINES	
○ Airport Operations Officer announces response via Police and Fire freq. and responds to Command post unless otherwise directed by IC. ○ Coordinate airfield aircraft movements and closures. ○ Coordinate alternate aircraft parking locations if terminal, or another parking location, is determined to be unsafe. ○ Recall Airport Operations Officers as needed. ○ Assist with emergency vehicle/resource movement to scene within restricted area. ○ Coordinate contact with FAA (Air Traffic Control Tower & Flight Service Station). ○ Issue NOTAMs as appropriate. ○ Coordinate FOD checks and airfield reactivation as appropriate. ○ Coordinate contact with NTSB as appropriate. ○ Perform friction assessment if applicable	Airport Operations
○ Senior on duty supervisor responds to Command post, Chief of Field Maintenance or delegate to Airport EOC. ○ Assess challenge to maintaining airport facilities and/or field in returning to "normal" operations. ○ Coordinate modification and/or repair of airport facilities. ○ Coordinate recovery equipment/resources required. ○ Coordinate maintenance and repair of primary tactical equipment. ○ Assist in transfer of necessary supplies and equipment to emergency areas.	Field Maintenance
○ Respond only as requested and appropriate to the designated staging area. ○ Have Unit Leader or Chief Officer make contact with Command. Preferably face to face through Staging or at Incident Command Post (if level II staging not established). ○ Each unit responsible for own personnel accountability. ○ Units to stay on own radio frequency. Coordinate with Command preferably with chief officer face to face or on mutual aid channel.	Mutual Aid Responders

AIRCRAFT INCIDENT AND ACCIDENT RESPONSE GUIDELINES	
Senior TSA representative on duty o Respond to EOC. o Coordinate TSA's response to incident. o Coordinate securing the Airport sterile area as appropriate. Evacuates sterile area at the request of IC or EOC Director (ONLY IF NEEDED i.e. other flight being canceled). o Assist in setting up isolated passenger/family debriefing area – Currently designated – Customs/Border Protection isolation area-ground level. o Direct EOC members to Airport EOC and/or passenger and family to Customs/Border Protection isolation area-ground level. o Direct walk up media to the designated media location. o Coordinate with Information Officer all media releases and information for involved parties.	TSA
o Provide officer to the Incident Command Post. o Establish an outer and inner airport perimeter to facilitate the flow of emergency personnel and vehicles and to restrict nonessential personnel from the Airport during emergency mitigation efforts. o Coordinate appropriate investigative actions. o Coordinate efforts to identify deceased victims.	Law Enforcement
o Activate hospital disaster plans and prepare to receive the injured. o Provide liaison to IC or EOC for communication link.	Hospital/Medic Facilities
o Provide liaison to IC or EOC o Coordinate with Airlines family and victim assistance o Coordinate with Command rehab services for emergency responders	American Red Cross
o Assemble and check in at the Airport Terminal building, providing press credentials. Ask for Media Room and or Information Officer. Press may be admitted to the emergency scene only under escort of the Airport Information Officer.	News Media

Removal of Disabled Aircraft

Responsibility of the Airport Operator:

The operator of the airport which has been developed in part with Federal aid has assumed certain obligations including a commitment to operate and maintain the airport in a safe and usable condition for the use and benefit of the public. Although not always expressly stated in its agreement with the United States Government, there is an implied duty to keep aeronautical facilities available for use and free of obstructions. The presence of an immobilized aircraft could constitute such an obstruction. It shall be the responsibility of the Airport Manager or his delegated representative to exercise his authority and responsibilities with respect to an immobilized aircraft following its release by the National Transportation Safety Board or the Federal Aviation Administration. If the aircraft is an immediate threat to life, safety or Airport Operations, the Airport may take immediate action.

Responsibility of the Aircraft Owner:

The responsibility for removing disabled aircraft as well as for providing or arranging for equipment and crews necessary for its removal, and the determination of the extent of damage prior to removal, rests with the aircraft owner or operator. If the registered owner or operator cannot remove the aircraft or is dilatory in doing so, the airport operator shall have the authority to act for him with minimum delay following release of the aircraft by the National Transportation Safety Board or the FAA.

Aircraft Release Form

The Airport, per request by undersigned aircraft owner and/or operator and/or agent, will assist in removing the following damaged aircraft:

_____, owned and/or operated as noted below,
(Type and number of Aircraft)

From_____
(Accident Site)

To _____
(Where Aircraft will be Taken)

and in so doing the Department of Transportation & Public Facilities assumes no liability for any damage or any further damage to the above-mentioned aircraft, nor liability for injury to employees other than those employed by the Department of Transportation & Public Facilities.

Name of Aircraft Owner _____

Name of Aircraft Operator _____

Accepted by: _____

Company Name _____

Title _____

Date _____

I agree to and accept the terms as written above and am authorized to sign for the removal of the above-mentioned aircraft:

_____ _____
Signature of Owner, Operator, Authorized Representative or Agent — Title

16.5 Administration and Logistics

As stated in the Administration and Logistics Section 2.7.

16.6 Plan Development and Maintenance

As stated in Section 2.6 Development and Maintenance.

16.7 Authorities and References

17 AAC 40.115 applies specifically to removal of disabled aircraft.

See Authorities and References in Section 2.2 and Section 29.0.

17.0 Terrorism and Criminal Acts

Specific information on terrorism and criminal acts (sabotage, hijack, and the unlawful interference with operations) is contained in the appropriate sections in the Airport Security Program.

18.0 Fires – Structural, Fuel Farms, & Fuel Storage Areas

18.1 Purpose

Airport Police and Fire shall respond to actual or reported fires involving structures and fuel storage areas on the Airport when available. ARFF trucks have limited structural firefighting capabilities, and Police and Fire crews have training in the principles of structural firefighting.

18.2 Situation and Assumptions

Structure and Fuel Storage Fires have a low probability of occurring on the Fairbanks Airport. All airport owned facilities are listed in Section 4.0.

The Airport Police and Fire are trained, capable and are equipped to respond to structural and fuel fires.

There are hydrants located on the Airport capable of re-supplying ARFF as well as local fire department apparatus. Section 24 has a map that depicts hydrant locations.
A description of the Airport water system is located in section 4.

Fuel Storage on Airport:

Alaska Aerofuel operates two aviation gasoline trucks (2,500 & 3,000 gallon), eight Jet-A trucks, each ranging from 5,000 – 10,000 gallons in capacity. Aerofuel's west ramp lot has two 30,000 gallon Jet-A tanks above ground, and two 10,000 gallon Avgas tanks below ground. Additionally, there is a dual product 10,000 gallon tank for storage of 6,000 gallons of ULDF and 4,000 gallons of automotive gasoline. There is also a 1,500 gallon used oil tank above ground. The Andeavor owned terminal facility has one 10,000 gallon ULSD tank and four empty 231,000 Jet-A storage tanks. On the East Ramp, Alaska Aerofuel maintains a 4,000 gallon Avgas tank serving a self-serve fueling station.

Alaska Airlines stores 5,000 gallons heating oil, 3,000 gallons diesel fuel, and 1,000 gallons of automobile fuel at their Cargo facility.

Alaska Rental and Sales (Everts Air Fuel) stores 30,000 gallons of aviation gasoline, 15,000 gallons of Jet B fuel, 35,000 gallons of diesel fuel, and 10,000 gallons of automobile gasoline.

Crowley (formerly Ace Fuels) stores 8,000 gallons of aviation gasoline.

Northern Air Cargo stores 2,500 gallons of heating oil.

Omni Logistics stores 500 gallons of automobile gasoline and 1,000 gallons of diesel.

Warbelow's Air Ventures stores 2 tanks of 12,500 gallons each of Avgas and 500 gallons of heating oil

Northern Alaska Tour Company stores 8,000 gallons of Avgas and 2,000 gallons of diesel underground.

Wright Air Service stores 2,000 gallons of automobile gasoline, 5,000 gallons of Jet A fuel and 4,000 gallons of Avgas.

18.3 Operations

The Airport Police and Fire responder is responsible for primary fire response on Fairbanks Airport Property and will be the initial responder to structural and fuel fires at the Airport. Airport vendors and/or tenants are capable of calling local firefighting resources for assistance as needed. Emergency contact information is included in Section 3.0. Structural and Fuel fires will follow the same ICS procedures as outlined within this AEP for all other types of emergency responses.

The IC is in charge of directing operations during the emergency and will activate the EOC when needed.

The IC is responsible for the overall response including, coordination with mutual aid, designating a presence in the ICP and EOC, availability of equipment, and multi-

jurisdictional issues. Command and interaction with other agencies will follow the ICS (Section 5.0).

The IC is responsible for coordination of all Airport fire and rescue operations and mutual aid agencies. All responding mutual aid agencies will assign a representative to the ICP to assist with coordination of the mutual aid resources.

The Airport Manager or designee will ensure appropriate personnel are trained on Airport familiarization, including training to reduce potential for vehicle/pedestrian deviations and runway incursions, as outlined in the Airport Certification Manual. There will be Airport grid maps in each Airport Police and Fire vehicle and mutual aid command vehicle.

The emergency response command structure will generally follow the NIMS- Incident Command System (ICS) (Section 5.0).

The Airport maintains the emergency equipment listed in Section 25.0. Phases of emergency response are listed in each hazard section.

Applicable mutual aid agreements for other responding agencies are listed in Section 31 and includes a listing of their equipment.

Coordination with the IC and procedures for mobilization will be practiced during mutual

All Airport Police and Fire officers receive mandatory State of Alaska and IFSAC certified training to the firefighter 1 level.

18.4 Organization and Assignment of Responsibilities

STRUCTURAL / FUEL FIRE RESPONSE GUIDELINE	
o Maintain training and equipment in preparation for possible fire.	ARFF
o Inform Airport Police & Fire of any pertinent information obtained from the person reporting the fire. o Notify Operations Officer on Duty and Chief of Maintenance o Recall all available Airport Police & Fire personnel upon direction of Incident Commander. o Notify airport management and ensure that messages have been received. o Request mutual aid upon direction of the Incident Commander. o Maintain records/logs of emergency activity.	Communication Center
o Respond per SOP and initiate Command	Airport Police and Fire
o Perform situation size up – broadcast over radio - be as detailed as practical. o Establishes Command - broadcasts location, put on vest, put up green flag & light. o Determine & communicate tactical priorities and tasks. o Request needed resources through Communication Center – be specific as possible. o Assign Fire Operation Officer or perform duties. o Assign Rescue Officer or perform duties. o Assign Staging Officer. o Assign Police and Fire Officer or perform duties. o Assign Operations Officer or perform duties.	Command

STRUCTURAL / FUEL FIRE RESPONSE GUIDELINE	

o Put on ICS vest.
o Size up fire situation.
o Provide Command with status and resource request.
o Communicate tasks with units assigned to fire.
o Scene stabilization (lighting, utilities, cones).
o Life safety.
  o Remove hazards - defend in place
  o Provide for/assist evacuation
  o Active rescue
o Exposure protection.
o Access, Force entry, and Ladder.
o Ventilation.
  o Positive pressure
  o Vertical
o Fire Attack.
  o Deck turrets
  o Hand lines
  o Back up lines
o Establish Water Supply.
o Check for fire and smoke extension.
o Extinguish remaining fire.
o Prompt reports from units.
o Maintain fire unit accountability.
o Provide periodic updates to Command.
	Fire Operations Officer

o Put on ICS vest. o Size up rescue situation. o Provide Command with rescue status and resource request. o Communicate tasks with units assigned to fire. o Assist self-rescue. o Search & Rescue. o Remove patients to medical sector triage area. o Maintain rescue unit accountability. o Provide periodic updates to Command.	Rescue Operations Officer

STRUCTURAL / FUEL FIRE RESPONSE GUIDELINE	
o Airport Operations Field Officer announces response via Police and Fire freq. and responds to Command post unless otherwise directed by IC. o Airport Field Operations Officer to Command post. o Coordinate any airfield aircraft movements and closures. o Coordinate alternate aircraft parking locations if terminal, or another parking location, is determined to be unsafe. o Assist with emergency vehicle/resource movement to scene within restricted area. o Coordinate contact with FAA (Air Traffic Control Tower & Flight Service Station). o Issue NOTAMs as appropriate.	Airport Field Operations
o Senior on duty supervisor to Command post, Chief of Field Maintenance or delegate to Airport EOC. o Assess challenge to maintaining airport facilities and/or field in returning to “normal” operations. o Coordinate modification and/or repair of airport facilities. o Coordinate recovery equipment/resources required. o Coordinate maintenance and repair of primary tactical equipment. o Assist in transfer of necessary supplies and equipment to emergency areas.	Airport Field Maintenance
o Respond only as requested and appropriate to the designated staging area. o Have unit leader or chief officer make contact with Command preferably face to face through Staging or at Incident Command Post (if level II staging not established). o Each unit responsible for own personnel accountability. o Units to stay on own radio frequency. Coordinate with Command preferably with chief officer face to face or on mutual aid channel.	Mutual Aid Responder

18.5 Administration and Logistics

See Section 2.7 for policies on Administration and Logistics.

18.6 Plan Development and Maintenance

As stated in Section 2.6 Development and Maintenance.

18.7 Authorities and References

See Authorities and References in Section 2.2 and Section 29.0.

19.0 Natural Disasters

19.1 Introduction

The following procedures apply to natural disasters directly affecting the Airport and its operations.

A natural disaster may affect a geographical area greater than the Airport and may result in limited or unavailable mutual aid assistance. The Airport is a critical community infrastructure and will be needed to bring in resources and relief supplies, thus stabilization and recovery of operations will be a top priority.

19.2 Earthquake

19.2.1 Purpose

An earthquake is a sudden, rapid shaking of the earth caused by the breaking and shifting of rock beneath the earth's surface. For hundreds of millions of years, the forces of plate tectonics have shaped the earth, as the huge plates that form the earth's surface move slowly over, under, and past each other.

In general, earthquakes do not give any warning and action is limited to fire suppression, rescue, and recovery operations. There is no positive action that can be taken during the earthquake to minimize damage except removal of personnel from the vicinity of buildings that may collapse and preparation for firefighting operations. The IC is responsible to ensure that adequate procedures are taken after an earthquake as described in this section.

19.2.2 Situation and Assumptions

Earthquakes have a moderate probability of occurring on the Fairbanks Airport as outlined in the Fairbanks North Star Borough Multi-Hazard Mitigation Plan.

Earthquakes are common in the region, though the timing and severity of earthquakes are unpredictable. Earthquakes may severely impact Airport operations and may disable communication capabilities at the Airport. Large earthquakes may have significant impact on the community and off Airport support units. All of the access roads and bridges in the immediate area are vulnerable to earthquakes, and no actions can be taken to prevent damage to them. Some disasters may result in damage to supply routes, including

bridges. The IC in cooperation with local jurisdictions will utilize all available resources including those listed in Section 25, 27 & 31 to provide for a means to transport resources around damaged infrastructures. This may include the use of power boats and/or ATV'S to move supplies around damaged infrastructure.

Infrastructure supporting communication procedures outlined in this AEP may be impacted by an earthquake and rendered inoperable. The worst-case scenario is an earthquake that eliminates all facilities and infrastructure at the Airport and community. Airport utilities that provide alternative power can be found in Section 21.0.

19.2.3 Operations

The Fairbanks Airport Police & Fire will respond to all-natural disasters on the airport. Facility evacuation or shelter - in - place procedures will be implemented by the IC or his / her designee. Facilities will not be deemed appropriate for shelter in place or re-occupancy after evacuation until the facilities have been inspected by Facilities and Field Maintenance, Airport Engineering and Environmental, or their designee's in accordance with the earthquake response guidelines in this section. The overall airport response to earthquake emergencies includes inspecting the airport for hazards and damage in accordance with the procedures and training outlined in the ACM.

19.2.4 Organization and Assignment of Responsibilities

EARTHQUAKE RESPONSE GUIDELINE	
o Follow FAA procedures and guidelines, including notification to Domestic Events Network (DEN) as needed. o Notify Airport Communications Center of Status of tower after event.	ATCT
o Inform Airport Police & Fire of any pertinent information regarding earthquake event. o Inform Field Operations Officer. o Inform On Duty Field Maintenance supervisor. o Notify Airport management; include engineering and environmental departments. o Track 911 and emergency service requests for Command to prioritize before responding. (anticipating multiple calls) o Maintain records/logs of emergency activity.	Communications Center
o Perform situation size up. o Establish Command. o Determine & communicate tactical priorities and tasks o Safety of Airport personnel and traveling public o Safety of Airport property and equipment o Prioritize response o Request needed resources through Communication Center – be specific as possible. o Determine if incident is of scale and/or impact to request Airport EOC activation. o Assign Officer to liaison and be communication link with EOC. o Create a unified command as appropriate. o Direct closure of the airport or portions thereof if conditions so dictate.	IC

EARTHQUAKE RESPONSE GUIDELINE	
o Perform runway and airfield assessment ASAP. o Coordinate any airfield aircraft movements and closures. o Coordinate alternate aircraft parking locations if terminal, or another parking location, is determined to be unsafe. o Assist with emergency vehicle/resource movement to scene within restricted area. o Coordinate contact with FAA (Air Traffic Control Tower & Flight Service Station). o Issue NOTAMs as appropriate.	Airport Field Operations
o Provide for personnel and equipment safety, Check buildings to determine if evacuation is appropriate due to imminent and known collapse. o Assess challenge to maintaining airport facilities and/or field in returning to “normal” operations. o Direct field maintenance operations required to maintain flight operations o Coordinate modification and/or repair of airport facilities. o Coordinate recovery equipment/resources required. o Assure back up power supply(s) are ready and functioning as appropriate o Coordinate maintenance and repair of primary tactical equipment.	Facilities and Field Maintenance
o Respond to Command Post o Coordinate structural stability and assessment status of airport buildings. o Coordinate assessment of fuel tanks and other potential hazardous storage. o Provide IC with status report and recommendations.	Airport Engineering and Environmental
o Assure personnel and equipment safety – Check bay doors and building to determine if evacuation is appropriate due to a known and imminent collapse. o Assist with and support command. o Respond to emergency calls - when safe to do so in a prioritized fashion. o Provide reconnaissance and inventory of Airport property checking for damage and problem areas.	Airport Police and Fire

19.2.5 Administration and Logistics

As stated in the Administration and Logistics Section 2.7.

19.2.6 Plan Development and Maintenance

As stated in Section 2.6 Development and Maintenance.

19.2.7 Authorities and References

See Authorities and References in Section 2.2 and Section 29.0.

19.3 Flood

19.3.1 Purpose

Flooding occurs when rain, snow, or glacial melt causes a waterway to exceed its capacity. This section describes the Airport's response to flood events that affect the Airport. The IC is responsible to ensure the actions described in this section are taken in the event of a flood at the Airport and training personal to be prepared for such an event.

19.3.2 Situation and Assumptions

Floods have a high probability of occurring on the Fairbanks Airport as outlined in the Fairbanks North Star Borough Multi-Hazard Mitigation Plan. Flooding occurs when rain, snow, or glacial melt causes a waterway to exceed its capacity.

The Airport is subject to possible seasonal flooding, which may also have a large effect on the surrounding community and reduce the amount of supporting aid available to the Airport. All of the roads and bridges in the local area are vulnerable to flooding and would hamper emergency response. All of the Airport structures are subject to flooding, and the worst-case scenario is the entire Airport being significantly damaged or un useable due to water levels.

Airport utilities which may be subject to flooding are reviewed in the facility description section. Alternative sources of power are outlined in the backup generators (Section 21.0).

19.3.3 Operations

The Fairbanks Airport Police & Fire will respond to all-natural disasters on the airport.
Facility evacuation or shelter - in - place procedures will be implemented by the IC or his / her designee. Facilities will not be deemed appropriate for shelter in place or re-occupancy after evacuation until the facilities have been inspected by Facilities and Field Maintenance, Airport Engineering and Environmental, or their designee's in accordance with the Flood response guidelines in this section. The overall airport response to flood emergencies includes inspecting the airport for hazards and damage in accordance with the procedures and training outlined in the ACM.

19.3.4 Organization and Assignment of Responsibilities

FLOOD RESPONSE GUIDELINES	
o Notify Airport Communications Center of Notification of Significant Meteorological Conditions (SIGMET) has been issued. o Special regulations provide for specific actions by ATCT personnel in response to notification by Weather Bureau of "Significant Meteorological Conditions" (SIGMET) and for evacuation of the tower at a predetermined storm condition. o Make appropriate notifications through FAA chain of command, including notification to Domestic Events Network (DEN) as needed.	ATCT
o Inform Airport Police & Fire of any pertinent information regarding weather alert. o Inform Airport Field Operations Officer. o Inform on-duty Field Maintenance Supervisor. o Notify Airport management. o Track and log 911 and emergency service request for Command to prioritize before responding (anticipating multiple calls). o Notify airport tenants as appropriate and time allows. o Maintain records/logs of emergency activity.	Communications Center
o Perform situation size up. o Establish Command. o Determine & communicate tactical priorities and tasks o Safety of Airport personnel and travelers o Safety of Airport property and equipment o Prioritize response o Request needed resources through Communication Center – be specific as possible o Determine if incident is of scale and/or impact to request Airport EOC activation. o Assign Officer to Liaison and to be communication link with EOC. o Create a unified command as appropriate. o Direct closure of the airport or portions thereof if conditions so dictate.	IC

FLOOD RESPONSE GUIDELINES	
o Coordinate any airfield aircraft movements and closures. o Coordinate alternate aircraft parking locations if terminal, or another parking location, is determined to be unsafe. o Assist with emergency vehicle/resource movement to scene within restricted area. o Coordinate contact with FAA (Air Traffic Control Tower & Flight Service Station). o Issue NOTAMs as appropriate.	Airport Field Operations
o Provide for personnel and equipment safety, shelter equipment to higher ground as appropriate. o Assess challenge to maintaining airport facilities and/or field in returning to "normal" operations. o Direct field maintenance operations required to maintain flight operations o Coordinate modification and/or repair of airport facilities. o Coordinate recovery equipment/resources required. o Assure back up power supply(s) are ready and functioning as appropriate o Coordinate maintenance and repair of primary tactical equipment.	Facilities and Field Maintenance
o Assure personnel and equipment safety – move equipment to higher ground as appropriate. o Assist with and support Command. o Respond to emergency calls - when safe to do so in a prioritized fashion. o Provide reconnaissance and inventory of Airport property checking for damage and problem areas.	Airport Police and Fire

19.3.5 Administration and Logistics

As stated in the Administration and Logistics Section 2.7.

19.3.6 Plan Development and Maintenance

As stated in Section 2.6 Development and Maintenance.

