Petersburg
Airport Emergency Plan

Petersburg, Alaska

Prepared on behalf of:

Alaska Department of Transportation & Public Facilities
Southeast Region Headquarters
6860 Glacier Highway
Juneau, AK 99811

Federal Aviation Administration
Alaskan Region Airports Division
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1.0 Table of Contents

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APPENDICES

Promulgation Page

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

DocuSigned by:

11/17/2024

Christopher Goins, P.E.
Southcoast Region Director

Date

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Signature Page

The following are administrators to this document:

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Name: Rachel Webb Title: Airport Certification Safety Inspector

Signature: ///Signed/// Date: 2/5/25 Department: FAA

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Record of Changes

Date	Section	Page	Description of Change	Initials
2/10/25	3	All	Phone # Change	JS
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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.

Petersburg Airport Manager

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

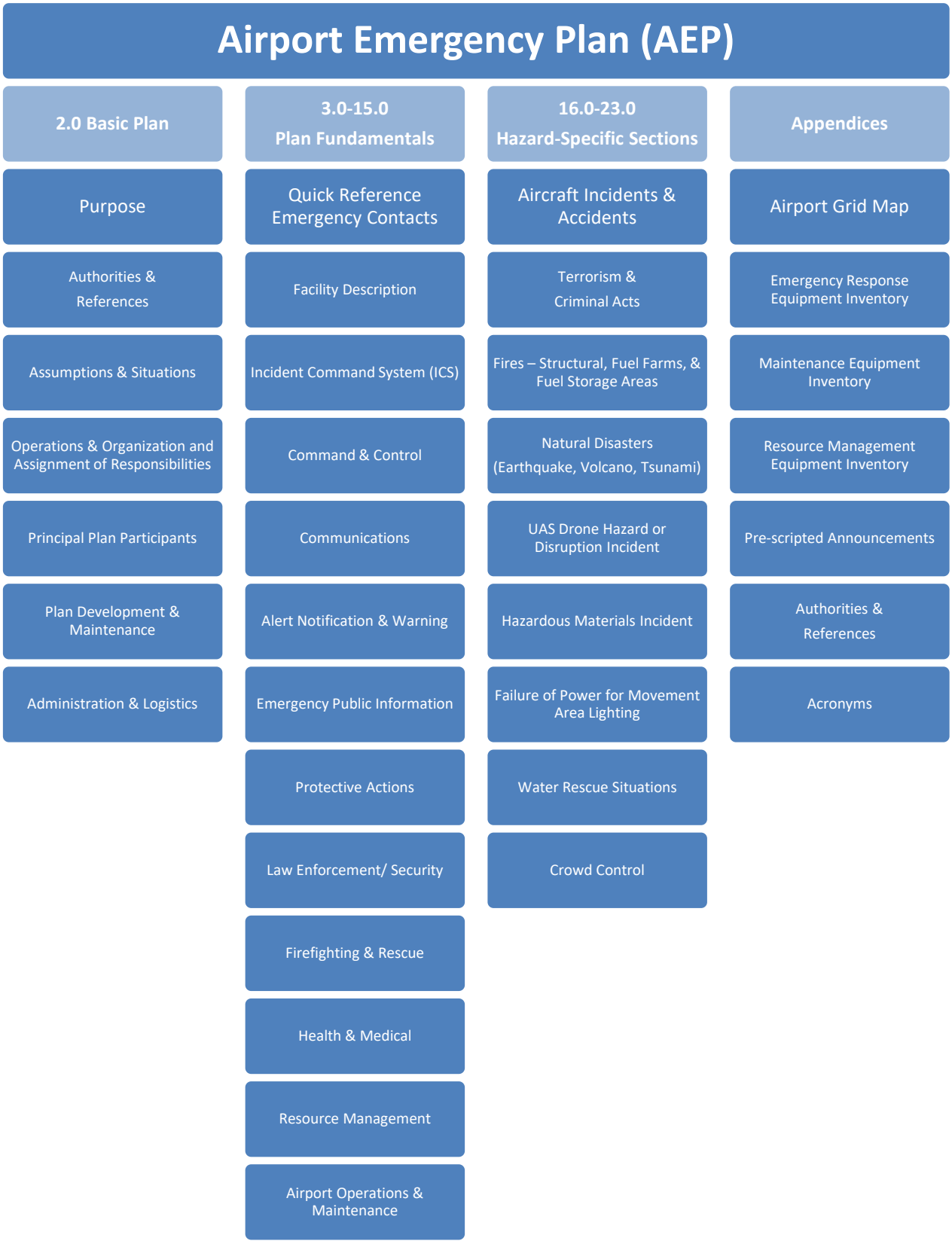
This AEP focuses on response and initial recovery issues and:

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

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

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

Figure 2-1: Airport Emergency Plan Structure



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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 Code of Federal Regulation (CFR) 139.325 and the following Alaska Statutes (AS).

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

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

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

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

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

Additional authorities and references are listed in Section 30.0.

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, lack of road access to communities, and limited resources.
- This AEP only describes the response of the Airport during scheduled and permitted air carrier operations.
- This Airport is in an earthquake prone region and experiences substantial seasonal weather changes, including severe coastal storms and blizzards which may affect response activities.
- Policies governing the development of this document stem from the authorities cited in Section 2.2 and 30.0.
- 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 Petersburg Airport (PSG) 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) is generally followed throughout this document. The National Incident Management System (NIMS) is the national standard for incident management by establishing common organizational structure, processes, and terminology. The Incident Command System (ICS) is a key component of NIMS. ICS provides a standardized system that enables personnel, departments, and organizations to work together in seamless and coordinated fashion in responding to an incident.

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

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

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

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

Reporting relationships and information flow follows the two basic ICS principles. (1) There is complete freedom and encouragement to broadcast and exchange information within the emergency ICS structure, and (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 facilitates the rescue, salvage, and investigation in the event of an aircraft accident on or near the Airport. This plan also includes provisions for other disasters, man-made or natural.

PRINCIPAL PLAN PARTICIPANTS
Alaska Airlines, Petersburg Station
Petersburg Fire Department
Petersburg City Police Department
Petersburg Hospital
Alaska State Troopers
U.S. Post Office
U.S. Coast Guard – Petersburg
Petersburg Harbormaster
Petersburg City Clerk

AIRPORT TENANTS
Nordic Air
Pacific Wings, LLC
Temsco Helicopters
Fjord Contractors
Weather Data Service
Transportation Security Administration

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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 during annual tabletop and or full scale exercises, to ensure that all ARFF personnel stay familiar with current information.

Each mutual aid entity is responsible for coordinating revisions to their plans, procedures, SOPs, or checklists identified within the AEP.

AEP Maintenance Schedule

- Triennially
  - A full-scale emergency plan exercise shall be conducted at least once every 36 consecutive calendar months (CCM).

- Annually
  - An AEP Review or table-top exercise involving all plan participants shall be conducted at least once every 12 consecutive calendar months.

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

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

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

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

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- The Airport Manager is responsible for providing training to mutual aid responders, in the form of briefings, during annual emergency plan reviews, exercises, or drills. Training to prevent vehicle/pedestrian incursions is available at the Airport Manager's Office. There will be airport grid maps in each ARFF vehicle and mutual aid agency command vehicle.

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

2.7 Administration and Logistics

Availability of Services and Support:

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

Staffing:

Airport personnel may have numerous primary or support responsibilities during an emergency. In cooperation with the Incident Commander, the Airport Manager or designee may direct assignment of airport personnel, other local government employees as outlined in Alaska Statute AS 26.23.010 – AS 26.23.220 or volunteers to specific duties to support implementation of the AEP. The Airport Manager may also contract for additional staffing as outlined in the resources Section 28.0.

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, a Southeast Region District 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.

There are no written Mutual Aid Agreements at this Airport.

3.0 Quick Reference Emergency Contacts

Upon notification of a serious accident, the Incident Commander will request the Flight Service Station (FSS) to notify the parties on this list of QUICK REFERENCE EMERGENCY PHONE NUMBERS if they have not already done so.

