Bethel
Airport Emergency Plan

Bethel, Alaska

February 2011

FAA AIRPORTS DIVISION
AAL - 600 APPROVED
MD 4/11/11

Prepared on behalf of:
Alaska Department of Transportation & Public Facilities
4111 Aviation Avenue
Anchorage, AK 99502

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Promulgation Page

This page officially declares this document to be the existing Airport Emergency Plan (AEP) for the Bethel Airport (BET). 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 BET, as detailed in this AEP, are responsible to prepare and maintain appropriate standard operating procedures (SOPs), to participate in Federal Aviation Authority (FAA) mandated training exercises, and to plan maintenance efforts needed to support this plan.

_____ _____

Approved By
Regional Aviation Manager

Date

FAA Approved
MD

Date
4/11/11

Signature Page

The following are administrators to this document:

Name: _____ Title: _____

Signature: _____ Date: _____ Department: _____

Name: _____ Title: _____

Signature: _____ Date: _____ Department: _____

Name: _____ Title: _____

Signature: _____ Date: _____ Department: _____

Name: _____ Title: _____

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Name: _____ Title: _____

Signature: _____ Date: _____ Department: _____

FAA Approved MQ

Date 4/11/01

Record of Changes

Date	Section	Page	Description of Change
12/7/2020	13	13-3, 13-4, 13-5, 13-6	updated phone numbers
12/7/2020	16	16-1-4,16-8	updated phone numbers
12/7/2020	22	All	updated phone numbers
12/7/2020	24	All	Updated Maps

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Record of Changes

Date	Section	Page	Description of Change
6/8/2011	2	4-9	Pags 4-9 to include New #10
4/21/2016	3	3-1, 3-2	Updated Phone #'s
4/21/2016	25	25-1	Updated ARFF Equipment
5/6/2016	22	25-1	Changed Phone Numbers and took out Water rescue plan info
5/6/2016	26	26-1	Maintenance equpiment inventory
5/6/2016	27	27-1	added YKHC to public health service
5/6/2016	2	2-8	added 36CCM and 12 CCM to AEP maintenance schedule
8/6/2016	2	2-10	Added ARFF MOU
12/5/2016	3	alll	Updated Phone #'s
1/16/2017	21	21-1	Failure of Power
5/16/2017	4	4-1	updated X-wind RWY Length
3/19/2019	18		Updated Fuel Storage
3/19/2019	4	4*2	updated flights
3/27/2019	3	all	Updated Phone #'s
3/27/2019	4	4-1	weight designation
3/27/2019	12	12-1, 12-2	ARFF Index
3/27/2019	16	16-1	ARFF Index
3/27/2019	18	18-2, 18-3	ARFF Index
3/27/2019	25	All	ARFF Index
1/31/2020	25	All	ARFF Truck
9/24/2020	25	All	ARFF Truck
12/7/2020	3	All	Updated Phone #'s
12/7/2020	4	All	Facility Description

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Record of Changes

Date	Section	Page	Description of Change
6/8/11	2	4-9	PGS 4-9 TO INCLUDE NEW #10.
4/21/16	3	3-1,2	Updated Phone #'s
4/21/16	25	25-1	Updated ARFF Equipment
5/16/16	22	22-1	Changed phone numbers + took out water rescue plan info
5/16/16	26	26-1	Maintenance Equipment Inventory
5/16/16	27	27-1	Added YKHC to Public Health Service.
5/16/16	2	2-8	Added 36CCM+12CCM to AEP Maint Schedule
5/16/16	2	2-10	Added ARFF MOU
12/5/16	3	All	Updated Contact List
5/16/17	4	4-1	Updated X-wind RWY Length
3/19/19	18	~~[illegible]~~	Updated fuel storage
3/19/19	4	4-2	Updated Flights
1/16/17	21	21-1	Failure of Power
3-27-19	3	1	Phone #'s
3-27-19	4	~~[illegible]~~	Weight designation
3-27-19	12	1 & 2	index
3-27-19	16	1	index
3-27-19	18	2 & 3	index
3-27-19	25	1	index
1-31-20	25	1	ARFF Truck

FAA Approved [signature] Date 4/21/11

Record of Changes

Date	Section	Page	Description of Change

FAA Approved MD

Date 4/11/11

Record of Distribution

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

FAA Approved MD

Date 4/16/17

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.

Bethel 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 Bethel 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 Bethel 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; and
- 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; and
- Identifies personnel, equipment, facilities, supplies, and other resources available.

The emergency plan will be disseminated to all principal plan participants and Airport tenants. 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 14 CFR 139.325 Alaska Statutes (AS) Section 02.10.010 states that the Department of Transportation and Public Facilities shall have supervision over aeronautics and communications inside the State and 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. 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. 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 Regional Director 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 will be retarded in proportion to 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.
- The special characteristics that affect response to this airport are its remoteness and lack of road access to surrounding communities.
- This AEP only describes the response of the Airport during scheduled and permitted Part 139 operations.
- This Airport is in an earthquake prone region and experiences substantial seasonal weather changes, which may affect response activities by hampering effectiveness.
- Policies governing the development of this document stem from the authorities cited in Section 2.2 and 29.0.
- Formal (written) memorandums of understandings (MOU) or letters of agreement (LOA) from local municipalities or state agencies could not be obtained (to the extent practicable).
- 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 Bethel Airport (BET) are as follows:

- Aircraft Incidents and Accidents
- Terrorism – Bomb Threats/Incidents
- 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 Areas Lighting System
- Water Rescue

2.4 Operations & Organization and Assignment of Responsibilities

The National Incident Management System (NIMS) and Incident Command System (ICS) shall be used. 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 a 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 dispatch of Airport ARFF 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 strategic goal at hand 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 follow 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.

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 is initiated to facilitate the efficient rescue, salvage, and investigation in the event of an accident involving aircraft on or near the Bethel 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:

Bethel Airport
Bethel Fire Department
Bethel Police Department
Alaska State Troopers

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 is responsible for the maintenance of the AEP including revisions to ARFF plans, procedures, and checklists. Personnel should periodically review AEP policies, procedures, and related information. Training that covers changes to this AEP will be provided at a minimum during annual tabletop and or full scale exercises, to ensure that all ARFF personnel stay familiar with current information.

Each mutual aid company is responsible to coordinate revisions of their plans, procedures, SOPs, and checklists which are identified within the AEP, or as required by their program.

AEP Maintenance Schedule

- Tri-annually
  - A full-scale emergency plan exercise shall be conducted at least once every 36 consecutive calendar months.

- Every 12 Consecutive Calendar Months
  - Mutual aid agreements will be reviewed.
  - A table-top exercise involving all plan participants shall be conducted.

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

- Quarterly
  - Initial response telephone numbers contained in the AEP will be reviewed quarterly for accuracy by calling the individual/organization listed. Changes will be disseminated immediately to the organization/individual tasked with making the calls in an emergency. 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.

- Off-Airport activity will be reviewed on an on-going basis. 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 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.

- The Airport Manager will disseminate the AEP to all tenants, agencies, and other parties that are plan participants in an Airport emergency. 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, as well as contract for additional staffing as outlined in the Resources Section 27.0. It should be noted that use of volunteer labor may have certain liabilities, including provisions for workers compensation. Volunteers should have a written liability waiver signed prior to any assistance.

General Policies for Managing Resources, Record Keeping, Reporting, and Tracking Resources:
The IC or designee shall be responsible for record keeping, reporting, and tracking resources during an emergency. If the scope of the emergency necessitates an expanded incident command structure, an Airport finance/administration officer will be assigned to the EOC. This officer will be responsible for Airport financial record keeping, reporting, and tracking of resources during an emergency.

A Memorandum of Understanding for ARFF Response is maintained in the ACM.

3.0 Quick Reference Emergency Contacts

Upon primary notification of the Police Department and local Flight Service Station (FSS), these agencies will assist in notification of the following emergency service agencies and resources, as appropriate.

TOWER OPEN

Bethel Tower will alert:

DOT ARFF crews via designated ARFF Phone
Airport Manager ..... (907) 545-4049
ARFF Chief ..... (907) 545-6015
FAA TOWER ..... Radio Frequency 118.7
..... Or (907) 543-3661

During published hours FAA Tower will call:
..... 911
Alerting:
Police Dept (traffic control only) ..... (907) 543-3781 / 3782 / 3785
Fire Dept, Ambulances ..... (907) 543-2131
Kenai Flt Service Station 1-800-478-3576
Western Service Area Operations Center 206-231-2099

After the initial emergency, the following agencies will be notified by the Airport Manager's office:

DOT&PF

Airport Manager (if not at scene) (cell) ..... (907) 545-4049
Office ..... (907) 543-2498
ARFF Chief ..... (907) 545-6015
Bethel On Duty Crew ..... (907) 545-4670
Regional Superintendent (cell) ..... (907) 764-5094
Office ..... (907) 269-0754
Airport Safety and Security Officer (cell) ..... (907) 717-5065
Office ..... (907) 269-0751

Other Agencies

Alaska State Troopers (local) ..... (907) 543-2294
NTSB ..... (907) 271-5936
National Guard (if mobilized by the governor) ..... (907) 543-2225 / 543-0567
Hangar/Readiness Center

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TOWER CLOSED

Accident/incident will be reported to 911

Police Dispatch will alert:

Fire Department
Police Department (traffic control only)

	Home	Cell
Airport Manager		(907) 545-4617
ARFF Chief		(907) 545-6015
Alaska State Troopers		(907) 543-2294

The Airport Manager (DOT) will notify:
Kenai FSS 1 (800) 478-3576
And issue any NOTAMs required.

HOSPITALS/RESCUE

Yukon Kuskokwim Health Corporation ..... (907) -543-6300
Alaska Native Medical Center ..... (907) 563-2662
Alaska Regional Hospital Switchboard ..... (907) 276-1131, ER: (907) 264-1222
Providence Alaska Medical Center ..... (907) 562-2211
Alaska Rescue Coordination Center (RCC) ..... 1800-420-7230 / 551-7230
Bethel Family Clinic ..... (907) 543-3773 / 3778

Other Agencies

Alaska State Troopers (should have been notified by NTSB) ..... (907) 428-7200
State Medical Examiner (if Fatalities occur) (Troopers call) 1 (888) 332-3273
Risk Management: ..... (907) 465-2180
U.S. Post Office (if mail on board) ..... (907) 543-2525
Federal Bureau of Investigation ..... (907) 276-4441
Department of Environmental Conservation (ADEC) (Radiological & Hazardous Materials Response) (24 hr. spill hotline) 1 (800) 478-9300

EMERGENCY BROADCAST SYSTEM

KYUK ..... (907) 543-3131

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4.0 Facility Description

The Bethel Airport is located at latitude 60°46.79'N, Longitude 161°50.28'W on the north bank of the Kuskokwim River on the Yukon Kuskokwim Delta. The airport is located approximately 200 air miles southeast of St. Mary's and 400 air miles west of Anchorage. The airport property is approximately 1,374 acres in size of which 60 acres are considered to be air operation areas.

Navigational facilities provided at the airport are ILS; NDB; DME; VHF/DF; VORTAC; runway, taxiway, threshold lights and rotating beacon.

The Bethel Airport has three runways that were constructed by the State of Alaska in 1953 and 2009. The main runway is hard surfaced, designated 1L/19R and is 150 feet wide by 6,400 feet long, with a weight designation of S-105, D-147, and 2D-244. The secondary runway, designated as 1R-19L is 4000' feet long with a weight designation as S12, 500, T30. The crosswind runway, designated 12/30, is 75 feet wide by 1,858 feet long, and with a weight designation of ST142, TT210. The crosswind runway is a combination of pavement and gravel and connected to the main runway via a paved taxiway.

There is one paved general aviation aircraft parking area which is used for assigned private aircraft parking on the south side of R/W 12/30 and one paved apron on the north end of "Charlie" taxiway adjacent to the leased lots for air taxi operations.

The Airport has an average of 4-6 flights per day of air carrier aircraft having a seating capacity of more than 30 passengers.

The Airport is Class 1 ARFF Index B. The hours of operation are subject to change, and are available in the regularly-updated Alaska Supplement. Notification of any aircraft accidents will most likely be generated from the tower with a direct, dedicated ring down line to the ARFF Station. The FSS will notify mutual aid as outlined in Section 3.0.

Water and Sewer

The ARFF building has two inside water storage tanks with a total of 4,000 gallons. ARFF vehicles can be refilled at location from City of Bethel fire trucks. A surface drain system exists on the airport.

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Airlines

Aircraft service under Part 139 operations are:

Airlines	**Aircraft**	**Frequency**
Alaska Airlines	Boeing 737/400,700,800	4-6 Flights Daily

There are approximately 220 privately based small aircraft operating in the Airport.

Airport Staff:

Airport Manager	1
Airport Foreman	1
Administrative	1
Operations	9
Building Maintenance	1
SEF	3

Airport Structures

The description of Airport owned structures are listed below:

Buildings	**Fire Protection System**	**Earthquake Resistant?**
ARFF/Shop	No	No
SRE Building	Yes	No
SEF/Shop	No	No
M&O	No	No
2 – Sand Storage	No	No
Generator Building	No	No

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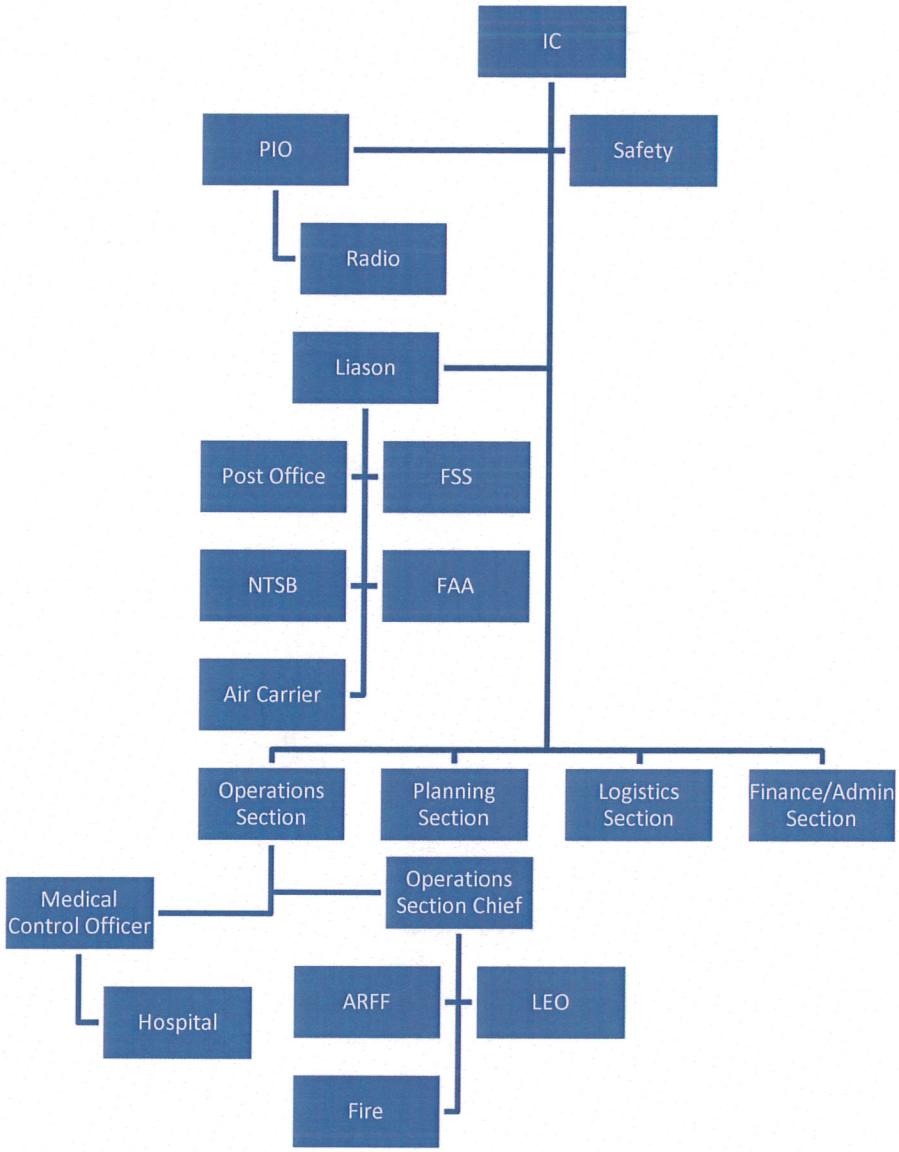
5.0 Incident Command System

5.1 Table A: Incident Command System (ICS) Diagram

Normally the Airport Manager will act as Incident Commander (IC) during an emergency. However, due to limited staffing at the Bethel Airport, the initial responder will assume the duties of IC. When/if the Airport Manager arrives at the emergency site, he/she will assume the duties of the IC. DOT&PF employees will serve as additional ARFF responders upon arrival at the airport. Other agencies (police, firefighters, medical services, etc.) responding or assisting in the emergency will coordinate through the IC.



