AIAS Winter Storm Emergency Plan

Introduction

The Alaska International Airport System (AIAS) Winter Storm Emergency Plan (WSEP) will complement and be used in conjunction with the existing Snow and Ice Control Plans (SICP) and Airport Emergency Plans (AEP) for the Ted Stevens Anchorage International Airport (ANC) and Fairbanks International Airport (FAI). This Plan focuses on the airside aspects of winter storm planning and execution. It is recommended that landside aspects of winter storm events be developed and included in a separate landside plan.

Purpose & Objectives

This plan establishes guidance for preparatory and immediate actions ANC and FAI should take when a significant winter storm event is forecast to or is currently impacting the airport. The objectives of the plan are:

- Ensure notifications of the forecasted storm event and updates on actual conditions, if more severe than forecasted, are made to the appropriate parties.
- Define levels of storm severity so that response actions are planned accordingly.
- Define preparatory actions to be conducted prior to the event by Airport Operations and Maintenance staff.
- Define response actions to be conducted during the event by Airport Operations and Maintenance staff.
- Describe communications procedures and methods to be used during a winter storm event.
- Define after-event actions to be taken.
- Identify resource requirements in personnel and equipment necessary for effective implementation.

Storm Event Levels

Actions prescribed in this WSEP will be based on a color-coded categorization of storm events to allow all stakeholders an understanding of the operational changes that can be expected due to a winter weather event. As weather forecasts can change, the storm level can be upgraded or downgraded as the event progresses. Airport management, including Operations and Maintenance, will work together to determine the appropriate initial level and any subsequent event levels.

- **GREEN** – Routine Winter Weather Event. Less than 8 inches of snow within a 24-hour period, no freezing rain, or minimal freezing fog is expected. Continuous snow removal operations in effect, with insignificant surface closures and minor delays. A **GREEN** Routine Weather Event may be upgraded to an **ORANGE** or **RED** Significant Weather Event if back-to-back storms create the prospect of significant delays or closures, if known staffing shortages exist, or if weather conditions evolve to create **ORANGE** or **RED** conditions.
- **ORANGE** – Significant Winter Weather Event. An **ORANGE** event is categorized by more than 8 inches snow, more than two hours of freezing rain, or more than eight hours of freezing fog in one 24-hour period. Combinations of these conditions at lower thresholds may also meet the need for an elevated response. There is an expectation of

runway/taxiway closures, extended delays with cargo parking access, and/or extended deicing delays. Aircraft arrival rates may be decreased by the Federal Aviation Administration (FAA). Aircraft may need to divert to alternate airports at some point during the event.

- **RED** – A winter weather emergency. A **RED** event occurs when the precipitation or accumulation exceeds the airport's ability to effectively support passenger, cargo, medevac, or general aviation operations. **RED** is characterized by abnormal runway closures, inability to depart aircraft, and a significant number of aircraft diversions.

Irregular Operations (IROPS) Stakeholders Group

Maintain an airport specific Irregular Operations (IROPS) notification group for each airport. The IROPS group is created, used, and maintained by Airport Operations to distribute Everbridge notifications for winter weather events, or other unforeseen incidents that may affect normal airport operations. The membership and contact information in this group will be verified prior to each snow season. Members include, at a minimum:

- Passenger air carriers
- Part 135 operators
- Cargo air carriers
- Ground handlers
- Customs and Border Protection (CBP)
- Air Traffic Control Tower (ATCT), Terminal Radar Approach Control (TRACON), and Air Route Traffic Control Center (ARTCC)
- Airport leadership for both ANC and FAI
- Concessionaires
- Fixed based operators
- Transportation Security Administration (TSA)
- Terminal janitorial services
- Others as needed

Pre-Storm Preparation (Warning Phase)

Advance Notification

GREEN level storms are routine in the AIAS, and no advance notification is recommended.

ORANGE level storm events require advance notification to the IROPS group. Once a viable forecast is published that indicates an **ORANGE** event is anticipated, notifications shall be made to the IROPS group through Everbridge. The notification shall include the anticipated storm duration, accumulation totals, expected impacts, and warnings of potential delays or closures. Passenger and cargo carriers are encouraged to evaluate and modify impacted flight schedules in advance of the storm to limit potential delays and cancellations during the event. Additionally, this notification provides an opportunity to confirm key personnel availability and identify substitutions.

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If anticipated conditions warrant, a pre-storm meeting/conference call can be held with IROPS Group stakeholders and the Snow and Ice Control Committee (SICC) members to advise of potential closures, review the airport's Contingency Parking Guide/Plan determine which mitigations are expected to be implemented, and strategize for the upcoming event.