INITIAL NOTIFICATION PHONE NUMBERS (Quarterly Verification)

Emergency Services Dispatcher (Police, Fire & Ambulance) 911
ARFF Station .....(907) 772-4624

Barry Youngberg, Airport Manager
Office .....(907) 772-4624
Cell .....(907) 518-9013
Flight Service Station (FSS) — SIT (Primary) .....(800) 478-6300
Or .....(907) 966-2221
Flight Service Station (FSS) — JNU (Secondary) .....(907) 586-7382

FAA Western Service Area Operations Center (WSAOC) —.....(206) 231-2099
(WSAOC Duty Officer automatically calls NTSB on-call investigator)

Josh Stuckey, Airport Safety and Security Officer
Office .....(907) 269-0751
Cell .....(907) 717-5065
Airport Safety and Security Officer to contact secondary DOT/PF

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SECONDARY CALL PHONE NUMBERS

Petersburg Fire Department
GENERAL.....(907) 772-3355

Petersburg Police Department
GENERAL.....(907) 772-3838

Alaska Airlines Petersburg Station Manager.....
Cell.....(907) 518-4038
Office.....(907) 602-1827

Alaska State Troopers, Petersburg.....(907) 772-3983
Home.....(907) 772-2315
Cell.....(907) 518-1187

State Medical Examiner (If fatalities occur AK Troopers will call).....1-888-332-3273

	Work	Home	Cell

Alex Guthrie District Superintendent Maintenance & Operations—Petersburg.....
..... Office- (907) 465-5212 .....Cell (907) 419-1198

Marcus Zimmerman, Maintenance & Operations Chief—Juneau .....
..... Office (907) 465-4655 .....Cell (907) 957-6815

Jeremy Worrall, Airport Operations Superintendent—Fairbanks.....
..... Office (907) 451-5230 .....Cell (907) 347-0142

Public Information Officer…….…… (907) 465-4503

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3.1 TERTIARY CALL PHONE NUMBERS (Annual Verification)

National Transportation Safety Board (NTSB)
Anchorage Office (7:30 AM to 4:00 PM) ..... (907) 271-5001
If NTSB is unavailable use the FAA 24-hour number ..... (907) 271-5936

Transportation Security Administration
Coordination Center (ANC) ..... (907) 771-2935, (907) 771-2936, (907) 748-2748
Transportation Security Operations Center (TSOC)..... 1-877-456-8722
TSA Petersburg Office ..... (907) 772-3389
Supervisor cell ..... (907) 209-5184
Supervisor cell ..... (907) 209-5182

FIREFIGHTING, POLICE & INVESTIGATIONS

Federal Bureau of Investigation (FBI)—Fairbanks ..... (907) 452-3250
FBI—Anchorage..... (907) 276-4441

RESCUE UNITS
Alaska Rescue Coordination Center—Elmendorf Air Force Base ..... (907) 551-7230
Division Homeland Security Emergency Management..... (907) 428-7000
Alaska National Guard ..... (907) 428-7100
United States Coast Guard -Rescue Coordination Center ..... (907) 463-2000

MEDICAL UNITS
Petersburg Hospital (after 5 PM push extension 1)..... (907) 772-4291
Petersburg Medical Center..... (907) 772-4291
Public Health Nurse..... (907) 772-4611

HAZARDOUS MATERIALS RESPONSE
Department of Environmental Conservation (DEC).....
(24 hr Spill Hotline) 1-800 478-9300

AIRPORT TENANTS

Alaska Airlines Station Manager…… (907) 772-4256…..Cell…….. (907) 518-4038
Ticket Counter .....(907) 772-4255
Operations .....(907) 772-3328
Midwestern Weather .....(907) 772-2023
Nordic Air .....(907) 772-3535
Temsco .....(907) 772-4780
Transportation Security Administration.....(907) 772-3389
City Cargo (They are an off airport operator) .....(907) 772-3010

OTHER LOCAL AGENCIES

KFSK.....(907) 772-3808
Or .....(907) 772-3494

4.0 Facility Description

Petersburg James A. Johnson Airport is located approximately 1 mile east of the City of Petersburg at coordinates 56°48.10' North Latitude, 132°56.72' West Longitude. The Airport has a grooved asphalt paved surface 6,400' by 150' runway with magnetic headings of 5-23. This is the only available runway in the Petersburg area.

The FAA Flight Service Stations serving Petersburg are located in Sitka and Juneau. FAA radio facilities in Petersburg are operated remotely by the Sitka Flight Service Station and Juneau Automated Flight Service Station. Navigational facilities provided at the Airport are runway, taxiway, threshold lights, rotating beacon, MALSF and PAPIs.

The estimated current population is about 3,200. Petersburg is the fourth largest city in Southeastern Alaska.

The Airport is Class I 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 Juneau/Sitka FSS or by an observer with notification to Petersburg Police Dispatch (911).

Water and Sewer

Water is supplied to the Airport by the City of Petersburg. Three fire hydrants are provided at the Airport.

Airlines

Aircraft service under Part 139 operations are:

Airlines	**Aircraft**	**Frequency**
Alaska Airlines	737-700/800	2 flights per day

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Air Taxi Operations

Temsco Helicopters, Inc. operates two helicopters from the Airport on a charter basis.

Nordic Air provides light charter aircraft operations throughout Southeast Alaska and operates primarily from the runway with amphibious equipment.

Pacific Wings, LLC has light charter aircraft operations throughout Southeast Alaska and operates from the Airport. Pacific Wings, LLC also provides maintenance and repair for general aviation aircraft.

There are approximately fourteen privately owned small aircraft operating in the northwest corner of the ramp.

Airport Staff:

Airport Manager	1
Operators	4

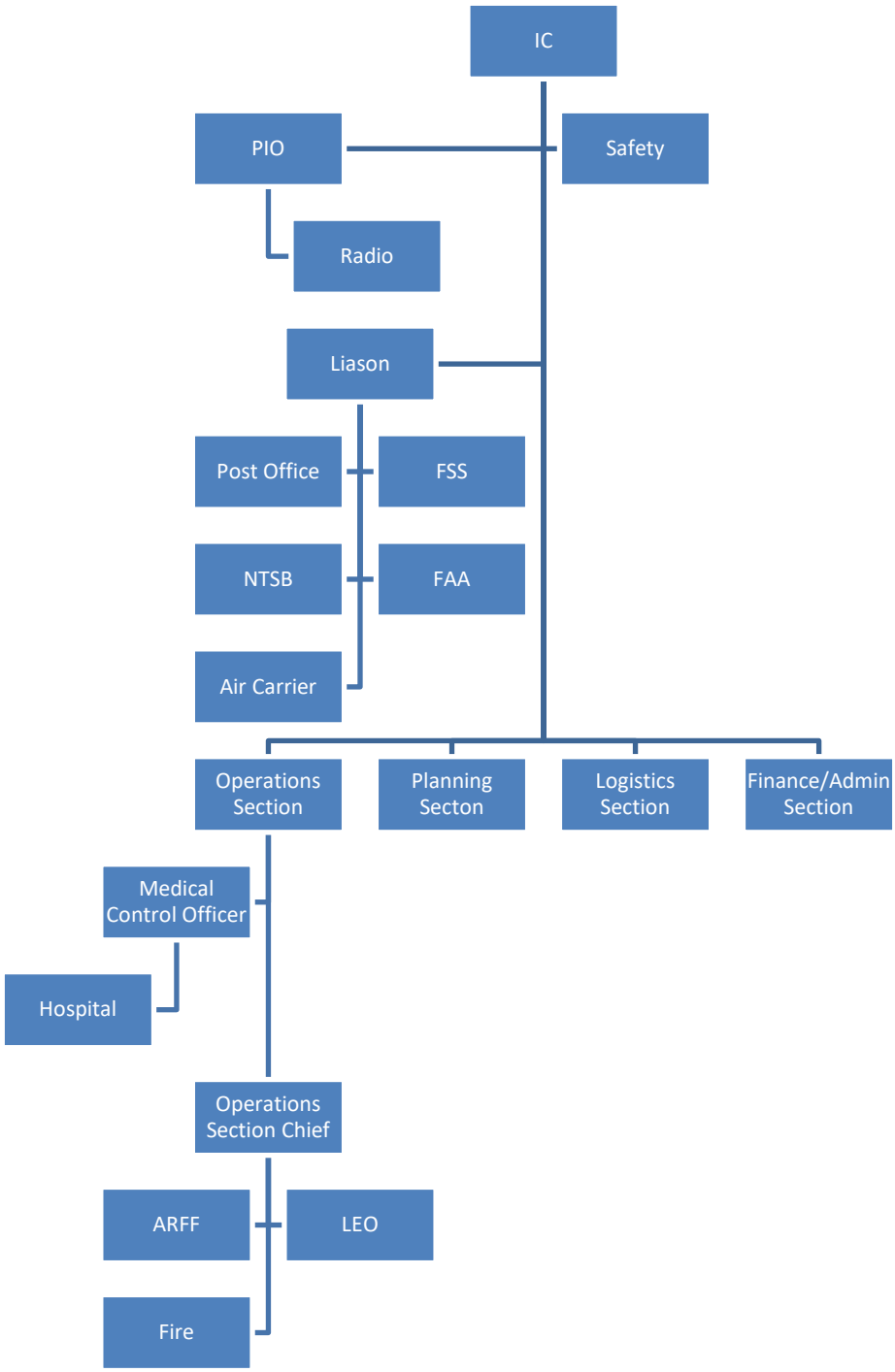
Airport Structures

The description of Airport owned structures are listed below:

Buildings	**Fire Protection System**	**Earthquake Resistant**
Equipment building and ARFF station	No	Yes
Old ARFF Building leased to Alaska Airlines	No	No

5.0 Incident Command System

5.1 Incident Command System (ICS) Diagram



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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
Petersburg Police Dispatcher Communication 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.
Petersburg 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.

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ICS Position	Responsibilities & Authorities
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
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.

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5.3 Responsibility Matrix

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

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

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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 Petersburg 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 28.0 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. Emergency personnel will be identified through their uniforms and emergency response gear. The IC will assign an Incident Safety Officer, Public Information Officer, and Liaison Officer as needed.

The Initial Command Post (ICP) for the IC may be the vehicle normally assigned to the Airport Manager or the first ARFF vehicle to arrive on scene. When applicable, the IC will move the command post to other designated sites. The check-in point for emergency personnel that may be authorized to work an airport emergency is the parking area inside of gate #1 at the airport DOT Maintenance Building, 1450 Haugen Drive. A restricted area will be established for the press at the check-in point. Personnel not involved in lifesaving,

fire-fighting, or security operations will not be permitted inside security lines.

AUTHORIZED PERSONNEL AT ACCIDENT SCENE

- Incident Commander
- Airport Maintenance Personnel
- Mutual Aid Units
- Doctors and Medics
- Department of Transportation and Public Facilities Officials
- NTSB and FAA
- Law Enforcement Agencies
- Post Office Officials
- Press Media – (only with escort)
- Air Carrier Officials

6.4 Organization and Assignment of Responsibilities

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

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 Control Staff as indicated below:

Incident Commander .....Airport Manager
Airport Equipment Operators.....ARFF Staff
Law Enforcement Officer.....AST or City Police Department
Petersburg City Fire Department..... Employee of Petersburg City Government
Public Information Officer ..... Petersburg City Clerk or other State designated person

The following is a general outline of 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 with the resources available.

(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. 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 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. Law Enforcement

(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.
(5) Gather data as well as photos of the crash/emergency site and the surrounding activities.
(6) Manage law enforcement resources and direct law enforcement operations.

g. 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.

h. Federal Aviation Administration (FAA)

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

i. 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.

j. 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.

k. Post Office

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

l. Public Information Officer/Media

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

m. Animal Care and Control Agency

(1) Take responsibility of animals involved in emergency.

Other Agencies

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 27.0.

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 30.0.

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 Juneau/Sitka FSS and the Petersburg Police Dispatcher Center. Subsequent communications with mutual aid companies may include other communication methods including radios, phones, runners and personal communication as identified within each hazard section. The Airport has additional communication resources, including hand held radios to augment the emergency communications system. Maintenance of all communication equipment is the responsibility of each agency.

7.2 Situation and Assumptions

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

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

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

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

7.3 Operations

To alert Airport ARFF units:

- ALERT SYSTEM – Call “911,” announce crash at Airport or 907 772-3838 if calling from a cell.
- Airport tenants/users who witness an accident should alert Emergency Response Agencies.

- This may be facilitated by sounding the siren at the Alaska Airlines Terminal Building.

NOTIFICATION PROCEDURES FOR AIRPORT ARFF RESPONDERS

- Runway and type of aircraft, location of fire or crash, will be given by voice contact with the Police Dept. Dispatcher while ARFF equipment embarks. The Grid Map will be employed as applicable.
- Information that should be given to the police department dispatcher is:
    - Type of Aircraft
    - Report – Fire or Smoke

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

The Petersburg Airport maintains several Radio Frequencies for its day to day and emergency operations. These systems include Air to Ground, State of Alaska ALMR, 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 marine radios.

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

7.4 Administration, Finance, and Logistics

Administrative functions including record keeping/report preparation, maintenance, accounting, and reimbursement procedures will be provided by the Southeast Regional District 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 30.0.

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 29.0.

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 nation 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 the Petersburg area is KFSK and KRSA. The EAS Plan, which describes procedures for implementing the system, is maintained on file by the City of Petersburg.

The alert system (local radio station) notifies and the public of emergencies at the Airport. Key and essential personnel and/or organizations to be notified of the various

emergencies are described in the Quick Reference Guide (Section 3.0) and specific hazard sections. The IC is responsible to initiate and make public notifications as time allows through the PIO and local radio and media outlets. If the Alert Systems are damaged, the IC is responsible to make arrangements for effective communication by utilizing portable radio systems, public address systems, emergency vehicles, or other means available. Coordination with off Airport jurisdictions will occur as specified during annual AEP drills and as outlined within each specific function and hazard sections as well as in the ICS (Section 5.0). If a hazardous materials situation is discovered, procedures and notification are described in that hazard section (21.0). Procedures to warn people at high noise areas may include the use of emergency vehicle public address systems or portable bull horns. Local radio stations will provide multi-lingual messages when necessary and warnings when possible to people with special communication needs/non-English speakers. The IC will adapt provisions for these special communication needs through the EPI system, as required or as time permits.

General Guidelines

- Upon detection or notification of an airport emergency condition, the Incident Commander or the Command Staff of the department/agency with authority for response shall determine the need for immediate 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. This may include recall of essential off duty employees, sending non essential employees home, evacuating the agencies facilities, and preparing for emergency operations. Some examples of public address scripts are listed in Section 29.0.

When an emergency occurs on the Airport, the IC will determine the status of the Airport and close any or all portions as required. The FSS shall advise other air and ground traffic to avoid conflicts 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 local FSS 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 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

See Section 25.0 for applicable maps.

See Section 2.7 for policies on Administration and Logistics. See Section 3.0 for contact information and Section 28.0 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 30.0.

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 Petersburg, Alaska, and may notify the entire region. The Petersburg Airport has the potential to be affected by the disasters/emergencies as described in the hazard sections (16.0-24.0). In these situations it may become necessary for the Airport to distribute information to the public through the news media. The Airport will relay timely and accurate information to the public through the IC and PIO as time permits.

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

9.3 Operations

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

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

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

The audience will generally be of local people, who may be unfamiliar with surroundings at the accident scene, including people with special needs. In general, the audience is

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

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

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

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

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

Relief and additional personnel will be augmented by the EPI agency recalling all available employees, and utilizing any additional resources that may be available through the Resources Section 28.0 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 directly involved airport tenants on the emergency/disaster status as time permits and give instructions to ensure safety of tenant personnel and property before the general public are briefed on the status of the emergency.

The news media will assemble and provide press credentials at the press assembly area designated by the IC. 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 28.0.

Possible press assembly areas are the Petersburg City Council Chamber.

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.

Transportation to Scene of Emergency

Airport Management will provide a radio-equipped vehicle to transport authorized reporters, photographers, and camera crew to the scene of the emergency as available.

Based on National Security measures, no news organization vehicles (including remote TV and radio cars) will be allowed on the airport operational areas. All crews and equipment must be transferred to airport approved vehicles.