5.2 Basic Functions of Key Participating Agencies

ICS Position	Responsibilities & Authorities
Incident Commander (IC)	• Provide for management and control of the Incident Management Team (IMT) • Declare a disaster, activate the IMT, establish an EOC, and implement the AEP and/or EOP. • Determine incident objectives and strategy. • Establish the immediate priorities. • Maintain a continuous assessment of each function of the IMT and the field operations units. • Approve all reports, plans, press releases, and other official correspondence or documentation produced during the incident. • Authorize release of information to the news media. • Order the demobilization of the incident when appropriate.
ARFF Responder	• Proceed to the site of the emergency/crash with all necessary and available emergency response vehicles in order to manage and direct firefighting and rescue operations. • Establish/maintain radio contact with FSS the IC and the Airport for updates. • In charge of rescue operations and initiation of actions to save lives and protect property. • Preserve wreckage and safeguard flight data/voice recorders until the NTSB arrives to take control of the accident site
Security Officer	• Establish and monitor security access points. • Ensure efficient emergency vehicle flow to the accident scene. • Ensure all non essential access points are closed. • Provide on scene security functions as requested by the IC.

ICS Position	Responsibilities & Authorities
Radiological Control Officer	• Oversee branch operations, including radiological monitoring, decontamination, search and rescue, and evacuation. • Coordinate with Safety Officer on identifying and managing fire and hazardous materials hazards and risks. • Make tactical assignments to field personnel to manage hazardous materials and fire response. • Assign specific work tasks to division/group supervisors. • Request resources as needed to support field operations. • Provide regular updates to Operations Section Chief and participate in planning meetings as directed.
Bethel Police Dispatcher Center	• Responsible for setting up and operating an expedient communication system to support the incident, including telephone, UHF radio, single side band state control hookup, and any other required equipment. • Assist in managing the information flow between field units and the EOC, and dispatch and receive communication from all agencies involved and forward to the appropriate EOC personnel. • Ensure that radio and phone logs are maintained, logging all entries by time and date. • Coordinate radio communications between agencies not equipped for direct interagency communications. • Establish and supervise the Incident Communications Center and Message Center. • Establish telephone, computer links, and public address systems.
Hospitals and Clinics	• Obtain information on any injuries that occurred during initial response operations. • Respond to requests for medical treatment and transportation. • Request/supervise ambulance support. Order through established Incident chain of command.

ICS Position	Responsibilities & Authorities
Bethel Volunteer Fire Department	• Oversee branch operations, including establishment and management of emergency medical services, morgue facilities, mass inoculations, and public health advisories. • Coordinate with EMS personnel to estimate casualties and plan for triage/treatment. • Make tactical assignments to field personnel to manage medical treatment and public health functions. • Assign specific work tasks to division/group supervisors. • Request resources as needed to support field operations. • Provide regular updates to Operations Section Chief and participate in planning meetings as directed.
State Troopers	• Site security and other duties as directed by the IC.
Bethel Police	• Oversee branch operations, including protection of vital facilities, EOC security, on-scene security, search and rescue support, and evacuation. • Coordinate with IC, Fire and EMS Branch. • Make tactical assignments to field personnel to manage public safety and law enforcement. • Assign specific work tasks to division/group supervisors. • Request resources as needed to support field operations. • Provide regular updates to Operations Section Chief and participate in planning meetings as directed.
NTSB and FAA	• Conduct and control all accident investigations involving civil aircraft, or civil and military aircraft, within the United States, its territories and possessions.
Radio Stations	• Gather, coordinate and release factual information through the IC or designated PIO

ICS Position	Responsibilities & Authorities
Post Office	• Ensure the security of the mails, protect postal property, and restore service.
Air Carrier/ Aircraft Operator	• Coordinate, with the IC, transportation, accommodations, and other arrangements for uninjured passengers. • Coordinate utilization of Air Carrier personnel, supplies and equipment for all types of emergencies occurring at the Airport, with the IC.
TOWER/ FSS	• Contact mutual aid fire and police with alert level and other available and pertinent information. • Provide full details of aircraft related information, as appropriate, to include number of persons, fuel, and dangerous goods on board. Also include: Nature of emergency, ETA, Runway, aircraft identification and type. • Coordinate the movement of support aircraft to/from the emergency scene. • Hold all incoming/outgoing aircraft away from the Airport or accident site until notified by the Airport that limited or normal operations may be resumed.

5.3 Responsibility Matrix

Functions \ Agency	Airport Manager/Chief Executive	Fire Department	Police Department	Health and Medical Coordinator	Emergency Response Manager	Communications Coordinator	Public Information Officer	Airport Operations and Maintenance	Warning Coordinator	Resource Manager	Volunteer Organizations	Other Agencies
Direction and Control	P	P/S	P/S	P/S	S	S	S	S	S	S	S	S
Communications	S	S	S	S	S	P	S	S	S	S	S	S
Alert and Warning	S	S	S	S	S	S	S	S	P	S	S	S
Emergency Public Information	S	S	S	S	S	S	P	S	S	S	S	S
Protective Actions	P	P/S	P/S	P/S	S	S	S	S	S	S	S	S
Fire and Rescue	S	P	S	S	S	S	S	S	S	S	S	S
Law Enforcement	S	S	P	S	S	S	S	S	S	S	S	S
Health and Medical	S	S	S	P	S	S	S	S	S	S	S	S
Operations and Maintenance	S	S	S	S	S	S	S	P	S	S	S	S
Resource Management	S	S	S	S	S	S	S	S	S	P	S	S

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 Bethel Airport are limited, which will most likely require use of mutual aid and other off Airport resources to supplement the Airport's ability to respond to emergencies. 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 follow the 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. Personnel will be identified through their uniforms, emergency response gear, and functional badges. The IC will assign an Incident Safety Officer, a Public Information Officer, and a Liaison Officer as needed.

The Initial Command Post (ICP) for the IC may be the vehicle normally assigned to the Airport Manager. As soon as possible the IC will move the command post to the ARFF station Emergency Operations Center (EOC) and Incident Command Post (ICP), which is located at the Department of Transportation & Public Facilities, at 3517 Chief Eddie Hoffman Highway. The ARFF Station is the official Information Center and Check-in

point for all personnel authorized on site for an airport emergency. A restricted area will be established for the press at the ARFF Building / Administration Office. 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 Airport Manager)
- Emergencies Services providers (firemen/policemen/doctors/medics)
- NTSB and FAA personnel
- State Troopers
- Medical Examiner
- Alaska National Guard (if mobilized by the Governor)
- Airline personnel of company (as authorized by IC)
- Post Office (as authorized by IC)
- Media personnel (as authorized by IC)

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.

INCIDENT COMMAND STAFF AND DUTIES

Assuming that emergency situations occur, the Airport Manager, other airport employees and some mutual aid providers have been designated as members of the Incident Command Staff as indicated below:

Incident Commander	Airport Manager when on the scene, or initial ARFF responder
ARFF Responder	Additional airport employees as they arrive
ARFF Chief	Appointed representative from Airport ARFF Department
Assistant Airport Rescue & & Fire Fighting Chief	Bethel Volunteer Fire Department Battalion Chief
Security Officer	Borough Police Representative or Troopers as needed.

The following outlines what each organization or function on the airfield might be expected to perform in the case of an emergency.

a. Airport Management/IC

The Airport Manager or designated representative shall act as Airport Incident Commander, will exercise complete control during emergency or disaster conditions, and shall assure full implementation of these procedures during any emergency or disaster condition.

(1) Assume responsibility for overall response and recovery operations, as appropriate.

(2) Establish, direct, coordinate, maintain, and implement the AEP, to include assignment of responsibilities.

(3) Coordinate the closing of the Airport when necessary and initiate the dissemination of relevant safety-related information to the aviation users (NOTAMs).

b. Air carrier(s)/Aircraft operator(s)

(1) Coordinate, with the IC, transportation, accommodations, and other arrangements for uninjured passengers.

(2) Coordinate utilization of their personnel and other supplies and equipment for all types of emergencies occurring at the Airport, with the IC.

(3) Prepare a public relations/media response for the general public for company statements.

c. ATCT/FSS

(1) Contact ARFF service regarding aircraft incidents/accidents and provide them information relevant to the emergency while clearing all necessary emergency response equipment to the scene of the emergency/crash.

(2) Provide full details of aircraft related information, as appropriate, to include number of persons, fuel, and dangerous goods on board. Also include: Nature of emergency, ETA, Runway, aircraft identification and type.

(3) Coordinate the movement of support aircraft to/from the emergency scene.

(4) Hold all incoming/outgoing aircraft away from the Airport or accident site until notified by the Airport that limited or normal operations may be resumed.

d. ARFF

(1) Proceed to the site of the emergency/crash with all necessary and available emergency response vehicles in order to manage and direct firefighting and rescue operations.

(2) Establish/maintain radio contact with ATC/FSS IC and the Airport for updates.

(3) In charge of rescue operations and initiation of actions to save lives and protect property.

(4) Preserve wreckage and safeguard flight data/voice recorders until the NTSB arrives to take control of the accident site.

e. EMS

(1) Provide onsite primary service to injured individuals, administer casualty identification, and transport to on-site treatment area.

(2) Transfer patients to area hospitals.

(3) Provide emergency medical services to the Airport during emergency conditions to include triage, stabilization, first aid, and any other immediately necessary medical care.

(4) Coordinate planning, response, and recovery efforts with hospitals in closest proximity, or with capability, fire/police departments, American Red Cross, Airport, and Airport Operator.

f. Bethel Police Department

(1) Take appropriate actions to assist the movement of emergency vehicles to/from the emergency/crash site.

(2) Provide traffic and crowd control.

(3) Assist in off Airport traffic and crowd control.

(4) Provide general assistance/aid/security as directed by the Airport-on-Site Incident Commander. Provide security for the crash site, temporary morgue, in addition to the AOA.

g. Alaska State Troopers

(1) Gather data as well as photos of the crash/emergency site and the surrounding activities.

(2) Manage law enforcement resources and direct law enforcement operations.

h. Airport tenants

(1) Coordinate the use of their available equipment and supplies with the IC.

(2) Coordinate the use of their manpower that may have knowledge of the Airport, aircraft, and other technical knowledge with the IC.

i. Federal Aviation Administration (FAA)

(1) Provide investigation services, when deemed necessary by the National Transportation Safety Board (NTSB).

j. State of Alaska Medical Examiner/Health and Medical Control Officer

(1) Responsible for taking charge of fatalities.
(2) Assemble fatalities in a temporary morgue until a more suitable location is found.
(3) Begin to attempt making identification on fatalities.

k. National Transportation Safety Board (NTSB)

(1) Conduct and control all accident investigations involving civil aircraft, or civil and military aircraft, within the United States, its territories and possessions.

l. Post Office

(1) Ensure the security of the mail, protect postal property, and restore service.

m. Public Information Officer/Media

(1) Gather, coordinate with the IC and release factual information.

n. Animal Care and Control Agency

(1) Take responsibility of animals involved in emergency.

Generalities

All individuals/organizations which may be involved in a response are not listed above. In general, organizations should coordinate all assistance through the IC or designee and:

(1) Maintain current internal personnel notification rosters and SOPs to perform assigned tasks.
(2) Analyze need and determine specific communications resource requirements.
(3) Identify potential sources of additional equipment and supplies.
(4) Provide for continuity of operations by taking action to:
- **(a)** Ensure that lines of succession for key management positions are established to ensure continuous leadership and authority for emergency actions and decisions in emergency conditions.
- **(b)** Protect records, facilities, and organizational equipment deemed essential for sustaining operational capabilities and conducting emergency operations.
- **(c)** Protect emergency response staff:
  1) Provide appropriate protective clothing and respiratory devices.
  2) Ensure adequate training on equipment and procedures.
  3) Provide security.
  4) Rotate staff or schedule time off to prevent burnout.
  5) Make stress counseling available.

6) Ensure the functioning of communication and other essential equipment.

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 ATC/FSS and the Bethel Police Dispatcher Communications Center. Subsequent communications with mutual aid companies may include other communication methods including radios, phones, 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

Incident communications may be the most important function during a disaster response. The method utilized to accomplish effective multijurisdictional incident management is the use of a common plan with interoperable frequencies. In situation 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 disaster drills and 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 the Bethel AEP.

The Bethel Airport maintains several Radio Frequencies for its day to day and emergency operations. These systems include Air to Ground, State of Alaska, local radio network, local emergency provider channels. ARFF, Airport Operations, and Maintenance vehicles are equipped with two-way aircraft radios to communicate.

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 CB or 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.

Communications at the airport are by local telephone service to all major tenants. Unicom Telephone Company operates the system. Tenants also utilize single-side band radios for communications between villages.

The IC will communicate via 311-911 or cell phone or DOT&PF channel.

The primary emergency channel to be used is Ground Control freq 121.7.
Alternative frequency which may be used in an emergency is: Air Traffic Control 118.7 after consulting with BET ATCT.