19.3.7 Authorities and References

See Authorities and References in Section 2.2 and Section 29.0.

19.4 Volcanic Ash

19.4.1 Purpose

The greatest hazard posed by eruptions from Alaskan volcanoes for the Fairbanks North Star Borough is airborne ash. This section describes the Airport's response to volcanic events that affect the Airport.

19.4.2 Situation and Assumptions

Volcanoes pose a low probability of impacting the Fairbanks Airport as outlined in the Fairbanks North Star Borough Multi-Hazard Mitigation Plan. The greatest hazard posed by eruptions from Alaskan volcanoes for the Fairbanks North Star Borough is airborne ash. This is defined as: Volcanic ash, also known as tephra, consists of jagged pieces of rocks, minerals, and tiny fragments of solidified lava ejected into the air by an explosion from a volcano. Though called "ash," volcanic ash is not like the soft fluffy material created by burning wood, leaves, or paper. Volcanic ash is hard, does not dissolve in water, is extremely abrasive and mildly corrosive, and conducts electricity when wet.

The Airport is subject to possible volcanic Ash Fall-out. Such an event may have a large effect on the surrounding community and reduce the amount of supporting aid available to the Airport. Heavy ash fall would most likely restrict aircraft flights, hamper emergency response, and may render vehicles unusable. All of the Airport structures are subject to volcanic ash fallout.

Volcanic ash consists of finely fragmented particles of rock, minerals, and aerosol droplets generally less than 2 millimeters in diameter (less than 0.063 diameter for fine ash) produced by explosive volcanic eruptions.

Volcanic ash injected into the atmosphere to altitudes exceeding 100,000' may impact areas for hundreds of miles.

Physical properties of volcanic ash which make it especially harmful to aviation operations include its small grain size, hardness and abrasive nature, ability to hold an electrostatic charge, and ability to absorb water and droplets of corrosive acid aerosol.

Because of these properties, ash presents a number of unique problems when efforts are made to remove it during the cleaning process.

Ash fall on airport facilities will also affect other areas of the airport, including taxiways, ramps, buildings, ground services, electric utilities, communications facilities and aircraft parked on the ground.

19.4.3 Operations

The Fairbanks Airport Police & Fire will respond to all natural disasters on the airport. Facility evacuation or shelter - in - place procedures will be implemented by the IC or his / her designee. Facilities will not be deemed appropriate for shelter in place or re-occupancy after evacuation until the facilities have been inspected by Facilities and Field Maintenance, Airport Engineering and Environmental, or their designee's in accordance with the Volcano response guidelines in this section. The overall airport response to Volcano emergencies includes inspecting the airport for hazards and damage in accordance with the procedures and training outlined in the ACM.

19.4.4 Organization and Assignment of Responsibilities

VOLCANIC ASH RESPONSE GUIDELINE	
o Follow FAA procedures and guidelines, including notification to Domestic Events Network (DEN) as needed. o Notify Airport Communications Center of Status of tower and equipment during the event.	ATCT
o Inform Airport Police & Fire of any pertinent information regarding ash fall event. o Inform Field Operations Officer. o Inform On Duty Field Maintenance supervisor. o Notify Airport management; include PIO, engineering and environmental departments. o Track 911 and emergency service requests o Maintain records/logs of emergency activity.	Communications Center

o Perform situation size up.
o Establish Command.
o Determine & communicate tactical priorities and tasks
  o Safety of Airport personnel and traveling public
  o Safety of Airport property and equipment
  o Prioritize response
o Request needed resources through Communication Center – be specific as possible.
o Determine if incident is of scale and/or impact to request Airport EOC activation.
o Assign Officer to liaison and be communication link with EOC.
o Create a unified command as appropriate.
o Direct closure of the airport or portions thereof if conditions so dictate.
o Consider limitations to non-emergency vehicle operations during ash events.
o Coordinate provision of information on airport status to the public with PIO
	IC

VOLCANIC ASH RESPONSE GUIDELINE	
o Perform runway and airfield assessment ASAP. o Coordinate any airfield aircraft movements and closures. o Coordinate alternate aircraft parking locations if terminal, or another parking location, is determined to be unsafe. o Assist with emergency vehicle/resource movement to scene within restricted area. o Coordinate contact with FAA (Air Traffic Control Tower & Flight Service Station). o Issue NOTAMs as appropriate.	Airport Field Operations
o Provide for personnel and equipment safety, Check buildings to determine if evac or shelter in place is appropriate due to volcanic ash. o Assess challenge to maintaining airport facilities and/or field in returning to “normal” operations. o Direct field maintenance operations required to maintain flight operations o Coordinate modification and/or repair of airport facilities. o Coordinate recovery equipment/resources required. o Assure back up power supply(s) are ready and functioning as appropriate o Coordinate maintenance and repair of primary tactical equipment.	Facilities and Field Maintenance
o Respond to Command Post o Coordinate environmental assessment and provide status of airport buildings / air handling systems o Provide IC with status report and recommendations.	Airport Engineering and Environmental
o Assure personnel and equipment safety – Consider shutdown of air handling systems in station until directed by maintenance or environmental liaisons. o Assist with and support command. o Respond to emergency calls - when safe to do so in a prioritized fashion. o Provide reconnaissance and inventory of Airport property checking for damage and problem areas. Support Maintenance in determining safe equipment operation guidelines	Airport Police and Fire

19.4.5 Administration and Logistics

As stated in the Administration and Logistics Section 2.7.

19.4.6 Plan Development and Maintenance

As stated in Section 2.6 Development and Maintenance.

19.4.7 Authorities and References

See Authorities and References in Section 2.2 and Section 29.0.

19.5 Severe Weather / Storms

19.5.1 Purpose

Severe weather results from interactions between the sun, the atmosphere, moisture, and the structure of the planet. Severe weather can be defined as any weather event that has the potential to cause threats to life and/or damage to property.

The IC is responsible to ensure that adequate procedures are taken after a severe weather / storm event, as described in this section. Severe weather results from interactions between the sun, the atmosphere, moisture, and the structure of the planet. Severe weather can be defined as any weather event that has the potential to cause threats to life and/or damage to property.

19.5.2 Situation and Assumptions

Severe weather / storms have a low probability of occurring on the Fairbanks Airport as outlined in the Fairbanks North Star Borough Multi-Hazard Mitigation Plan.

19.5.3 Operations

Severe weather/storms refer to any dangerous meteorological phenomena with the potential to cause damage, serious operational disruption, or loss of human life. Fairbanks has a low probability of experiencing the following types of severe weather.

Ice Storm/freezing rain - When surface temperatures are below freezing, but a thick layer of above freezing air remains aloft above ground level, rain can fall into the freezing layer and freeze upon impact into a "glaze", which is known as freezing rain.

Snowstorm - A heavy fall of snow accumulating at a rate of more than 5 centimeters (2 in) per hour that lasts several hours. Snow storms, especially ones with a high liquid equivalent and breezy conditions, can down tree limbs, cut off power, and paralyze travel over a large region.

Thunderstorm - A thunderstorm is a type of storm that generates lightning and the attendant thunder. It is normally accompanied by heavy precipitation.

Windstorm –A storm marked by high wind with little or no precipitation. A wind advisory is issued by the National Weather Service if winds are forecast to be 31-39 mph for at least 1 hour; or any gusts to 46-57 mph on land.

The frequency of airport inspections is increased during and following storms. These inspections as well as the severity of the Storm may dictate closure of the AOA as outlined in the ACM. The procedures listed below are implemented, when severe weather / storms are forecast and/or occur.

The Fairbanks Airport Police & Fire will respond to all natural disasters on the airport. Facility evacuation or shelter - in - place procedures will be implemented by the IC or his / her designee. Facilities will not be deemed appropriate for shelter in place or re-occupancy after evacuation until the facilities have been inspected by Facilities and Field Maintenance, Airport Engineering and Environmental, or their designee's in accordance with the severe weather / storm response guidelines in this section. The overall airport response to severe weather / storm emergencies includes inspecting the airport for hazards and damage in accordance with the procedures and training outlined in the ACM.

19.5.4 Organization and Assignment of Responsibilities

SEVERE WEATHER / STORM GUIDELINES CHECKLIST	
o Notify Airport Communications Center of Notification of Significant Meteorological Conditions (SIGMET) has been issued. o Special regulations provide for specific actions by ATCT personnel in response to notification by Weather Bureau of "Significant Meteorological Conditions" (SIGMET) and for evacuation of the tower at a predetermined storm condition. o Make appropriate notifications through FAA chain of command, including notification to Domestic Events Network (DEN) as needed.	ATCT
o Inform Airport Police & Fire of any pertinent information regarding weather alert. o Inform Airport Field Operations Officer. o Inform on-duty Field Maintenance Supervisor. o Notify Airport management. o Track & log 911 and emergency service request for Command to prioritize before responding (anticipating multiple calls during or after event). o Notify airport tenants as appropriate and time allows. o Maintain records/logs of emergency activity.	Communication Center

SEVERE WEATHER / STORM GUIDELINES CHECKLIST	

o Perform situation size up.
o Establishes Command.
o Determine & communicate tactical priorities and tasks.
  o Safety of Airport personnel and travelers
  o Safety of airport property and equipment
  o Prioritize response
o Request needed resources through Communication Center – be specific as possible.
o Determine if incident is of scale and/or impact to request Airport EOC activation.
o Assign Officer to Liaison and to be communication link with EOC.
o Create a unified command as appropriate.
o Direct closure of the airport or portions thereof if conditions so dictate.
	IC

o Increase Airfield inspections as appropriate o Coordinate any airfield aircraft movements and closures. o Coordinate alternate aircraft parking locations if terminal, or another parking location, is determined to be unsafe. o Assist with emergency vehicle/resource movement to scene within restricted area. o Coordinate contact with FAA (Air Traffic Control Tower & Flight Service Station) o Issue NOTAMs as appropriate.	Airport Field Operations
o Provide for personnel and equipment safety, shelter outside equipment as appropriate. o Assess challenge to maintaining airport facilities and/or field in returning to “normal” operations. o Direct field maintenance operations required to maintain flight operations o Coordinate modification and/or repair of airport facilities. o Coordinate recovery equipment/resources required. o Assure back up power supply(s) are ready and functioning as appropriate o Coordinate maintenance and repair of primary tactical equipment.	Facilities and Field Maintenance

SEVERE WEATHER / STORM GUIDELINES CHECKLIST	
o Assure personnel and equipment safety. o Assist with and support Command. o Respond to emergency calls - when safe to do so in a prioritized fashion. o Provide reconnaissance and inventory of Airport property checking for damage and problem areas.	Airport Police and Fire

19.5.5 Administration and Logistics

As stated in the Administration and Logistics Section 2.7.

19.5.6 Plan Development and Maintenance

As stated in Section 2.6 Development and Maintenance.

19.5.7 Authorities and References

See Authorities and References in Section 2.2 and Section 29.0.

21.0 Failure of Power for Movement Area Lighting

21.1 Purpose

This section describes the procedures that shall be implemented upon the failure of the movement area lighting system or any component thereof. The IC is responsible for ensuring the appropriate actions take place during a failure of power, as specified in this section.

21.2 Situation and Assumptions

Electric power to the airport is supplied by Golden Valley Electric Association (GVEA) with emergency power available from other interior Alaska providers. An emergency generator in the passenger terminal building starts automatically when primary power fails. It furnishes power for emergency lights in the terminal building.

The Airport Response Center facility also contains an emergency generator that activates when primary power fails. This generator powers emergency lights, the Airport Communications Center, apparatus-bay door operation, partial heat, and ramp area floodlights south of the passenger terminal.

Runway lights are on seven circuits with individual regulators. Taxiway lights are on seven circuits. The runway/taxiway lighting system includes two dedicated emergency 300/400KW generators located in the regulator building on the south end of the airfield. They are controlled by the Air Traffic Control Tower and start automatically when primary power fails. The Lights can also be controlled from an emergency backup laptop, that can be used anywhere on the field. They are normally activated continuously and used as the primary power source during Category II/III low visibility) instrument landing conditions. The generators are tested weekly and are maintained per the manufactures recommendations. Fuel capacity for each generator is 1500 gallons of diesel which should allow for approximately 46 hrs. of operation without refueling (400KWH generator 32 GPH).

The AP&F Hazmat Trailer is configured to assist in control and containment of certain hazardous material spills. Absorbent padding, containment boom, visqueen, and sand are stored at the airport.

Other organizations beyond the local community that may be contacted for assistance include:

Alaska Dept. of Environmental Conservation	1-800-478-9300
Alaska Homeland Security EOC	1-800-478-2337
Alaska Department of Public Safety	1-907-424-3184
ERG Emergency response Chemtrec	1-800 424 9300

20.4 Organization and Assignment of Responsibilities

OIL SPILL/HAZMAT RESPONSE GUIDELINE	
o Notify Airport Police & Fire of any reported hazardous spills or radiological release. o Notify Operations Field Officer. o Alert/Initiate AP&F callback if requested by command. o Notify Airport management, including Airport Environmental staff. o Recall Airport HazMat Team members as requested by Command. o Request mutual aid upon direction of the Incident Commander. o Notify affected tenants. o Maintain records/logs of emergency activity	Communication Center

o Perform Size Up.
o Establish Command.
o Determine & communicate tactical priorities and tasks.
  o Limit Access - establish safe zone to protect responders and public.
  o Scene stabilization and limit spread of suspected contaminant.
  o Identification of contaminate and determine health and safety hazards associated with material.
  o Determine the responsible party for the spilled material, notify them, and request that they immediately clean up the spilled material.
  o Take defensive or offensive actions as necessary.
Request needed resources through Communication Center – be specific as possible.
o Request assistance and/or notification of Airport Environmental Officer.
o If necessary, activate FAI's Spill Prevention, Control and Countermeasure Plan (SPCC) or other applicable plans.
o Establish decon area and appropriate decon method –THIS MUST BE DONE PRIOR TO ANY ENTRY INTO THE HOT ZONE.
o Assign Hazardous Materials Officer or perform duties.
o Assign Medical officer or perform duties.
o Assign Police and Fire officer or perform duties.
	Command

OIL SPILL/HAZMAT RESPONSE GUIDELINE	
o Respond to the Incident Command Post. o Assess the situation and provide advice to Incident Command on incident mitigation. o Coordinate material identification and hazard documentation o Develop recommendations for proper decon methods, air monitoring, and personal protective gear. o Ensure that a Health and Safety plan is written and followed by FAI responders. o Coordinate with responsible party, Environmental staff, and Maintenance for proper management of spilled material and debris.	Hazardous Materials Officer
o Airport Operations Field Officer to Command post, Chief of Operations or delegate to Airport EOC. o Coordinate any airfield aircraft movements and closures. o Coordinate alternate aircraft parking locations if terminal, or another parking location, is determined to be unsafe. o Assist with emergency vehicle/resource movement to scene within restricted area. o Coordinate contact with FAA (Air Traffic Control Tower & Flight Service Station). o Issue NOTAMs as appropriate.	Airport Field Operations
o Senior on-duty supervisor responds to Command post, Chief of Field Maintenance or delegate to Airport EOC. o Assess challenge to maintaining airport facilities and/or field in returning to “normal” operations. o Coordinate modification and/or repair of airport facilities. o Coordinate heavy equipment/resources required. o Coordinate maintenance and repair of primary tactical equipment. o Assist in transfer of necessary supplies and equipment to emergency areas. o Assist with containment and cleanup activities.	Airfield Maintenance
o Standby in the event of a flammable liquid release.	Fire Officer

20.5 Administration and Logistics

As stated in the Administration and Logistics Section 2.7.

20.6 Plan Development and Maintenance

As stated in Section 2.6 Development and Maintenance.

20.7 Authorities and References

See Authorities and References in Section 2.2 and Section 29.0.

21.0 Failure of Power for Movement Area Lighting

21.1 Purpose

This section describes the procedures that shall be implemented upon the failure of the movement area lighting system or any component thereof. The IC is responsible for ensuring the appropriate actions take place during a failure of power, as specified in this section.

21.2 Situation and Assumptions

Electric power to the airport is supplied by Golden Valley Electric Association (GVEA) with emergency power available from other interior Alaska providers. An emergency generator in the passenger terminal building starts automatically when primary power fails. It furnishes power for emergency lights in the terminal building.

The Airport Response Center facility also contains an emergency generator that activates when primary power fails. This generator powers emergency lights, the Airport Communications Center, apparatus-bay door operation, partial heat, and ramp area floodlights south of the passenger terminal.

Runway lights are on seven circuits with individual regulators. Taxiway lights are on seven circuits. The runway/taxiway lighting system includes two dedicated emergency 300/400KW generators located in the regulator building on the south end of the airfield. They are controlled by the Air Traffic Control Tower and start automatically when primary power fails. The Lights can also be controlled from an emergency backup laptop, that can be used anywhere on the field. They are normally activated continuously and used as the primary power source during Category II/III low visibility) instrument landing conditions. The generators are tested weekly and are maintained per the manufactures recommendations. Fuel capacity for each generator is 1500 gallons of diesel which should allow for approximately 46 hrs. of operation without refueling (400KWH generator 32 GPH).

21.3 Organization and Assignment of Responsibilities

FAILURE OF POWER RESPONSE GUIDELINES	
○ Notify: ○ Field Operations officer ○ On Duty Watch Commander, AP&F ○ On duty field maintenance foreman or designated on-call ○ Airport Chief of Maintenance or delegate ○ Airport Chief of Operations or delegate ○ Airport Police & Fire ○ Make notifications to Airport management and call-outs as directed. ○ Maintain records/logs of emergency activity	Communication Center
○ Perform situation size up. ○ Establish Command. ○ Determine & communicate tactical priorities and tasks ○ Request needed resources through Communication Center – be specific as possible. ○ Determine if incident is of scale and/or impact to request Airport EOC activation. ○ Assign Officer to liaison and be communication link with EOC. ○ Create a unified command as appropriate. ○ Direct closure of the airport or portions thereof if conditions so dictate.	IC

FAILURE OF POWER RESPONSE GUIDELINES	
o Coordinate airfield aircraft movements and closures. o Coordinate contact with FAA (Air Traffic Control Tower & Flight Service Station). Refer to ACM for movement area lighting limits and required actions. o Issue NOTAMs as appropriate. o Provide reconnaissance of Airport property; assist Airport Maintenance in determining location of failure. o Restrict aircraft and/or vehicle activities as needed for safety and compliance.	Airport Operations
o Respond to the airport and determine cause of failure and responsibility for power restoration if possible (i.e., on airport or off airport cause would determine responsibility to restore power). o Coordinate repair lighting systems or determine the responsibility for repair. o If the responsibility for repair is determined not to be the airports, notify the responsible party and coordinate their response. o If necessary, coordinate placement of temporary lighting systems.	Chief of Airport Maintenance and Field Maintenance Supervisor
o Check Police and Fire building generator. o Check Terminal generator. o Assure public safety in terminal area as appropriate. o Assist with and support Command. o Provide reconnaissance of Airport property; assist Airport Maintenance in determining location of failure.	Airport Police and Fire

21.4 Administration, Finance, and Logistics

As stated in the Administration and Logistics Section 2.7.

21.5 Plan Development and Maintenance

As stated in Section 2.6 Development and Maintenance.

21.6 Authorities and References

See Authorities and References in Section 2.2 and Section 29.0.

22.0 Water Rescue Situations

22.1 Purpose

The purpose of the water rescue plan is to fulfill the requirements of 14 CFR Part 139.325 (f). The IC is responsible to define the responsibilities and actions that should take place during water rescue situations. Standard response of ARFF and local mutual aid companies will follow standard procedures outlined in their respective sections in this AEP.

22.2 Situation and Assumptions

This plan contains provisions, to the extent practicable, for the rescue of aircraft accident victims from significant bodies of water on or adjacent to the Fairbanks Int. Airport within two miles of approach and departure patterns. The only body of water meeting this criteria is the Tanana River, including the confluence with its' local tributary the Chena River, as depicted on the FAI AEP grid map and located South / Southwest of the airfield.

Tanana River:
The Tanana River is about 650 miles long and is the largest tributary of the Yukon River. In central Alaska, it emerges into a lowland marsh region known as the Tanana Valley and passes to the south of the City of Fairbanks, north and east of the City of North Pole and east of the village of Ester. The Tanana River is a braided stream that appears light brown due to its high suspended sediment load. The river is fed by glacial melt in the nearby mountains. Warm weather and/or excessive amounts of rain cause seasonal flooding of the river. The Tanana River, where it flows through the Approach / Departure path of FAI, flows at an approx. speed of 3-8 mph, dependent on seasonal weather and snowmelt. The Tanana River during winter months freezes over with ice in some locations as thick as 60 inches. The ice depths vary widely, and open leads of water may appear at any location in the river during any of the winter months.

Chena River:
The Chena River is about 60 miles long and is a clear-water stream running from the hills east of Fairbanks into the Tanana River immediately south of town. The river is fed by five tributaries: The North Fork, South Fork, West Fork, Middle (East) Fork and the Little Chena River. All five tributaries empty into the Middle Fork, which is the main section of the river. The Chena River, where it enters the Tanana River flows at an approx. speed of 3 – 5 mph dependent upon seasonal weather, snowmelt, and the volume and flow of the Tanana River. The Chena River during winter months freezes over with ice in some

locations as thick as 60 inches. The ice depths vary widely, and open leads of water may appear at any location in the river during any of the winter months.

Operations requiring Water Rescue capabilities are expected to require assistance from other area agencies. There is no significant body of water located within the property line of the Fairbanks Int. Airport, and thus, there is a shared responsibility for response based on the location of the incident. Other agencies with a primary response requirement include the Alaska State Troopers, University Fire Department, Chena Goldstream Fire and Rescue, and Fort Wainwright Fire and Emergency Services. A Mutual Aid Agreement exists between all of the above agencies with the exception of the Alaska State Troopers. No formal (written) memorandums of understanding (MOUs) or letters of agreement (LOA) are required to meet the Part 139 certification requirements at this airport.

22.3 Operations

Notification of a water rescue incident within the identified significant body of water adjacent to the Fairbanks Int. Airport will initiate a response from the Fairbanks Int. Airport Police & Fire Department. Department members are trained in basic water rescue techniques and receive recurrent training in both water rescue and boat operations.