All entrances to the airport will be closed.

Security at Scene of Emergency
A restricted area will be established for the press behind LEO Security Lines at the scene of the emergency.

Under no circumstances will the press or any other personnel not involved in life-saving or firefighting operations be permitted inside security lines until all rescue operations have been completed.

Special security conditions relating to specific emergencies will be disseminated at the Petersburg City Council Chambers and aboard the shuttle vehicle.

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.

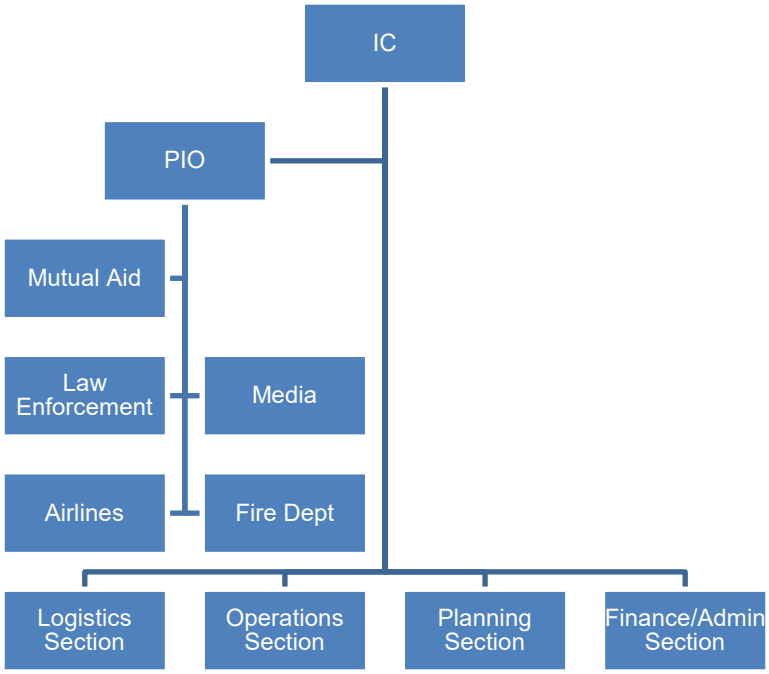


Figure 9.4: EPI Organization

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 30.0.

10.0 Protective Actions

10.1 Purpose

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

10.2 Situation and Assumptions

In the event of an emergency, the traveling public and/or employees may need to be evacuated from the Airport, or sheltered in place. These options are generally referred to as "protective actions." Natural disasters and hazardous material incidents are examples of hazards that could trigger an order to evacuate. All areas on the Airport may be subject to protective actions. Areas on the Airport that store hazardous materials are detailed in Section 21.0.

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

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

The decision to evacuate and/or shelter will be made by the IC or Airport Manager, and the entire Airport is subject to potential protective actions. Resources available through response organizations are detailed in their respective hazard sections and Section 28.0. The airline will generally coordinate with providers in the local community to assist transient personnel who 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.

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 24.0.

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 28.0 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 this facility during any emergency sheltering. This facility does not have a HVAC system. The Airport Manager is responsible for shutting down any other source of outside air if required.

Evacuation

The Petersburg Airport air carrier terminal facility is owned and operated by Alaska Airlines. Evacuation and sheltering procedures are provided by Alaska Airlines and/or contractors. When an airport evacuation is necessary, the entire Airport is likely to be evacuated. Evacuation procedures will follow the Pre-scripted Announcements, detailed in Section 29.0. The IC is authorized to create additional airport 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 airport 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. The Airport Manager will coordinate with local emergency responders or Incident Management teams as needed to determine if evacuation of all or part of the Airport is prudent to minimize loss of life.

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 28.0.

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

10.4 Organization and Assignment of Responsibilities

The IC or designee is responsible for authorizing protective actions, and is responsible for conducting a clear and orderly evacuation. The IC will coordinate with the community as listed in the ICS. The IC is responsible to initiate and make public notifications as time allows through the PIO and local radio and media outlets, 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 27.0 and 28.0. Provisions for moving essential supplies are contained in Section 29.0.

A Southeast Region District Manager 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. 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 25.0 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 30.0.

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. Local law enforcement agencies exist to protect life and property, as well as ensure rapid access for all emergency responders/equipment to the disaster/incident site and nearby medical facilities.

11.2 Situation and Assumptions

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

It is possible that situations could arise which exceed the resources of the Petersburg Police. Additional law enforcement resources (Alaska State Troopers) when available will provide temporary assistance needed by Petersburg 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 Petersburg Police.

It is possible a large scale disaster will itself impact the Petersburg police response, and may isolate the Airport from local support, requiring response from long distances or use of Coast Guard resources.

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

Law enforcement agencies should be prepared for all types of emergencies, which can include demonstrations, riots, and lootings. Law enforcement agencies may have 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.

Law enforcement 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. 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.

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 Petersburg 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 regional officer finance/administration officer may be 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.

See Section 25.0 for applicable maps.

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 30.0.

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, 26.0, 27.0, and 28.0.

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 Petersburg Airport has organized outside fire and EMS assistance with the Petersburg Fire Department and other agencies. All Petersburg Fire Department and other responding agencies are familiar with their duties. The local support Fire Department's capabilities and resources are listed in Section 26.0.

Large scale accidents most likely will deplete local resources quickly and may require support from neighboring communities or from other distant resources available only by Air or water, including the National Guard, Coast Guard and Homeland Security.

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

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

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

The phases/responsibilities of firefighting responses are listed in Section 16.0.

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

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

12.3 Operations

The Petersburg 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 Airport Manager or designee 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 Airport Manager or designee is also responsible for coordination of ARFF services, training, training records, maintenance, designating ARFF presence in the ICP and EOC, if required, availability/operability of ARFF equipment. 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 Petersburg airport 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.

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 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) is generally followed for fire and rescue incidents at the Airport (Sections 5.0-6.0).

The Airport maintains the emergency equipment listed in Section 26.0. 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.

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

Vehicle Readiness

ARFF 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 CFR Part 139.

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

The ARFF station stores equipment and has offices for Fire Department personnel to perform ARFF services.

A complete listing of all fire response equipment is listed in Section 26.0.

The Petersburg ARFF is located at 1450 Haugen Drive and the Petersburg Fire Department is located at 1200 Haugen Drive.

If ARFF Vehicles Become Inoperable:

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

EMERGENCY MEDICAL SERVICES (EMS)

Trained City emergency medical personnel are on duty during all air carrier operations. City firefighter/EMT personnel will respond, meeting required response times, and provide basic emergency medical care in all air carrier aircraft emergency situations on the Airport upon request of on-duty ARFF personnel.

City EMT personnel shall receive at least 40 hours medical training in the following subject areas:

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

Emergency Access Roads

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

12.4 Organization and Assignment of Responsibilities

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

12.5 Administration and Logistics

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

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

A Southeast Regional District Manager finance/administration officer may be assigned to the EOC during emergencies. This officer is responsible for financial record keeping,

reporting, and tracking of Airport resources during an emergency. ARFF personnel are responsible for testing, repairing, and maintaining the ARFF equipment. ARFF equipment that is damaged, un-repairable or has exceeded its life expectancy will be replaced as soon as funding is available through the AIP funding process. Through the ICS, the IC and local fire department will ensure adequate coordination of fire coverage should multiple incidents develop.

See Section 25.0 for applicable maps.

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 30.0.

13.0 Health and Medical

13.1 Purpose

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

13.2 Situation and Assumptions

In accordance with CFR 139.319, the Petersburg fire department will respond with at least one individual trained in basic emergency medical services during scheduled/permitted air carrier operations.

The Petersburg Fire Department is the primary triage, treatment, and medical transport service utilized by the Airport.

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.
- Limited public medical, health, and morgue services resources located in the Airport and the community it serves may be available.
- A major disaster/emergency at the Airport involving numerous injuries/casualties will require extensive coordination and use of off-Airport medical resources which may stress local health, medical, and morgue services.
- Limited 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.

- 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 surrounding communities.

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 163.

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.

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 mobilization of medical resources is described in each hazard section. Security and vehicular access procedures for the AOA are outlined in Section 11.0.