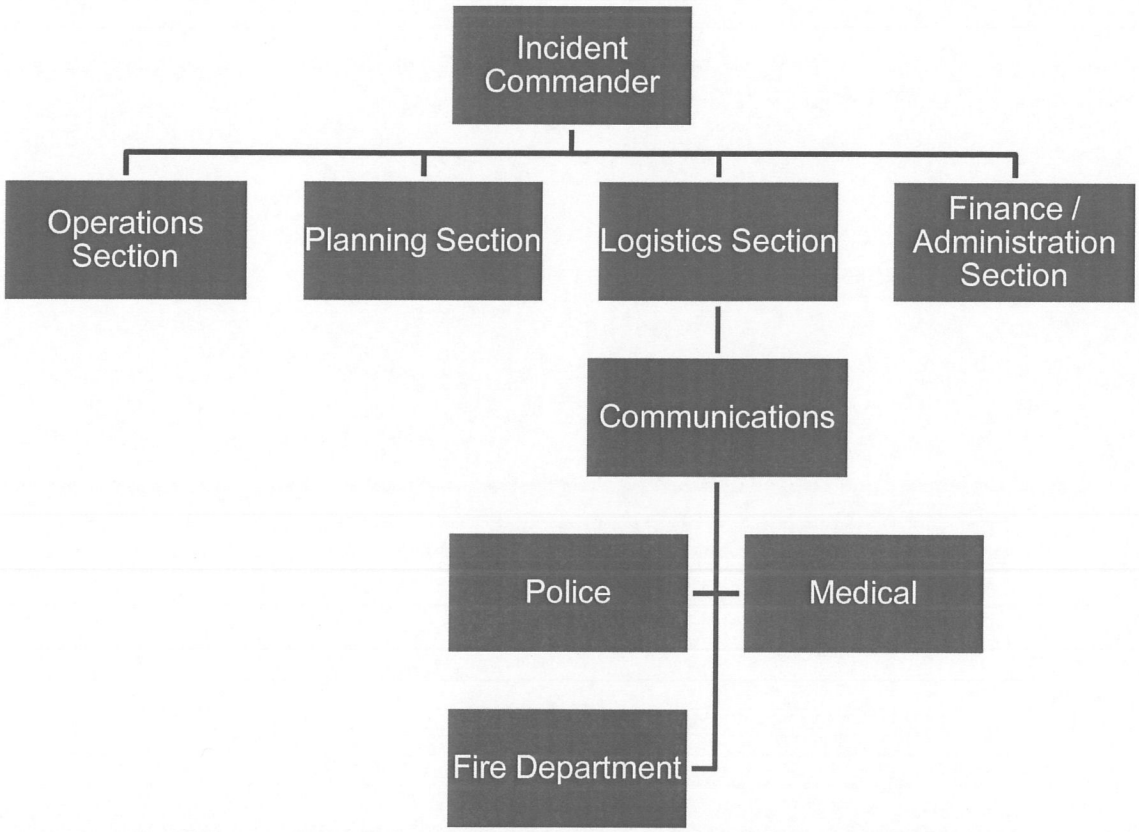


Figure 7.3 Communications Flowchart

7.4 Administration, Finance, and Logistics

Administrative functions including record keeping/report preparation, maintenance, accounting, and reimbursement procedures will be provided by the Bethel Airport Manager. Record keeping and tracking of resources utilized during the emergency by mutual aid responders must be accomplished by each agency and reported and/or coordinated through the IC and/or the regional Airport administration staff.

Telephone lists 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.
- 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

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 primary EAS station for Bethel is KYUK and KYKD, located in Bethel. The coverage area is the Y-K Delta and the potential audience is seasonally variable. The EAS Plan, which describes procedures for implementing the system, is maintained on file by the City of Bethel. The EAS Plan also contains a list of individuals authorized to activate the system, which includes the Mayor, Borough Manager, Fire Chief, Police Chief, and Emergency Management Coordinator.

The alert system notifies 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). All Off-Airport alert notification and warning will be coordinated through the Bethel City manager as outlined in the City of Bethel EOP. 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. Local Television and Radio Stations will 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 emergency condition, the Incident Commander or the Command staff of the department/agency with authority for response shall determine the need for immediate local or regional alert and warning, devise the message and means of delivery, and direct its implementation. This responsibility may be 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 the Alert and Notification System, and for approving public notifications as times 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, including recall of essential off duty employees, sending non essential employees home and evacuating the agencies facilities and prepare for emergency operations per SOPs if required. 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 portion as required. The ATC/FSS shall control other air and ground traffic to avoid conflicts in the area where the emergency is handled on portions of the airport that remain open.

The FSS 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 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 the ATC/FSS, 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

The cell phone coverage areas available from phone companies map the coverage of the alert system.

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 Bethel, Alaska, and may notify the entire region. All Off-Airport alert notification and warning will be coordinated through the Bethel City manager as outlined in the City of Bethel EOP. The Bethel Airport has the potential to be affected by the disasters/emergencies as described in the Hazard Sections (16.0-23.0). In rare situations it would become necessary for the Airport to distribute airport specific 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 people with the EPI process. Training for those who might be unfamiliar with the Airport and its surroundings will be accomplished at the annual and tri-annual AEP disaster drills.

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 the local radio and television systems. Additional means include person to person notifications, e-mail, faxes, and the use of private radio systems and/or CB radios. 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 located in the Quick Reference Guide Section 3.0.

The audience will generally be 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 emergency public information plan 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 designee 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 designee 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 designee will brief Airport tenants directly impacted on the emergency/disaster status 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 located in the ARFF building administrative office. 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
ARFF Administration Office	Chief Eddie Hoffman	Admin Assistant, 543-4495

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

The organization primarily responsible for issuing warnings and alerting the public to potentially hazardous situations is the Police Dispatch. The Police Department operates a dispatch center and all calls pertaining to emergency situations are channeled through this center. The dispatcher on duty will activate appropriate warning systems and alert response units in accordance with established departmental procedures. Residents of the area can contact the Dispatch Center for emergency assistance by dialing 911.

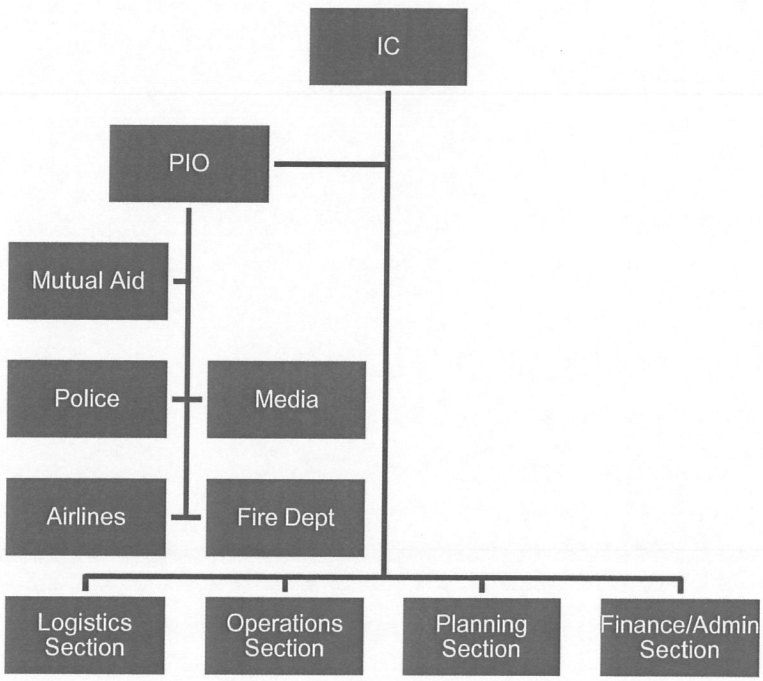


Figure 9.4: EPI Organization

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

The Protective Actions 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

The Airport is vulnerable to hazards that could necessitate evacuation should the lives and property of the traveling public and/or employees be threatened. 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.

There is only one roadway leading from the Airport. This road is approximately 6 miles long and goes from the Airport to the City of Bethel. Evacuation will take place along the road from the Airport to Bethel. 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 by response organizations are detailed in their respective hazard sections and Section 27.0. Transient personnel may need assistance and guidance. Coordination with the surrounding community to accommodate transient personnel may take place under the direction of the Air Carrier and/or IC.

The Airport understands that certain sectors of the traveling public will require special attention and assistance. The Air Carrier will make arrangements as these situations arise for their passengers.

Some people might ignore the protective action being recommended regardless of the threat. The Law Enforcement Officer in coordination with the air carrier and tenants 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. In the event that such action is necessary, the IC will coordinate with the community as outlined in the ICS (Section 5.0). 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 under AS 26.23.010 to AS 26.23.220.

The Airport Manager/IC is responsible for issuing evacuation/sheltering instructions to Airport users and tenants by whatever means necessary. State of Alaska DOT&PF does not own or operate terminal facilities at this airport.

The State of Alaska owns the DOT/PF ARFF/Shop which is located on the Airport that may be utilized for sheltering. The Airport Manager is responsible for securing Airport owned facilities that may be used for sheltering. This facility has a HVAC system that may need to be shut down. The Airport Manager is responsible for shutting down this system and any other source of outside air if required.

Evacuation

When evacuation is necessary, the entire Airport is likely to be evacuated. Evacuation procedures will follow the Emergency Plans of the City of Bethel, detailed in Section 28.0 (Evacuation). The IC is authorized to create evacuation plans as the situation requires. Per Alaska Statutes AS 26.23.010 – 26.23.220, the IC will determine if a complete or partial evacuation is required and is authorized to take 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. During emergencies such as; tsunamis, floods, hazardous materials spills or releases, accidents or threats involving nuclear materials, volcanic activity, major fires, dam breaches or failures, and other incidents, the local emergency responders or

Incident Management Teams may determine that the evacuation of all or part of the city is prudent to minimize loss of life.

Some Airport transient evacuees may have special needs and those accommodations will be addressed as they arise by the air carrier. 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 are responsible to authorize protective actions and are responsible to conduct 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, as provided for in AS 26.23.010 - AS 26.23.220. 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.

An Airport finance/administration officer is assigned to the incident during large scale emergencies. This officer is responsible for financial record keeping, reporting and tracking of Airport resources during an emergency. Mutual aid agreements are not in written form, as described in Sections 2.6 and 2.7. When an evacuation is undertaken, it is each agency's own responsibility to provide initial supplies and equipment to sustain their operation and conduct a successful evacuation.

See Section 24.0 for applicable 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 Alaska State Troopers 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. 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 Bethel Police. Additional law enforcement resources (Alaska State Troopers) when available will provide temporary assistance needed by 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 Police.

It is possible a large scale disaster will itself impact the police 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.

Police and/or law enforcement agencies should be prepared for all types of emergencies, which can include demonstrations, riots, and lootings. Police and 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 listed in the law enforcement SOPs.

11.3 Operations

Airport

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

The Police Department, in cooperation with the Alaska State Troopers, is 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.

Police and Airport manager are responsible for providing perimeter security per the Airport security plan and FAR Part 139. Airport operations, Police or the Alaska State Troopers will provide escorts to the disaster/incident site within the AOA to specialized support agencies and other emergency responders when required.

The Airport Manager is responsible for coordinating the Airport's plan with other law enforcement agencies which have responsibilities under the plan. The Airport Manager will ensure other agencies are trained in protection of evidence at the crash site as needed. There will be Airport maps in Airport rescue equipment and each mutual aid agency command vehicle. The Airport Manager will train all mutual aid companies in Airport familiarization and procedures for reducing runway incursions as time permits.

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 Bethel 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:

A Law Enforcement Officer/police department finance/administration officer is assigned to the EOC during emergencies. This officer is responsible for financial record keeping, reporting and tracking of resources during an emergency. The Police Department will be responsible for testing and maintaining law enforcement support equipment and

repairing damaged equipment. Through the ICS, the IC and local police department will ensure proper resource allocation and adequate law enforcement coverage should multiple incidents develop to the extent feasible.

The Bethel Airport does not respond outside the Airport property boundaries, and no map is need for off airport response areas.

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 B 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, search and rescue efforts, administration of basic first aid, and initial assessment of hazardous materials incidents.

The Bethel Airport has organized outside fire and rescue assistance with the Fire Department and other agencies in addition to aid from local, state, and federal government agencies as outlined in the AEP. All Fire Department and other responding agencies are familiar with their duties. The local support 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 neighboring communities or from other distant resources, including the National Guard, and Homeland Security or as outlined in the City of Bethel EOP.

When available, off-Airport fire and rescue units will assist on-Airport resources as-needed in accordance with established plans, procedures and verbal mutual aid agreements.

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 will require an escort and coordination with the IC.

The phases/responsibilities of 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, requiring assistance from long distance resources as outlined in the City of Bethel 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 Bethel Airport maintains the vehicles and staff required to meet the requirements of Index B as outlined in 14 CFR 139.315.

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

The ARFF Fire Chief is responsible for overall response policies, and adequate manning to assure an initial response to the midpoint of the farthest runway within 3 minutes. The Fire Chief is also responsible for coordination of ARFF services with the Airport Manager, training and ARFF training records maintenance, designating ARFF presence in the ICP and EOC, availability/operability of ARFF equipment, and multi-jurisdictional verbal agreements. Command and interaction with other agencies will follow the ICS (Section 5.0) and is also reviewed at the annual airport tabletop or full scale disaster exercise.

The Airport fire and rescue services are provided on-site by Bethel ARFF 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 agency leads. Refer to hazard sections for response procedures and plans.

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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 and his/her designated security officer will be responsible for escorting non emergency (Fire/Police) mutual aid within these areas.

The National Incident Management System (NIMS) and Incident Command System (ICS) shall be used 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.

There will be an Airport grid map in each Airport emergency vehicle and mutual aid agency command vehicle. The Airport Manager is responsible for training to reduce airport incursions and provide airport familiarization during annual disaster training and as time allows. All non emergency (police/fire) mutual aid responders who do not possess a current airport badge allowing access to the crash site must be escorted as outlined in Section 11.0.

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

Vehicle Readiness

An ARFF person to ensure an effective initial response is available during scheduled and permitted Part 139 air carrier operations to operate a vehicle, meet response times, and meet minimum agent discharge rates required by this Part.

It is each Airport fire department's responsibility to insure that all ARFF equipment is tested, maintained, and repaired as outline in 14 CFR 139.319.

The Airport houses ARFF equipment as well as personnel to perform ARFF services.

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

The Bethel Fire Department is located at 320 Hoffman Highway.

If ARFF Vehicles Become Inoperable:

1. Airport Manager or designee shall notify the FSS and issue a NOTAM in accordance with Section 139.339 (Airport Condition Reporting).

BETHEL FIRE DEPARTMENT

At least (1) of the required persons on duty during air carrier operations have 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 assigned to ARFF for each type of emergency are described in the hazard sections of this AEP. The ARFF 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:

A Bethel Airport finance/administration officer is assigned to the EOC during emergencies. This officer is responsible for financial record keeping, reporting, and tracking of Airport resources during an emergency. 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.