22.4 Organization and Assignment of Responsibilities

WATER RESCUE RESPONSE GUIDELINES	

o Inform Airport Police & Fire of any pertinent information obtained from the person reporting the incident.
o Notify Operations field officer on duty
o Recall all available Airport Police & Fire personnel upon direction of Incident Commander.
o Notify airport management and ensure that messages have been received.
o Request mutual aid upon direction of the Incident Commander.
  o Mutual aid resource list:
  o UFD - 1 quick rescue raft, 1 jet boat, ice/cold water suits
  o City FD - 1 raft, 1 jet boat, ice/cold water suits
  o FTWW FD - 1 jet boat
  o CGFR - 1 raft
  o NSVFD - 1 boat
  o Alaska State Troopers – 1 boat, Helicopter
  o MAST Helicopter
  o DNR Forestry Helicopter - summer
o Maintain records/logs of emergency activity.
	Communication Center

o Respond per SOP and initiate command	Airport Police and Fire
o Perform situation size up. o Establish Command. o Determine & communicate tactical priorities and tasks. o Request needed resources through Communication Center – be specific as possible. o Assign Rescue Officer or perform duties. o Assign Medical Officer or perform duties. o Assign Staging Officer. o Assign Safety Officer or perform duties. o Assign Field Operations officer or perform duties.	Command

WATER RESCUE RESPONSE GUIDELINES	
o Put on ICS vest. o Size up rescue situation. o Provide Command with rescue status and resource request. o Communicate tasks with units assigned to Rescue. o Assist self-rescue. o Search & Rescue. o Remove patients to medical sector triage area. o Maintain rescue unit accountability. o Provide periodic updates to Command.	Rescue Operations Officer
o Airport Operations Field Officer to Command post. o Coordinate any airfield aircraft movements and closures. o Coordinate alternate aircraft parking locations if terminal, or another parking location, is determined to be unsafe. o Assist with emergency vehicle/resource movement to scene within restricted area. o Coordinate contact with FAA (Air Traffic Control Tower & Flight Service Station). o Issue NOTAMs as appropriate.	Airport Field Operations
o Respond only as requested and appropriate to the designated staging area. o Have unit leader or chief officer make contact with Command preferably face to face through Staging or at Incident Command Post (if level II staging not established). o Each unit responsible for own personnel accountability. o Units to stay on own radio frequency. Coordinate with Command preferably with chief officer face to face or on mutual aid channel.	Mutual Aid Responder

22.5 Administration and Logistics

As stated in Section 2.7 and within this section's mutual aid water rescue plan.

22.6 Plan Development and Maintenance

As stated in Section 2.6 Development and Maintenance.

22.7 Authorities and References

See Authorities and References in Section 2.2 and Section 29.0.

23.0 Crowd Control

23.1 Purpose

This section describes the Airport's protocol for crowd control during possible Airport incidents. The IC is responsible for ensuring the appropriate procedures take place, as described in this section.

23.2 Situation and Assumptions

Crowd Control may be of two different natures of assembly:

- Peaceful assembly at the Airport
- Disruption for hostile reasons

23.3 Operations

Airport Police and Fire are trained in crowd control and will be called upon when the IC determines it is necessary. When events occur that attract a large number of persons, Airport Police & Fire and Alaska State Troopers and other local law enforcement (University, City, North Pole, FTWW & Eielson AFB) will be requested to control crowds and to limit access to controlled areas. Local private security firms may also be called upon to provide personnel to support crowd control efforts.

23.4 Organization and Assignment of Responsibilities

The airport has a number of barricades, traffic control cones, and barrier tape to mark a large restricted area boundary. Public address systems have been installed in patrol vehicles and fire apparatus and may be used to direct large numbers of persons.

Constitutionally protected activities, such as public displays, picketing and protests, are controlled on Airport property in accordance with the provisions of Title 17 Alaska Administrative Code Sections 40.500.

Crowd Control RESPONSE GUIDELINES	
o Inform Airport Police & Fire of any pertinent information obtained from the person reporting the incident. o Notify Operations field officer on duty o Recall all available Airport Police & Fire personnel upon direction of Incident Commander. o Notify airport management and ensure that messages have been received. o Request mutual aid upon direction of the Incident Commander.	Communication Center

23.5 Administration and Logistics

As stated in the Administration and Logistics Section 2.7.

23.6 Plan Development and Maintenance

As stated in Section 2.6 Development and Maintenance.

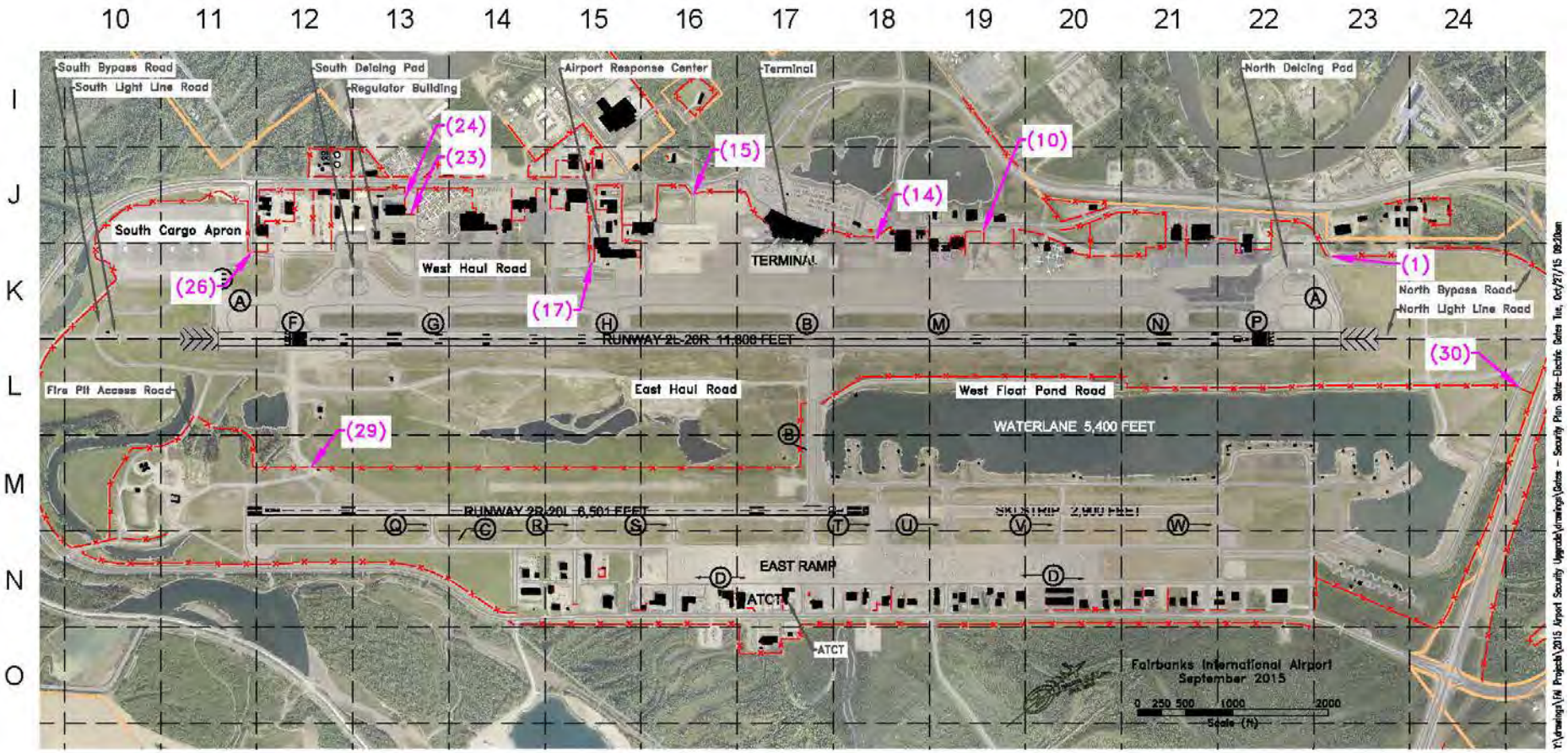
23.7 Authorities and References

See Authorities and References in Section 2.2 and Section 29.0.

24.0 Airport Maps

Emergency Operations Center (EOC) Location

Airport Gate Map



Ⓦ Taxiway Designator

Electric Gates			
1	North end - Old Airport Road	23	FAI Maintenance Building North
10	Vacant lot (old post office)	24	FAI Maintenance Building South
14	North of Passenger Terminal	26	South Cargo Apron
15	Mail Trail	29	East/West Haul Road Access (Fox Gate)
17	Brumbaugh Blvd	30	North end of Float Pond

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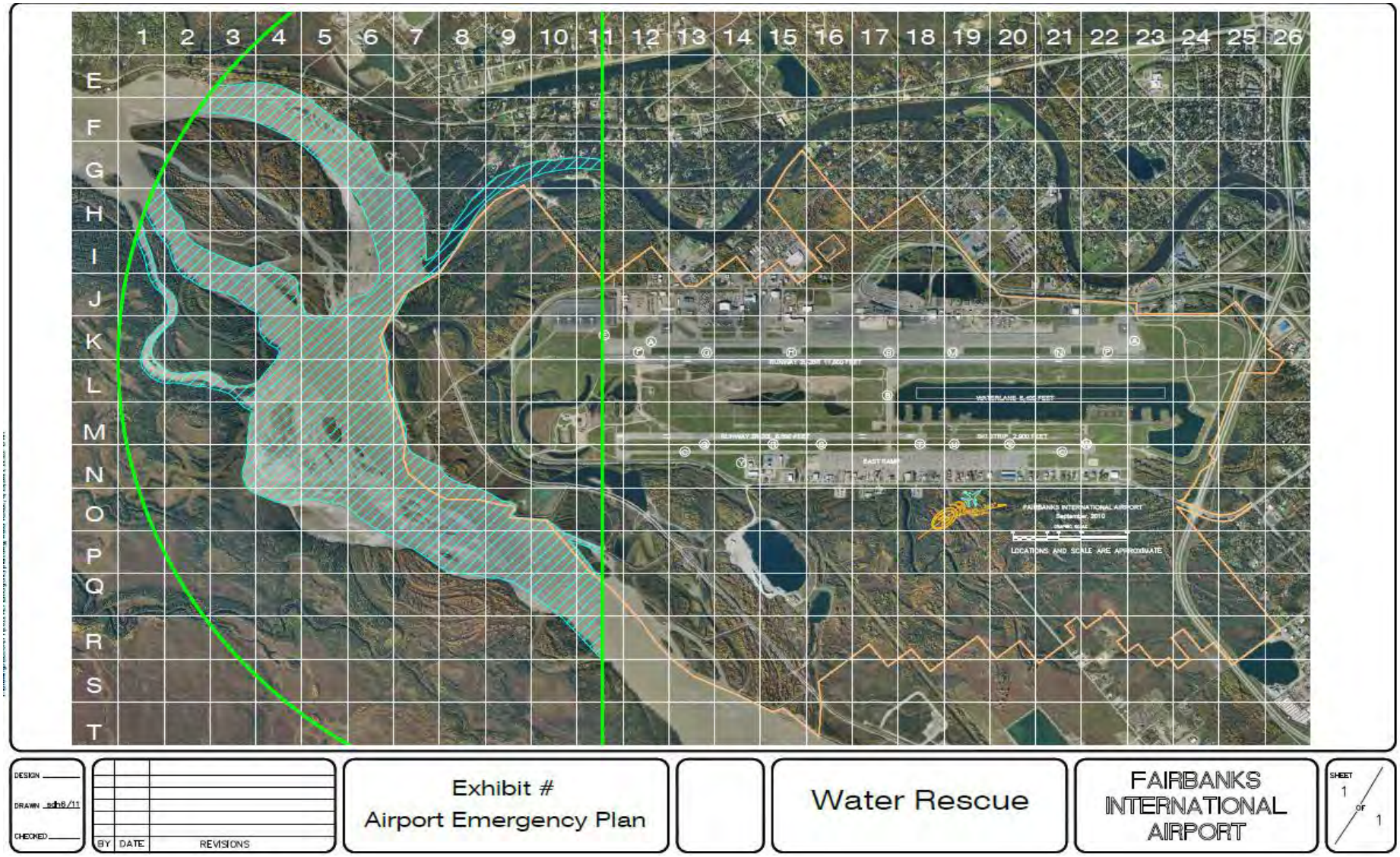
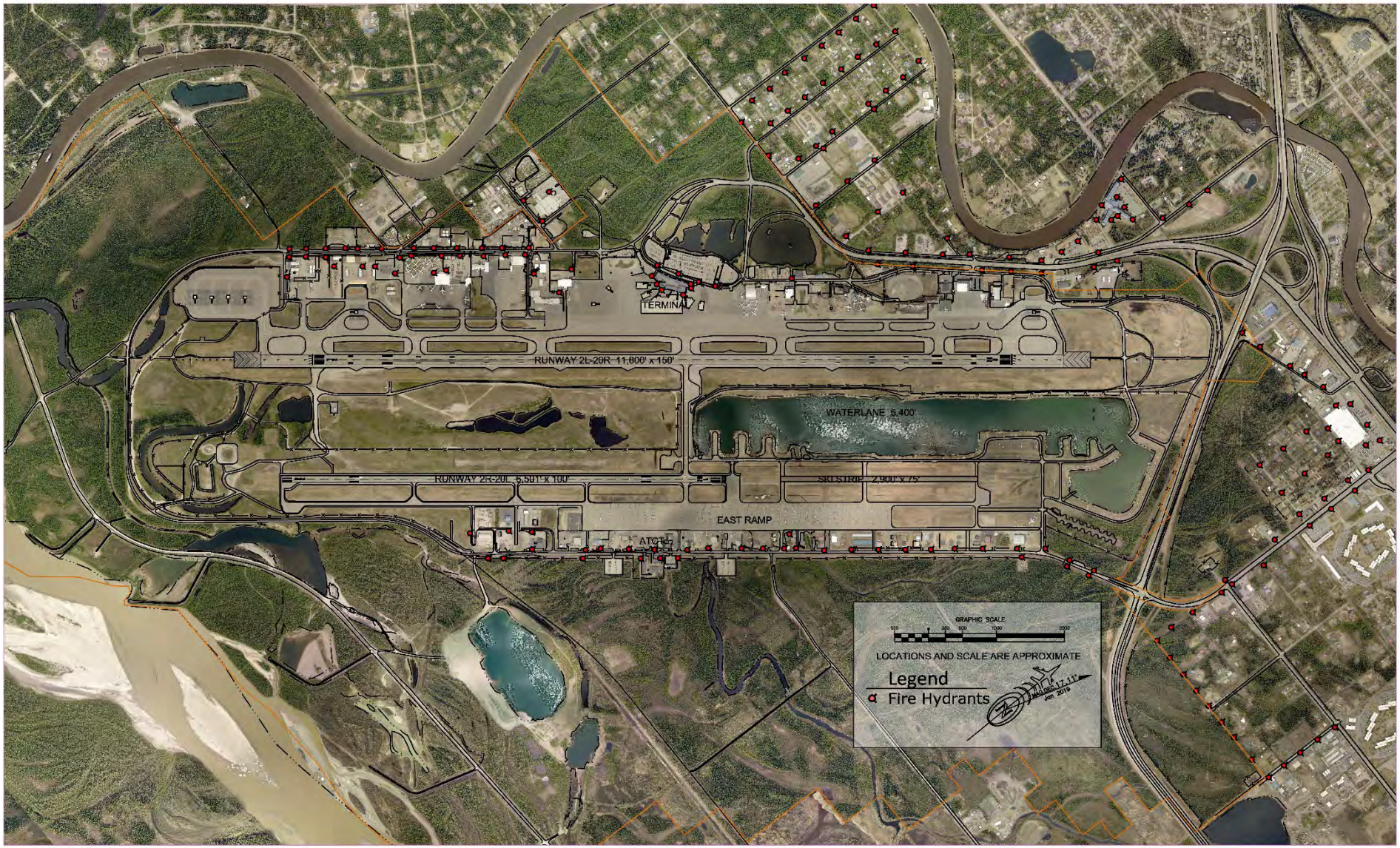
Airport Water Rescue Zone Map



DESIGN	BY	DATE	REVISIONS	Exhibit # Airport Emergency Plan		Water Rescue	FAIRBANKS INTERNATIONAL AIRPORT	SHEET 1 OF 1
DRAWN sch6/11								
CHECKED								

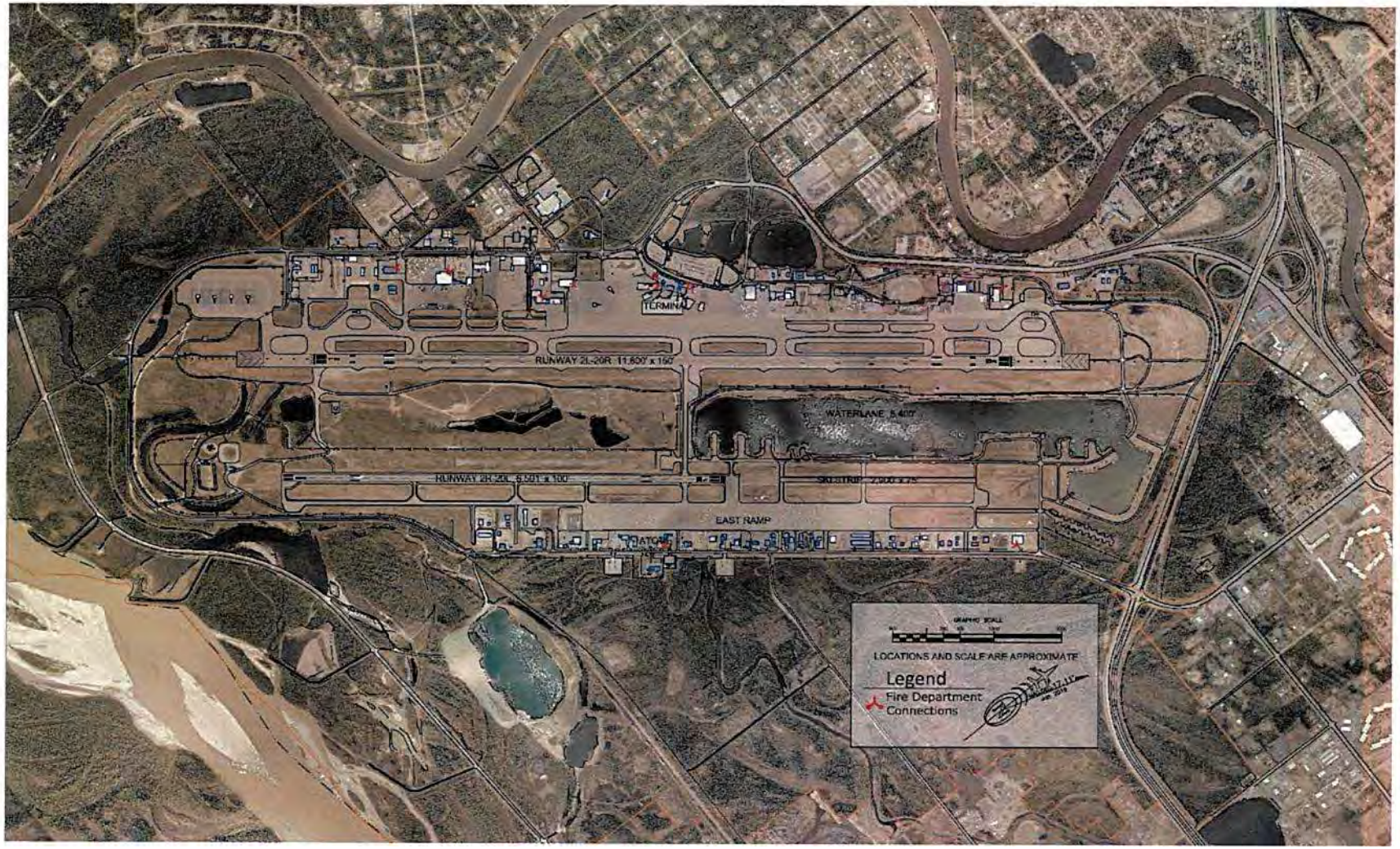
FAA Approved Date

Airport Fire Hydrant Map



FAA Approved Date

Airport Fire Hydrant FDC Map



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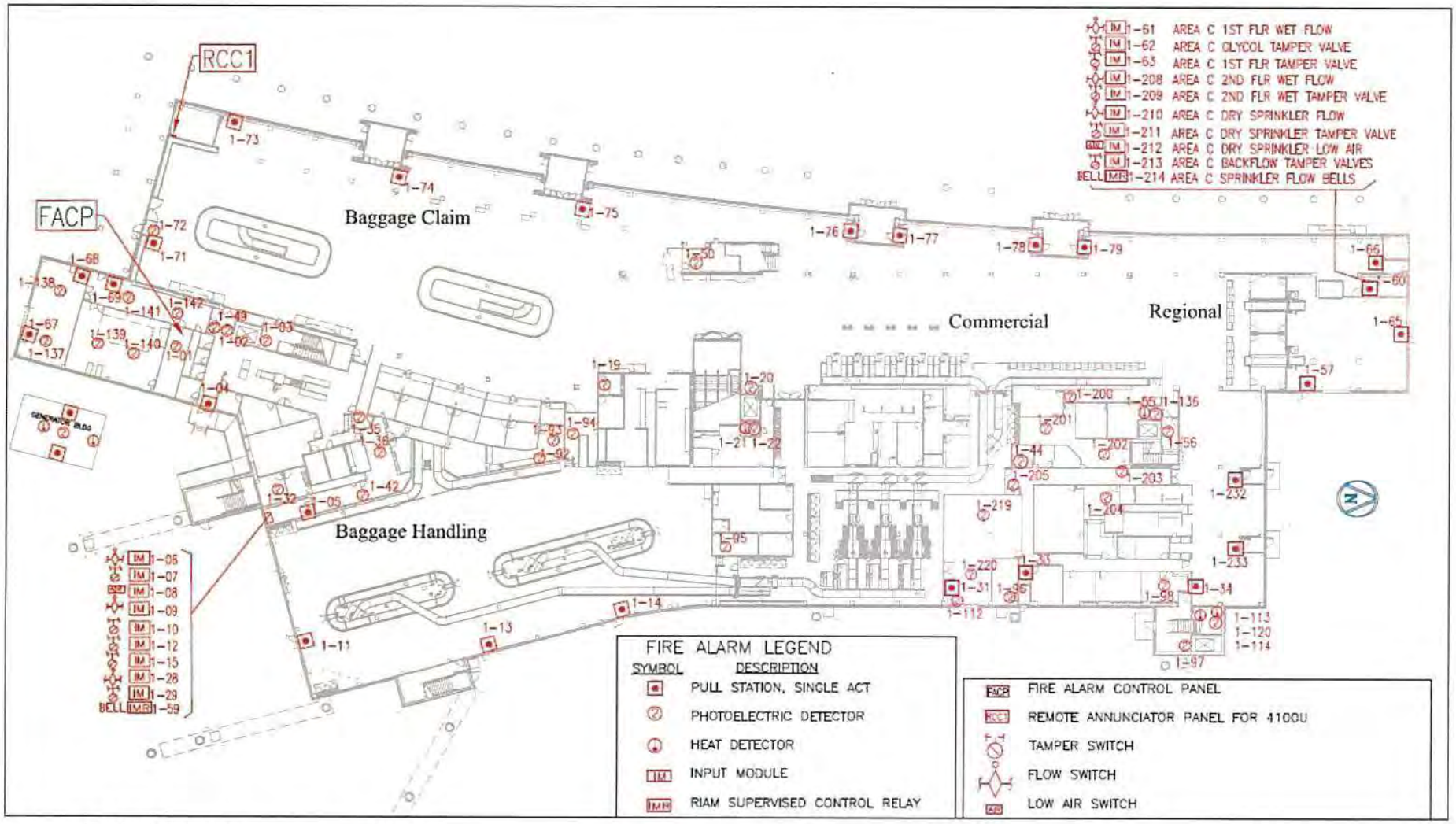
FAA AIRPORTS APPROVAL
MS AAL-604 DATE 3-15-19

Airport Fire Alarm Map



FAA Approved Date

FAA AIRPORTS APPROVAL
MS AAL-604 DATE 3-15-19

25.0 Emergency Response Equipment Inventory

Fairbanks International Airport Police & Fire Department

Apparatus Number	Type of Equipment	Pump or Primary Use	Tank Capacity	Special Equipment
Eng. 1	CFR 4x4	250	150	AFFF, 500# PK.
Eng. 2	CFR 50'Snozzle 6x6	1800	3000	410 gal. AFFF; 480# Halotron; 8kw generator; vehicle mounted FLIR; Med and O2 kit.
Eng. 3	CFR 6x6	1800	3000	410gal. AFFF; 500# Dry Chem, 8kw generator, vehicle mounted FLIR, Med and O2 kit.
Eng. 4	CFR 6x6	1800	3000	410gal. AFFF; 500# Dry Chem, 8kw generator, vehicle mounted FLIR, Med and O2 kit.
Rescue Eng. 5	Engine/Rescue 4x4	1500	750	60 gal. AFFF; 1200'-4", rescue tools, shoring & lift struts,15kw, high lift air bags, gen/light tower, hand FLIR, Med and O2 kit.
Rescue Boat 1	Riverboat	Water rescue	N/A	Life ramp, water rescue suits (x6), drag hook, pike poles, stokes litter, throw ropes bags and discs.