The ARFF responder is responsible for initial triage of the injured until handed off to local EMS for treatment and transport to medical facilities. It will be the goal of the ARFF, 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. If the patients are contaminated with jet fuel or other substance that requires clothing to be removed, temporarily clothe the patient in large black lawn bags, or other readily available items.

The IC is responsible for overall airport familiarization and training to mutual aid companies, as time allows. There will be Airport maps in each Airport emergency vehicle and mutual aid agency command vehicle.

Large scale medical services are provided by:

The Petersburg Medical Center provides medical and emergency care services to the City of Petersburg and outlying communities. The 12-bed acute care facility was completed in 1984 and is fully licensed. The renovated long-term care unit of 15 beds is contiguous with the acute care building and both units are staffed by four (4) physicians, and eighteen (18) nurses. The hospital ancillary department provides laboratory, radiology, emergency and physical therapy services with direct electronic communications with radiologists, pathologists and cardiologists in Eugene, Oregon. The hospital is capable of handling 3 to 5 serious casualties at one time and receives twenty-four (24) hour medivac services from Airlift Northwest, Guardian Flight, Inc., and Alaska Airlines regular scheduled flights.

In the event of a disaster at the Airport, the hospital would recall all off-duty doctors and nurses to the hospital where they would standby for incoming injured. The doctor on call would direct the triage flow at the hospital. If sufficient physicians are available, a physician will be dispatched to the accident site to assist with triage and medical care.

The physician in charge at the hospital will determine and request medical assistance from outside Petersburg.

The Petersburg City Fire Department has two basic life support ambulances that will be dispatched to the accident site with EMT trained personnel. The city can provide full-time (24 hour) EMS and part time ALS service. EMT unit personnel would direct the triage flow at the accident and dispatch the patients to the hospital by ambulance or private vehicles.

Stretcher patients, the walking injured and all victims will be taken to the State Airport Equipment Building in private vehicles, under the escort of the Airport Manager or designee, for further triage. Stretcher patients and walking injured will await movement to the hospital.

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

Stretcher Cases .....State Airport Equipment Building
Injuries.....State Airport Equipment Building
Victims without obvious injuries.....State Airport Equipment Building
Morgue .....Alaska Marine Lines – Freezer Vans
.....State Airport Equipment Building

Families of the injured will be briefed in the Alaska Airlines Terminal.

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

COMMUNICABLE DISEASES

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

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

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

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

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

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

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

13.4 Organization and Assignment of Responsibilities

Complete delineation of medical responsibilities are in each hazard section. Each medical organization has its organization and responsibilities within their own SOPs. Airport 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:

- Organization and assignment of responsibilities section
- AEP hazard sections,
- Resource inventory,
- 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 Section 28.0 for additional resources available in the community.

The Fire Department medical mutual aid is responsible for maintaining its sources of medical supplies, acquisition of medical equipment, provide supplies for field medical operations, and transportation for medical equipment.

13.6 Plan Development and Maintenance

As stated in Section 2.6 Development and Maintenance.

13.7 Authorities and References

See Authorities and References in Section 2.2 and 30.0.

14.0 Resource Management

14.1 Purpose

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

14.2 Situation and Assumptions

The Airport is subject to hazards and situations that could overwhelm resources as outlined in the hazard sections. Potential emergencies that are likely to deplete responding agencies resources; include earthquakes, floods, large aircraft accidents and wildfire. 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 Petersburg Airport in cooperation with its mutual community aid responders have developed a comprehensive program to provide an acceptable level of emergency preparedness. Sections 27.0 and 28.0 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. Small planes and helicopters may also be utilized to transport supplies and equipment around damaged infrastructure. The Petersburg area may or may not have alternate routes available depending on the type and severity of the disaster.

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

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

14.3 Operations

General policies for resource management include:

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

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

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

The Petersburg Airport in conjunction with its mutual aid companies has identified a listing of available resources including contact information (Section 28.0).

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

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

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

Designated staging areas will be activated by the IC or designee. Some disasters may result in damage to supply routes. The IC in cooperation with local jurisdictions will utilize all available resources including those listed in Section 28.0 to provide for a means to transport resources around damaged infrastructures.

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.

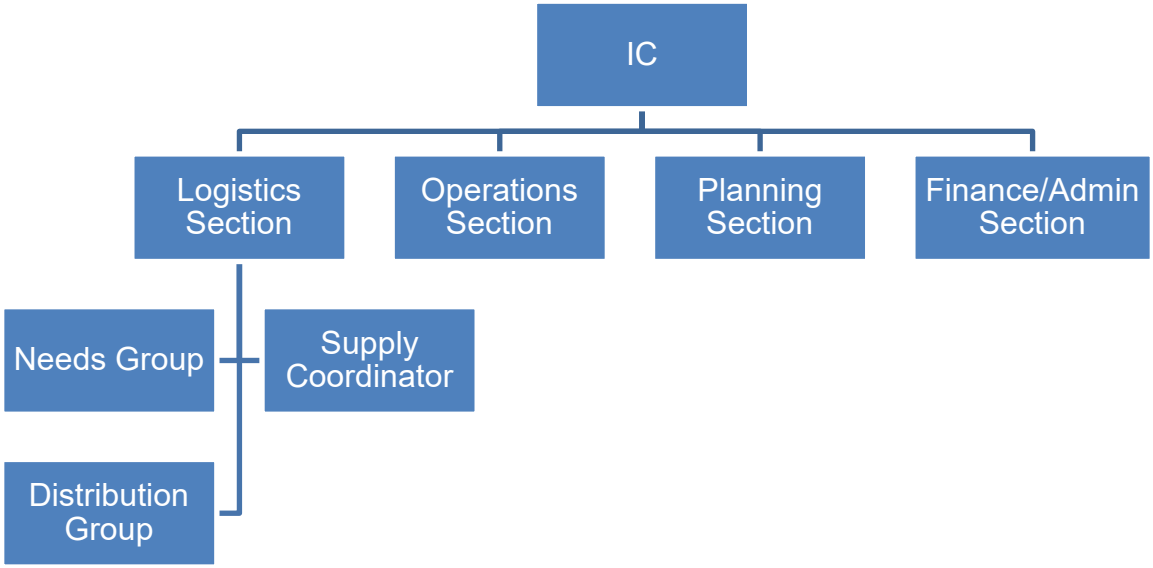


Figure 14.4: Resource Management Organization Chart

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 30.0.

15.0 Airport Maintenance and Operations

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 FSS or Fire Department. They will follow the responsibilities described in this section as well as those outlined within the Airport 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 is available to assist in other emergencies, as capable. Airport maintenance equipment is listed in the Section 27.0. 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 air carrier 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

Airport maintenance personnel typically fill the role of ARFF and may not be available for other Airport duties during Air Carrier operations.

The Airport manager or designee will respond to the emergency, evaluate the situation and its impact on overall airport functions and relay all pertinent information to the IC and airport maintenance as appropriate. Airport maintenance and operations and/or the Airport Manager will ensure airport personnel and emergency response organizations are notified of the emergency. Training 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.

Airport manager 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. Any condition that may create a hazard for aircraft operating within these areas must be NOTAMed until the condition has been corrected, as outlined in the Airport Certification Manual.

Airport grid maps will be provided for 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 when available and as needed for each emergency, and as described in each hazard section.

15.6 Administration and Logistics

Resources available for use by the Airport Operations and Maintenance department are available in Appendix Sections 27.0 and 28.0. 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 30.0.

16.0 Aircraft Incidents and Accidents

16.1 Purpose

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

16.2 Situation and Assumptions

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

The Petersburg Airport maintains Airport Index B personnel and vehicles in a continuous ready state for all scheduled/ permitted air carrier operations with assistance from the local Fire and Police Departments as needed. Airport and 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, the ARFF vehicle will operate with all warning lights activated. The responders will proceed to the accident site at a speed reflective of current conditions.

The IC will establish an Emergency Operations Center if necessary.

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

16.3 Operations

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

ALERT I - Indicating an aircraft approaching the Airport is in minor difficulty, e.g. feathered propeller, oil leak, etc. The emergency equipment and crews will standby at the ARFF station for further instructions, while waiting will request of FSS the type of aircraft, number of souls on board and amount of fuel, and landing runway.