ARFF does not have an off airport response area, and so does not need an off airport response area map.

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

The Health and Medical 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 Fire Department staffs at least one individual trained in basic emergency medical services during scheduled/permitted air carrier operations.

The local 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 insure that it does not become contaminated.
- Public and private medical, health, and morgue services resources located at the Airport and the community it serves are available.
- A major disaster/emergency at the Airport involving numerous injuries/casualties could require extensive coordination and use of off-airport medical resources which may stress local health, medical, and morgue services.
- Limited medical, health, and morgue facilities can be established at the Airport. The community is not connected to the highway system and has limited medical resources. Long distance support may be hampered by frequent poor weather or closure of the airport.

- Large scale emergencies and disasters may affect large areas requiring use of mutual aid from long distance.

- Public and private health and medical resources located on the Airport and the communities it serves may themselves be impacted by the disaster.

- 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.

- This community is relatively remote and medical support may need to come from Anchorage.

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 air carrier expected at this Airport has a maximum seating capacity of 162.

Mass casualty incidents will most likely overwhelm the resources locally available. Section 3.0 has a listing of additional (long distance) resources that may be utilized. Transportation of those injured will be provided by the Fire Department and prioritized by the Medical Control Officer. 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 Control Officer that will be in charge of coordinating the medical response, if needed. The Medical Control 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 Yukon-Kuskokwim Delta Regional Hospital (700 Chief Eddie Hoffman Hwy, (907) 543-6300) is a 50-bed facility capable of handling up to 150 serious casualties at one time. The hospital is a full care facility capable of providing laboratory, X-ray, and operating room procedures.

The doctor dispatched to the scene would direct the triage flow of the injured. Three van type vehicles would be dispatched from the hospital to transport the injured. The vans are not set up as ambulances and would be used as transportation only.

The City of Bethel has two ambulances that would be used to transport injured. The IC will use volunteer pickups and vans from airport area as required for additional evacuation to hospital.

The Medical Control Officer in charge would be responsible for calling in air evacuation aircraft to handle the overflow of patients requiring more intensive care than could be provided at the hospital. The Public Health Service would call the Rescue Coordination Center (428-7230) at Elmendorf Air Force Base for military medivac aircraft.

The Bethel Fire Department is responsible for initial triage of the injured until handed off and for treatment and transport of the injured to local area medical facilities. It will be the goal of the ARFF, Senior Medical Control Officer and all medical responders to transport the critically injured within 60 minutes of the injury. Victims of hazardous materials should be isolated and decontaminated. During the decontamination effort if the patients are contaminated with jet fuel, temporarily cloth the patient in large black lawn bags from the Fire Department.

The IC is responsible for overall airport familiarization and training to mutual aid companies, as time allows. The IC is also responsible to institute training to reduce vehicle/pedestrian incursion on the airport during annual disaster drills and as time allows. There will be airport maps in each airport emergency vehicle and mutual aid agency command vehicle.

Medical crews will receive training 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 will require an escort through the IC or borough police, as outlined in Section 11.0.

Severely Injured ..... DOT Buildings
Stretcher Case ..... National Guard Armory
All Cases ..... Yukon Kuskokwim Health Corporation

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Uninjured ..... Airport ARFF
Decontamination Facility..... Airport ARFF

Temporary morgue locations
New sand storage building

The Alaska State Troopers and State Medical Examiner are responsible for the removal identification and transporting of the dead. Body bags and embalming supplies can be purchased through several on line sites including Southland Medical. 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 is 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. The airport will provide rescue operations first and then basic first aid to emergency/disaster victims. The Incident Commander shall assign a Medical Control Officer, if needed.

Medical Control 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.

13.5 Administration and Logistics

Availability of Services and Support

The availability of services and support for emergencies can be located in the organization and assignment of responsibilities section, AEP hazard sections, resource inventory, and the appendix section of this AEP. 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 Appendix 27.0 for additional resources available in the community.

The Fire Department medical mutual aid is responsible for maintaining sources of medical supplies (including for mass casualties), acquisition of medical equipment, provide supplies for field medical operations, health and mortuary services, and transportation for medical equipment as outlined in its SOPs.

13.6 Plan Development and Maintenance

As stated in Section 2.6 Development and Maintenance.

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13.7 Authorities and References

See Authorities and References in Section 2.2 and 29.0.

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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; earthquakes, floods, in some cases large aircraft accidents and wildfires. 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 Airport in cooperation with its mutual aid responders have developed a comprehensive program to provide an acceptable level of emergency preparedness. 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 rafts to provide a route around damaged bridges during the summer and ice bridges during the winter. Small planes and helicopters may also be utilized to transport supplies and equipment around damaged infrastructure. The Bethel 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 in some cases be eligible for worker's compensation. When possible a written agreement should be entered into outlining these details prior to utilizing volunteer help.

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 Bethel Airport in conjunction with its mutual aid companies 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. These items are identified within each agency's respective SOP's, as well as briefly within each hazard section in the AEP. Delivery of resources can vary also depending on the type and severity of the emergency. Typically, however, these resources would be staged at security checkpoints, with the exception of traffic control resources that will be dispatched to the needed area by the IC or designee. Resource delivery will be completed as quickly as possible by the vendor or procurement specialist and will be coordinated through the IC and prioritized based on situation need as well as requesting agency SOP. 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 and procurement specialist to insure a timely flow of resources.

Procurement specialists within each mutual aid unit 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 through sources identified within the EOP.

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 requires 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, and bridges. The IC in cooperation with local jurisdictions will utilize all available resources as listed in Section 27.0 to provide for a means to transport resources around damaged infrastructures. This may include the use of power boats, cable pulley rafts, helicopters, hovercrafts or other means that might be readily available to move supplies around damaged bridges.

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.

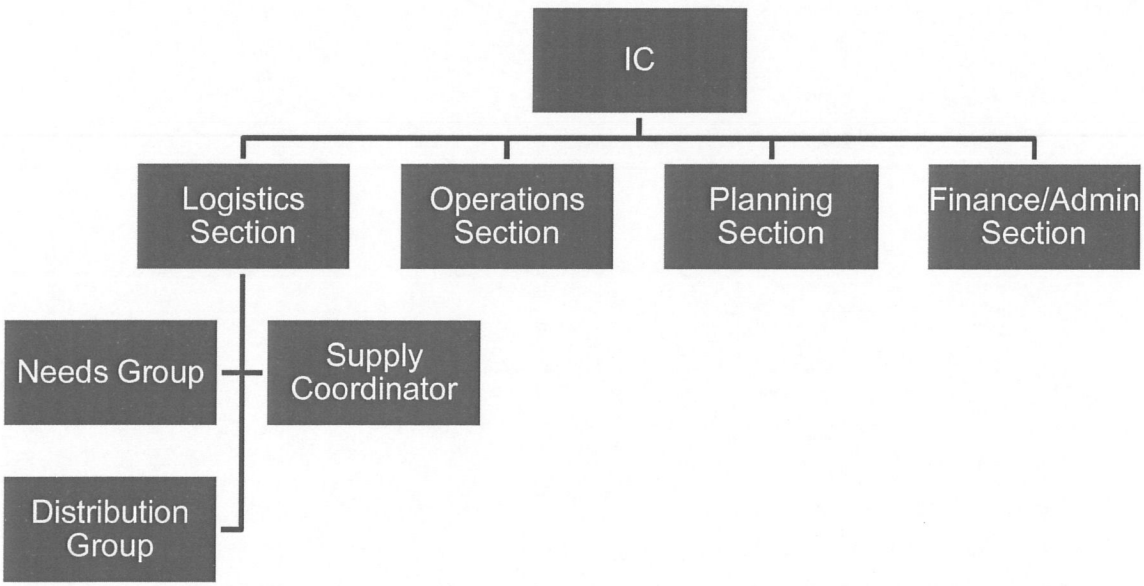

Figure 14.4: Resource Management Organization Chart

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 also be noted for all mutual aid companies as well as the IC 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 wavers 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 Operations and Management

15.1 Purpose

This section will describe how the Airport's maintenance personnel will respond to an emergency during published duty hours and/or published Permitted Part 139 operations. Notifications are through the ATC/FSS or Fire Department. 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 Airport Manager or IC to ensure procedures are followed.

15.2 Personnel and Equipment

The maintenance department is capable of standard airport maintenance, and some are trained as ARFF responders and when available may assist in emergencies, as capable. Airport maintenance equipment is listed in the Section 26.0. This equipment is located on the Airport at the DOT&PF ARFF/Maintenance Facility.

15.3 Situation and Assumptions

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

Airport maintenance is responsible to respond to an emergency during scheduled and permitted Part 139 operations.

In some emergences, Airport maintenance personnel may have to make initial determination if airport structures are safe for use.

Off airport response is based on the needs of the airport and will be authorized by the Airport Manager.

15.4 Operations

The Airport Manager, or designee, will act as the airport operations coordinator and evaluate the situation and its impact on overall airport functions and he/she will report pertinent information to the IC and maintenance personnel.

Airport Manager will ensure Airport maintenance personnel are notified of the emergency. Airport Maintenance employee training for airport access to reduce vehicle pedestrian deviations and runway incursions will be provided to those requiring Ramp or entire AOA access to perform the critical functions of their positions. Escorts must be provided for non emergency personnel who does not possess and display a current Bethel Airport badge for the area they are accessing.

Airport management, or designee, will make the initial determination regarding the requirement to issue NOTAMs-including closing the Airport.

Airport maintenance 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 and relayed through the ICS and IC. Any condition that may create a hazard for aircraft operating within these areas must be NOTAMed until the condition has been corrected.

Airport maps will be provided for mutual aid command vehicles as well as all ARFF and emergency airport equipment.

15.5 Organization and Assignment of Responsibilities

The IC will delegate duties to airport maintenance as needed for each emergency, and as described in each hazard section.

15.6 Administration and Logistics

Resources available for use by the airport 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 a potential hazardous materials incident, until deemed otherwise.

The Bethel Airport maintains ARFF Airport Index "B" personnel and vehicles in a continuous ready state for all scheduled/ permitted air carrier operations with assistance from the local Fire District and Police Department. Airport and ATC/FSS hours of operation may change and are identified in the Alaska Supplement. ARFF personnel are capable of responding to any incident, aircraft or non-aircraft related, during this time.

During periods of low visibility, ARFF will operate with all warning lights activated. The responders will proceed to the accidents sites at speed reflective of current conditions and some apparatus may be equipped with Forward Looking Infrared Systems, GPS, or Heads-up Display Systems.

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

An Alert System has been implemented to establish levels of potential or actual emergencies. The phases are as follows:

1. Alert I - Signaling System (Telephone 543-2495, Hotline or 911, VHF Radio, or cell phone 545-4049.

   Indicating an aircraft approaching the airport is in minor difficulty e.g. feathered propeller, oil leak, etc. The emergency equipment and crews

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would standby at the equipment house for further instructions. Request from the Tower the type of aircraft, number of occupants on board and amount of fuel while waiting.

2. Alert II - Signaling System (Telephone 543-2495, Hotline or 911, VHF Radio, or cell phone 545-4049).

Indicating an aircraft approaching the airport is in major difficulty, e.g. engine on fire, faulty landing gear, no hydraulic pressure, etc. Emergency equipment should proceed to a predetermined location to await development of the potential emergency.

While enroute the State responding ARFF unit will request more information from the Tower such as nature of emergency, amount of fuel on board, number of occupants, and wind direction and velocity.

3. Alert III - Signaling System (Telephone 543-2495, Hotline or 911, VHF Radio, or cell phone 545-4049

Indicating an aircraft involved in an accident on or near the airport and emergency equipment should proceed immediately to the scene. Responding ARFF unit would request more information on emergency via radio from the Tower.

4. Ambulance Alert - Signaling System (543-2131 only, if no answer, 911)

Indicating an aircraft is approaching the airport with a patient on board that requires emergency treatment.

Ambulance alert information to be relayed 15-20 minutes before aircraft's ETA.

a. Departure point (if known).
b. Problem with patient and condition (if known.)
c. Aircraft's estimated time of arrival.
d. Where the aircraft will be landing and parking.
e. Aircraft number.

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EMERGENCY CLOSURE OF AIRPORT RUNWAYS

The IC will terminate all aircraft operations and notify the Tower of runway or taxiway closure if:

- Hazards exist on the runways (smoke, debris, wreckage, etc.);
- Uncontrolled movement of people and vehicles upon the airport operations areas without proper coordination or authorization;
- Other federal and state agencies have assumed control over movement of people and vehicles without proper coordination or authorization from the IC.

OTHER EMERGENCIES

Emergency off Runway

In the event of an aircraft accident off the runway but still on State property, and not accessible by the ARFF vehicle, the following transportation sources should be utilized to get personnel to the accident site. The Bethel Fire Department may request assistance from Bethel Search and Rescue for needed vehicles.

1. All terrain vehicles and private vehicles (summer or winter)
2. Snow machines with trailers, private (winter)
3. Boats from the community (summer)

Equipment transported to Remote Scene

1. Rescue Equipment (Rescue Kit - State trucks)
2. Portable Fire Extinguishers (State trucks)
3. Rescue Medical Equipment

16.4 Organization and Assignment of Responsibilities

Members or persons assisting in the guarding of the scene should be instructed not to handle or move or allow to be handled or moved, any part of the wreckage by unauthorized personnel. The distribution of wreckage plays an important part in determining the cause of the accident.

A trained DOT&PF employee is on ARFF standby for all scheduled/permitted air carrier operations at the Bethel Airport. In the event an accident occurs during periods of standby, the employee will respond with the ARFF vehicle, and initiate emergency

notification with the Tower by radio. The Tower will immediately begin emergency telephone notification as indicated in this plan. All available ARFF qualified personnel on duty will respond to the accident site.

When other than air carrier aircraft are involved in an accident at the airport, notification will normally come from Bethel Tower. Response to accidents involving other than scheduled/permitted air carrier operations may be somewhat delayed if trained ARFF personnel are not at the airport during the time of the accident. When an aircraft en-route to the airport has an in-flight emergency, the Tower will advise airport management of the emergency by radio (Freq. 118.7) or telephone at 543-2495, 545-4049/545-6015/then begins emergency telephone notification. All available certified ARFF personnel on duty will respond to the accident site.