Rescue Boat 2	Riverboat	Water rescue	N/A	Life ramp, pike poles, throw rope bags and discs.
MCI	Trailer	MCI	N/A	100 back boards, MCI, ICS, and BLS equipment, 3KWGEN lighting
MCI	Air shipping container/trailer	MCI	N/A	50 back boards, survival equipment
HazMat	Trailer	Hazmat	N/A	8-1hr SCBA, B &C splash suits, absorbents, booms, 11kwgen, lighting, radios, resource area
ATV (2)	ATV 6X6	Rescue	N/A	(2) Rescue sleds - 1 medical, 1 fire/rescue equipped.
Snow machines (2)	Snow machines	Rescue	N/A	(2) Rescue sleds - 1 medical, 1 fire/rescue equipped.

Staffing: Total responders = **26**

Hazardous Materials Certification		**EMS Level**	
Awareness =	**0**	ETT =	**17**
Operations =	**19**	EMT-1 =	**1**
Technician =	**2**	EMT-2 =	**1**
Specialist =	**0**	EMT-3 =	**2**
Command =	**0**	MICP =	**0**

26.0 Maintenance Equipment Inventory

Light Duty Trucks

37 Light Duty Trucks, various makes and models

Heavy Duty Equipment

4 Motor Graders
4 Wheeled Loaders
4 Dump Trucks
1 Dozer
1 Roller/Compactor
1 Backhoe
2 Water Tankers
1 Side Dump
1 Low-boy trailer
1 Tractor Truck

Snow Removal Equipment

2 Plow Trucks
5 Runway Brooms
2 Deice Trucks
2 Snow Blowers

Specialty Equipment

2 Boats
2 Snow machines
2 ATV's
2 Farm Tractors
2 Garden Tractors
2 Vacuum Trucks
1 Mass Causality Trailer
2 Fork Lifts
5 Man Lifts
1 Bucket Truck
1 Crane (2 Ton)
2 Skid Steers
2 Light Towers
1 6" Water pump
1 Flatbed Truck w/Knuckle Boom
1 HAZMAT Trailer

27.0 Resource Management Equipment & Supplies

General types of supplies that may be available locally.

Alaska Airlines, Ground Handling Equipment
Alyssa Stephan (907) 474-0711
1 Air Start Cart
1 Air Start Bottle
6 Bag Tugs
6 Belt loaders
1 Lower Deck Loader, 15,000 LB
4 Deice Trucks EG Type I-Deice/PG Type IV-Anti Ice
24 Dollies, 10', 15,000 LB
1 Dolly, 20', 35,000 LB
1 Disabled Passenger Lift
3 Forklifts
2 GPU's 28V/400 Htz
Herman Nelson Heater
5 Cabin Heaters
1 Lavatory Service Truck
3 Passenger Stair Trucks
1 Potable Water Unit
2 Push Back Tugs
5 Towbars, 737

Nana Management Services
Greg Whiteside (907) 978-3682
1 Catering Lift Truck

Ravn Alaska
Hangar Phone (Mechanics): 907-450-7232
1 “Lektro Tug”, Basic configuration
1 “Lektro Tug”, Alternate configuration
1 Tronair “Snap Bak” (smaller bar), Piper Navajo, Mooney, some Cessna, some Learjet, 1900; other airframes possible
1 Tronair, Shorts SD330, SD360, Beech King Air, Queen Air, 99, 1900, Swearingen SJ30-2
Variety of small hand-operated hydraulic jacks, may not operate as well if they are very cold

Alaska Aerofuel
Tim Hill 907-474-0061
2 Lektro towbarless tow vehicles, 100,000 LB (battery powered-no far field response)
1 Stair truck

Northern Air Cargo
Bill Lavery 907-474-9606
Pushback tug, 727/737/DC6
Tow bars, 737
Air stairs, 737 DC-6 (crew only-not recommended for pax)

Everts Air
Buck Blum (907) 590-8871
(907) 450-2355 (24/7)
1 Pettibone Crane,10,000 LB
2 Grove Cranes RT 745, 30 & 45 Ton
1 Coleman Tug, 100,000 LB
2 Large Air Force Tugs, greater than 100,000 LB
2 small aircraft tugs, 9360 LB
1 Caterpillar Fork Lift, V200, 20,000 LB
1 Gradall Material Handler, Fork Lift Type, 45 foot Extendable boom10,000 lbs capacity
Tow Bars: DC9, DC6, MD80, C46, EMB-120, Caravan, Pilatus, Piper Lance
Airbag for lifting aircraft, unknown capacity

Omni Logistics
Denny Michel (907) 474-9494
4 belt loaders
2 deck loaders – 1 upper deck / 1 lower deck
2 lav trucks
1 water cart
1 portable GPU unit
2 stair trucks (737, 747, 757, 787, A319, 320, 340, DC10, MD11)
18 baggage carts
15 container carts
2 portable heating units
2 air-start carts
4 tugs
2 push back units – 1 narrow body / 1 wide body
Tow bars for all narrow/wide body aircraft
2 passenger vans
1 cargo van
2 deice trucks
1 portable work stand

Delta Airlines
Nikar Murad (907) 474-3064
(907) 987-0462 Cell
2 belt loaders
4 tugs w/15 Bag carts
1 push-back tug
Tow bars (737, 757, Embraer 175, A319)
1 potable water cart
1 lavatory Cart
1 heat cart
1 air stairs, unpowered
1 air-start cart
1 deice truck
1 tail stand

28.0 Evacuation Plans and Pre-scripted Announcements

Authority

Authority to evacuate the Terminal, or any state-owned building directly controlled by the Fairbanks International Airport, lies with the Airport Manager or their designee. In practice, this will be the Incident Commander (IC) assigned to a particular emergency response involving these buildings.

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APPENDIX J. AUTHORITIES AND REFERENCES

28.1 Purpose

This document facilitates and organizes employer and employee actions during workplace emergencies. It provides direction for:

- Reporting fires and other emergencies.
- The orderly and coordinated evacuation of employees, passengers and customers of the Fairbanks International Airport (FAI).
- Employees who remain to operate critical operations before they evacuate.
- Procedures to account for all employees after an emergency evacuation.
- Obtaining further information or explanation of duties under the plan.

This plan was created in support of the Airport Emergency Plan (AEP) and is essential to ensure the safety of both employees and the traveling public during an emergent event. Events of this nature include, but are not limited to:

- Terrorism
- Bomb Threat
- Earthquake
- Power Outage
- Plane Crash
- Fire

An evacuation may be for a single work area, building, or for the entire the airport. Once the affected area of the airport has been evacuated, neither personnel, nor passengers will be permitted to return without the authorization of the Incident Commander. This document combines reference material provided by the State of Alaska Department of Transportation & Public Facilities (AKDOT&PF), Transportation Security Administration (TSA), Customs and Border Protection (CBP), Occupational Safety & Health Administration (OSHA), and other airport tenants.

Cancellation

This document supersedes and replaces all previous plans.

Contact Information

For additional information, explanation of duties and responsibilities under this plan, questions or recommendations:

Airport Operations
Phone: 907.474.2552
Email: fai.operations@alaska.gov

28.2 Assumptions

- The Airport Police & Fire Department is responsible for establishing the Incident Command System (ICS) and per the AEP responsible for coordinating evacuations of any portion of the airport in response to hazards threatening the **safety** of any persons on airport property, or in response to hazards threatening the **security** of any persons on airport property. Tenants of FAI are required to assist in the evacuation of the airport.
- Evacuations of the airport may be partial or complete and may be planned or occur as a result of a "no notice" life-threatening event, such as an earthquake, explosion, or act of terrorism. The area that needs to be evacuated will be determined on a case-by-case basis.
- Pre-determined evacuation assembly areas may not be suitable in all instances. When this occurs, alternate safe locations may be announced over the public address system.
- During periods of inclement weather, the airport will work with airport tenants in order to utilize their heated indoor space as an alternate assembly area.
- Evacuees should be assembled at least 500 feet from the incident site and are not allowed to hinder emergency vehicle access. The 500-foot buffer may include floors above and below.
- Self-evacuation may result in an evacuee entering a non-designated area proceeding a catastrophic event.
- Special attention will be given to dependent populations.
- Some will avoid order to evacuate.

28.3 Concept of Operations

FAI will use the Incident Command System when responding to all emergencies. Employees, tenants and passengers must evacuate any location that is found to be hazardous or is projected to be unsafe and move to the nearest assembly area. Airport Police & Fire, assisted by other workgroups and agencies, will aid others in evacuation and provide perimeter security to prevent unauthorized access to the hazardous area(s). There will be two types of evacuation: Spontaneous and Deliberate.

28.3.1 Spontaneous Evacuations

Spontaneous evacuations will occur when immediate life-threatening incidents occur without warning, such as natural disasters, fires, explosions, actual or perceived acts of domestic or foreign terrorism, or other "no-notice" hazardous events.

- FAI employees, tenants and passengers will immediately evacuate their location to the nearest assembly area as shown on the Assembly Areas Map. (28.6.2 Map of Assembly Areas)
- FAI employees, tenants and the Transportation Security Administration (TSA)-will assist with both directing passengers to assembly areas as well as containment of passengers as needed.

Note: *The early stages of evacuation are characterized by uncertainty and are often misinterpreted by the public. The public tends to rely on the leadership of the employees and staff around them.*

- FAI employees and tenants will alert others at their work station to evacuate.
- FAI employees and tenants will notify their supervisors they have evacuated and advise of their current location. Supervisors will account for all of their direct employees.
- FAI employees, tenants and passengers will remain at the assembly area until further direction is given from the Incident Commander (IC).

Assumptions during Spontaneous Evacuations

- Large numbers of people will seek escape from the immediate danger area by any exit, including ramp doors and doors leading to secure areas, regardless of whether they are "authorized" to enter/exit into these areas.
- There may not be an announcement for an evacuation due to the immediacy and severity of the incident, or to avoid wide spread panic during a Deliberate Evacuation.
- The Sterile Area, Secured Identification Display Area (SIDA), and Airport Operations Area (AOA) may likely be contaminated by unscreened or unsecured people in a spontaneous evacuation.
- Passengers may leave bags/belongings behind during life safety events and should be encouraged not to bring large items with them.

28.3.2 Deliberate Evacuations

Deliberate evacuations will be in response to hazardous or potentially hazardous conditions that are not recognized by the occupants of the airport as immediately life threatening but requires an evacuation to ensure their safety and security. Examples of this are bomb threats, suspected Improvised Explosive Devices (IED), small fires, hazardous chemical spills and airplane crashes proximal to the terminal(s) or buildings.

- Evacuations are directed by the IC, or their designee.
- Evacuations may be for a single work location, multiple locations/sections of the airport, or the entire airport.
- The IC will determine the area(s) to be evacuated, the perimeter of the evacuated area,

and the location to which evacuees will assemble.

- When requested, FAI Sections or Workgroups, TSA and others will provide personnel to assist in the evacuation and for perimeter security.
- When directed, FAI employees, tenants and passengers will evacuate their locations and proceed to the designated assembly area shown on the evacuation map, or as directed. (28.6.2 Map of Assembly Areas)
- FAI employees and tenants will notify their supervisors they have evacuated and advise of their current location. Supervisors will account for all of their direct employees.
- Evacuees will remain at the assembly areas until directed. At no time will FAI employees, tenants, or passengers move in or around the AOA.

28.4 Communication

28.4.1 Reporting Emergencies

Report all emergencies to the Airport Communications Center (ACC) by dialing **(907) 474-2530**; you may also report emergencies by dialing "911". There are also white Courtesy Phones located throughout the airport terminals that can be used to call either the ACC or "911". In some cases, it may be best to activate a fire alarm pull station. No matter what system is used, it is imperative that emergency situations be reported immediately. Fires and other emergency situations can reach dangerous levels in seconds and any delay in getting emergency responders to the scene can result in additional loss of life and property.

28.4.2 Incident Command

Incident Command (IC) will direct the content and delivery method of all communications. Airport Staff and customers may receive information through one or more of the following notification methods:

- Fire Alarm Emergency Strobes and Audible Signals
- Public Address Announcement inside or outside of the affected terminal or building
- Face to Face contact / Verbal Announcement

Note: *Airlines will refrain from making any announcements through the public address system at the boarding gates or ticket counters unless instructed by IC.*

Notify your supervisor of the following information:

- Your location inside the building if unable to leave

- The names and last known location of anyone not accounted for or who may have been separated
- Anyone requiring immediate assistance, medical or otherwise

28.5 Organization and Assignment of Responsibilities

28.5.1 Plan Development and Maintenance

FAI will use the National Incident Management System (NIMS) format whenever possible when developing new or updating existing plans. This plan will be revisited annually by Emergency Management to ensure it is kept current.

28.5.2 Employer Responsibilities

- Provide procedures for employees who remain to operate critical operations before they evacuate;
- Establish procedures to account for all employees after an emergency evacuation has been completed;
- Create and post evacuation routes for tenant lease holds; and
- Post emergency numbers near telephones
- Consider identifying Evacuation Leaders and alternates for your workgroup or component.

Review this plan with each employee:

- When the plan is developed or prior to the employee's initial assignment;
- When the employee's responsibilities change; and
- When the plan is changed.

28.5.3 Staff Responsibilities

- Respond to ALL alarms immediately and appropriately, as soon as information becomes available announcements may be made regarding the validity of the alarm;
- Appropriate airport staff, airline employees, and airport tenants will assist when possible in the evacuation process. It is important to assist the traveling public in finding exit routes and avoiding hazards;
- Familiarize yourself with the building layout and at least two alternate exit routes from

their area to the nearest assembly area locations;

- Know whom to contact in an emergency and how to contact them;
- Ensure they are familiar with the location of the closest fire alarm pull station(s), the use and location of the closest fire extinguisher (if required by your employer), exit routes, Areas of Refuge or Rescue Assistance (Section 10.1), and telephones;
- Report damage or malfunctioning safety systems and back-up systems;
- If you are an Evacuation Leader, make sure to review the Evacuation Leader field guide in Appendix A.
- Be familiar with this plan

28.6 Assembly Areas

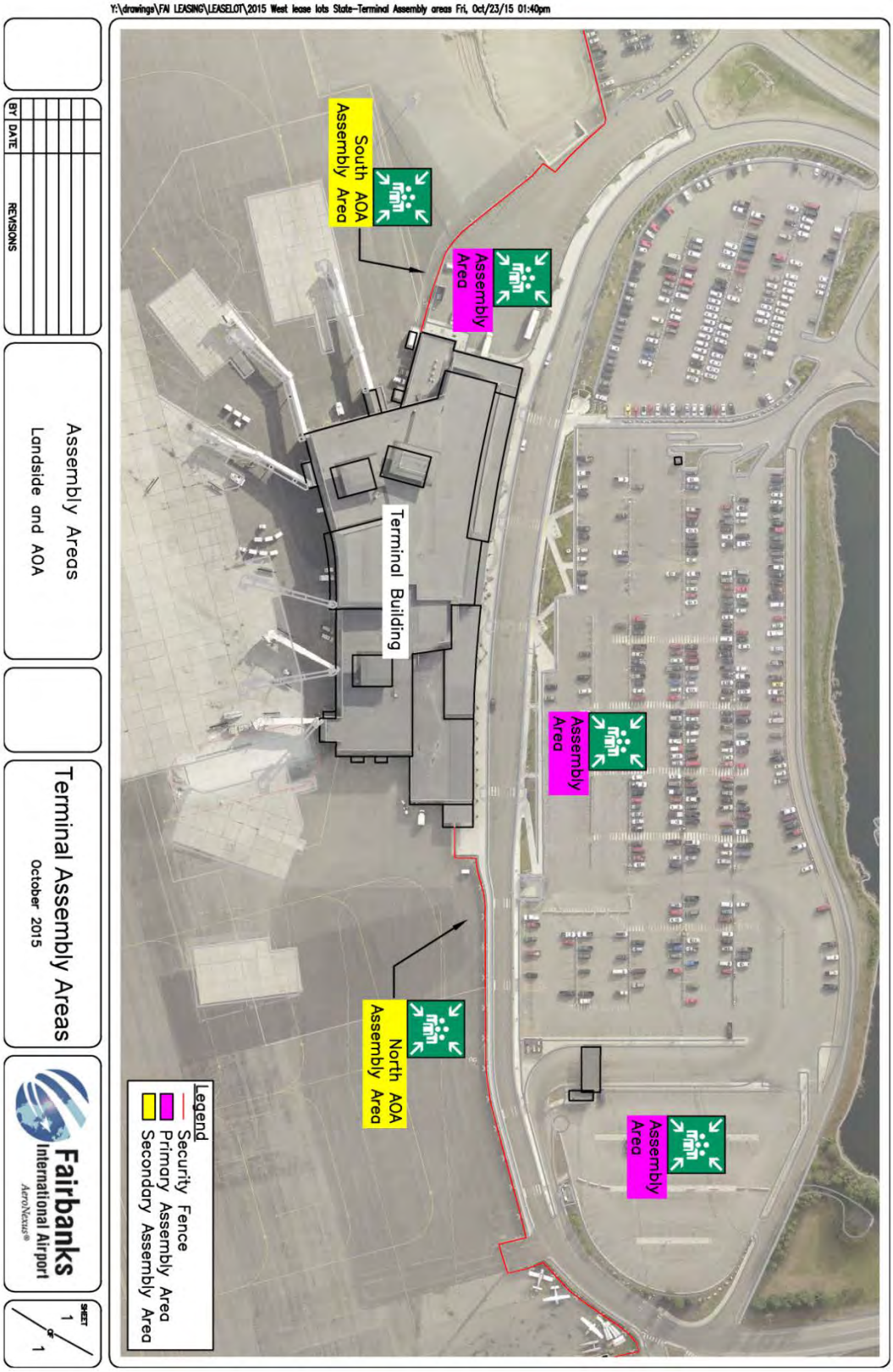
Several assembly areas inside and outside the secure area of the airport have been designated for gathering of evacuees. Once at an assembly area, FAI employees, tenants and passengers will not depart the location without direction from the IC. Do not use Assembly Areas located within 500 feet of the incident site, choose another Assembly Area. The IC will coordinate the relocation and return of employees from the assembly areas. Evacuation map signage coming soon.

Note: *While gathered at the Assembly Areas remain cognizant of emergency vehicles, ground vehicles, aircraft, and maintain personal safety.*

28.6.1 Assembly Area Locations

Employee Location	Assembly Area Location
Ticketing	– Long Term Public Parking Lot
Baggage Claim	– Bus Plaza/South Side Employee Parking Lot
Commuter Ticketing/Gates and Airport Managers Office	– North Side Employee Parking Lot
2nd Floor Sterile Area – North End	– Long Term Public Parking Lot (Primary) – AOA along fence line North of Terminal (Secondary)
2nd Floor Sterile Area – South End	– Long Term Public Parking Lot (Primary) – AOA along fence line South of Terminal (Secondary)
Airfield Maintenance Facility	– Employee Parking Lot
Airport Response Center (ARC)	– Employee Parking Lot

28.6.2 Map of Assembly Areas



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28.6.3 AOA Evacuation Requirements

Evacuation onto the AOA should be avoided whenever possible. However, this evacuation location is acceptable for all fire alarms. For all other circumstances evacuation onto the AOA must be coordinated with Incident Command. People should be removed from the AOA as soon as possible and all evacuees kept under positive control while on the AOA to prevent injury, interference with aircraft movement, and security violations.

28.7 Repopulation

- Repopulation of the evacuated area(s) will not begin until directed by the IC.
- TSA will occupy and secure security checkpoints and workstations. Dependent on staffing resources—assist in securing all exits, and other locations as determined by the IC.
- FAI will confirm all doors leading to/from the sterile areas are secured properly prior to repopulation.
- In the event unscreened FAI tenants or passengers are evacuated into the sterile area or the secure side of the airport, all passengers and sterile area workers will be moved to the non-secured side of the airport and will be security screened prior to re-entering the sterile area.
- FAI, with the assistance of TSA, will ensure the Sterile Area has been cleared.
- Security screening operations will not commence until the Federal Security Director or designee authorizes the resumption of security screening activities.
- Airline, concession and other tenant employees will be screened prior to passengers.
- Airline representatives will be stationed in front of the screening checkpoint and will prioritize passenger screening before allowing passengers to enter the screening queue.