ALERT II -- Indicating an aircraft approaching the Airport is in major difficulty, e.g. engine

on fire, faulty landing gear, no hydraulic pressure, etc. This could mean emergency equipment would proceed to a predetermined location (end of runway, etc.) to await development of the potential emergency. While enroute the responding ARFF unit will request more information from FSS such as nature of emergency, amount of fuel on board, number of occupants, and wind direction, velocity and landing runway.

ALERT III -- 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 FSS specialist on duty.

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

Emergency On Runway

Should an accident occur on the runway the State ARFF truck will respond with trained airport ARFF personnel directly to the scene and commence an attack on any fire utilizing onboard tank suppressants.

If called, the first responding Petersburg Volunteer Fire Department Engine 8 will go to the gate by Temsco (Gate 4) to pump water from the nearby hydrant. Other PVFD responders will stage at the maintenance building (Gate 1), and prepare to utilize fire suppressants on board their trucks.

The runway will be cleared to accommodate medivac aircraft if necessary for saving lives. If it is necessary to move the wreckage of the aircraft before NTSB release, every effort will be made to document the site with drawings and photography before moving the wreckage.

Emergency Off Runway

In the event of an aircraft accident off the runway, or in the water and not accessible by the crash truck, the following transportation sources should be utilized to get personnel to the accident site:

1. Request helicopter assistance.
2. Request Harbormaster assistance.
3. Request Police Department Dispatcher to publish Public Service Announcement.
4. Request snow machines and 4-wheelers muster at a point to be announced by the Incident Commander.

Equipment Transported to Remote Scene

1. Rescue Equipment Rescue Kit – State ARFF Apparatus.
2. Water rescue trailer, if appropriate
3. Portable Fire Extinguishers, from State and City Firefighting Apparatus.
4. Air Paks, from State and City Firefighting Apparatus.
5. Rescue Medical Equipment
   a. Stretchers
   b. Basic First Aid Supplies
   c. Blankets

EMERGENCY CLOSURE OF AIRPORT RUNWAYS

Runway shall be closed at the discretion of the Airport Manager.

If, in the IC's opinion, hazards exist (i.e. smoke, debris, wreckage, uncontrolled movement of people and vehicles, etc.) so as to endanger other aircraft operations, he/she will immediately terminate all aircraft operations upon the Airport by notifying the Flight Service Station of the runway closure. The IC should also request a Temporary Flight Restriction (TFR) around the area to prevent unauthorized aerial activities that may interfere with rescue.

If, due to confusion or other circumstances, other Federal or State agencies have assumed control over movement of people and vehicles upon the movement areas without proper coordination or authorization from the IC, and this unauthorized control results in potential aircraft safety hazards, the IC will terminate all aircraft operations until:

1. Proper lines of communications are restored with these agencies; and
2. The IC has resumed complete control over all movements upon the Airport.

16.4 Organization and Assignment of Responsibilities

AIRCRAFT ACCIDENT CHECKLIST		
	RESPONSE ACTIONS	
Warning Phase:	1. Supervise the development and training of emergency control teams. 2. Coordinate Airport Emergency Plans of airport tenants with the community disaster control plan, and the airport plan. 3. Plan for the emergency transfer of needed supplies and equipment to emergency areas. 4. Establish procedures for the rescue and treatment of survivors, and for the protection property, mail, aircraft wreckage, and human remains. 5. Develop adequate plans for the control of unauthorized spectators and crowds during periods of emergency. Execute plan when necessary. 6. Establish procedures for protection against sabotage, theft, and hi-jacking. Execute plan when necessary. 7. Assist in maintaining a trained and ready ARFF force. 8. Assist in the development of a Mutual Aid Program that will effectively supplement airport resources, and render substantial support to the neighboring community. 9. Assist in maintaining an up-to-date personnel alert list. 10. Assist in the preparation and dissemination of firefighting, rescue and fire prevention instructions and training to selected airport personnel.	Airport Manager
	1. Assist the Airport Manager in preparation and coordination of all advance planning of programs and procedures to be implemented during airport emergencies.	Mutual Aid

ALERT 1 CHECKLIST		
	RESPONSE ACTIONS	
Warning Phase:	• Ensure ARFF training is current • Ensure AEP and ACM are current • Distribute to and coordinate the Airport Emergency Plan with all designated agencies and airport tenants.	AIRPORT MANAGER
	• Complete ARFF vehicle readiness checklist • Inspect PPE • Check NOTAMs and weather • Ensure proficiency with ARFF vehicle systems • Ensure familiarity with AEP and ACM	IC / ARFF

Response Phase:	• Initiate Alert 1 – mutual aid stand by in place
	• Notify on duty ARFF members
	• Turnouts
	• Radio contact with FSS or aircraft for flight information
	  ○ Nature of emergency
	  ○ Amount of fuel
	  ○ Number of occupants
	  ○ Wind direction & velocity
	  ○ Landing runway
	• Notify aircraft operator or owner
	• Upgrade to Alert 2 or Alert 3 if needed
		IC/ARFF

	• Notify dispatch of Alert 1	FSS
	• Notify Police, Fire, EMS of Alert 1	Dispatch
	• Stand by in place	FD
	• Stand by in place	EMS
	• Stand by in place	PD
	• Provide flight information to ARFF	FSS
	• Provide flight information to ARFF	Aircraft Operator
Recovery Phase:	• Stand down Alert 1 – notify mutual aid • Return to ARFF/SREB and reposition truck • Complete and file Run Report	IC/ARFF

ALERT 2 CHECKLIST		
	RESPONSE ACTIONS	
Warning Phase:	• Ensure ARFF training is current • Ensure AEP and ACM are current • Distribute to and coordinate the Airport Emergency Plan with all designated agencies and airport tenants. • Complete ARFF vehicle readiness checklist • Inspect PPE • Check NOTAMs and weather • Ensure proficiency with ARFF vehicle systems • Ensure familiarity with AEP and ACM	AIRPORT MANAGER

Response Phase:	• Initiate Alert 2 – mutual aid respond
	• Recall on duty ARFF members
	• Callout off duty ARFF members
	• Don Turnouts
	• Respond in ARFF vehicle and stage as appropriate
	• Radio contact with FSS for flight info:
	  ○ Nature of emergency
	  ○ Amount of fuel
	  ○ Number of occupants
	  ○ Wind direction & velocity
	  ○ Landing runway
	• Notify aircraft operator or owner
	• Upgrade to Alert 3 if needed
		IC / ARFF

	• Notify dispatch of Alert 2 • Provide flight information to ARFF	FSS
	• Notify Police, Fire, EMS of Alert 2	Dispatch
	• Respond and stage at gate 1 ARFF Building	FD
	• Respond and stage at gate 1 ARFF Building	EMS
	• Stand by in place	LEO
	• Provide flight information to ARFF	Aircraft Operator
Recovery Phase:	• Stand down Alert 2 – notify mutual aid • Return to ARFF/SREB and reposition truck • Complete and file Run Report	Airport Manager

ALERT 3 CHECKLIST		
	RESPONSE ACTIONS	
Warning Phase:	• Ensure ARFF training is current • Ensure AEP and ACM are current • Distribute to and coordinate the Airport Emergency Plan with all designated agencies and airport tenants.	AIRPORT MANAGER
	• Complete ARFF vehicle readiness checklist • Inspect PPE • Check NOTAMs and weather • Ensure proficiency with ARFF vehicle systems • Ensure familiarity with AEP and ACM	IC / ARFF
Response Phase:	• **Respond to scene and Initiate Alert 3** • Recall on duty ARFF members • Extinguish fires and establish egress route • Direct mutual aid fire response • Coordinate water resupply • Coordinate rescue and triage operations with mutual aid • Establish ICS section chiefs as needed (fire, medical, EMS, security) • Update DOT&PF contacts of current status • Monitor area for re-ignition • Coordinate with LEO for scene security • Relocate ICP to ARFF building if needed • Establish EOC if needed	IC/ARFF
	• **Proceed to the scene with any additional ARFF resources** • Assist with fire control or rescue operations • Assist as directed by IC	Additional ARFF
	• **Notify dispatch of Alert 3** • Close runway and/or other affected areas • Callout all off duty ARFF members • Contact FAA ROC/NTSB • Notify aircraft operator or owner • Provide flight information to ARFF	FSS
	• **Notify Police, Fire, EMS of Alert 3** • Notify all agencies and individuals from the primary call list	Dispatch