AIRCRAFT ACCIDENT CHECKLIST		
	RESPONSE ACTIONS	
Warning Phase: Before an accident happens	• Ensure the Airport Emergency Plan is current. Distribute any changes to all required personnel and discuss changes with all parties affected. • Ensure, through well-planned tabletop exercises and simulated disaster drills, that all airport employees, designated agencies, and airport tenants are thoroughly familiar with the contents of the Airport Emergency Plan. • Establish mutual aid agreements with necessary organizations. The mutual aid responders (i.e. State Troopers, City Police, City Fire Department) should participate in all tabletop discussions and disaster drills, to insure a state of understanding and readiness exists. • Maintain a high level of training for all airport employees in emergency procedures, rescue and disaster preparedness.	IC/Airport Manager
Response Phase: Accident is occurring	• Establish an emergency command post. • Direct all ARFF activities at the airport during an emergency. • Issue appropriate Notices to Airmen (NOTAM's).Ex: closing runways taxiways • Designate a central control point at the ARFF station, where investigative agencies, news media, and other parties may secure information for which they are authorized. • Ensure the accident scene remains secure until arrival of the NTSB crash scene supervisor. • Authorize and direct the removal of wreckage from the crash scene, after coordination with FAA, NTSB, insurance officials, Alaska State Troopers, and owner of aircraft as applicable. • Request passenger manifest from air carrier.	IC
	• Respond to scene and prepare for the emergency • Provide assistance as directed by the IC.	ARFF

AIRCRAFT ACCIDENT CHECKLIST		
	RESPONSE ACTIONS	

	• The aircraft operator (person who causes or authorized the operation of an aircraft, such as the owner, lessee, or bailee of an aircraft) is responsible for preserving, to the extent possible, any aircraft wreckage, cargo, and mail aboard the aircraft, and all aircraft records. Prior to the time NTSB, FAA, or its qualified representative, or military authorities in the event of a military crash, take custody of aircraft wreckage, mail or cargo, may be moved or disturbed only to the extent necessary to:
	  • Remove persons injured or trapped
	  • Protect the wreckage from further damage
	  • Protect the public from injury
	• When it is necessary to disturb or move aircraft wreckage or mail and cargo, sketches, descriptive notes, and photographs shall be taken of the accident locale, including original position and condition of the wreckage and any significant impact marks.
	• Only emergency vehicles under direction and control of the IC are allowed at an accident scene. No private or company vehicles should be at the accident scene or on runways and taxiways unless under escort by the IC or his assigned personnel.
		Air Carrier or Aircraft Operator

	• The Bethel Fire Department (BFD) will respond to air carrier fire and rescue emergencies and render necessary assistance as needed under the direction of the IC. • For non-air carrier accidents, at which the BFD is first on the scene (when airport personnel are not on duty at the airport), the Incident Commander will be provided by the BFD. If airport personnel arrive on the scene, an airport employee may assume the responsibilities of the IC. • The BFD will continue to maintain supervision over actual fire control and rescue efforts. The IC will direct all other aspects of the emergency, i.e.: runway closures, NTSB coordination, etc. If in the IC's opinion the BFD should yield total command of the emergency to the IC, the BFD supervisor will comply. The BFD will set up a command post at, or near the scene until relieved by a person of higher authority. • The BFD shall be in charge of all structure fires on the airport, if ARFF personnel are already on the scene when the BFD arrives, airport ARFF will remain and assist.	Bethel Fire Dept

AIRCRAFT ACCIDENT CHECKLIST		
	RESPONSE ACTIONS	
	• Respond to the emergency. • Provide overall airport security by establishing initial scene perimeter and traffic control as directed by the IC, mutual aid agreements, airport security and operation manuals. • Control the access of unauthorized spectators during periods of emergency. • Provide public information officer at the command center. Restrict media access to the accident scene until the IC authorizes it. Assist IC in providing press information. • Provide assistance to the IC as directed. • Provide assistance to the Alaska State Troopers when needed.	Security Officer
	• Provide Security Officer to IC • Traffic control within the city limits on routes used by emergency vehicles. • Setting up perimeter security around the airport. Initial scene security. • Provide public information officer to the IC. Restrict media to Airport Administrative Office and provide media briefings as information becomes available. • Assist the State Troopers in the performance of their duties as needed and directed by the IC.	Bethel City Police Dept

AIRCRAFT ACCIDENT CHECKLIST		
	RESPONSE ACTIONS	
	Media personnel must check in at the ARFF Administrative Office located in the ARFF station. Press representatives may be admitted to the scene of a civil aircraft accident at the discretion of the IC/Airport Manager. Photographs of civil aircraft may be permitted by the IC with the restriction that none of the wreckage or bodies shall be altered or otherwise disturbed for this purpose. KYUK Radio & TV 543-3131 Airport management will attempt to provide a vehicle with two-way radio to transport authorized reporters, photographers, and camera crew to the scene of the emergency. This shuttle system will be on a continuing basis during the emergency. No other access to the scene will be available. All entrances to the airport will be closed and press directed to the Airport ARFF Station. In the case of a military aircraft accident, media shall not be permitted at the scene but should be referred to the military authorities. Public Radio Protocol: In the event that a disaster occurs in Bethel, the public radio or TV could assist with the following: A. Upon notification from the police dispatcher or Airport Manager, the station should immediately broadcast a disaster announcement. B. Stations should attempt to make announcements that will encourage people to stay home and away from the scene of the disaster. They should periodically repeat requests asking people to refrain from calling the hospital, police, or radio station, as phone lines must be free for emergency calls.	Press, Radio, TV
	During an emergency, Alaska National Guard may be available for assistance when requested by the State Troopers. Immediate response is authorized for loss of life and property in a federal status. Other requests for Guard participation will require state financial commitment.	Alaska National Guard

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RK AAL-605 DATE 12-7-20

AIRCRAFT ACCIDENT CHECKLIST		
	RESPONSE ACTIONS	
	• The Alaska State Troopers, in coordination with the Bethel City Police, will assume duties of traffic and crowd control at the scene of the crash, and assist in providing crash evidence security as directed by the IC. They shall be responsible for setting up detours at strategic points along routes to be used by emergency vehicles, allowing only authorized vehicles and individuals to proceed to the scene of the crash. The State Troopers will coordinate and receive the approval of the IC when establishing perimeters. • The Alaska State Troopers will contact the State Medical Examiner (ME). The ME will direct all efforts in recovery of bodies at the accident scene. All body recovery efforts performed on the airport by the Troopers will be in accord with the ME's instructions and coordinated with the IC. • The following recommended procedures should be followed as close as possible both by the Alaska State Troopers and volunteers assisting in the disaster response. **Securing the Scene** • The State Trooper and IC will immediately survey the area and establish a perimeter within which all wreckage is contained and within which no unauthorized person may enter; except those persons authorized at the scene by the IC or the NTSB supervisor. Note: Upon arrival, the NTSB Supervisor may re-designate the perimeter boundaries of the disaster scene. • Every effort should be made to establish a checkpoint through which all persons seeking to enter the scene must pass. The checkpoint should be set up as soon as all rescue operations have been completed. • In the event a large area is involved, attempt to use available personnel such as National Guard, City Police, etc., to establish the perimeter. • Persons assisting in the guarding of the scene should be instructed not to handle or move any part of the wreckage by unauthorized personnel.	1) Troopers 2)Police Dept (if troopers not present)

AIRCRAFT ACCIDENT CHECKLIST		
	RESPONSE ACTIONS	
	Injured Injured persons inside the aircraft must be extracted immediately. Damage to the wreckage caused by extracting injured persons should be pointed out to NTSB by the IC and documented if possible. **Fatalities** **The State Medical Examiner (ME) is responsible for all fatalities.** Prior to the arrival of the ME, a body will only be moved to preserve it. The following procedures should be followed if a body must be moved to preserve it: • Photo or sketch the site. • Suitable stakes or markings will be placed at the location of each body, and a number will be assigned to each body or collection of body parts as directed by the ME or his or her designated appointee. • Remains or remain parts, will be tagged and records kept as to the location and/or surroundings in which the remains were found. • Unattached personal effects found on or near the body will be placed in a container, tagged with corresponding numbers and date reflecting the location and/or surroundings, and secured. • When practical, remains and/or remain parts will be containerized, most probably in a body pouch and tagged with a corresponding number on each pouch. • Valuables, such as wallets or jewelry that are attached to the body shall not be removed. Such valuables found on or near the body that has potential identification value should be placed in a container and charted as to the exact location where they were recovered. • Remains may then be removed, as authorized, from their initial discovery site to a staging area.	1) Troopers 2)Police Dept (if troopers not present)

AIRCRAFT ACCIDENT CHECKLIST		
	RESPONSE ACTIONS	
	• The IC will insure that the accident scene remains secured until arrival of the National Transportation Safety Board Investigator in Charge. • The NTSB Investigator in Charge will coordinate all movement upon the airport operational areas with the IC and no authorization for such movements or activities will be given by the NTSB supervisor to other persons, Federal or State agencies, without first coordinating such action with the IC/Airport Manager.	NTSB and FAA Function
	The U. S. Post Office should be notified in the event of a crash involving an U.S. air carrier, since the aircraft is frequently carrying mail. A Post Office representative will assume custody of mail when authorized to do so by NTSB. Postmaster - Alan Murphy - 543-2525 Office Hours: Monday - Friday 0900-1730, Saturday 0900-1300 Annex 543-2731 Home 543-2805	Post Office
Recovery Phase: Accident has occurred	• Resume normal airport operations at the earliest practical time. • Assist with post accident investigation. • Document and maintain a record of actions.	Airport Manager

Removal of Disabled Aircraft

RESPONSIBILITY OF AIRPORT OWNER

The Airport Manager, or designee, will coordinate airport operations regarding an immobilized aircraft, with the NTSB and FAA. Airport Management will assure that appropriate Notices to Airmen (NOTAMs) are issued regarding any obstructions on an airport that may affect safe operations.

RESPONSIBILITY OF THE AIRCRAFT OWNER

The responsibility for removing disabled aircraft, as well as 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, the airport management has the authority to act for them with minimum delay following release of the aircraft by the NTSB or the FAA. A release form for removal of damaged aircraft is found in this manual.

Authorities and References

A. 17 AAC 40.115

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.

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

_____
Date

FAA Approved MD — Date 4/14/11

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 ARFF 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 ARFF crews have limited training in the principles of structural firefighting.

Primary Responding Fire Departments:
On-Airport ARFF
Response Time: 3 minutes
Agencies are dispatch by the Police Department Dispatch Center.

18.2 Situation and Assumptions

Structure Fires, Fuel Farms Fires and Fuel Storage Fires have a moderate risk of occurring on the Bethel Airport. All Airport owned facilities are listed in Section 4.0.

The ARFF and local Fire Department personnel are trained, capable and are equipped to respond to structural and fuel farm fires. Note: ARFF crews typically receive minimal structural training and may not be trained and/or staffed adequately to enter structure fires.

The ARFF Building, local potable water trucks and the National Guard Hanger are available for resupply.

Part 139 Fuel Storage on Airport:

Fish & Wildlife .....1,000 gallons AV gas
Grant Aviation .....2,000 gallons AV gas
Alaska State Troopers ..... 1,000 gallons AV gas
Yukon Aviation ..... 1,200 gallons Jet fuel (truck)
Hageland Air ..... 3,000 gal JetA Truck & 1,800 gallons AV gas (truck)
Alaska Airlines .....
Yute Air .....2,000gallons AV gas
National Guard Hangar .....12,000 gallons Jet fuel
State – DOT .....3,000 gallons heating oil
.....2,000 gallons diesel
.....2,000 gallons heating oil
..... 1,000 gallons heating oil
*All tanks are above ground unless otherwise indicated.

18.3 Operations

The ARFF is responsible for primary fire response during scheduled/permitted Air Carrier Operations and may not be available during times outside the Air Carrier Operations. The mutual aid Fire Department may be the initial responder to these types of fires at the Airport. The FSS as well as other Airport vendors and/or tenants are capable of calling local fire fighting 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 overall response policies, adequate manning, coordination with the Airport Manager, training, maintenance, designating a presence in the ICP and EOC, availability of equipment, and multi-jurisdictional verbal agreements. 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 until specific tasks are delegated to other agency leads. The mutual aid fire and rescue services may be provided by the Bethel Fire Department which will assume

responsibility for directing structural and fuel farm fire and rescue operations at the Airport.

Interaction with other mutual aid response organizations and mobilization of mutual aid fire and rescue services are coordinated through the IC or designee as per the ICS.

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 and his/her designated security officer will be responsible for escorting mutual aid within these areas.

The NIMS and ICS shall be used for fire and rescue incidents at the Airport (Section 5.0-6.0).

The Airport and the mutual response agencies maintain the emergency equipment listed in Section 25.0. Phases of emergency response follow their SOPs.

There will be Airport maps in each Airport emergency vehicle and mutual aid agency command vehicle. The Airport Manager is responsible to ensure training to reduce Airport incursions and provide Airport familiarization during mutual aid training and as time allows. All mutual aid responders who do not possess a current Airport badge allowing access to the crash site must be escorted as outlined in Section 11.0.

Coordination with the IC and procedures for mobilization will be practiced during mutual aid emergency drills and during Airport recurrent training.

18.4 Organization and Assignment of Responsibilities

FIRE CHECKLIST		
Warning Phase: Threat of Fire Exists	• Train and prepare for fire response.	ARFF
Response Phase: Fire is occurring	• DOT&PF employees will respond to actual and reported fires involving structures on the airport, when available. • The first airport employee to respond will coordinate and direct all movements of personnel and equipment relating to the emergency. • Other DOT&PF employees (if available) will assist with fire fighting until emergency services personnel arrive. The IC will relinquish fire control to the Bethel Fire Chief upon his arrival. • Responding to aircraft emergencies shall have priority over structure fires. • When DOT&PF employees respond, with ARFF equipment, to fires in the community in accordance with mutual aid agreements, or to structural fires on the airport, a NOTAM will be issued advising airport ARFF equipment is not available.	DOT&PF
Recovery Phase: Fire has occurred	• Document and maintain a record of structural fire responses.	Airport Manager

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.

The likelihood is that a natural disaster will affect a geographical area greater than the Airport and will 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

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 risk of occurring on the Bethel Airport.

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 a large 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 27.0 to provide for a means to transport resources around damaged infrastructures. This may include the use of power boats and/or cable pulley rafts to move supplies around damaged bridges.

All of the communication procedures set out in the 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

Operations will proceed as per the established ICS system and at the direction of the IC. The IC or Airport Manager is responsible for ensuring training Airport personnel in earthquake response and is responsible for activating the EOC when needed.