28.8 Shelter-in-Place

"Shelter-in-place" means to take immediate shelter where you are—at work—usually for not more than a few hours. Additionally, a situation may require individuals to be relocated within a building but not evacuated from the structure—this is also considered shelter-in-place.

If it has been deemed that it is unsafe for FAI employees and tenants to exit their workplace, FAI will issue a shelter-in-place order. All window coverings should be drawn and shut as the situation requires. Doors should be shut and secured. All unnecessary lights should be shut off. At this time, you are not expected to proceed in your daily operations unless they are critical to

the continued operations of the airport. All employees are encouraged to have a sufficient supply of medication, supplies, food, toiletries, and warm clothing at their work stations at all times.

28.9 Dependent Populations

Special consideration must be given to passengers and employees with special needs, as they may need assistance in the event of an emergency evacuation. Elevators may not be operational.

Solely for the purpose of ensuring safe evacuation, the Airport asks employees to determine for themselves whether or not they will need evacuation assistance. If emergency evacuation assistance is needed, please be certain that your supervisor is aware of your request by informing him/her verbally. The Airport also requests that you inform the Airport Police & Fire Department that you have requested assistance during an evacuation so that steps may be taken to ensure you are evacuated.

28.10 Area of Refuge or Rescue Assistance

An area of refuge is defined as "a location in a building designed to hold occupants during a fire or other emergency, when evacuation may not be safe or possible." Occupants that need special assistance, because they cannot safely evacuate on their own, can wait in these predetermined areas until met by rescue personnel.

28.10.1 Area of Refuge or Rescue Assistance Locations

2nd Floor Sterile Area—North End	– Stairwell to the north of Gate 1
2nd Floor Sterile Area — South End	– Stairwell by Gate 4 or Gate 6
Level 1	– Ground level. There are no Refuge Areas identified.

28. Appendix A. Organization and Assignment of Responsibilities Checklist

TERMINAL EVACUATION RESPONSE GUIDELINE	
o Dispatch Fire Alarm via a Simulcast over radio and Public Address (PA) system. o Notify Command pertinent information regarding evacuation event. o Notify Command of alarm details (annunciator panel display). o Contact Field Operations Officer, if not already in contact with Command. o Contact On-duty Terminal Services supervisor or lead to report to Command. o Notify Airport senior staff via text. o Perform PA announcements as requested by Command. o Maintain records/logs of emergency activity.	Communications Center
o Establish Command. o Perform situation size up. o Determine & communicate tactical priorities and tasks. o Ensure safety of Airport personnel and traveling public. o Request needed PA announcements through Communications Center. o Request needed resources through Communication Center – be specific as possible. o Determine if incident is of scale and/or impact to request Airport EOC activation. o Direct closure of the airport or portions thereof if conditions so dictate. o Mitigate the alarm. o Coordinate de-escalation and demobilization efforts. o Direct personnel in re-securing the terminal. o Direct personnel to sweep the secured area ramp side. o Repopulate the terminal with TSA and tenants first. o Repopulate the terminal with passengers second. o Monitor progress. o Secure emergency operations upon completion. o Debrief with all personnel.	IC
o Respond to emergency calls and alarms. o Report to command for tasking	Airport Police and Fire

TERMINAL EVACUATION RESPONSE GUIDELINE	
o Report to command. o Assume Leader of Airport Operations Group. o Coordinate any airfield aircraft movements and closures. o Coordinate alternate aircraft parking and/or isolation of arriving aircraft as needed. o Assist with emergency vehicle/resource movement to scene within restricted area. o Coordinate employee and passenger containment for individuals who have evacuated onto the AOA. o Coordinate contact with FAA/TSA. o Issue NOTAMs as appropriate. o Coordinate FOD checks and airfield reactivation as appropriate. o Assist Command, TSA, and Airlines in airport repopulation.	Airport Operations
o During business hours establish two Evacuation Leaders (Public Side and Ramp Side). o Evacuation leaders will take a radio (immediately turn it on to listen to incident details) and safety vest from the storage location in AMO. o Public Side Evacuation Leader will walk throughout the terminal and direct employees and passengers to appropriate exits and assembly areas. o Ramp Side Evacuation Leader will walk ramp side and notify employees that the terminal is being evacuated. o Ramp Side Evacuation Leader will direct employees, and any passengers that have evacuated ramp side, to the appropriate assembly area. o Ramp Side Evacuation Leader will coordinate with Airport Field Operations and for the safety of individuals on the AOA. o Once the terminal has been evacuated ensure employees and passengers remain in the assembly areas until directed by Command to repopulate the terminal. o Assist in an orderly terminal repopulation.	Airport Management Offices
o Assist in directing employees and passengers to appropriate exits and assembly areas. o Assist in repopulating terminal and re-sweep the sterile area o Ensure airline, concession, and other tenant employees are screened prior to passengers.	TSA

28. Appendix B. Evacuation Leaders Field Guide

EVACUATION LEADERS FIELD GUIDE

Evacuation should begin immediately upon alarm or notification. Every second counts for a safe evacuation.

- **Put on Safety Vest.** Public groups tend to rely on staff for information; a safety vest helps you stand out and identifies you as an *Evacuation Leader.*
- **Shutdown any hazardous operations without endangering yourself.**
- **Work together.** Multiple voices and directions perpetuate confusion and delay evacuation—identify one *Evacuation Leader*.
- **Lead.** *Evacuation Leader* stand on a nearby chair or bench and loudly announce:

  "May I have your attention please. I am your Evacuation Leader. Please gather your personal belongings. CALMLY and QUIETLY Line up and follow me."
- **Evacuate.** Lead the public to the designated assembly area. Use the safest route available to quickly evacuate all patrons.
- **Dependant Populations.** Assist those with restricted capabilities; accompany them to the nearest *Area of Refuge.*
- **Keep people moving.** Keep people moving calmly, yet quickly. No one should be allowed to run. Hold doors and assist those individuals with special needs.
- **Instruct people to move away from the building.** With a lot of people to get out of the terminal, and a lot of Emergency Responders and equipment to get inside, it is important to mitigate congestion as much as possible.
- **Keep all parties informed of the situation.** Provide information to the IC on your evacuation efforts. Provide available information to your evacuees. If no information is available assure them that information is coming.
- **Prevent people from reentering the building until it is declared safe.** The public may reenter the building only after the "All Clear" has been declared.
- **Transport.** Provide assistance with loading buses, and whenever possible designate at least one Evacuation Coordinator to remain with each transport vehicle. DO NOT leave your public group unsupervised at the assembly point.

28. Appendix C. Using a Fire Extinguisher

If you have not been FORMALLY trained in the use of a fire extinguisher, do not attempt to use one. Evacuate immediately.

Using a Fire Extinguisher

The following steps should be followed when responding to the early stages of a fire:

- Sound the fire alarm and call the fire department, if appropriate.
- Identify a safe evacuation path before approaching the fire. Do not allow the fire, heat, or smoke to come between you and your evacuation path.
- Select the appropriate type of fire extinguisher.
- Discharge the extinguisher within its effective range using the **P.A.S.S.** technique (pull, aim, squeeze, and sweep).
- Back away from an extinguished fire in case it flames up again.
- Evacuate immediately if the extinguisher is empty and the fire is not out.
- Evacuate immediately if the fire cannot be quickly extinguished with a fire extinguisher.

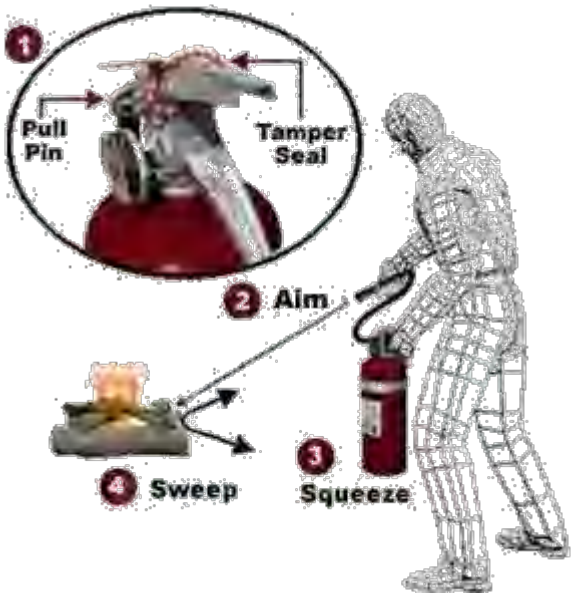
Most fire extinguishers operate using the following **P.A.S.S.** technique:

1. **PULL...** Pull the pin. This will also break the tamper seal.

2. **AIM...** Aim low, pointing the extinguisher nozzle (or its horn or hose) at the base of the fire.
   Note: Do not touch the plastic discharge horn on CO2 extinguishers, it gets very cold and may damage skin.

3. **SQUEEZE...** Squeeze the handle to release the extinguishing agent.

4. **SWEEP...** Sweep from side to side at the base of the fire until it appears to be out. Watch the area. If the fire re-ignites, repeat steps 2 - 4.



If you have the slightest doubt about your ability to fight a fire.... EVACUATE IMMEDIATELY!

28. Appendix D. During an earthquake

During an Earthquake

- **DROP**, **COVER** and **HOLD ON**. Minimize your movements to a few steps to a nearby safe place and if you are indoors, stay there until the shaking has stopped and you are sure exiting is safe.

If Indoors

- DROP to the ground; take COVER by getting under a sturdy table or other piece of furniture; and HOLD ON until the shaking stops. If there isn't a table or desk near you, cover your face and head with your arms and crouch in an inside corner of the building.
- Stay away from glass, windows, outside doors and walls, and anything that could fall, such as lighting fixtures or furniture.
- Do not use a doorway except if you know it is a strongly supported, load-bearing doorway and it is close to you. Many inside doorways are lightly constructed and do not offer protection.
- Stay inside until the shaking stops and it is safe to go outside. Do not exit a building during the shaking. Research has shown that most injuries occur when people inside buildings attempt to move to a different location inside the building or try to leave.
- DO NOT use the elevators.
- Be aware that the electricity may go out or the sprinkler systems or fire alarms may turn on.

If Outdoors

- Stay there.
- Move away from buildings, streetlights, and utility wires.
- Once in the open, stay there until the shaking stops. The greatest danger exists directly outside buildings, at exits and alongside exterior walls. Many of the 120 fatalities from the 1933 Long Beach earthquake occurred when people ran outside of buildings only to be killed by falling debris from collapsing walls. Ground movement during an earthquake is seldom the direct cause of death or injury. Most earthquake-related casualties result from collapsing walls, flying glass, and falling objects.

If in a Moving Vehicle

- Stop as quickly as safety permits and stay in the vehicle. Avoid stopping near or under buildings, trees, overpasses, and utility wires.
- Proceed cautiously once the earthquake has stopped. Avoid roads, bridges, or ramps that might have been damaged by the earthquake.

If Trapped Under Debris

- Do not light a match.
- Do not move about or kick up dust.
- Cover your mouth with a handkerchief or clothing.
- Tap on a pipe or wall so rescuers can locate you. Use a whistle if one is available. Shout only as a last resort. Shouting can cause you to inhale dangerous amounts of dust.

28. Appendix E. Shelter-in-place procedures

General procedures for shelter-in-place at a worksite include the following:

- Ask passengers, customers, clients, or visitors in the terminal or building to stay – not leave. When authorities provide directions to shelter-in-place, they want everyone to take those steps immediately. Do not drive or walk outdoors.
- Unless there is an imminent threat, employees, passengers, customers, clients, and visitors should call their emergency contact to let them know where they are, and that they are safe.
- Quickly lock exterior doors and close windows.
- If you are told there is danger of explosion, close the window shades, blinds, or curtains.

Have employees and anyone else in the building call their emergency contacts.

Close or tape-off all vents in the room used for shelter-in-place.

- Gather essential disaster supplies, such as nonperishable food, bottled water, battery-powered radios, first-aid supplies, flashlights, batteries, duct tape, plastic sheeting, and plastic garbage bags.
- Select interior room(s) above the ground floor, with the fewest windows or vents. The room(s) should have adequate space for everyone to be able to sit. Avoid overcrowding by selecting several rooms if necessary. Large storage closets, utility rooms, pantries, copy and conference rooms without exterior windows will work well. Avoid selecting a room with mechanical equipment like ventilation blowers or pipes, because this equipment may not be able to be sealed from the outdoors.
- Use a land-line to call emergency contacts and have the phone available if you need to report a life-threatening condition. Cellular telephone equipment may be overwhelmed or damaged during an emergency.

- Take your emergency supplies and go into the room you have designated. Seal all windows, doors, and vents with plastic sheeting and duct tape or anything else you have on hand.
- Consider precutting plastic sheeting (heavier than food wrap) to seal windows, doors, and air vents. Each piece should be several inches larger than the space you want to cover so that it lies flat against the wall. Label each piece with the location of where it fits.
- Write down the names of everyone in the room and call your business' designated emergency contact to report who is in the room with you, and their affiliation with your business (employee, passenger, visitor, client, customer).
- Listen to the radio, watch television, or use the Internet for further instructions until you are told all is safe or to evacuate. Local officials may call for evacuation in specific areas at greatest risk in your community.

Gather essential supplies such as a first-aid kit.

28. Appendix F. Emergency Contact Telephone numbers

Post in visible locations and near all office phones.

EMERGENCY	
Airport Communications Center (Police / Fire / Medical)	**(907) 474-2530**
Fairbanks Police Department (FPD)	**911**
Non-Emergency	**(907) 474-2530**

EMERGENCY	
Airport Communications Center (Police / Fire / Medical)	**(907) 474-2530**
Fairbanks Police Department (FPD)	**911**
Non-Emergency	**(907) 474-2530**

FAA Approved Date

FAA AIRPORTS APPROVAL
MS AAL-604 DATE 3-15-19

28. Appendix G. Bomb Threat Call Procedures

BOMB THREAT CALL PROCEDURES

Most bomb threats are received by phone. Bomb threats are serious until proven otherwise. Act quickly, but remain calm and obtain information with the checklist on the reverse of this card.

If a bomb threat is received by phone:

1. Remain calm. Keep the caller on the line for as long as possible. DO NOT HANG UP, even if the caller does.
2. Listen carefully. Be polite and show interest.
3. Try to keep the caller talking to learn more information.
4. If possible, write a note to a colleague to call the authorities or, as soon as the caller hangs up, immediately notify them yourself.
5. If your phone has a display, copy the number and/or letters on the window display.
6. Complete the Bomb Threat Checklist (reverse side) immediately. Write down as much detail as you can remember. Try to get exact words.
7. Immediately upon termination of the call, do not hang up, but from a different phone, contact FPS immediately with information and await instructions.

If a bomb threat is received by handwritten note:

- Call _____
- Handle note as minimally as possible.

If a bomb threat is received by email:

- Call _____
- Do not delete the message.

Signs of a suspicious package:

- No return address
- Excessive postage
- Stains
- Strange odor
- Strange sounds
- Unexpected delivery
- Poorly handwritten
- Misspelled words
- Incorrect titles
- Foreign postage
- Restrictive notes

DO NOT:

- Use two-way radios or cellular phone; radio signals have the potential to detonate a bomb.
- Evacuate the building until police arrive and evaluate the threat.
- Activate the fire alarm.
- Touch or move a suspicious package.

WHO TO CONTACT (select one)

- Follow your local guidelines
- Federal Protective Service (FPS) Police 1-877-4-FPS-411 (1-877-437-7411)
- 911

BOMB THREAT CHECKLIST

Date: _____ **Time:** _____

Time Caller Hung Up: _____ **Phone Number Where Call Received:** _____

Ask Caller:

- Where is the bomb located? (Building, Floor, Room, etc.) _____
- When will it go off? _____
- What does it look like? _____
- What kind of bomb is it? _____
- What will make it explode? _____
- Did you place the bomb? Yes No _____
- Why? _____
- What is your name? _____

Exact Words of Threat:

_____
_____
_____
_____

Information About Caller:

- Where is the caller located? (Background and level of noise) _____
- Estimated age: _____
- Is voice familiar? If so, who does it sound like? _____
- Other points: _____

Caller's Voice

- ❑ Accent
- ❑ Angry
- ❑ Calm
- ❑ Clearing throat
- ❑ Coughing
- ❑ Cracking voice
- ❑ Crying
- ❑ Deep
- ❑ Deep breathing
- ❑ Disguised
- ❑ Distinct
- ❑ Excited
- ❑ **Female**
- ❑ Laughter
- ❑ Lisp
- ❑ Loud
- ❑ **Male**
- ❑ Nasal
- ❑ Normal
- ❑ Ragged
- ❑ Rapid
- ❑ Raspy
- ❑ Slow
- ❑ Slurred
- ❑ Soft
- ❑ Stutter

Background Sounds:

- ❑ Animal Noises
- ❑ House Noises
- ❑ Kitchen Noises
- ❑ Street Noises
- ❑ Booth
- ❑ PA system
- ❑ Conversation
- ❑ Music
- ❑ Motor
- ❑ Clear
- ❑ Static
- ❑ Office machinery
- ❑ Factory machinery
- ❑ Local
- ❑ Long distance

Other Information:

_____
_____

Threat Language:

- ❑ Incoherent
- ❑ Message read
- ❑ Taped
- ❑ Irrational
- ❑ Profane
- ❑ Well-spoken

_____
_____
_____

Homeland Security

28. Appendix H. Safe Mail Handling Procedures

National Protection and Programs Directorate
Federal Protective Service

H.I.T.S.

Hazardous Information Training Sheet

Safe Mail Handling Procedures. *It is important that every employee handling or receiving mail can identify a suspicious letter or parcel. Although occurrences are extremely rare, it is essential to know what to do when suspicious mail is received. All staff must remain alert for the tell-tale signs of potentially dangerous mail and packages.*

How to Recognize Suspicious Packages and Mail

One indicator of a suspicious package or piece of mail includes inappropriate or unusual labeling, such as:

- ✓ Excessive postage
- ✓ Misspelled common words
- ✓ No return address or strange return address
- ✓ Unusual addressing, such as not being addressed to a specific person or the use of incorrect titles or titles with no name
- ✓ Restrictive markings, such as "personal," "confidential," or "do not x-ray"

Other indicators include an unusual or inappropriate appearance, including:

- ✓ Powdery substances felt through or appearing on the item
- ✓ Oily stains or discolorations on the exterior
- ✓ Strange odors
- ✓ Excessive packaging material, like tape or string
- ✓ Lopsided or bulky shape of envelopes or boxes
- ✓ Ticking sounds, protruding wires, or exposed aluminum foil

Procedures for Handling to Suspicious Packages and Mail

- ✓ Stay calm.
- ✓ Do not open the letter or package (or open any further), do not shake it, do not show it to others, or empty its contents.
- ✓ Leave the letter or package where it is or gently place it on the nearest flat surface.
- ✓ If possible, gently cover the letter (use a trash can, article of clothing, etc.).
- ✓ Shut off any fans or equipment in the area that may circulate the material.
- ✓ Alert others nearby to relocate to an area away from the site of the suspicious item.
- ✓ Take essential belongings, like cell phones, keys, purse, etc. with you in case return to your office is delayed.
- ✓ Contact the Federal Protective Service immediately at 1-877-437-7411.
- ✓ Leave and close the door to the space containing the suspicious letter or package, cover the threshold area under the door with a towel or a coat if possible, and section off the area (keep others away).
- ✓ To prevent spreading any powder or hazardous substance to your face, wash your hands thoroughly with soap and water.

For further information contact your local FPS Inspector, Regional FPS Hazmat Inspector, or the FPS Hazardous Response Branch (202-732-8012). **FOR OFFICIAL USE ONLY** WARNING: This document is FOR OFFICIAL USE ONLY. It contains information that may be exempt from public release under the Freedom of Information Act (5 U.S.C. 552). This document is to be controlled, handled, transmitted, distributed, and disposed of in accordance with DHS policy relating to FOUO information and is not to be released to the public or other personnel who do not have a valid "need-to-know" without prior approval of the Hazardous Response Branch.

28. Appendix I. Glossary

Air Operations Area (AOA) – The area of an airport, including adjacent terrain and facilities and their accesses, where movement takes place and access is controlled.

Airport Duty Manager (Ops 1) – The On Duty Airport Operations Officer. Represents the Airport Manager in their absence.

Airport Emergency Plan (AEP) – A concise planning document developed by the airport operator that establishes airport operational procedures and responsibilities during various contingencies.

Airside – The movement area of an airport, adjacent terrain, and buildings or portions thereof, access to which is controlled.

Assembly Area – A designated area where evacuees may assemble until provided direction by responsible authorities. Multiple assembly areas are designated to reduce travel distance for evacuees.

Dependant and Vulnerable Population – Individuals with disabilities, or special-needs; a person who require assistance in evacuating the building.

Emergency – Any occasion or instance—such as a hurricane, tornado, storm, flood, tidal wave, tsunami, earthquake, volcanic eruption, landslide, mudslide, snowstorm, fire, nuclear accident, or any other natural or man-made catastrophe—that warrants action to save lives and to protect property, public health, and safety.

Emergency Evacuation – The departure of occupants from a portion or all of a building, or area due to an emergency situation posing immediate danger to life safety.

Emergency Plan – A document that describes how people and property will be protected in disaster and disaster threat situations; details who is responsible for carrying out specific actions; identifies the personnel, equipment, facilities, supplies, and other resources available for use in the disaster; and outlines how all actions will be coordinated.

Evacuation – Organized, phased, and supervised withdrawal, dispersal, or removal of civilians from dangerous or potentially dangerous areas, and their reception and care in safe areas.

Evacuation Leader – a person or persons identified and trained to lead their workgroup, component, or other group to an assembly area or safe evacuation area and provide the best possible accountability of evacuees to the IC.

Exit – A portion of an exit route that is generally separated from other areas to provide protected travel to the exit point. An example of an exit is a two-hour fire resistance rated enclosed stairway that leads from the fifth floor of an office building to the outside of the building.

Exit access – That portion of an exit route that leads to an exit. An example of an exit access is a corridor on the fifth floor of an office building that leads to a two-hour fire resistance-rated enclosed stairway (the Exit).

Exit discharge – The part of the exit route that leads directly outside or to a street, walkway, refuge area, public way, or open space with access to the outside. An example of an exit discharge is a door at the bottom of a two-hour fire resistance-rated enclosed stairway that discharges to a place of safety outside the building.