ALERT 3 CHECKLIST		
	RESPONSE ACTIONS	
	• **Respond to scene** • **Begin fire suppression operations in coordination with IC** • **Begin rescue operations in coordination with IC**	Fire Department
	• **Respond and stage rampside at ARFF building** • Initiate triage and emergency medical care when advised it is safe to do so by IC • Coordinate transport of injured to collection points or hospital	EMS
	• **Respond and control access points** • Provide crowd control • Provide scene security as directed by IC	LEO
	• **Provide flight information to ARFF** • Provide services and support for family or victims	Air Carrier / Aircraft Operator
Recovery Phase:	• Stand down Alert 3 • Resupply and inspect ARFF vehicle before returning to service • Complete and file incident report • Utilize liability waiver if assisting in aircraft removal • Inspect airport for any damage or FOD or other hazards associated with the accident and return to normal operations as early as possible • Correct any deficiencies • Document any recovery phase or repair costs • Update or cancel NOTAMs as appropriate • Post incident critique • Assist with post accident investigation	Airport Manager
	• Remove aircraft and debris • Reimburse airport for expenses associated with response or repairs	Air Carrier or Aircraft Operator

AIRCRAFT ACCIDENT CHECKLIST		
	RESPONSE ACTIONS	
Response Phase:	1. Insure the procedures contained within this Airport Emergency Plan are implemented. Report nature of emergency, fuel on board, number of occupants, wind direction and velocity, and radioactive material. 2. Establish an emergency command post with his/her vehicle by placing in a frontal position close to the emergency scene. Red flag and/or green rotating light will be the command post location. 3. In the event of an emergency, or accident, ascertain that the ARFF Chief has initiated alert procedures, and is executing ARFF proceedings. 4. Supervise and provide overall leadership and control of combined activities on the airport, releasing the crash to Federal and State agencies with interested roles after the emergency has been secured as determined necessary. 5. Designate a central point where investigation agencies, news media, and other parties may secure information to which they are authorized. Be prepared to designate a Public Information Officer to be assigned to the control point. Preferably this assignment should be given to the City Clerk. The location of the control point will normally be the City Council Chambers. 6. Authorize and direct the removal of wreckage, after coordination with FAA, NTSB, insurance officials, Alaska State Troopers, and owner of aircraft as applicable. 7. Close runway to meet safe operation standards. NOTAM runway if obstructions exist while still allowing operations.	IC

AIRCRAFT ACCIDENT CHECKLIST		
	RESPONSE ACTIONS	
	8. Reopen the airport at the earliest practicable time, as time is of the essence to arriving and departing aircraft. 9. Initiate notification to the Flight Service Station, (FSS), NOTAM system, and interested aviation companies and officials. 10. Protect and maintain airport records and documents. 11. Coordinate body recovery with the Alaska State Troopers. 12. Notify the SE Region, Airport Safety and Security Officer. 13. Command the ARFF vehicle during airport emergencies while at all times acting under the supervision of the Incident Commander. 14. Assist and coordinate all ARFF activities at the airport during an emergency.	IC
	1. Establish procedures to assure dissemination of pertinent information to news media, investigative agencies and other parties when and if assigned the duties of Public Information Officer by the Incident Commander. 2. Provide overall airport security in accord with direction from the Incident Commander, and airport security requirements. Direct law enforcement in their efforts to secure the airport during emergencies.	LEO

AIRCRAFT ACCIDENT CHECKLIST		
	RESPONSE ACTIONS	
	1. Provide assistance, as directed, during the initial attack upon an aircraft fire/rescue. 2. Coordinate and assist the Incident Commander in any and all ARFF efforts. A. <u>Injured</u> 1. In the event there are injured persons inside the aircraft, every effort should be made to extract them immediately. Petersburg Fire Department is primarily responsible, and law enforcement will facilitate extraction as possible. Law enforcement personnel will not be expected to conduct rescue operations unless properly trained, outfitted and backed up. If at all possible, do no further damage to the aircraft; however, this should not be taken into consideration in event additional damage must be done to remove the injured person. 2. The Incident Commander or law enforcement will point out any structural damage done by rescuers while removing victims, to the NTSB structures investigator. If possible, pictures should be taken of the area before and after damage. B. <u>Fatalities</u> Members assigned to removing the bodies and personal effects will eventually be working with the NTSB Human Factors Group. It may be a day or so before these people arrive. It will be necessary for the member supervising removal of the victims and personal effects to be available to the NTSB Human Factors Investigator for questioning. To assist the Human Factors Group and aid in the identification of victims, the following must be done before removal of the victims from the crash scene.	ARFF
	The Petersburg City Police Department shall be notified in case of a crash on or in the vicinity of the airport.	Airport Manager

AIRCRAFT ACCIDENT CHECKLIST		
	RESPONSE ACTIONS	
	1. Petersburg City Police shall assume duties of traffic and crowd control at the scene of the crash, and provide crash evidence security. 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 law enforcement will coordinate with the Incident Commander when establishing these perimeters. 2. Dispatcher Duties: In the event of an aircraft accident/incident, the on duty Petersburg City Police Department dispatcher shall alert ARFF personnel through the cellular phone system and dispatch the volunteer fire department and EMT's as follows. a. For a light plane dispatch fire department and EMT's in usual manner – DOT cellular phone. b. In the case of an air carrier accident, dispatch "ALL AVAILABLE FIRE DEPARTMENT PERSONNEL" to respond, giving location. Notify in the following order: 1. Airport Manager 2. Petersburg Fire Department/EMT's 3. Hospital 4. Petersburg City Police Department 5. Alaska State Troopers 6. Contact radio stations to initiate with Emergency Broadcasting messages as per Airport Emergency Plan. 7. Remainder of Primary Notification List per IC coordination. c. Provide communication support for all agencies d. Contact clergy if the need arises.	Law Enforcement

AIRCRAFT ACCIDENT CHECKLIST		
	RESPONSE ACTIONS	
	1. The Alaska State Troopers will direct and coordinate 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 Airport Certification Manual and the Airport Security Plan. All such recovery efforts will be coordinated with the Incident Commander (Airport Manager). 2. The following recommended procedures should be followed as closely as possible by both the law enforcement and the Incident Commander: A. <u>Securing the Scene</u> 1. In the event of a crash at this fully certificated State airport law enforcement and Incident Commander 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 Incident Commander or the NTSB supervisor upon his/her arrival. 2. Every effort should be made to establish a check-point through which all persons seeking to enter the scene must pass. The check-point should be set up as soon as all rescue operations have been completed. 3. In the event a large area is involved, attempt to use available personnel such as Coast Guard, National Guard, City Police, etc, to establish a perimeter.	Law Enforcement

AIRCRAFT ACCIDENT CHECKLIST		
	RESPONSE ACTIONS	
	4. 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. 5. If necessary, close Haugen Drive south of the Post Office Driveway, and Sandy Beach Road at the intersection of Haugen Drive and Sandy Beach Road. (a) The NTSB crash supervisor has indicated the victims are no longer essential to this investigation. (b) Make a rough drawing of the main portion of the wreckage. (c) Photograph the wreckage from at least eight (8) points starting with the nose and working in a circle. The photographs should be from a distance that shows all the main wreckage in each photo. (d) Identify the victims numerically. A 3" x 5" tag with wire fastener should be affixed to the clothing in such a manner as it cannot be pulled off. (1) When numbering victims, start with those bodies outside the aircraft. ○ When numbering victims inside the aircraft consult the NTSB Crash Supervisor as to what order they wish the bodies removed, i.e., starting from the rear and working forward, etc. ○ In the event a victim has on his/her person a wallet, purse or other identification, do not place it in a separate container, return it to the exact location found on the body. If there is any chance the identification may be lost while transporting, secure the identification by stapling, tying, etc., to the victim.	Law Enforcement