19.2.4 Organization and Assignment of Responsibilities

EARTHQUAKE CHECKLIST		
	RESPONSE ACTIONS	
Warning Phase: Threat of Earthquake Exists	• Ensure airport emergency power systems are operational. • Inventory emergency supplies needed to cordon off specific areas of the airport which may be damaged during an earthquake. • Inventory emergency lighting system, repair materials, including fixtures, replacement bulbs and power cable and splice ends for jumpers. • Coordinate the earthquake plan with Mutual Aid and Airport tenants during disaster drill exercise.	Airport Manager
Response Phase: Earthquake is occurring	• Activate 911 System	
	• Make determination if the occupancy of the DOT facilities are safe with assistance of DOT or the City of Bethel. • Becomes IC when he/she arrives on the scene. • Establish an ICP.	Airport Manager
	• Inspect runways, taxiways, infrastructure and other operational areas for damage. • Remove any debris endangering the safe use of these areas by aircraft. • Check other facilities for damage. • Issue NOTAMs as required. • Inspect fuel tanks and utilities.	Airport & Manager
	• Respond and assist as necessary.	ARFF personnel / equipment
	• Have a Maintenance personnel standby to assist as necessary. • Initiate any repairs required to return the airfield to an operational status. Assess damage and take action to protect persons and property.	Airport Maint. & Operations

EARTHQUAKE CHECKLIST		
	RESPONSE ACTIONS	
	• Assist with site security, crowd and traffic control.	Police Department
	• Respond to ICP if requested by the IC/UC.	City Manager's Office
Recovery Phase: Earthquake has occurred	• Earthquakes give no warning and may be followed by tsunamis. Actions following a severe earthquake are normally limited to fire suppression, treating injured persons, and other recovery operations. The procedures listed below will be implemented following an earthquake: • Check conditions of runways, taxiways and ramp areas. • Start standby generators if necessary. • Issue appropriate NOTAM's. • Take charge of recovery and clean-up operations and restore services as soon as possible. • Be prepared to fight structural fires. The possibility of fire is high due to broken power lines, oil line leaks, ruptured tanks, etc. • Be prepared to commence rescue operations for personnel that may be trapped. • Establish Command Post at the ARFF station, if needed.	DOT&PF

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

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 personnel to be prepared for such an event.

19.3.2 Situation and Assumptions

Floods have a high risk of occurring on the Bethel Airport.

The Airport is subject to possible seasonal flooding. Such an event may 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 if they are rendered unusable. All of the Airport structures are subject to flooding, and the worst case scenario is the entire Airport being significantly damaged or washed away in a flood.

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

Operations will proceed as per the established ICS system and at the direction of the IC. The Airport Manager is responsible for training Airport personnel in response to flood events. The IC will activate the EOC when necessary.

19.3.4 Organization and Assignment of Responsibilities

FLOOD CHECKLIST		
	RESPONSE ACTIONS	
Warning Phase: Threat of Flooding Exists	If DOT&PF personnel have prior warning or knowledge of possible flood conditions, the following procedures will be implemented. • Attempt to advise all aircraft owners of possible flooding conditions. • Attempt to assist all tenants and transients if evacuation is necessary. • Move mobile maintenance equipment out of flood zone. • Issue appropriate NOTAM's as conditions dictate.	Airport Manager
Response Phase: Flood is occurring	• Establish an Incident Command Post. • Check conditions of runway, taxiways, and ramp areas. • Close airport or portions of airport as required and issue NOTAMs. • Notify all Airport tenants. • Assume overall direction of activities of the Airport emergency staff. • Close Airport to non-essential vehicles and personnel. • Check standby engine generators to ensure that they will start and that they will have an adequate supply of fuel. • Restore services and utilities insofar as possible and take charge of recovery and clean-up operations. • Give preference to opening/maintaining aircraft operations when practical and safe. • Be prepared to fight structural fires. The possibility of fire is high due to broken power lines, oil line leaks, ruptured tanks, etc. • Be prepared to commence rescue operations for personnel that may be trapped. • Set up control points to be determined by the IC. • Establish an EOC if needed. • Protect all Airport records.	Airport Manager

FLOOD CHECKLIST		
	RESPONSE ACTIONS	
Recovery Phase: Flood has occurred	• Review Warning & Response checklists. • Coordinate recovery activities with state and federal relief agencies. • Identify safety hazards and undertake corrective action, including health and sanitation surveys and initiation of disease prevention measures. • Assess Airport status and reopen Airport sections as deemed safe. • Arrange for debris clearance, especially in culverts/drainage areas.	Airport Manager

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 Volcano

19.4.1 Purpose

This section describes the Airport's response to volcanic events that affect the Airport.

19.4.2 Situation and Assumptions

Volcanoes pose a moderate risk of impacting the Bethel Airport.

The Airport is subject to possible volcanic eruptions. 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.

19.4.3 Operations

Operations will proceed as per the established ICS system and at the direction of the IC. The Airport Manager is responsible for training Airport personnel in response to volcanic events.

19.4.4 Organization and Assignment of Responsibilities

VOLCANO CHECKLIST		
	RESPONSE ACTIONS	
Warning Phase: Threat of a Volcanic Eruption Exists	Evaluate forecasts & predictions. Confirm risks with AK Volcano Observatory.	Airport Manager
	Identify type of risk (mudslide, ash cloud, etc.).	Airport Manager
	Identify high-risk populations who may need special attention or early evacuation.	Airport Manager
	Identify safe areas suitable for sheltering evacuees. Set up shelters.	Airport Manager
	Ensure that evacuation routes are passable.	Airport Manager
	Arrange for alert and warning.	Airport Manager
	Inventory heavy equipment for use in response, recovery, and cleanup activities.	Maintenance and Operations
	Preposition emergency equipment, fuel, and medical supplies in safe area for use after volcano.	Maintenance and Operations
	Keep records of actions taken & resources used.	Airport Management
	Establish system to account for response personnel in the field.	Airport Management
	Initiate emergency procurement procedures.	Airport Management
	Prepare emergency services for possible need for operations in heavy ash and dust environments.	Airport Management

VOLCANO CHECKLIST		
	RESPONSE ACTIONS	
Response Phase: Volcanic Activity is occurring	Activate incident management team, and establish command center.	Airport Management
	Establish a watch/observation system for volcano activity.	Airport Management
	Continue to assess eruption situation.	Airport Management
	Arrange for emergency housing and sheltering as necessary.	Airport Management
	Secure evacuated areas.	LEO
	Account for all transient persons from the Airport.	Air carrier
	Establish facility/safe location for emergency medical care.	Medical Control Officer
	Establish emergency medical care facilities and arrange for medical evacuations, as necessary.	Medical Control Officer
	Inform EMS of injuries.	Medical Control Officer
	Implement emergency utility cutoff as needed.	Airport Management
	Conduct reconnaissance of areas becoming impacted, especially by heavy ash fallout. Be alert to building and structural failure due to increased roof loading from ash and debris	City and Borough of Engineers
	Work to restore damaged utilities and transportation systems.	Maintenance and Operations
Recovery Phase: Volcanic	Review Warning & Response checklists.	Airport Management
	Coordinate recovery activities with state and federal relief agencies.	Airport Management

VOLCANO CHECKLIST		
	RESPONSE ACTIONS	
Activity has occurred	Identify safety hazards and undertake corrective action, including health and sanitation surveys and initiation of disease prevention measures.	Airport Management
	Arrange for debris clearance, especially in culverts/drainage areas prior to opening.	Airport Management
	Work to restore damaged utilities and transportation systems including the AOA and adjacent airport access roads.	Airport Management
	Work on monetary damage estimates for disaster declaration.	Airport Management
	Complete and submit necessary reports and paperwork to appropriate agencies.	Airport Management
	Perform an incident critique.	Airport Management

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 Storm

19.5.1 Purpose

The IC is responsible to ensure that adequate procedures are taken after a storm as described in this section.

19.5.2 Situation and Assumptions

Storms have a moderate risk of occurring on the Bethel Airport.

19.5.3 Operations

Operations will proceed as per the established ICS system and at the direction of the IC. The IC, or Airport Manager, is responsible for training personnel in storm response.

High winds and winter storms are frequent in the Bethel area. Air operations continue until cancelled by air carrier personnel. The frequency of airport inspections is increased during and following storms. The procedures listed below are implemented, when severe storms are forecast and/or occur.

19.5.4 Organization and Assignment of Responsibilities

STORM CHECKLIST		
	RESPONSE ACTIONS	
Warning Phase: Before a storm happens	• Prepare to function as the Incident Control Staff. • Check stand-by generators to ensure they have an adequate fuel supply and are functional. • Issue appropriate NOTAM's as conditions dictate. • Restore services when the storm has passed and take charge of recovery and clean-up operations as required.	
	• Check Airport grounds for loose debris and secure items that may become FOD.	Maintenance and Operations

STORM CHECKLIST		
	RESPONSE ACTIONS	

Response Phase:
Storm is occurring
	• Establish an Incident Command Post, if required.
	• Check conditions of runway, taxiways, and ramp areas.
	• Close airport or portions of airport as required and issue NOTAMs.
	• Notify all impacted airport tenants.
	• Assume overall direction of activities of the airport emergency staff.
	• Close Airport to non-essential vehicles and personnel, if required.
	• Restore services and utilities insofar as possible and take charge of recovery and clean-up operations.
	• Enforce closure of Airport.
	• Give preference to opening/maintaining aircraft operations when practical and safe.
	• Be prepared to fight structural fires. The possibility of fire is high due to broken power lines, oil line leaks, ruptured tanks, etc.
	• Set up control points to be determined by the IC.
	• Establish an EOC if needed.
	• Protect all Airport records.
	• Advise the following of a Weather Warning or Watch utilizing the 'Severe Weather Checklist:'
	  • ARFF
	  • Airport Security
	  • Airport Maintenance Department
	  • Information Counter
	  • All Airlines and Airside Tenants	

	After observing or receiving notification of severe weather or potential severe weather in the Airport area, issue a Weather Warning or Watch in accordance with National Weather Service procedures and immediately notify the following:
	  • Control Tower
	  • Airport Management Office
		National Weather Service

STORM CHECKLIST		
	RESPONSE ACTIONS	
Recovery Phase: Storm has occurred	• Issue appropriate NOTAM's as conditions dictate and update appropriate NOTAMs. • Restore services when the storm has passed and take charge of recovery and clean-up operations as required. • Prepare to function as the Incident Control Staff. • Inspect the runway after the storm for FOD or damage.	Airport Manager

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.

19.6 Tsunami

19.6.1 Purpose

This section describes the Airport's response to tsunami events that affect the Airport.

19.6.2 Situation and Assumptions

Tsunamis have a low risk of occurring on the Bethel Airport.

19.6.3 Operations

Operations will proceed as per the established ICS system and at the direction of the IC. The Airport Manager is responsible for ensuring training Airport personnel in response to tsunami events.

19.6.4 Organization and Assignment of Responsibilities

TSUNAMI CHECKLIST		
	RESPONSE ACTIONS	
Warning Phase: Tsunami is imminent	• Move all airport heavy equipment to high ground, if time permits. • When the airport has been secured, the Airport Security and the Fire Department should be contacted, and informed that the Airport is secure and unmanned. • NOTAM that Airport is closed. • If time permits, secure airport owned facilities and shut down utilities as required.	Airport Management
	• Inform the public of what is being done.	PIO
Response Phase: Tsunami is occurring	• Activate an Incident Management Team if required. • Request additional assistance as needed. • Activate Search and Rescue, if appropriate. • Initiate a "shotgun estimate" of private and public damage.	Airport Management
	• Request assistance from state or federal agencies, if appropriate.	City and Borough
Recovery Phase: Tsunami has occurred	• Initiate a survey of the area and correct safety hazards as soon as possible. • Initiate restoration of power or energy to utilities, telephone service and transportation links. • When safe access is established, arrange for the return of evacuees to assess damage. • Begin to document the cost of material and labor involved with the emergency. • Form a task force to document and estimate damage to public and private property. • If necessary, initiate restoration of utilities, telephone service and transportation and communication links. • Initiate patrols to secure the area. • Open volunteer resource center.	Airport Management

19.6.5 Administration and Logistics

As stated in the Administration and Logistics Section 2.7.

19.6.6 Plan Development and Maintenance

As stated in Section 2.6 Development and Maintenance.

19.6.7 Authorities and References

See Authorities and References in Section 2.2 and Section 29.0.

20.0 Hazardous Materials Incident

20.1 Purpose

This section describes the Airport's response to possible Hazardous Materials Incidents. The IC is responsible for responding to and providing an initial assessment to a Hazardous Materials Incident and taking appropriate actions, as described in this section in accordance with 29 CFR 1910.

For the purpose of the term, hazardous material includes those substances defined as "dangerous goods".

20.2 Situation and Assumptions

A Hazardous Materials Incident has a moderate risk of occurring on the Bethel Airport.

There are no regularly used locations of hazardous materials or corridors of transportation of hazardous materials in the vicinity of the Airport.

Each aircraft accident should be considered a potential hazardous material incident.

The AEP Hazardous Materials section is coordinated with the local mutual aid agencies during tabletop and full scale exercises, however most rural communities do not have Hazardous Materials teams and/or training.

20.3 Concept of Operations

The Airport ARFF personnel have limited training for hazardous material assessment as specified in ARFF SOPs. The IC will determine when the EOC needs to be activated for a Hazardous Material Incident. Other organizations beyond the local community that may be contacted for assistance include:

Alaska Dept. of Environmental Conservation	1-800-478-9300
Dept of Military and Veterans Affairs, Division of Homeland Security and Emergency Mgmt	1-907-428-7000
Nuclear Regulatory Commission	1-800-368-5642

20.4 Organization and Assignment of Responsibilities

OIL SPILL/HAZMAT CHECKLIST		
	RESPONSE ACTIONS	
Warning Phase: Before a Oil Spill or Hazardous materials release happens	• Inventory stockpiled clean up and or containment materials. • Identify all potentially available equipment for oil spill and or hazardous material release. • Ensure each emergency vehicle has a current copy of the emergency response guide book. • Review emergency response and material safety data sheets for all known significant hazardous materials located on the airport.	Airport Management
Response Phase: Oil Spill or Hazardous materials release is occurring	• Report spill to appropriate agency or authority.	Responsible party
	• Ensure that aircraft are not placed in a hazardous position that might hinder clean-up operations.	Control Tower (ATCT) or FSS
	• Dispatch appropriate equipment to the scene. • First arriving officer is IC until relieved.	Fire Department
	• Acknowledge Alert, contact Airport Manager (staff) and ATCT. • Sets up ICP (if needed). • Coordinate with the IC to secure the scene.	Maintenance and Operations
	• Broadcast "HAZARDOUS MATERIALS EMERGENCY" on radio nets and give specific information.	911 Dispatch
	• Coordinate with the IC – Be prepared to establish UC. • Directs staff to contact the primary and secondary call outs.	Airport Manager
	• Assist with site security, crowd and traffic control.	Police Department

OIL SPILL/HAZMAT CHECKLIST		
	RESPONSE ACTIONS	
	• Clean-up incident at the discretion of the IC.	Primary Responsible Party
Recovery Phase: Oil Spill or Hazardous materials release has occurred	• Review Response checklist.	All Personnel
	• Ensure that all hazardous materials have been disposed of or neutralized.	Responsible Party
	• Identify safety hazards and undertake corrective action.	Operations (Fire/ Hazmat) Safety Officer
	• Perform post-incident cleanup and restore damaged utilities and transportation systems.	Responsible Party
	• Coordinate recovery activities with state and federal relief agencies.	Airport Management and Responsible Party
	• Perform damage assessments.	Maintenance and Operations
	• Provide monetary figures necessary to support a request for disaster declaration.	Airport Management and City Finance
	• Complete and submit necessary reports and paperwork to appropriate agencies.	Airport Management and Responsible Party
	• Perform an incident critique.	IC, with input from all positions

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 Bethel Electric Utility.