Exit route – A continuous and unobstructed path of exit travel from any point within a workplace to a place of safety (including refuge areas). An exit route consists of three parts: The exit access; the exit; and, the exit discharge. (An exit route includes all vertical and horizontal areas along the route.)

Fire alarm pull station – An active fire protection device, usually wall-mounted, that, when activated, initiates an alarm on a fire alarm system.

Hazard – Something that is potentially dangerous or harmful, often the root cause of an unwanted outcome.

Hazardous Material – Any substance or material that when released in sufficient quantities, poses a risk to people's health, safety, and/or property. These substances and materials include explosives, radioactive materials, flammable liquids or solids, combustible liquids or solids, poisons, oxidizers, toxins, and corrosive materials.

Incident Command System (ICS) – A standardized organizational structure used to command, control, and coordinate the use of resources and personnel that have responded to the scene of an emergency. The concepts and principles for ICS include common terminology, modular organization, integrated communication, unified command structure, consolidated action plan, manageable span of control, designated incident facilities, and comprehensive resource management.

Incident Commander(IC) – The Incident Commander is the person responsible for all aspects of an emergency response; including quickly developing incident objectives, managing all incident operations, application of resources as well as responsibility for all persons involved.

National Incident Management System (NIMS) – Provides a systematic, proactive approach guiding government agencies at all levels, the private sector, and nongovernmental organizations to work seamlessly to prepare for, prevent, respond to, recover from, and mitigate the effects of

incidents, regardless of cause, size, location, or complexity, in order to reduce the loss of life or property and harm to the environment.

Occupant – Any person in a building during an emergency: occupant includes all persons employed at the Airport and the traveling or general public.

PAX phone – is a telephone exchange that serves a particular business or office, as opposed to one that a common carrier or telephone company operates for many businesses or for the general public.

Public Address System – A system of speakers for general public announcements to the traveling public, staff and other building or terminal occupants.

Refuge area –

(1) A space along an exit route that is protected from the effects of fire by separation from other spaces within the building by a barrier with at least a one-hour fire resistance-rating; or

(2) A floor with at least two spaces, separated from each other by smoke-resistant partitions, in a building protected throughout by an automatic sprinkler system.

SIDA – Secured Identification Display Area – this area includes both the Secured Area and the AOA. (Does not include the Sterile Area)

Staff – Any persons employed within the buildings or terminals covered by this Plan.

Sterile Area – This area provides passengers access to boarding aircraft. This area is accessed primarily through the checkpoints and is confined to the upper area of the concourse for passengers.

Terrorism – The use of or threatened use of criminal violence against civilians or civilian infrastructure to achieve political ends through fear and intimidation, rather than direct confrontation. Emergency management is typically concerned with the consequences of terrorist acts directed against large numbers of people (as opposed to political assassination or hijacking, which may also be considered “terrorism”).

28. Appendix J. Authorities and References

Fairbanks International Airport – Airport Emergency Plan

Airport Emergency Plan Advisory Circulars

Airport Security Plan (ASP, Sensitive Security Information – SSI)

How to Plan for Workplace Emergencies and Evacuations – OSHA 3088

Federal Emergency Management Agency

Other Airport Evacuation Plans

Transportation Security Administration (TSA)

Customs and Border Protection

28. Appendix K. Sample Alert and Warning Messages

The following are examples of wording for various types of emergency alert and warning messages. Note; These messages to be modified as required.

General Information Message
"At approximately ***(time & date)***, the Fairbanks International Airport public safety officials reported a ***(description)***. The ***(incident)*** occurred at ***(location)***. The ***(title & name)*****,** requests that all persons avoid ***(affected area)*** at this time. Follow us on Facebook and Twitter, @Fly_Fairbanks, for accurate and up-to-date information. We encourage travelers to contact their air carrier for a current flight status before heading to the airport."

Shelter in Place Message (Terminal and Surrounding Area)
"At approximately ***(time & date)***, the Fairbanks International Airport public safety officials reported an incident involving ***(description)***. The incident occurred at ***(location)***. The ***(title & name)*** requests that all persons in the ***(affected area)*** remain inside until public safety officials say otherwise. If you are in the affected area of ***(location)***, go inside, close and lock all windows and doors, and keep pets and children inside. Follow Fairbanks International Airport on social media, listen to the radio, or watch your local news broadcasts for further information."

Shelter in Place Message (Terminal Only)
"At approximately ***(time & date)***, the Fairbanks International Airport public safety officials reported an incident ***(at/near)*** the terminal involving ***(description)***. The incident occurred at ***(location)***. The ***(title & name)*** requested that all persons in the terminal shelter in place until public safety officials say otherwise. The safety of the traveling public and our employees is our top priority. Airport police are on-scene and will provide updates at they become available. We would like to advise the public to avoid ***(location)***. Travelers should contact air carriers for a current flight status. Follow us on Facebook and Twitter, @Fly_Fairbanks, for accurate and up-to-date information."

Prepare to Evacuate Message (Surrounding Area)
"At approximately ***(time & date)***, the Fairbanks International Airport public safety officials reported a potentially serious condition involving ***(description)***. The incident is occurring at ***(location)***. The ***(title & name)*** requests that all persons in ***(affected area)*** remain indoors and prepare to evacuate. You **DO NOT** need to evacuate at this time. If you are in your home, gather all necessary belongings. Follow us on Facebook and Twitter, @Fly_Fairbanks, for accurate and up-to-date information."

Evacuation of Terminal Message
"At approximately ***(time & date)***, the Fairbanks International Airport public safety officials reported an incident involving ***(description)***. The incident occurred at ***(location and time)***. The ***(title & name)*** requested all persons, inside or near the terminal, evacuate and gather at designated evacuation points.

Emergency personnel are on-scene and will provide updates as they become available. Follow Fairbanks International Airport on Facebook and Twitter, @Fly_Fairbanks, for accurate and up-to-date information."

0 Authorities and References

Alaska Statutes
Section 02.10.010
Section 02.15.060
Section 02.15.020
Section 02.15.220

14 CFR 139 – Federal Aviation Regulations
1. 139.315 – Aircraft Rescue and Firefighting: Index Determination
2. 139.317 – Aircraft Rescue and Firefighting: Equipment Requirements
3. 139.325 – Airport Emergency Plan

Advisory Circulars
1. AC 150/5200-31 – Airport Emergency Plan
2. AC 150/5210-2A – Airport Emergency Medical Facilities and Services
3. AC 150/5210-22 – Airport Certification Manual

United States Code
Title 49: Transportation (NTSB)

49 CFR 830 – NTSB

All these references and authorities were used to construct the Airport Emergency Plan.

Time Zone used throughout the AEP is Alaska Standard Time (AST), unless otherwise specified.

o Acronyms

AC ..... Advisory Circular
AEP ..... Airport Emergency Plan
AIP ..... Airport Improvement Program
ALSF ..... Approach Lighting Sequence Flashers
AOA ..... Airport Operations Area
ARFF ..... Aircraft Rescue Fire Fighting
AS ..... Alaska Statutes
ASP ..... Airport Security Plan
AST/Troopers ..... Alaska State Troopers
ATA ..... Air Transportation Association
ATC ..... Air Traffic Control
CAT II / CAT III ..... Low Visibility Approach Conditions
CDC ..... Center for Disease Control and Prevention
DHS ..... Department of Homeland Security
DME ..... Distance Measuring Equipment
DMORT ..... Disaster Mortuary Assistance Team (FEMA)
DOT&PF ..... Alaska Department of Transportation and Public Facilities
EAS ..... Emergency Alert System
EMS ..... Emergency Medical Services
EMT ..... Emergency Medical Technician
EOC ..... Emergency Operations Center
EOP ..... Emergency Operation Plan
EPI ..... Emergency Public Information
ETA ..... Estimated Time of Arrival
ETT ..... Emergency Trauma Technician
FAA ..... Federal Aviation Administration
FAR ..... Federal Aviation Regulations
FBI ..... Federal Bureau of Investigation
FBO ..... Fixed Base Operator
FEMA ..... Federal Emergency Management Agency
FOD ..... Foreign Object Debris
FSS ..... Flight Service Station
GA ..... General Aviation
HAZMAT ..... Hazardous Materials
HFG ..... Human Factors Group (NTSB)
IC ..... Incident Commander
ICP ..... Incident Command Post

ICS..... Incident Command System
ILS .....Instrument Landing System
LEO.....Law Enforcement Officer
MALSR .....Medium Intensity Approach Lighting System with Runway Alignment Indicator
MSL ..... Mean Sea Level
NAVAIDS .....Navigational Aids System
NDB ..... Non-Directional Beacon
NIMS.....National Incident Management System
NOTAM.....Notice to Airmen
NTSB ..... National Transportation Safety Board
PAPI..... Precision Approach Path Indicator
PIO..... Public Information Officer
ROC.....FAA Regional Operations Center
SIGMET .....Significant Metrological Information
SMGCS……Surface Movement Guidance Control Systems
SOP .....Standard Operating Procedure
SSI……Sensitive Security Information
TSA.....Transportation Security Administration
UC.....Unified Command
USCG .....U.S. Coast Guard

o Mutual Aid Agreements

Appendix A
Mutual Aid Agreement

MUTUAL AID AGREEMENT FOR FIRE PROTECTION SERVICES

THIS AGREEMENT is made by and between the City of Fairbanks, City of North Pole, Fort Wainwright, Eielson Air Force Base (acting pursuant to the authority of 42 U.S.C. 1856a), Fairbanks International Airport, the Fairbanks North Star Borough fire service areas, Steese Volunteer Fire Department, Ester Volunteer Fire Department, Chena-Goldstream Fire & Rescue, North Star Volunteer Fire Department, University Fire Department, and Salcha Fire & Rescue.

NOW, THEREFORE,

WHEREAS, each of the parties hereto has an interest in fire protection; and

WHEREAS, each of the parties owns and maintains equipment and retains personnel who are trained to provide various levels of service in order to provide fire protection services; and

WHEREAS, in the event of a fire or other emergency, a party may need the assistance of another party to this Agreement to provide supplemental fire equipment and/or personnel support; and

WHEREAS, each of the parties may have the necessary equipment and personnel available to enable it to provide such services to the other party to this Agreement in the event of such a fire, or other emergency; and

WHEREAS, the equipment and personnel of each party are located in such a manner as to enable each party to render mutual assistance to the other; and

WHEREAS, each of the parties to this Agreement has determined that it is in the best interests of each party to set forth guidelines for providing mutual assistance to each other in the case of a request for mutual aid; now, therefore,

IT IS HEREBY AGREED AS FOLLOWS:

1. **PURPOSE** The stated purpose of the Mutual Aid Agreement is to provide mutual assistance to the parties for fire protection services outside the normal scope of what each party regularly provides.

2. **GENERAL TERMS** In order to be a participant in this agreement, a fire department must be registered with the State of Alaska Fire Marshal's office. The parties agree that the President of the Interior Fire Chief's Association is designated as a coordinator for all parties to this Agreement.

3. **REQUEST FOR ASSISTANCE** The Incident Commander of the party at an emergency within the boundaries of that party's geographical jurisdiction (also known as the Requesting Party) is authorized to request assistance from another party to this Agreement if confronted with an emergency situation at which the Requesting Party has need for equipment or personnel in excess of that available to the Requesting Party.

4. **RESPONSE TO REQUEST** Upon receipt of a request as provided for in Paragraph No. 3 of this Agreement the Chief Officer of the party receiving the request (also known as the Responding Party) shall immediately take the following action:

A. Determine if the Responding Party has equipment and personnel available to respond to the request of the Requesting Party and determine the type of the equipment and number of personnel available.

B. Determine what available equipment and what available personnel should be dispatched in accordance with the plans and procedures established by the parties.

C. In the event the requested equipment and/or personnel are available, then the Chief Officer may dispatch such equipment and personnel to the scene of the emergency with proper operating instructions.

D. In the event the requested equipment and/or personnel are not available, then the Chief Officer shall immediately advise the Requesting Party of such fact.

5. **COMMAND RESPONSIBILITY AT EMERGENCY SCENE** All parties agree to implement the National Incident Management System during mutual aid responses and to follow the area-wide accountability and area-wide communications plans. The Incident Commander of the Requesting Party at the scene of the emergency to which the response is made, shall be in command of the operations under which the equipment and personnel sent by the Responding Party shall serve; provided, however, that the responding equipment and personnel shall be under the immediate supervision of the officer in charge of the responding apparatus. If the Incident Commander specifically requests a senior officer of the Responding Party to assume command, then the Incident Commander shall not, by relinquishing command, be relieved of responsibility for the operation. If an emergency in the Responding Party's own jurisdiction occurs during a response to a request, the Responding Party must be released by the Incident Commander prior to departing the scene. The Incident Commander will not unreasonably withhold consent to release a Responding Party in the event of an emergency.

6. **LIABILITY** Each responding entity hereby waives all claims against each requesting entity for compensation for any property loss or damage and/or personal injury or death occurring as a consequence of the performance of this agreement.

   A responding entity assumes all liability and/or cost of damage to its equipment and the injury or death of its personnel when responding or performing under this agreement.

7. **POST RESPONSE RESPONSIBILITY** Upon completion of the rendering of assistance, such assistance and help as is necessary will be given by the parties to locate and return any items of equipment to the fire department owning said equipment. All equipment and personnel used under the terms of this Agreement shall be returned to the Responding Party upon being released by the Requesting Party, or upon demand being made by the Responding Party for return of said equipment and personnel. All entities shall maintain records regarding the frequency of the use of this agreement and shall share said records upon request with the other parties to this agreement.

8. **COMPENSATION** Each party agrees that it will not seek from the other party compensation for services rendered under this Agreement. Each party hereto shall at all times be responsible to its own employees for the payment of wages and other compensation and for carrying worker's compensation insurance upon said employees; and

each party shall be responsible for its own equipment and shall bear the risk of loss therefore, irrespective of whether or not said personnel and equipment are being used within the area of primary responsibility of that party. Nothing in this section prevents a party from filing claims for firefighting costs and losses under 15 U.S.C. §2210 and 44 C.F.R. Part 151.

9. **INSURANCE** Each party agrees to maintain adequate insurance coverage for its own equipment and personnel.

10. **PRE-INCIDENT PLANNING** The Chief Officers of the parties may, from time to time, mutually establish pre-incident plans which shall indicate the types of and locations of potential problems areas where emergency assistance may be needed, the type of equipment that should be dispatched under such circumstances, the number of personnel that should be dispatched under such circumstances and the training to be conducted to ensure efficient operations. Such plans shall take into consideration the proper protection by the Responding Party of its own geographical jurisdiction. The parties hereto agree to take such steps as are feasible to standardize equipment such as couplings, hose, and apparatus, so that said equipment can be fully utilized by either of the parties hereto.

11. **SHARED PURCHASING** This agreement creates no obligation for joint or cooperative acquiring, holding and/or disposal of real or personal property.

12. **ADMINISTRATION AND FINANCE** There is not hereby created any separate or legal administrative entity by this agreement. Each party hereto shall be responsible for and financing their separate obligations hereunder, including, if applicable, establishing and/or maintaining budgets therefore. Further, the administration of this Agreement shall be performed by each entity separately through their Chief Officers.

13. **TERMINATION AND AMENDMENT**

A. This Agreement shall remain in full force and effect unless terminated. A party desiring to terminate this Agreement shall serve written notice upon the other parties of its intention to terminate this Agreement. Such notice shall be served not less than thirty calendar days prior to the termination date set forth in said written notice. Said written notice shall automatically terminate the party's participation in this Agreement on the date specified therein unless rescinded prior in writing.

B. Review, re-negotiation or amendment of this agreement may be initiated at any time upon written request of any party hereto. Amendments must be approved by all parties hereto, and will be attached to and become part of this Agreement only upon execution by all parties.

14. **AGREEMENT NOT EXCLUSIVE** This agreement is not intended to be exclusive as between parties hereto. Each of the parties may, as that party deems necessary or expedient, enter into a separate Mutual Aid Agreement or Agreements with any other party or parties. Entry into such separate Agreements shall not change any relationship or covenant herein contained unless the parties hereto mutually agree in writing to such change.

15. **COUNTERPARTS** This Agreement may be executed in counterparts, each of which shall be deemed to be an original, but all of which, taken together, shall constitute one and the same agreement.

Fairbanks North Star Borough (FNSB): _____ Date: _____
Mayor

Chena Goldstream Fire&Rescue: _____ Date: _____
President

Ester Vol. Fire Department: _____ Date: _____
President

North Star Vol. Fire Department: _____ Date: _____
President

Salcha Fire and Rescue _____ Date: _____
President

Steese Area Vol. Fire Dept.: _____ Date: _____
President

University of Alaska Fairbanks: _____ Date: _____
Vice Chancellor

City of Fairbanks: _____ Date: _____
Mayor

City of North Pole: _____ Date: _____
Mayor

US Army-Fort Wainwright _____ Date: _____
Post Commander or delegate

USAF-Eielson AFB _____ Date: _____
Base Commander or delegate

Fairbanks International Airport _____ Date: 10/13/13
Airport Manager or delegate

RESERVED

RESERVED

ANNEX C
MUTUAL AID AGREEMENT
FIRE EQUIPMENT INVENTORY

NOTE: Equipment type designs in this inventory are changed to coincide with Incident Command System (ICS) terminology.

FORMER FIRE SERVICE DESIGNATION PRESENT ICS DESIGNATION

Tanker ..... Tender or Tank Trailer
Water Drop Aircraft ..... Tanker or Air Tanker
Pumper ..... Engine
Ladder or Aerial ..... Truck

AK-MAA-113

ALASKA DIVISION OF FORESTRY				
Apparatus Number	Type of Equipment	Pump or Primary Use	Tank Capacity	Special Equipment
F-1	Dozer			1550 Case Dozer; 35,000 lbs; 10' blade
F-2	Support			4X4
F-5	Command			4X4
F-72	Brush	35	100	4x4
F-73	Brush	35	100	4X4
F-76	Brush	35	100	4X4
F-64	Lt. Engine	95	250	4X4
F-65	Lt. Engine	95	250	4X4
F-66	Lt. Engine	95	300	4X4
F-67	Lt. Engine	95	300	4X4
F-33	Med. Engine	95	500	4X4
F-34	Med. Engine	95	500	4X4
F-35	Med. Engine	95	500	4X4
F-36	Med. Engine	100	500	4X4
	2 Air Tankers		3000	Retardant Air Drop
	Helicopter		400	EMT/Ambulance; 8 passenger

Staffing: Total Responders = **29**

Hazardous Materials training/certification

Awareness= 29

Operations= 0

Technician = 0

Specialist = 0

Command = 0

EMS Level

ETT/CPR/1st Aid = 20

EMT 1 =1

EMT 2 =0

EMT 3 =0

FAI Airport Emergency Plan

Chena Goldstream Fire & Rescue				
APPARATUS NUMBER	TYPE OF EQUIPMENT	PUMP OR PRIMARY USE	TANK CAPACITY	SPECIAL EQUIPMENT
M-42	Ambulance	EMS	N/A	4x4; ALS
M-43	Ambulance	EMS	N/A	4x4; ALS
E-41	Engine	1250 gpm	500	4x4; Extrication Equipment
E-42	Engine	1500 gpm	2500	6x6; Extrication Equipment
E-43	Engine	1500 gpm	750	4x4
E-44	Engine	1000 gpm	1000	4x4
P-44	Engine	500 gpm	500	4x4
T-41	Tender	1250 gpm	3500	N/A
T-42	Tender	1500 gpm	2500	6x6; Extrication Equipment
T-43	Tender	750 gpm	2500	N/A
T-44	Tender	250 gpm	250	N/A
T-45	Tender	500 gpm	2000	6x6
BR-42	Brush Truck	100 gpm	300	4x4
SQ-41	Brush Truck	30 gpm	120	CAFS System
C-43	Command/Brush Truck	100 gpm	150	4x4
C-42	Command	Fire Chief	N/A	4x4
SQ-42	Command	Deputy Chief	N/A	4x4
Snow Machine	2 Snow Machines	Rescue	N/A	With rescue sled, trailer
ATV	2 Four Wheelers	Rescue	N/A	With rescue sled on wheels, forestry trailer, trailer
Boat	Inflatable Boat	Rescue	N/A	Avon boat with 35 HP motor, trailer

EIELSON AIR FORCE BASE FIRE & EMERGENCY SERVICES				
APPARATUS NUMBER	TYPE OF EQUIPMENT	PUMP OR PRIMARY USE	TANK CAPACITY	SPECIAL EQUIPMENT
Crash 3	ARFF (P-23)	1500 gpm	3300	500 gal. AFFF; 500lb Dry Chemical
Crash 4	ARFF (P-23)	1500 gpm	3300	500 gal. AFFF; 500lb Dry Chemical
Crash 5	ARFF (P-19)	950 gpm	1000	130 gal. AFFF; 500lb Dry Chemical
Crash 6	ARFF TI-1500	1520 gpm	1000	Snozzle with 55' reach; 210 gal. AFFF; 500lb Dry Chemical
Crash 7	ARFF Rapid Intervention Ultra High Pressure	100 gpm @ 1100-1500 psi	400	50 gal. AFFF
Crash 11	ARFF (P-19)	950 gpm	1000	130 gal. AFFF; 500lb Dry Chemical
Crash 12	ARFF (P-19)	950 gpm	1000	130 gal. AFFF; 500lb Dry Chemical
E-8	Engine	1250 gpm	750	25gal Class A & 25gal Class B Foam; 1500 ft of 5" LDH; All Wheel Drive
E-81	Engine	1250 gpm	500	25gal Class A & 25gal Class B Foam; 1500 ft of 5" LDH; All Wheel Drive; Vehicle Extrication Capable
E-82	Engine	1250 gpm	500	25gal Class A & 25gal Class B Foam; 1500 ft of 5" LDH; All Wheel Drive; Vehicle Extrication Capable
T-85	Tender	1250 gpm	5000	
R-10	Rescue	Rescue	N/A	Confined Space
HM-20	HazMat	HazMat	N/A	Hazardous Materials Equipment
Foam Trailer	AFFF Trailer	N/A	N/A	1000 gal AFFF
Snow	Snow Machine	Rescue	N/A	Rescue Boggan
N/A	ATV's x 4	Back Country Rescue	N/A	Medical; Rescue Boggan
N/A	Boat	Water Rescue	N/A	16 ft 6 inches with 40hp jet unit