Sample **ORANGE** notification:

> *Weather forecasts have indicated a severe winter storm is anticipated to affect the Ted Stevens Anchorage International Airport/Fairbanks International Airport (ANC)/(FAI) starting (START DATE AND TIME) and extending through (END DATE AND TIME) with (QUANTITIES/ WEATHER EVENTS/ ETC). This storm has the potential to cause runway and taxiway closures, significant delays for parking positions, and significant aircraft deicing delays.*
>
> *If needed, storm updates will be provided during the event via Everbridge notifications. Updates to airfield conditions will be issued through the NOTAM System.*
>
> *ANC/FAI strongly encourages all airport stakeholders to evaluate scheduling during this time frame and plan accordingly.*
>
> *Please advise the airport of any changes to key personnel during this weather event.*

RED level storm events are typically not predicted in advance but rather are the result of an **ORANGE** event that escalates in severity, duration, or impact. If **RED** conditions develop, notification should be sent to the IROPS group through Everbridge.

Sample **RED** notification:

> *The winter storm affecting the Ted Stevens Anchorage International Airport/Fairbanks International Airport (ANC)/(FAI) has been upgraded to a Level Red Event. These conditions are effective immediately and are expected to extend through (END DATE AND TIME) with (QUANTITIES/ WEATHER EVENTS/ ETC). The severity of this storm has caused or has the potential to cause additional runway and taxiway closures, significant delays for parking positions, extended delays on the ground, significant aircraft deicing delays, and flight diversions.*
>
> *Airfield condition updates will be provided during the storm via up-to-date NOTAMs. An Emergency Operations Center (EOC) has been initiated via Teams to provide a communication and information sharing channel during this event. (INSERT TEAMS LINK)*
>
> *ANC/FAI strongly encourages all airport stakeholders to evaluate scheduling during this time frame and plan accordingly.*

Advance Preparation

Prior to the beginning of an **ORANGE** event, the Airport Operations Superintendent(s), Chief of Maintenance, or designee(s) should:

- Evaluate staffing levels and adjust as needed.
  - o Evaluate the need to have staff work overtime or extra shifts to increase the workforce during the shift(s) most impacted by a snow event.
- Follow pre-storm guidelines outlined in the airport's FAA approved SICP.
- Coordinate with the ATCT, TRACON, ARTCC, and airlines to discuss airport arrival rates to increase the time between landing aircraft when conditions require.

Onset of Storm Event Actions (Response Phase)

At the onset of a **GREEN** Storm Event

Ted Stevens Anchorage International (ANC)	Fairbanks International (FAI)
• Normal operations	• Normal operations • Airfield maintenance will switch to a 12-hour on/12-hour off shift for the duration of continuous snow removal operations.

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At the onset of an **ORANGE** Event:

Ted Stevens Anchorage International (ANC)	Fairbanks International (FAI)
- Maintenance Staffing – where feasible, ensuring adequate rest, and in compliance with union contracts, extend staff duty day as needed to meet additional maintenance demands. - Operations Staffing – where feasible and ensuring adequate rest: - Add one (1) additional person to support gate management and one (1) additional person to support Airside Operations for a total staffing of four (4). - Airport 10 – monitor conditions, take mu's, and provide NOTAM information to Airport 11 for issuance. - Airport 11 – issue NOTAMS, assist gate management, and conduct overall coordination of the snow event. - Airport 11 or 12 – perform "follow-me" duties, respond to non-snow related calls, coordinate and execute Contingency Parking Plan. - Designate a single point of contact that will communicate with ATCT. Verify if on-duty ATCT staff prefer communications via radio or telephone. If ATCT wants communications via radio, verify which frequency (e.g. ground). - Terminal Coordination – Provide notification to terminal stakeholders at ANC (and FAI, if diversions are anticipated) of anticipated storm disruptions. Terminal service providers may elect to provide additional services or extend normal business hours to accommodate passenger delays. This is especially important when aircraft will be diverted to the alternate airport that may not be aware of incoming passengers. - Terminal service providers may include: - TSA - Aircraft ground handlers - Concessionaires, including car rental companies - CBP - Facilities - Ground transportation	- Maintenance Staffing – where feasible and ensuring adequate rest: - Starting at the beginning of the event, switch to 12 hours on and 12 hours off until end of storm, or - If a third shift has been added, extend duty day as needed to meet additional maintenance demands, including weekend coverage. - Operations Staffing - Airfield Ops 1 – monitor current conditions, take mu's, issue NOTAMs. - Airfield Ops 2 – perform "follow-me" duties, respond to non-snow related calls, implement and execute Contingency Parking Plan. - Terminal Coordination – provide notification to terminal stakeholders at FAI (and ANC, if diversions are anticipated) of anticipated storm disruptions. Terminal service providers may elect to provide additional services or extend normal business hours to accommodate passenger delays. This is especially important when aircraft will be diverted to the alternate airport that may not be aware of incoming passengers. - Terminal service providers may include: - TSA - Aircraft ground handlers - Concessionaires, including car rental companies - CBP - Housekeeping - Ground transportation

A **RED** Storm Event would typically develop as the severity of an **ORANGE**, or even **GREEN**, event escalates. As such, actions for a **RED** event are described in the following section, under the "Declaring a Winter Weather Emergency" heading.