The backup generator for the Bethel Airport is a Cummins Model DSFAE 80 KW Diesel Generator built in March 2009. The generator is located next to the Light Vault on the Main Ramp.This generator supplies back up power to the Runway's, Taxiway's, Lighted Windsocks, and Rotating Beacon. It has the capability of starting manually or automatically when the power goes out and is always left in the automatic mode except during maintenance. It is programmed to perform a test run automatically every Monday at 1200pm local. Inspections are done monthly, shown on a log sheet for record keeping. Preventive maintenance is performed annually.

Cummins Model DSFAE-7638701
SER # C090237128 Spec C
Frequency 60HZ
Rated KW 536for single phase, 80 for 3 phase
Rated KVA 53.6 for single phase, 100 for 3 phase
Build date 4-07-09
Fuel Type – Ultra Low Sulfur Diesel
Fuel Tank Capacity – 500 Gallons.

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21.3 Organization and Assignment of Responsibilities

FAILURE OF POWER CHECKLIST		
	RESPONSE ACTIONS	
Warning Phase: Threat of an Energy Shortage Exists	• Identify areas at risk. • Estimate possible consequences. • Inform incident management team as appropriate.	Airport Manager
	• Review Warning checklist.	
Response Phase: Energy Shortage is occurring	• Ensure automatic Airport Generator systems are on line, providing power to Airport facilities. • Issue NOTAMs as required and close airfield as warranted or limit operational hours. • Prepare for problems such as blown airfield lighting bulbs.	Airport Manager
Recovery Phase: Energy Shortage has occurred	• Review Warning & Response checklists.	All Personnel
	• Establish priorities for utility restoration. • Perform damage assessments. • Complete and submit necessary reports and paperwork to appropriate agencies. • Perform an incident critique. • Update NOTAMs as required.	Airport Manager

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 a water rescue situation. 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

The Bethel Airport is located on the North Bank of the Kuskokwim River, 400 miles west of Anchorage in the Yukon-Kuskokwim Delta. Response to any accident in the Kuskokwim River waters will be under the jurisdiction of the Bethel Fire Department. Bethel Fire Department currently maintains water rescue capabilities for the purpose of responding to incidents / accidents on the river. At the Bethel Fire Departments request the airport ARFF crew will respond to an off-airport accident as mutual aid.

22.3 Operations

PHONE NUMBERS

- Initial Response agencies phone numbers: Page 3 of the current AEP
- Airport Manager: Office - 907-543-2495/, Cell – 907-545-4049 or 907-545-6015 (Foreman)
- Kenai Flight Service: 800-478-3576
- Local Radio KYUK 543-3131
- Marine VHF Radio:
    - Channel 16 – Emergency
    - Channel 22 – BET Search and Rescue
    - Channel 68 – Area Village Communications

RESOURCES

- The States Resources are listed in the Appendix of the current AEP.
- The Bethel Fire Department responds to fires and rescue situations from the City owned fire station 24 hours a day. A full-time shift crew of six works a rotating schedule of 24 hour shifts that enables there to be two paid staff per shift.

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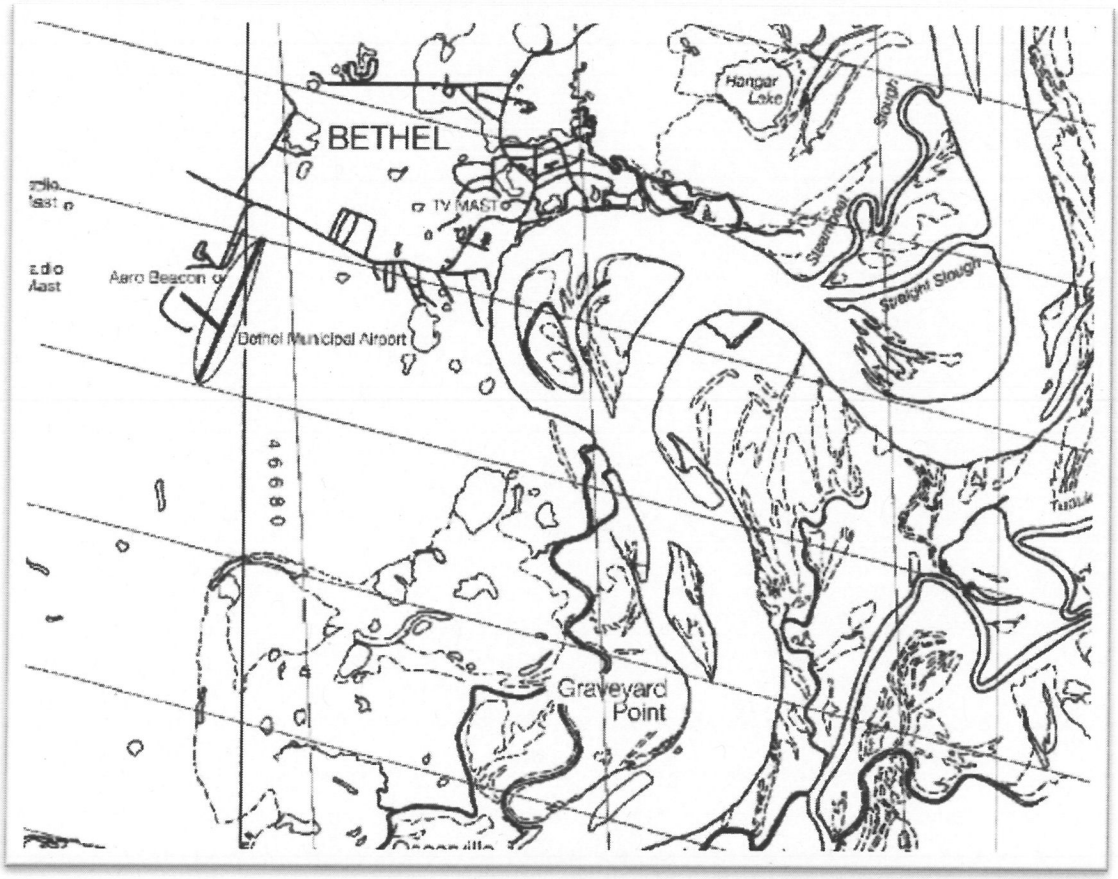
- There are about 20 members of the community that serve as firefighter volunteers with the fire department. The fire department operates two fire engines, a water tanker, an aerial apparatus and a small tundra fire vehicle out of the fire station building at 320 Hoffman Highway.

- The City of Bethel Fire Department Water Rescue resources include:
  - One Woolridge 25' boat with 225 hp outboard motor equipped with an onboard water pump, 1000' fire hose, (8) life jackets, (1) life preserver ring and (1) 50' rope throw bag.
  - (4) Stearns Water Rescue immersion suits
  - (7) 50' rope throw bags, (4) 200' rope throw bags
  - (4) life Jackets



BETHEL AREA NAUTICAL CHART

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22.4 Organization and Assignment of Responsibilities

INCIDENT COMMANDER

The Incident Commander (IC) for an off airport property accident will be the Bethel Fire Department Chief. The Fire Chief works days and is on-call at all other times. Per the AEP, the initial Command Post will be the vehicle driven by the IC. The command post may then be moved depending on the circumstances.

The owner and/or operator of the aircraft involved in the mishap will provide pertinent data to the IC regarding aircraft type, fuel on board, number of passengers/crew, freight, mail and dangerous cargo onboard the aircraft. Other information may be requested by the IC.

Initial response agencies will be notified as prescribed in the AEP. Response agencies for water rescue are listed below.

- City of Bethel
- Bethel Fire Department / Ambulances
- Bethel Police Department
- Port of Bethel
- Alaska State Troopers
- State of Alaska DOT&PF
- Alaska National Guard
- Volunteer vessels in the immediate area that are monitoring the marine radio.

TRAINING

The Bethel Fire Department is registered with the Alaska State Fire Marshal's Office by means of an Annual Summary Report. The department's ambulance service is registered with the State of Alaska as an Emergency Medical Service authorized to provide Advanced Life Support.

The State of Alaska DOT&PF employees are annually trained in ARFF, basic medical training, HazMat, Security and IC duties.

TRANSPORTATION

Transportation will be arranged by the IC at the time of the incident based on what resources are available at that time. Likely options are listed below.

- Alaska National Guard: Blackhawk Helicopters
- Volunteer vessels in the immediate area that are monitoring the marine radio.
- Bethel Fire Department Ambulances (x3)
- Lifemed Ambulance (x2)

All staging areas will be selected by the IC after considering the location of the accident, transportation methods in use and tide/weather conditions. The IC will announce the survivor pick up area over radios and cell phones to ambulances and transport vehicles.

Survivors found in the water will be observed and/or treated for hypothermia and transported to warm shelters as quickly as possible. If the location of the crash prevents quick transfer to warm buildings then alternate means should be found to provide warmth to survivors.

SCENE SECURITY

Per the AEP, accident scene security will be provided by the Bethel City Police and may be assisted by the Alaska State Troopers as deemed necessary by the IC.

AIRPORT OPERATIONS

The air carrier involved in the incident will provide;

1. Necessary notifications to include FAA and the NTSB in accordance with their company procedures.
2. Arrange and assist the IC with transportation of uninjured passengers and crew await from the accident scene.
3. Provide telephone access, food, water and minor medical needs.
4. Activate the air carriers Aviation Disaster Family Assistance Plan.

It is expected that any crash which required a water rescue would have no effect on Bethel Airport operations.

Bethel Airport is able to provide one ARFF vehicle as mutual aid to the City and still maintain the ability to provide ARFF coverage for air carriers operating into and out of BET.

RECOVERY FROM ACCIDENT

After emergency rescue operations are complete and with concurrence of the NTSB and State Medical Examiner a temporary morgue will be established per the AEP. Recovery / Removal of the aircraft wreckage will be the responsibility of the aircraft owner.

22.5 Administration and Logistics

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

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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

The local law enforcement is trained in crowd control, and will be called upon when the IC determines it is necessary.

23.4 Organization and Assignment of Responsibilities

When events occur that attract a large number of persons, Alaska State Troopers, and other local law enforcement will be requested to control crowds and to limit access to controlled areas. The IC is responsible for activating the EOC when he/she determines that it is necessary.

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 CHECKLIST		
	RESPONSE ACTIONS	
Warning Phase: Threat of a Disturbance Exists	• Inventory supplies needed for cordoning off areas and portable public address systems. • Coordinate with airport tenants and the appropriate Airport security. • Identify facilities and or areas that may need to be evacuated or closed. • Coordinate with the law enforcement agency and place on Alert.	Airport Management
Response Phase: Disturbance is occurring	• Respond to scene to evaluate situation. • Notify Airport Management. • Establish an ICP and request assistance, if needed.	Airport Security
	• Broadcast a "CIVIL DISTURBANCE Alert on radio nets.	911 Dispatch
	• Provide law enforcement support as requested.	Local, state, and federal agencies
	• Close or limit access to area of disturbance if necessary.	Airport Management or Airport Security
	• Assess damage and take action to protect persons and property.	Airport Maintenance & Operations
Recovery Phase: Disturbance has occurred	• Access area and return to normal. • Provide for cleanup of the affected areas and re-open to normal operations as soon as possible. • Arrange for the return of evacuees once the affected areas are deemed safe. • Initiate a post incident evaluation with Airport and local agencies involved to critique the incident, identify the reason for the gathering and actions that can be taken to prevent future occurrences.	Airport Management

23.5 Administration and Logistics

As stated in the Administration and Logistics Section 2.7.