Staffing: Total Responders = 71

EMS Level:
EMT 12 NREMT
EMR 59

Haz-Mat Training/ Certification:
Haz Tech 33
Haz Ops 71

ESTER VOLUNTEER FIRE DEPARTMENT				
UNIT DESIGNATOR	UNIT TYPE	PUMP/PRIMARY USE	TANK CAPACITY	SPECIAL EQUIPMENT
COMMAND 51	Chiefs Car	Command	--	4x4; 3 personnel; BLS; 500' 3" supply line
BRUSH 51	Type 6	Forestry	220 gal	4x4; 2 personnel; 300 gal fold-a-tank
BRUSH 52	Type 6	Forestry	250 gal	4x4; 5 personnel; 300 gal fold-a-tank
RESCUE 51	Rescue	Rescue	--	4x4; 4 personnel; extrication; BLS; HazMat
ENGINE 52	Engine	1500 gpm	1500 gal	4x4; 5 personnel; extrication; BLS
ENGINE 53	Engine	1500 gpm	750 gal	4x4; 4 personnel; 60 gal foam; BLS
TENDER 51	Tender	1000 gpm	2000 gal	4x4; 2 personnel; BLS; 2500 gal fold-a-tank

PERSONNEL TRAINING AND RESPONSE					
Firefighting Training		Hazardous Materials		Emergency Medicine	
Firefighter I	10	Awareness	8	EMT 1	11
Firefighter II	14	Operations	11	EMT 2	8
		Technician	3	EMT 3	5
		Command	0	MICP	3
Staffing: Total Responders = 35 (3 Paid; 32 Volunteer)					

Fairbanks Fire Department				
Apparatus Number	Type of Equipment	Pump or Primary Use	Tank Capacity	Special Equipment
A-06	Ambulance	EMS		Paramedic ALS; 4x4
A-03	Ambulance	EMS		Paramedic ALS; 4x4
A-05	Ambulance	EMS		Paramedic ALS; 4x4
A-07	Ambulance	EMS		Paramedic ALS; 4x4; Bariatrics
E-01	Engine	2000 gpm	500	1000' of 5" 30 gal of AFFF & Class A Foam
E-02	Engine	2000 gpm	2500	1000' 5" CAFS
E-03	Engine	2000 gpm	500	1000' of 5" 30 gal of AFFF & Class A Foam
E-04	Engine	2000 gpm	2500	1000' 5" CAFS
PLT-01	Platform	2000 gpm	300	102' Platform with waterway; 800' of 5"
PLT-02	Platform	2000 gpm	300	100' Platform with waterway; 800' of 5"
R-1	Rescue	Heavy Rescue		Hurst Tool; Low Pressure Bag System; Raft; misc Rescue Equipment
F-01	Command	Fire Chief		Multi-Channel Radios; PASS
F-04	Van	Command Post & Ivestigation		Command Post Equipment; Generator; Multi-Channel Radios; Air Bottles; Lighting; etc
F-09	Inspections/Investigations	Deputy Fire Marshal		Multi-Channel Radios; Investigation Equipment
F-11	Command	Back-up B/C		Back up BC; Multi-Channel Radio; PASS
F-12	Command	A/C		Multi-Channel Radios; PASS
F-13	Command	B/C		On duty BC; Multi-Channel Radios; PASS
GHT-01	Heat Trailer	Cold Operations		10kw gen; 2 Oil-Fired Heaters; 4-500 watt lights; 8-20' heat ducts; 5-120v duplex receptacles
FLP-02	Light Tower	Night Operations		6kw generator; 4-1000 watt lamps; 3-120v duplex receptacles
Boat	Boat	Water Rescue		River Boat with 60hp jet motor
Raft	Raft	Water Rescue		Inflatable raft with small motor
FTR-24	Trailer	Trench Rescue		Trench Rescue Equipment
Brus-3	Skid Unit	CAFS-2000gpm	150	CAFS Skid Unit; Forestry Seasonal on F-450
FTR-28	Trailer	Confined Space Rescue		Confined Space Rescue Equipment

Staffing: Total Responders = 42

Haz-Mat Training/Certification:

Awarene:	5
Operatio:	5
Technicia	27
Specialist	0

EMS Level:

ETT	0
EMT-1	4
EMT-2	3
EMT-3	9

Fairbanks International Airport				
APPARATUS NUMBERS	TYPE OF EQUIPMENT	PUMP OR PRIMARY USE	TANK CAPACITY	SPECIAL EQUIPMENT
E-1	CFR GMC	250 gpm	150	500# Halon, 20g AFFF, 4x4, Multi-Agent Booster Line, Roof Turret
E-2	CFR TI-3000	1950 gpm	3000	Piercing Nozzle, 420g AFFF, 420 lbs Halitron, FLIR & Color Camera, Generator
E-3	CFR STI-3000	1950 gpm	3000	400g AFFF, 450 lbs Purple K, FLIR, Generator
E-4	CFR STI-3000	1950 gpm	3000	400g AFFF, 450 lbs Purple K, FLIR, Generator
E-5	Structural Pierce	1250 gpm	750	50g AFFF, (3) 200ft pre-connects, 1000+ft 4" LDH, Extraction Tools, Air Bags, Fan, Res-Q Jacks, Cribbing, Cold
Boat Unit 10	River Boat - Outboard Motor			Flotation Devices, Floating Litter, Reaching Tools
Boat Unit 11	Float Pond Boat - Inboard Motor			Flotation Devices and Reaching Tools
Haz-Mat Trailer	HMT			22' Enclosed Heated Trailer, General Haz-Mat Equipment, Generator, Diking Equipment, SCBA Bottles/Packs/Masks
MCI Trailer	Mass Casualty			18' Enclosed Trailer, 100 Backboards, 16 Boxes of Blankets, Triage Equipment
Snowmachines (2)	Rescue			12' Pull Behind Sleds w/ Rescue Gear
ATV's (2)	Rescue			6x6 w/ Cargo Bed, Winch, Rescue Gear

Staffing: Total Responders = 26

EMS Level:

First Aid	1
ETT	17
EMT	8

Haz-Mat Training/Certification:

Ops	12

Ft. Wainwright Fire Department				
APPARATUS ID	VEHICLE #	MAKE/MODEL	YEAR	LOCATION
BR941	FE-998	KME FF-550 Type 6	2013	1
BR942	FE-999	KME FF-550 Type 6	2013	2
BR943	FE-901	KME FF-550 Type 6	2014	3
BR944	FE-902	KME FF-550 Type 6	2014	3
C-930	FIRE CHIEF	Chevy Tahoe 4WD	2009	3
C-931	D/C OPS	Chevy 2500 Suburban 4WD	2008	3
C-932	A/C TRAINING	Chevy 2500 P/U Crew Cab 4WD	2011	3
C-933	A/C OPS	Chevy 2500 Suburban 4WD	2008	3
C-934	B/C OPS	Dodge 2500 P/U Crew Cab 4WD	2012	1
C-935	EMS SUPERVISER	Dodge 2500 P/U Crew Cab 4WD	2015	3
C-97	FE-952	E-ONE Titian 4X4	1994	1
C-98	FE-951	Oshkosh Striker 3000 6X6	2014	1
C-99	FE-903	KME FF-550 Chasis 4WD Type-6	2014	1
E-91	FE-916	Pumper/Tender Custom Cab	2001	3
E-92	FE-914	KME Pumper Custom Cab	1999	2
E-93	FE-915	KME Pumper Custom Cab	1999	3
M-95	F-206	Ford F-550 Chasis 4WD	2013	2
M-96	F-200	Ford F-550 Chasis 4WD	2011	2
R-90	R-90	Pierce Heavy Rescue Cab	2016	1
T-94	FE-900	KME 102' Aerialcat	2012	1
U-950	A/C PREVENTION	Ford Escape 4x4	2009	4
U-951	RANGER U-951	Polaris Ranger 6X6	2005	3
U-952	RANGER U-952	Polaris Ranger 6X6	2005	2
U-953	SNOWMACHINE U-953	Polaris Wide Track LX	2005	3
U-954	SNOWMACHINE U-954	Arctic Cat M8	2006	3
U-955	BOBCAT	Bobcat 743B	2000	3
U-956	OPS UTILITY	Ford F250 P/U Crew Cab 4WD	2014	1
U-958	PREV 2	Chevy P/U Crew Cab 4WD	2013	4
U-959	PREV-3	Chevy Colorado	2012	4
U-960	BOAT 960	Rescue One	2007	2
U-961	BOAT 961	Rescue One	2007	2
U-962	HAZ-MAT RESPONSE TRAILER	Wells Cargo EW3025W	2006	1
U-963	OFF ROAD RESCUE	Wells Cargo EW2025	2009	3
U-964	SMALL DECON TRAILER	AJ Manufacturing Decon Shower Trailer	2007	1
U-965	DIVE TEAM TRAILER	Cargo Mate ORCM820TA2	2004	3
U-966	FLAT DECK UTILITY	Road Clipper Flat Deck	2012	3
U-967	DIVE BOAT TRAILER	Rescue One Double Decker Trailer	2007	2
U-968	HELO PROP TRAILER	Rolling Star Inc. Utility Flat Deck Trailer	2010	3

U-969	BIG DECON TRAILER	Advanced Trailer Cold Weather Decon Trailer	2006	1
U-970	SPILL RESPONSE	Well Cargo Enclosed Trailer	2004	1
U-971	LIGHT TOWER 971	N/A	N/A	3
U-972	LIGHT TOWER 972	N/A	N/A	2
U-973	RANGER 91	Polaris Wildland Ranger 6x6	2014	3
U-974	RANGER 92	Polaris EMS Ranger 6x6	2014	3
U-975	SMOKE HOUSE TRAILER	Transport Designs Smoke House Trailer	2013	1
U-976	AIR CART 1	Eagle Air Mobile Air Cart	2015	1

Special Operations	
Type	**Function**
Drive Rescue/Recov	10 man underwater dive rescue/recovery
Haz-Mat Response	Personnel trained to the technician level
Off Road Rescue	4 man team with equipment for off
Technical Rope Rescue	High/Low rope rescue and confined
USAR/Building Collapse Rescue	Personnel trained for USAR/building
Ice Water and Swift Water	Personnel trained for ice water rescue.

Haz-Mat Techs:	Numbers to change due to staffing
Haz-Mat Ops:	Numbers to change due to staffing
Haz-Mat Awarenes:	Numbers to change due to staffing
Paramedics:	Numbers to change due to staffing
EMT 3:	Numbers to change due to staffing
EMT 2:	Numbers to change due to staffing
EMT 1:	Numbers to change due to staffing
EMR:	Numbers to change due to staffing

North Pole Fire Department				
APPARATUS NUMBER	TYPE OF EQUIPMENT	PUMP OR PRIMARY USE	TANK EQUIPMENT	SPECIAL EQUIPMENT
R-21	Rescue Engine	1500 gpm	500	2x4; 50 gallons Afff; 4 Seat Cab; 4 SCBA; Hydraulic, Pneumatic, Water, Rope Rescue; 600'-5"; 600'-3", 6" Hard Suction; 20kw Generator; HAZMAT Spill Kit;
E-21	Engine	1500 gpm	2200	4x6; 300 gallons AFFF; 6 Seat Cab; 7 SCBA; 1000'-5"; 600'-3"; 6" Hard Suction; HAZMAT
E-22	Engine	1500 gpm	2000	4x6; 500 gallons AFFF; 8 Seat Cab; 6 SCBA; 1000'-5"; 600'-3"; 6" Hard Suction; HAZMAT
E-23	Reserve Engine	1000 gpm	750	STANDBY ENGINE FORESTRY CALL OUT 2X4; 3 Person Cab; 5" Hard Suction
P-21	Platform Truck	2000 gpm	300	4x6; 30 gallons AFFF; 6 Seat Cab; 5 SCBAI 1000'-5"; 15kw Generator; 100' Aerial Platform
Squad-24	Brush Engine	Type 6	300	4x4; Type 6 Wildland; 3 Seat Cab; 2.5" Hard Suction; Fresh Air Heater in wintertime
C-21	Brush Engine	Type 6	200	4x4; Type 6 Wildland; 5 Seat Cab; 2.5" Hard Suction; Dual Radios
C-22	Command			4x4
M-21	ALS Medic			4x4; Type 3 Ambulance
M-22	ALS Medic			4x4; Type 3 Ambulance
M-23	Reserve Medic			4x4; Reserve Type 3 Ambulance
Boat-21	Water Rescue			2" Ball; 15' Grumman; 35hp Outboard; rated 5 persons
Technical Rescue Trailer				2 5/16" Ball; Structural Collapse and Trench Shoring
Mass Casualty Trailer				2 5/16"; Mass Casualty Supplies

Staffing:	Total Responders = 38
Haz-Mat Training/Certification:	
Awareness	0
Operations	30
Technician	2
Specialist	0
EMS Level:	
EMT-2	6
EMT-3	14
MICP	7

North Star Volunteer Fire Department				
APPARATUS NUMBER	TYPE OF EQUIPMENT	PUMP OR PRIMARY USE	TANK CAPACITY	SPECIAL EQUIPMENT
R-31	Rescue Engine	1500 gpm	1000	4x4; 6 Seat Cab; 6 SCBA; Hydraulic, pneumatic & water rescue tools; fresh air heater; 750'-3" Hose; 6" Hard Suction
E-21	Engine	1250 gpm	2000	6x4; 6 Seat Cab; 6 SCBA; Class A Foam; 1000'-5' Hose, 1000'-3" Hose; 6" Hard Suction; Hydraulic Rescue Tools
E-32	Engine	1250 gpm	2000	6x4;2 Seat Cab; Class A Foam; 4 SCBA; 1000'-5" Hose; 1000'-3" Hose; 6" Hard Suction; Hudraulic Rescue Tools
E-34	Engine	1000 gpm	2000	6x6; 2 Seat Cab; Class A Foam; 6 SCBA; 1000'-5" Hose; 1000'-3" Hose; 4.5" Hard Suction
E-35	Engine	1000 gpm	2000	6x4; 2 Seat Cab; 3k gal. Fol-Da-Tank; 4 SCBA; 1000'-5" Hose; 1000'-3" Hose; 6" Hard Suction
E-36	Engine	1000 gpm	2000	6x4; 2 Seat Cab; 3k gal. Fol-Da-Tank; 4 SCBA; 1000'-5" Hose; 1000'-3" Hose; 6" Hard Suction
E-39	Engine	1500 gpm	2000	6x4; 6 Seat Cab; 6 SCBA; 1000'-5" Hose; 1000'-3" Hose; 6" Hard Suction; Hydraulic Rescue Tools
T-31	Tender	1000 gpm	3000	3000 gal. Fol-Da-Tank
T-32	Tender	1000 gpm	3000	3000 gal. Fol-Da-Tank
E-3111	Engine	500 gpm	500	4x2; 2 Seat Cab; CAFS & Class A Foam Systems; **STAND BY ENGINE FOR FORESTRY CALL OUT**
Squad-31	Medical Squad	N/A	N/A	4x4; 4 Seat Cab; 1st Responder Medical Equipment
Squad-33	Medical Squad	N/A	N/A	4x4; 4 Seat Cab; 1st Responder Medical Equipment
Brush-31	Utility Truck	250 gpm	150	4x4; 2 Seat Cab; (Summer - Forestry Equipment w/ Skid Load) (Winter - 8' HD Western Snow Plow)
C-31	Command	150 gpm	95	4x4; Portable Radios; Cell Phone; (Summer- Forestry Equipment w/ Skid Load Tank and Pump)
C-32	Command	N/A	N/A	4x4; Portable Radios; Cell Phone
C-33	Command	N/A	N/A	4x4; Portable Radios; Cell Phone
C-35	Command	N/A	N/A	4x4; Portable Radios; Cell Phone

C-37	Command	150 gpm	95 gpm	4x4; Portable Radios; (Summer - Forestry Equipment w/ Skid Load Tank and Pump)
C-38	Command	150 gpm	95 gpm	4x4; Portable Radios; (Summer - Forestry Equipment w/ Skid Load Tank and Pump)
Boat-31	Rescue Boat	Water Rescue	N/A	22' River Boat; Jetcraft "Extreme Shallow"; 200 hp jet drive
Boat-32	Rescue Boat	Water Rescue	N/A	14' Avalon w/ 15 hp Outboard Motor; Single Bank King Mobile Radio
2 ea. Dielsel Generator	Standby Generators	Electrical	N/A	Trailer Mounted 20kw Diesel Generator, Single & Three Phase, selectable
2 ea. Snow Machines	Snow Machines	N/A	N/A	Long Track Snow Machines w/ rider safety gear; 'Rescue Boggan' Off Road Patient Rescue Sleds

Staffing Total Responders = 30

Haz-Mat Training/Certification:

Awaren	0
Operati	20
Technici	2

EMS Level:

EMT-1	3
EMT-2	8
EMT-3	14
MICP	3

Salcha Fire & Rescue				
APPARATUS NUMBER	TYPE OF EQUIPMENT	PUMP OR PRIMARY USE	TANK CAPACITY	SPECIAL EQUIPMENT
Medic 12-1	Ambulance	EMS		ALS
Medic 12-2	Ambulance	EMS		ALS
Engine 12-1	Engine/Tender	1250 gpm	2500	6x6 Extrication Gear
Engine 12-2	Engine/Tender	1500 gpm	3500	3000 Fold-A-Tank
Engine 12-3	Engine/Tender	1500 gpm	3000	3000 Fold-A-Tank
Engine 12-4	Engine/Tender	1000 gpm	2000	3000 Fold-A-Tank
Engine 12-5	Engine	1000 gpm	1000	4x4 Extrication Gear
Brush 12-1	Brush	250 gpm	300	Rear Dump; Fold-A-Tank
Command 12-1	Command	0	0	Pick Up - Med First Responder
Rescue 12-1	Rescue	CAFS	100	Extrication, River/Rope ICP
Track 12-1	Rescue	0	0	Wildland Gear Seasonal, Rescue year round
Airboat 12-1	Rescue	N/A	N/A	Water Rescue
Boat 12-2	Rescue	N/A	N/A	Water Rescue
Snowmachine	Rescue	N/A	N/A	2 each with sleds

Staffing:	Total Responders = 28
Haz-Mat Training/Certification:	
Awareness	23
Operation:	18
Technician	3
Specialist	0
Command	0
EMS Level:	
EMT	6
EMT-1	5
EMT-2	6
EMT-3	4

Steese Volunteer Fire Department				
Apparatus Number	Type of Equipment	Pump or Primary Use	Tank Capacity	Special Equipment
Engine 61	Engine	1500 gpm	1000	4x4; Extrication Equipment
Engine 62	Engine	1500 gpm	1000	4x4; Extrication Equipment
Tender 61	Tender	1000 gpm	3000	3000 gal Fold-A-Tank
Tender 62	Tender	1000 gpm	3000	3000 gal Fold-A-Tank
Tender 63	Tender	1000 gpm	3000	3000 gal Fold-A-Tank
Rescue 62	Rescue	500 gpm	400	4x4; Extrication Equipment
Squad 61	1 Ton PU	Utility/Brush	200	Summer Type VI Brush Unit
Squad 62	1 Ton PU	Utility/Brush	200	Summer Type VI Brush Unit
Medic 61	Ambulance	EMS	N/A	ALS
Medic 62	Ambulance	EMS	N/A	ALS
C60	Command	Duty Officer	N/A	4x4; Dual Multi-Channel Radios
C61	Command	Utility	N/A	4x4; Dual Multi-Channel Radios
C62	Command	Fire Chief	N/A	4x4; Dual Multi-Channel Radios
C63	Command	Asst Chief	N/A	4x4; Dual Multi-Channel Radios
C64	Command	Deputy Chief	N/A	4x4; Dual Multi-Channel Radios

Staffing: Total Responders = 40

Haz-Mat Training/Certification:
Operations: 31

EMS Level:
EMT-1 11
EMT-2 4
EMT-3 16
MICP: 5

University Fire Department				
APPARATUS NUMBER	TYPE OF EQUIPMENT	PUMP OR PRIMARY USE	TANK CAPACITY	SPECIAL EQUIPMENT
L-12	Quint	2000 gpm	500	85' Aerial, Extrication
T-11	Aerial	1500 gpm	0	135' Aerial
E-16	Reserve Engine	1500 gpm	1000	N/A
Boat 11	Boat	N/A	N/A	Capacity 6
TE-11	Tender	1500 gpm	3000	N/A
C-12	Command	Fire Marshal	N/A	Service
U-11	Utility	Utility	N/A	Service Equipment
C-10	Command	Battalion 12	N/A	N/A
E-11	Engine	2000 gpm	1500	Extrication
M-12	Ambulance	ALS Transport	N/A	N/A
M-11	Ambulance	ALS Transport	N/A	N/A
L-10	Reserve Quint	2000 gpm	500	N/A
C-11	Command	Battalion 11	N/A	N/A
U-12	Utility	Utility	N/A	N/A
B-12	Type VI Engine	30 gpm	200	N/A
B-11	Type VI Engine	30 gpm	200	N/A

Staffing: 53

Haz-Mat Training/Certification: 53

EMS Level:

EMT-1	23
EMT-2	19
EMT-3	13
MICP	6

August 2007 to August 2009

MEMORANDUM FOR RECORD

SUBJECT: Fire Equipment Inventory for the Fire Mutual Aid Agreement

1. The fire equipment inventory shall be reviewed every two years to determine that all parties are updated with regard to each departments equipment inventory.

2. The "Fire Equipment Inventory for the Fire Mutual Aid Agreement 2007" By and Among the following entities has been reviewed on the date indicated and agree that they have updated their departments' fire equipment inventory.

Robert Schnell for Marc Lee, Area Forester	Alaska State Division of Forestry	Date: 8/10/07
Jack Willard, Fire Chief	Chena-Goldstream Fire & Rescue	Date: 8/8/07
James Didier, Fire Chief	Eielson Air Force Base Department	Date: 8-13-07
John Debbaut, Fire Chief	Ester Volunteer Fire Department	Date: 8-9-2007
Warren Cummings, Fire Chief	Fairbanks Fire Department	Date: 8/8/07
Mike Supkis, Chief of Safety	Fairbanks Int. Airport Fire Department	Date: 8-8-2007
Russell Toms, Fire Chief	Fort Wainwright Fire & Emer. Services	Date: 8-9-2007
Buddy Lane, Fire Chief	North Pole Fire Department	Date: 8/9/2007
Jeff Tucker, Fire Chief	North Star Volunteer Fire Department	Date: 8-13-07
Mitch Flynn, Fire Chief	Steese Area Volunteer Fire Department	Date: 8/8/07
Edith Curry, Fire Chief	University Fire Department	Date: 8/13/07

Appendix B
Aircraft
Recovery List

See section 27.0 for aircraft recovery equipment that may be available locally.