During Storm Event Procedures (Response Phase, All Levels)

The following response actions during a storm event apply to both ANC and FAI.

- Clear snow according to the corresponding snow removal priority maps contained in the SICP.
- Consider requesting multiple deice trucks to simultaneously deice heavy aircraft on ANC airport-administered parking spots or FAI deice pad to expedite the deicing process.
- For extended storm events, consider providing hotel rooms close to the airport for maintenance, operations, or other essential airport staff with an extended drive home or the inability to get home safely and with turnaround times under 12 hours.
- Work with ground handlers/deicers to schedule snow removal at airport-administered parking spots.
    - For ANC:
        - Airfield Maintenance will target open airport-administered parking spots and perform snow removal without coordination if conditions allow.
        - Airfield Maintenance ramp snow removal crew will advise Gate Management when coordination is needed to perform snow removal on airport-administered parking spots.
        - Gate Management to coordinate with airport-administered parking spot users by advising ground handlers to hold aircraft and remove Ground Support Equipment (GSE) to allow snow removal equipment to clear the airport-administered parking location prior to the next aircraft arriving.
        - Gate Management to advise Airfield Maintenance when the spot is or will be available for snow removal.
        - Every effort will be made to remove snow off airport-administered parking spots when snow depth exceeds 3-6 inches.
    - FAI Airfield Operations staff to coordinate with ground handlers if frequent usage of airport-administered parking locations causes inability of Maintenance to remove snow.

Declaring a Winter Weather Emergency (upgrading an event to RED)

Should a winter weather event require additional resources or a higher level of communication, an emergency may be declared by the Airport Manager or designee. Declaring a winter weather emergency will:

- Designate an Incident Commander (IC). The IC should be independent from both Maintenance and Operations. As such, the Deputy Airport Manager, Division Operations Manager, or designee should perform IC duties.
- Stand-up of a virtual Emergency Operations Center (EOC). The nature of a winter storm emergency provides limited benefit to opening and staffing a full EOC. Thus, a Microsoft

Teams (or other virtual meeting platform) based EOC should be established with airport stakeholders to manage response actions. Link to the virtual EOC can be distributed to the IROPS group in Everbridge.

- Make staff adjustments. The IC may recall or assign predesignated airport staff to support the response to the event.

Active Storm Communications

Airport Operations or the Public Information Officer (PIO) will provide status notifications during a winter storm event on/to:

PIO	Operations
- Public website – advise if passenger airlines are experiencing significant delays (passengers to check with their airline). - Social media – advise if passenger airlines are experiencing significant delays (passengers to check with their airline).	- NOTAMs - Everbridge IROPS Group – notifications of storm forecasts, potential closures, aircraft deicing delays, airport-administered gate and parking spot congestion. - Direct tenant communication – any requests from tenants for snow/ice control assistance should go through Operations for coordination of services.

Post Storm Event Actions (Recovery Phase, All Levels)

- Perform snow cleanup in airfield and ramp areas including signs and lights. Move snow from temporary snow storage to permanent snow disposal sites.
- Replenish supplies as needed.
- For **RED** events, hold an after-action meeting within seven (7) days of the event to debrief and note any ways to improve response for subsequent storm events.
- For **ORANGE** events, hold after-action meeting, as appropriate.
- Collect metrics from snow event. Collecting the below information at the airport level will allow the AIAS to understand trends and plan accordingly. This information will come from a combination of software (e.g. Amadeus Resource Management), ground handlers, the airlines, and publicly available information.
    - Snow alert level
    - Forecasted weather prior to storm
    - Actual snow and ice accumulated during the event
    - Start and end of continuous snow removal operations
    - METAR observations for the duration of the event
    - Airport-administered parking spot occupancy times
    - Crew time outs
    - Aircraft deicing times
    - Archive pavement temperatures
    - Total diversions and to where
    - Number of aircraft parked on taxiways/alternate parking plan

- Document overtime and supplemental scheduling actions. Classify staffing level during event:
  - Normal staffing
  - Additional staff called in
  - Understaffed

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