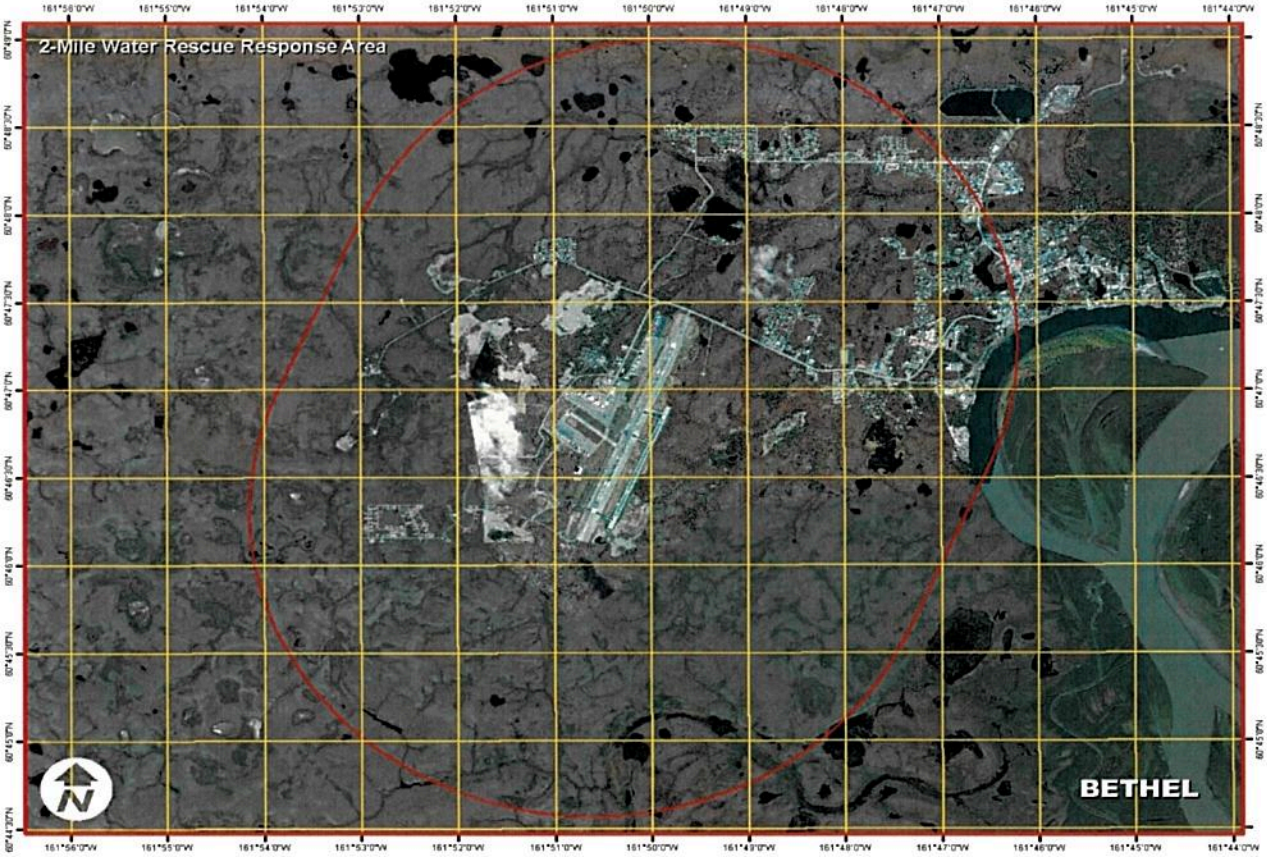
23.6 Plan Development and Maintenance

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



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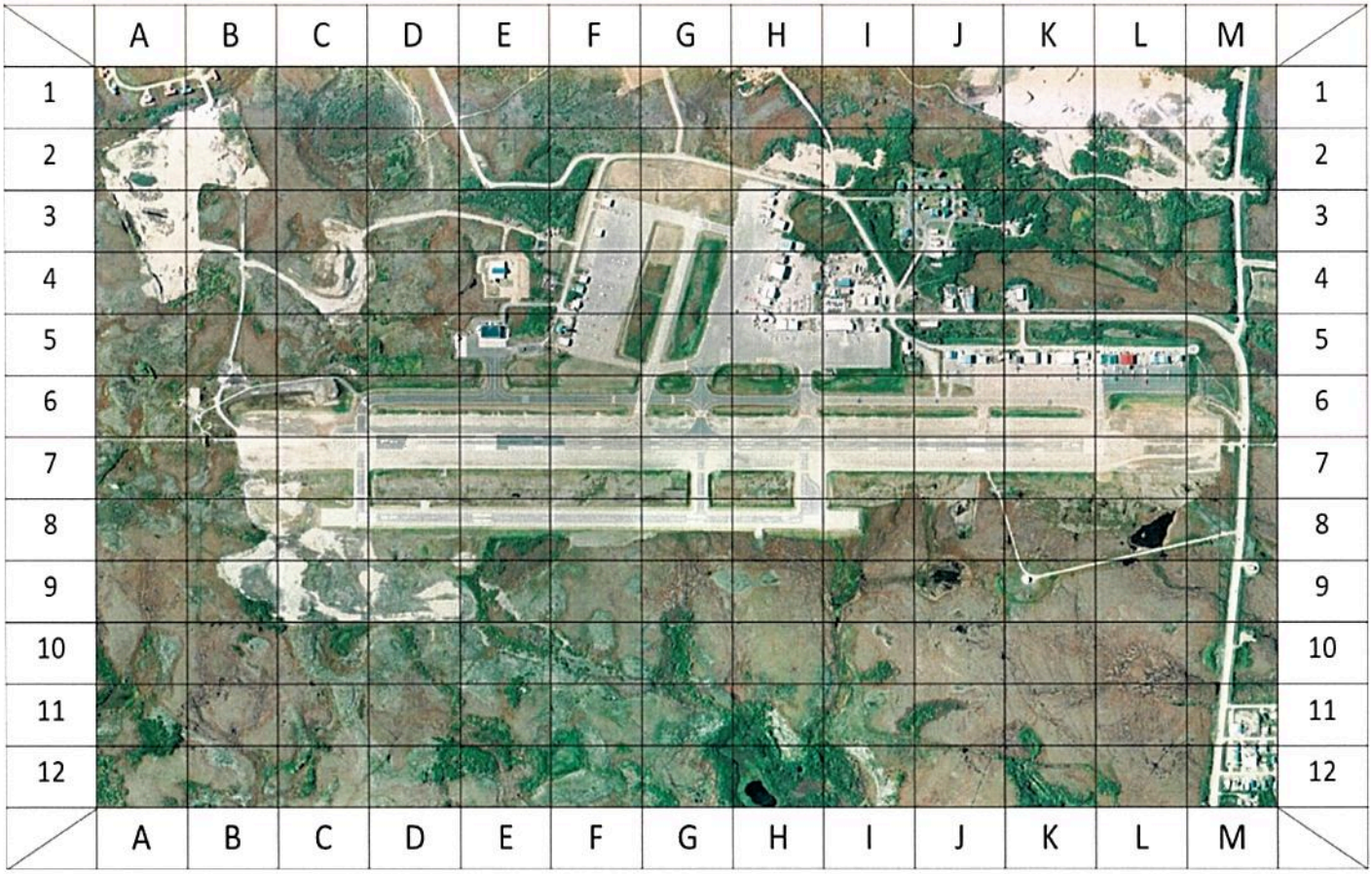

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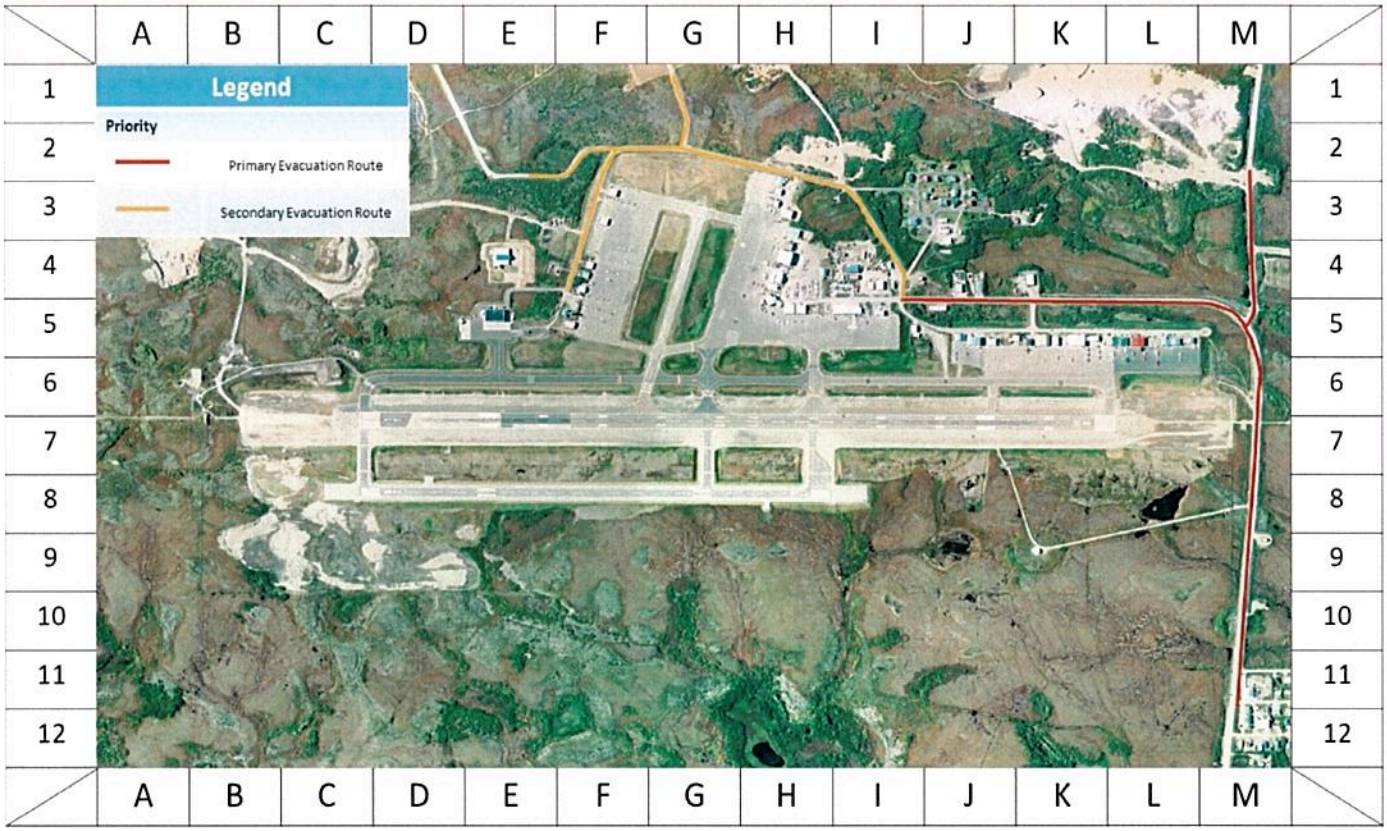

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25.0 Emergency Response Equipment Inventory

25.1 STATE OF ALASKA (Airport)

Name	Vehicle Type	Vehicle Specs
Oshkosh	2005 Oshkosh T-3000	Maximum capacity of 500 pounds of dry chemical, 400 gallons AFFF 3% concentrate and 3000 gallons water 1200/600 GPM roof turret and a 1200/600 GPM bumper turret. Separate pump panel outside the cab for structural firefighting capabilities. There are two fire extinguishers mounted un the cab of the truck both are Class 2 A 10:BC.
Rosenbauer	2018 Panther 4X4	Capacity of 1500 gallons of water, 200 gallons AFFF foam 3% concentrate and 500 pounds of dry chemical. The unit is equipped with a side mounted hose reel capable of water/foam and dry chemical discharge. It has an overhead and front bumper turret with 400/750 gallons per minute discharge rate, one structural with 2 ½ discharge

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25.2 BETHEL VOLUNTEER FIRE DEPARTMENT

Engine #3 - 2,000 gallon water tank with 1,500 GPM pump and integrated 30 gallon AFFF tank.

Engine #4 - 2,000 gallon water tank with 1,500 GPM pump and integrated 30 gallon class A foam tank.

Tanker #1 - 1,500 gallon tanker with 250 GPM pump.

Truck #1 - 500 gallon water tank with 2,000 GPM pump. 107' aerial device and elevated master stream compressed air foam system, class A foam with heavy rescue and extrication gear.

Medic #4 - 4x4 Ambulance.

Medic #5 - 4x4 Ambulance light rescue unit.

Medic #6 - 4X4 Ambulance with compressed air foam system, Class A, SCBA

Fire Chief's Vehicle: Ford with multiple frequency radio, command Post vehicle. BFD will communicate with ARFF personnel on DOT channel

Primary radio frequency on all vehicles - VHF 154.235.

Fire Chief's vehicle, Medic #4, Medic #5 Medic #6, Engine #3, Engine #4, and Truck #1 have Motorola Digital.

Frequency 1 - Police.....154.250
Frequency 2 - Fire.....154.235
Frequency 3 - EMS.....155.160

26.0 Maintenance Equipment Inventory

26.1 STATE OF ALASKA (Airport)

5 - Grader
4 – Front end loader
3 - Sweeper
2 – Snow Blower
1 – 8 yard plow truck w/sander
1 – Sander
1 – Plow truck
1 – Oshkosh 4,000 gal deicer truck
1 – Chevy Trailblazer w/ Bowmonk or Tapley

All communications will be on DOT channel for all vehicles

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27.0 Resource Management Equipment & Supplies

Public Health Service (YKHC):

2 - Ambulance 4X4
1 - Flatbed 4X4
Multiple vehicles for transportation purposes

Bethel Fire Department Ambulance Service:

3 - Ambulance 4X4

Alaska National Guard:

Various transportation equipment depending on time of year, availability or weather.
Back up communication equipment
Tents, heaters, limited number of cots, sleeping bags, etc.
Emergency off Runway

In the event of an aircraft accident off the runway but still on State property, and not accessible by the ARFF vehicle, the following transportation sources should be utilized to get personnel to the accident site. The Bethel Fire Department may request assistance from Bethel Search and Rescue for needed vehicles.

1. All terrain vehicles and private vehicles (summer or winter)

2. Snow machines with trailers, private (winter)

3. Boats from the community (summer)

Equipment transported to Remote Scene

1. Rescue Equipment (Rescue Kit - State trucks)

2. Portable Fire Extinguishers (State trucks)

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28.0 City and Borough of Bethel Evacuation Plans and Prescripted Announcements

Sample Alert and Warning Messages

The following are examples of wording for various types of emergency alert and warning messages.

General Information Message

"At ***(time)*** today, City of **Bethel** public safety officials reported an ***(describe the event, emergency, incident)***. The ***(event)*** occurred at ***(location and time)*** today. The Incident Commander, City/Borough Manager/Mayor, and the Chiefs of Police and Fire request that all persons in **the Bethel area** should listen to the radio or television for further information."

Shelter in Place Message

"At ***(time)*** today, City of **Bethel** public safety officials reported an industrial accident involving hazardous materials. The accident occurred at ***(location and time)*** today. The Incident Commander, City Manager/Mayor, and the Chiefs of Police and Fire request that all persons in **the Bethel area** should remain inside their houses or other closed building until their radio, television, or public safety officials say they can leave safely. If you are in the affected area, go indoors and remain inside. Turn off heating, ventilation, and cooling systems and window or attic fans. Close all windows, doors and vents, and cover cracks with tape or wet rags. Keep pets and children inside. If you are inside and experience difficulty breathing, cover your mouth and nose with a damp cloth. If you are outside, cover your nose and mouth with a handkerchief or other cloth until you can reach a building. Failure to follow these instructions may result in exposure to the hazardous materials. Listen to the radio or television for further information."

Prepare to Evacuate Message

"At ***(time)*** today, City of **Bethel** public safety officials reported a potentially serious condition involving ***(description of situation)***. The incident is occurring at ***(location)***. The Incident Commander, City/Borough Manager/Mayor, and the Chiefs of Police and Fire request all persons in ***(affected area)*** to stay indoors and prepare to evacuate. If you are in your home, gather all necessary medications and clothing. You do not need to evacuate at this time, but stay tuned to this station for further instructions. This message will be repeated at intervals until conditions change."

Evacuation Message

"At ***(time)*** today, City of **Bethel** public safety officials reported an incident involving ***(description of situation)***. The incident occurred at ***(location and time)***. The Incident Commander, City/Borough Manager/Mayor, and the Chiefs of Police and Fire request all persons in ***(names of area)*** to evacuate the area in an orderly manner. Please take the following actions to secure your home before you leave ***(instructions may include shutting off gas and water, etc.)***. Drive or walk toward ***(evacuation route)***. Emergency personnel will be along this route to direct you out of the area. Please observe normal traffic laws. Failure to leave the area may result in severe injury or death. This message will be repeated until conditions change."

29.0 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 150/5200-31C – 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.

30.0 Acronyms

AEP ..... Airport Emergency Plan
AFB ..... Air Force Base
AOA ..... Airport Operations Area
AP&F ..... Airport Police and Fire
ARFF ..... Aircraft Rescue Fire Fighting
ATC ..... Air Traffic Control
ATCT ..... Air Traffic Control Tower
CCP ..... Collection Control Point
DEC ..... Department of Environmental Conservation
DOT&PF ..... Alaska Department of Transportation and Public Facilities
EPI ..... Emergency Public Information
EMS ..... Emergency Medical Services
EMT ..... Emergency Medical Technician
EOC ..... Emergency Operations Center
EOD ..... Explosive Ordinance Disposal
ERV ..... Emergency Response Vessel
FAA ..... Federal Aviation Administration
FBI ..... Federal Bureau of Investigation
FBO ..... Fixed Base Operator
FSS ..... Flight Service Station
HAZMAT ..... Hazardous Materials
IC ..... Incident Commander
ICS ..... Incident Command System
LEO ..... Law Enforcement Officer
MOA ..... Memorandum of Agreement
NIMS ..... National Incident Management System
NOTAM ..... Notice to Airmen
NTSB ..... National Transportation Safety Board
PIO ..... Public Information Officer
SIGMET ..... Significant Metrological Information
SOP ..... Standard Operating Procedure
SPCC ..... Spill Prevention Control and Countermeasure Plan
AST/Troopers ..... Alaska State Troopers
USCG ..... U.S. Coast Guard