Appendix C

Communications Plan for Mutual Aid Incidents

INTERIOR FIRE CHIEFS ASSOCIATION COMMUNICATIONS PLAN For MUTUAL AID INCIDENTS

BASIC PREMISES:

- All departments use the National Incident Command structure.
- All departments use of clear text to maintain accurate, simple, and effective radio communications.
- The plan must be simple, used daily, and be able to expand to any incident size.
- Use of standard operating procedures and guidelines to minimize unnecessary radio traffic.
- Each department has an accountability system and is responsible for tracking their own personnel.
- Each department has their own operating channel.
- All departments radios have access to the mutual aid channel and/or respond with a chief officer.
- Most major incidents run out of radio air space not chief officers.

BASIC PLAN BRIEF:

A. **Stay on your own frequency** - Each department to operate on their own designated frequency.

B. **Monitor and use the MA frequency for interdepartmental communication** - As an incident expands from one, to two or more departments, the Incident commander will monitor the Mutual Aid (MA) channel. All responding MA departments ranking officer and or company will stage level I and contact the IC on the MA frequency for assignment unless directed to a level II staging by dispatch. If a responding department does not have a radio compatible with the MA frequency, it will be necessary for face to face communications with the IC and/or a MA frequency compatible portable radio to be loaned to the responding MA officer.

C. **Consolidate and unify command -** As an incident gets more complicated, each MA department, and agency should make available a chief officer liaison directly available to the command post to coordinate face to face and in turn transmit information (such as task assignments and progress reports) with their own units on their own frequency . Having chief officers coordinate face to face will lessen MA frequency overload and increase message turnaround time, as well as insure each operating department has access to the IC, incident plan ,and avenue for additional resources.

OPERATING PROCEDURES:

1. Each responding Mutual Aid department's first due officer and/or company and the Incident Command will monitor two frequencies - 1. MA for command instructions, assignments, and tasks, and 2. Their own department frequency of choice for tactical operations and relaying information within the task group and back to their own dispatch center.

2. Staging will always be used as a platform for controlling incoming resources and unnecessary radio chatter, until task priorities can be figured out and assigned:

> **Level I Staging** - all but first in apparatus AUTOMATICALLY stage at least 1 block or intersection from the incident until assigned a task by IC. Example: *"Command; Engine 1, staged one block North, ready for an assignment..."*
>
> **Level II Staging** - when designated by the IC, all responding units will report directly to suitable staging area (i.e. a large parking lot). First in unit to Level II will assume staging officer until relived. All units responding to Level II staging will report face to face with the staging officer for assignment. Once command establishes Level II staging dispatch must route all responding units to the level II staging location and not directly to the emergency scene.

3. Each department should be assigned to tasks/sectors/divisions as to facilitate use of their common frequency. Keep department apparatus and crews together as task forces, or within the same sector/division if at all possible.

4. Assignments by command should be task orientated and command should state the objective to be accomplished by the task.

5. Each engine company, task group, or operations group will always take along a portable radio, preferably by the group leader, when operating on the emergency scene. *If no portable radio is available for the individual or task group, this must be relayed to Command or the assigning Sector/Division Officer before the company or group embarks on the assigned mission. If this happens to be the case, the company or group, is still responsible for the information flow stated in item #6.*

6. It is **essential** that task groups and companies always report back to Command or to their assigning Sector/Division officer:

a. situation found,
b. additional resources needed(if necessary),
c. when the task is completed,
d. present conditions and effectiveness of task (improvement/decline),
e. request for reassignment or rehab after task completion.

7. All communications from the emergency scene to the incident dispatch and or the EOC and visa-verse should be through the established Incident Command. This may be by radio or cell phone.

8. On Multiple Patient Incidents (MPI) and Mass Casualties Incidents (MCI) Command, or the Medical officer if one has been appointed, should be responsible for all hospital communications on the EMS frequency and or cell phone. Transporting ambulances should not give patient reports and should limit any radio use.

9. On MPI and MCI's, Incoming Ambulances will be given assignments face to face with the staging officer or medical officer for triage, treatment, or transport tasks, again to prevent radio overload.

10. On rural, non hydranted residential fires, where fire fighting tasks would be normally within one department's capabilities, but with multiple departments assisting with water supply, it can be assumed that the MA frequency would be used mainly as the water supply channel.

RADIO PROCEDURES:

11. Speak in a clear tone and controlled rate.

12. Give complete size up, instructions, and other information. Trying to cut short NECESSARY information just causes more radio traffic.

13. Caller ID should follow the ID of the position called. Example: Dispatch contacting Engine 1 would be as.. "*Engine 1, Dispatch....*"

14. When operating on a non primary radio frequency (anything other than your department's normal frequency), or at large multiple frequency incidents, each message shall be followed with a frequency identification.

EXAMPLE: " Incident command; University Battalion 1, on MA Fx 1,"

or*: "Interior; Fairbanks Engine 1, on Fairbanks tac 2,"*

15. Long radio messages should be broken up into segments with a the words "ALSO" or "BREAK" and then a pause. This will allow emergency traffic to break in if necessary and let the receiver know more information is going to come.

16. After each radio transmission, the unit replying should pause 2 - 3 seconds before transmitting a reply to the sender. This pause will allow anyone with a VERY URGENT or EMERGENCY MESSAGE to break in on the radio channel.

EXAMPLE: "Command, Interior... (pause)...,this is Command, go ahead Interior... (pause).., We are getting the fire knocked down on the first floor, but believe to still have some fire overhead in the attic, we need to pull ceilings...," (pause)... ***" BREAK, EMERGENCY TRAFFIC, COMMAND, ROOF SECTOR; I HAVE A FIREFIGHTER DOWN ...ETC...,"*** *..(pause).., "Command Copies Emergency Traffic," ..(pause).., etc...*

17. **Radio frequency changes should be avoided during operations.** If absolutely necessary, radio frequency change/assignment should only be made face to face, with ALL concerned parties together.

Radio frequency changes should never be made over the radio. If an extreme emergency situation dictates such a change, the change must be made ONLY by the incident commander, or the Sector/Division officer of that task group, in a formal announcement, with ALL parties acknowledging the change FIRST on the OLD frequency, then again, with ALL parties acknowledging on the new frequency. This procedure is very cumbersome; however, necessary for safety to insure contact with all parties; thus the reason to avoid changing radio frequencies!

TECHNICAL GUIDELINES:

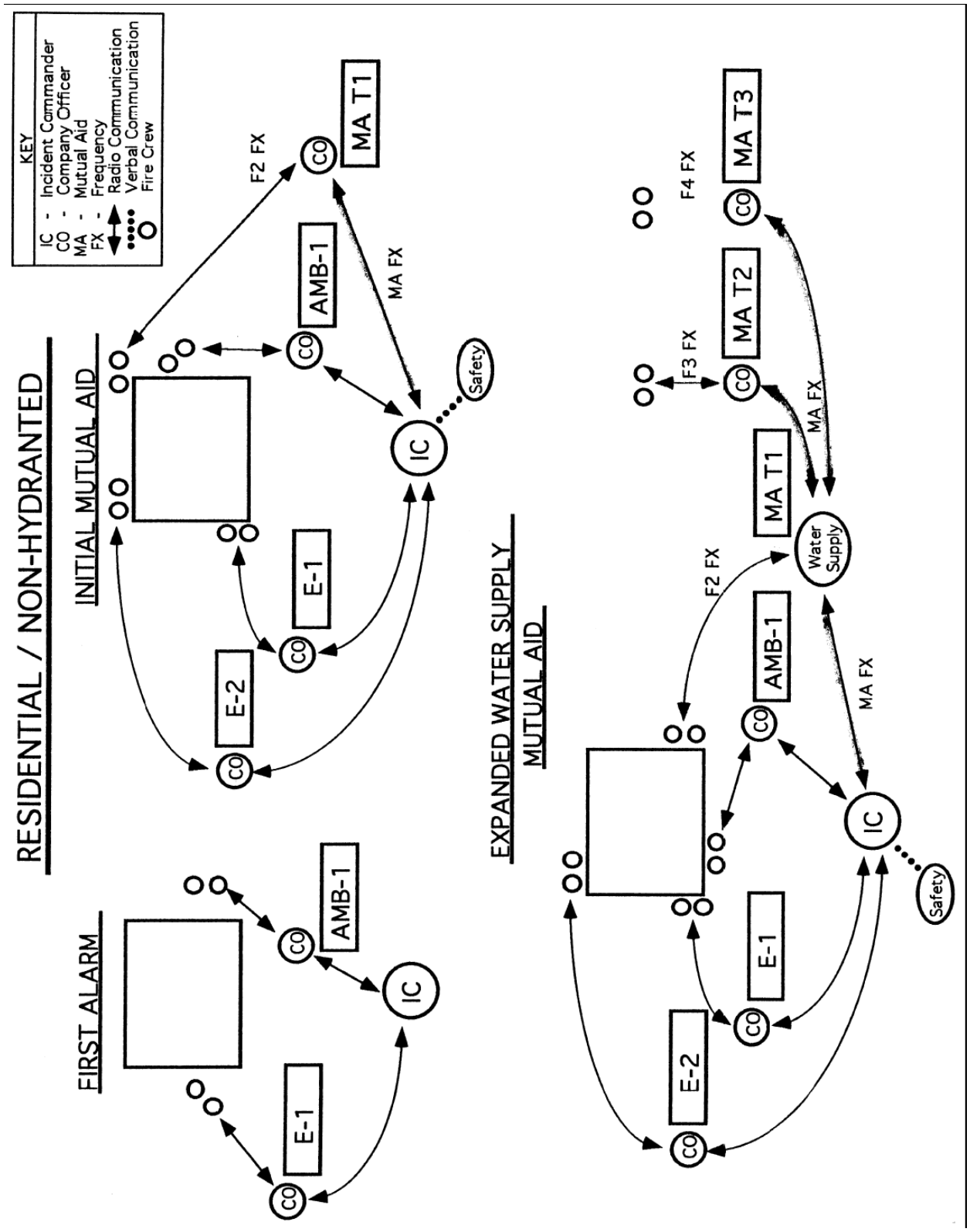
18. When speaking over the radio wait a second after depressing the transmit button to prevent message being cut off. This is critical if any repeaters and/or scan functions are being utilized.

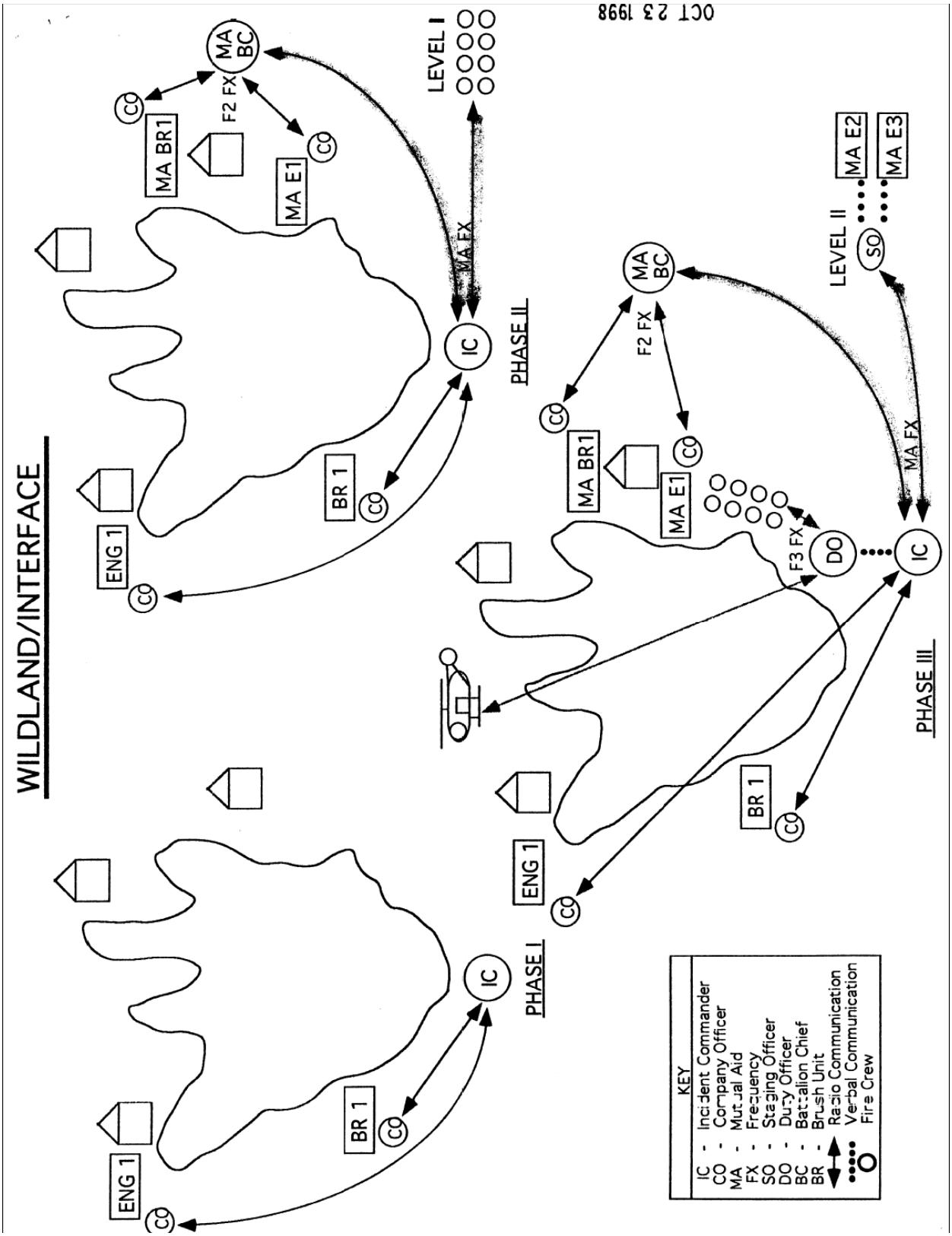
19. Departments with repeater systems should consider using their simplex channel for emergency on scene communications to avoid inter department radio interference especially at the command post.

20. Departments should consider presetting officer/command radios channel scan priority to the primary department frequency and to the Mutual Aid #1, as first and second priority.

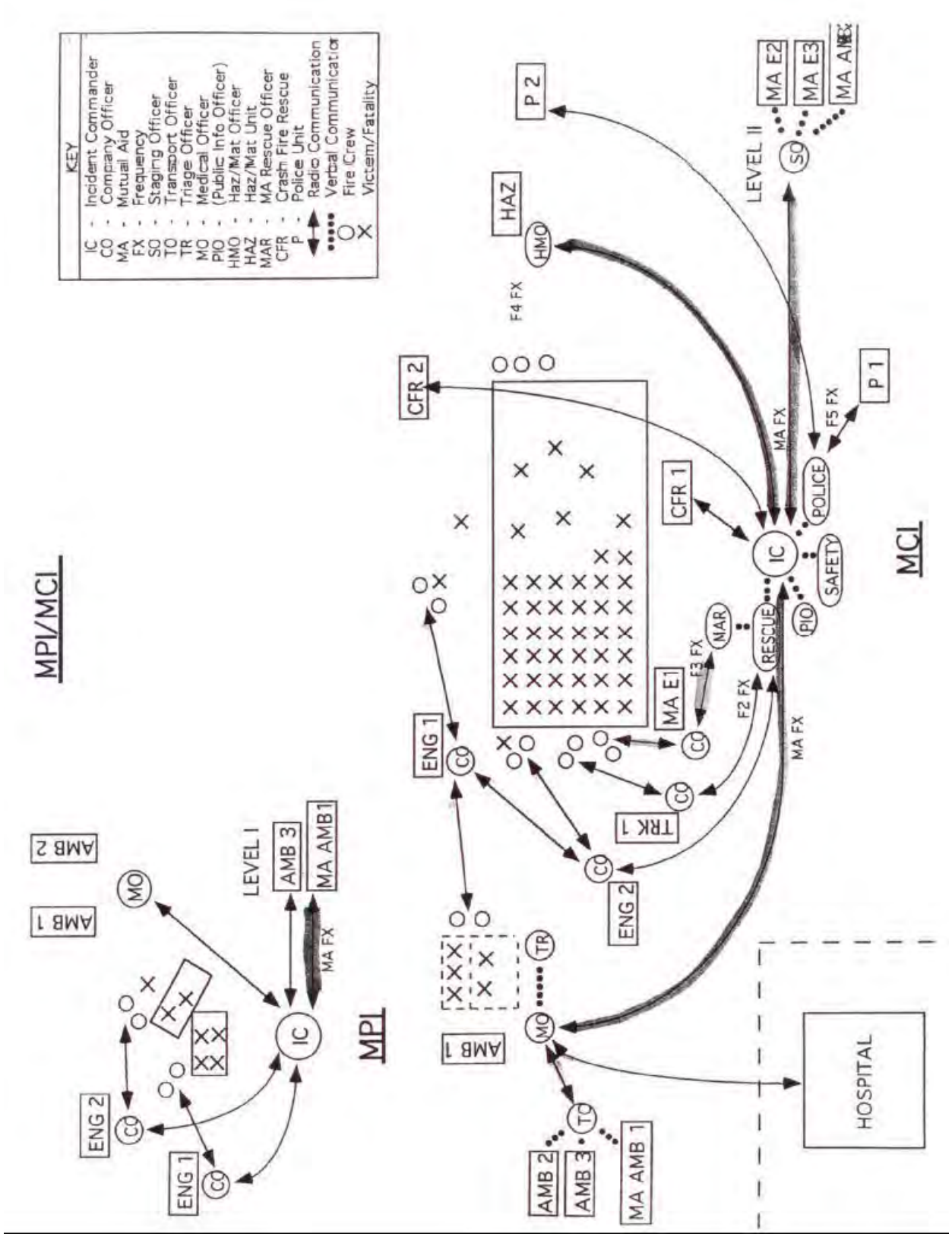
21. Three state wide mutual aid channels are available: MA freq. #1(154.295); MA freq. #2 (154.280); MA freq. #3 (154.265). Incidents should use MA #1 unless otherwise instructed by dispatch. During multiple large incidents, or wide spread incidents requiring remote divisions the MA frequencies should be assigned in order:
i.e. Incident or division #1 - MA Freq. #1; Incident or division #2 - MA Freq. #2.

22. To facilitate the command and control during multiple large working incidents all interior departments should make an effort to have all three mutual aid frequencies programmed into command radios.


KEY
IC - Incident Commander
CO - Company Officer
MA - Mutual Aid
FX - Frequency
Radio Communication
Verbal Communication
Fire Crew
RESIDENTIAL / NON-HYDRANTED
INITIAL MUTUAL AID
FIRST ALARM
EXPANDED WATER SUPPLY
MUTUAL AID
F2 FX
F3 FX
F4 FX
MA FX
MA T1
MA T2
MA T3
AMB-1
E-1
E-2
IC
CO
Safety
Water Supply


WILDLAND/INTERFACE
PHASE I
PHASE II
PHASE III
LEVEL I
LEVEL II
IC
CO
SO
DO
MA BC
MA BR1
MA E1
MA E2
MA E3
ENG 1
BR 1
F2 FX
F3 FX
MA FX
KEY
IC - Incident Commander
CO - Company Officer
MA - Mutual Aid
FX - Frequency
SO - Staging Officer
DO - Duty Officer
BC - Battalion Chief
BR - Brush Unit
Radio Communication
Verbal Communication
Fire Crew

OCT 23 1998


MPI/MCI
KEY
IC - Incident Commander
CO - Company Officer
MA - Mutual Aid
FX - Frequency
SO - Staging Officer
TO - Transport Officer
TR - Triage Officer
MO - Medical Officer
PIO - (Public Info Officer)
HMO - Haz/Mat Officer
HAZ - Haz/Mat Unit
MAR - MA Rescue Officer
CFR - Crash Fire Rescue
P - Police Unit
Radio Communication
Verbal Communication
Fire /Crew
Victim/Fatality
MPI
LEVEL I
AMB 2
AMB 1
MO
AMB 3
MA AMB1
MA FX
IC
ENG 2
ENG 1
CO
MCI
P 2
HAZ
HMO
F4 FX
CFR 2
CFR 1
LEVEL II
MA E2
MA E3
MA AMB
SO
MA FX
F5 FX
P 1
POLICE
IC
SAFETY
PIO
RESCUE
NAR
F3 FX
F2 FX
MA E1
ENG 1
TRK 1
ENG 2
TR
AMB 1
AMB 2
AMB 3
MA AMB 1
HOSPITAL

Appendix D Airport Emergency Control Plan Participants

The following are included in the distribution of this Emergency Control Plan, this AEP may be distributed electronically or accessed online at http://dot.alaska.gov/faiiap/pdfs/FAI_airportemergencyplan.pdf

Ace Fuels
Air Cargo Express
Aircraft Services International, Inc.
Air North Canada
Alaska Airlines
Alaska Aerofuel
Alaska DOT &PF Rural Airports
Alaska DOT & PF Northern Region
Alaska DOT & PF HQ Safety Officer
Alaska DOT & PF Commissioner
Alaska DOT & PF Deputy Commissioner
Alaska DNR-State Forestry
Alaska State Troopers
Anchorage International Airport Director
American Red Cross
Brooks Fuel
State Medical Examiner's Office (Coroner)
Delta Airlines
Chena Goldstream Fire & Rescue
City of Fairbanks Fire Department
City of Fairbanks Dispatch
City of Fairbanks Police Department
Crowley
Eielson Air Force Base Clinic
Eielson Air Force Base Command Center
Eielson Air Force Base Explosive Ordinance Disposal
Eielson Air Force Base Fire Department
Ravn Alaska
Ester Volunteer Fire Department
Everts Air
Evergreen Helicopters
FAA Air Traffic Control Tower Manager
FAA Airport Division-Certification and Safety Branch
FAA Civil Aviation Security Field Office
FAA Flight Standards District Field Office
Federal Express
Fairbanks Memorial Hospital-Emergency Coordinator
Fairbanks North Star Borough-Dept of Emergency Management
Federal Bureau of Investigation
Fort Wainwright Command Operations Center

Fort Wainwright Fire Department
40 Mile Air
Frontier Flying Service
Flint Hills Resources
Guardian Flight
Inflight Helicopters
Japan Airlines
Korean Air
Condor
North Pole Fire Department
North Star Volunteer Fire Department
Northern Air Cargo
Northland Aviation
Omni Logistics
Shared Services Aviation
Steese Area Volunteer Fire Department
TSA
University of Alaska Fairbanks-Emergency Dispatch Center
University of Alaska Fairbanks-Police Department
University of Alaska Fairbanks-Fire Department
U.S. Army-Bassett Army Hospital
U.S. Customs Service
U.S. Postal Service-Main Branch
Warbelows Air Ventures
Wrights Air Service

TOTAL = 65