AIRCRAFT ACCIDENT CHECKLIST		
	RESPONSE ACTIONS	
	○ Photograph the victim with the tag readable and his/her position related to the aircraft. When wrapping the victims for shipment, and no body bags are available, heavy gauge poly-ethylene plastic sheeting works well. However, it is hard to tie, and fiber tape should be used in lieu of twine or rope. If body bags are used, affix another 3" x 5" tag with corresponding number, name, and seat number to the outside of the bag. This helps in arranging bodies in the morgue. If poly-ethylene plastic sheeting is used, use an 8-1/2" x 11" piece of paper with a large number that can be read. A. Personal Effects: 1. Have as few people as possible handle the personal effects. (a) Clear one area for depositing all personal effects. (b) Place personal effects in large disposable plastic garbage sacks or heavy gauge poly-ethylene plastic sheeting. It is recommended that no attempt be made to identify the personal effects at the scene. (c) Personal effects should be transported to the temporary morgue where they may be of value in obtaining latent fingerprints that will assist in identification. (d) Any identifiable personal effects in the possession of the Medical Examiner, National Transportation Safety Board or other authorities should be returned directly to the passenger's family upon release by the NTSB. However, if personal effects come into the air carrier's control, the carrier will designate a contractor to assist in the disposition of the effects, including decontamination services as needed.	Law Enforcement

AIRCRAFT ACCIDENT CHECKLIST		
	RESPONSE ACTIONS	
	B. Initial Identification: 1. There may be some discrepancy in the initial passenger list, so be sure the most current list is available. (a) Show the tag number and seat. (b) In the event there is strong suspicion as to the identity of an individual even though no identification was found on the body, show the tag number and any leads of value. **Note:** Under Alaska Statutes it is possible that the Governor could turn over command of an aircraft or airport disaster to another agency such as the Alaska State Troopers or the National Guard. If this should ever occur the following must happen: **Until the Incident Commander has made the supervisor whose agency now controls the disaster aware of the responsibility of not only controlling the accident scene but of managing all movements of aircraft, people and vehicles upon the taxiways and runways, all aircraft operations should be terminated. This is absolutely necessary to prevent further endangerment of life and property, and underscores the need for advance planning and continued coordination and interrelationships between the airport management, Law Enforcement and National Guard.**	Law Enforcement

AIRCRAFT ACCIDENT CHECKLIST		
	RESPONSE ACTIONS	
	1. The National Transportation Safety Board and the Federal Aviation Administration accident inspectors will be notified immediately at (907) 271-5936 (Anchorage FAA Duty Officer). 2. Their arrival at the scene will probably occur hours after the accident has taken place. Therefore, the Incident Commander and law enforcement will insure that the accident scene remains secured until arrival of the National Transportation Safety Board Crash Scene Supervisor, who will authorize certain individuals to continue to be at the scene. In addition, the NTSB will probably assign responsibilities to the airport management and the law enforcement during the post accident investigation. 3. The NTSB Crash Scene Supervisor will coordinate all movement or activities upon the airport operational areas with the Incident Commander. The NTSB Crash Scene Supervisor will not give authorization for movements or activities on any part of the airport property to other persons or to Federal or State agencies without first coordinating such action with the Incident Commander (Airport Manager). The NTSB supervisor will at no time attempt to restrict the Incident Commander from any part of the airport property.	NTSB and FAA
	The U.S. Post Office will be notified in the event of an aircraft crash, since the aircraft may be carrying mail. A Post Office representative will assume custody of mail when authorized to do so by NTSB When it is necessary to disturb or move aircraft wreckage, mail or cargo, sketches, descriptive notes and photographs shall be made of the original position of the wreckage if possible.	Post Office

AIRCRAFT ACCIDENT CHECKLIST		
	RESPONSE ACTIONS	
	Press representatives may be admitted to the scene of a civil aircraft accident at the discretion of the Incident Commander (Airport Manager). In the case of a military aircraft accident, press shall not be permitted at the scene but should be referred to the proper military authorities. Photographs of civil aircraft may be permitted by the Incident Commander with the restriction that none of the wreckage or bodies shall be altered or otherwise disturbed for this purpose. News media representatives should use care to insure that pictures displaying identifiable features of victims are not published.	Press
	In the event that a disaster occurs in Petersburg, the public radio will be responsible for the following: 1. Upon notification from the police dispatcher the disaster protocol will immediately be read by the D.J. 2. The station will make announcements as needed regarding extra personnel needed at the hospital or scene of the disaster. The police dispatcher will call these requests in. 3. The announcer will do his/her best to make announcements that will encourage people to stay home and away from the scene of the disaster. He/she will periodically repeat a request that people refrain from calling the hospital, police, or radio station as the phone lines must be free for emergency calls. The announcer will try to be as calming and reassuring as possible to the people in the hope of averting too much panic. 4. The station will make available all needed air time for any announcements relating to the disaster. The IC, Police Chief, Police Dispatcher, Fire Chief and hospital will have the right to call with announcements. 5. All announcements are to be repeated at least twice.	Public Radio

AIRCRAFT ACCIDENT CHECKLIST		
	RESPONSE ACTIONS	
	The 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 records involved in an aircraft. 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 only be moved or disturbed 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, mail, or 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. Remember: Only emergency vehicles under direction and control of the airport Incident Commander are allowed at an accident scene. No private or company vehicles should be at the accident scene or on runways and taxiways unless approved by the Incident Commander or his/her assigned personnel.	Air Carrier or Aircraft Operator
	Admittance to the airport during emergencies, with the exception of personnel authorized in accord with this emergency plan, will only be allowed upon authorization from the Incident Commander or the Law Enforcement Officer. All vehicles authorized on runways or taxiways will be equipped with two-way radio communication. If an authorized vehicle is not equipped with two-way radio communication, the vehicle will be escorted by the IC or designee at all times while on an open airport.	Other

AIRCRAFT ACCIDENT CHECKLIST		
	RESPONSE ACTIONS	
Recovery Phase:	1. Repair damaged airport components and surfaces, including removal of all foreign contaminants from airport surfaces. 2. Restore airport to normal operations. 3. Document all recovery phase costs. 4. Costs for repairing airport surfaces and components will be borne by the air carrier. 5. Perform an accident debriefing and critique.	Airport Manager
	1. Remove Aircraft and Debris. 2. Provide for stress counseling.	Air Carrier or Aircraft Operator
	Provide for stress counseling.	All Parties

Removal of Disabled Aircraft

Responsibility of Airport Owner

The presence of an immobilized aircraft could constitute an obstruction. It shall be the responsibility of the Airport Manager or his/her delegated representative to exercise his/her authority and responsibilities with respect to an immobilized aircraft, as well as to observe the rights and responsibilities of the aircraft owner. The Airport Management will insure that proper NOTAMs of the obstruction and its location are disseminated to all airmen wishing to use the Airport. If the obstruction is in such a location to make aircraft operation impractical or unsafe the Airport Management will close such runway and NOTAM the Airport accordingly.

Responsibility of the Aircraft Owner

The responsibility for removing disabled aircraft, including 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, operator, or agent. If the registered owner, operator or agent cannot remove the aircraft or is dilatory in doing so, the Airport Management has the authority to act on their behalf with minimum delay. If the aircraft owner, operator, or agent requests removal assistance from the Airport manager, the owner or owner's representative must sign a copy of the Aircraft Release Form found in this manual.

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

See Authorities and References in Section 2.2 and Section 30.0.

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 Date

Federal Aviation Administration
Alaskan Region Airports Division
APPROVED
Feb 05 2025
RMW
Inspector

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 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:

1200 Haugen Drive, (907) 772-3355, Response Time: 5-7 minutes

18.2 Situation and Assumptions

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

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

There are hydrants located on the Airport capable of re-supplying ARFF as well as local fire department apparatus.

Fuel Storage on Airport:

Temsco
Below ground..... 5,000 gallons Jet A-50, Fuel
Below ground..... 5,000 gallons 100 octane Low/lead
Tonka Toy Rental
Fuel truck..... 3,000 gallons, Jet A
Alaska Airlines
Fuel Cart..... 300 gallons Unleaded

18.3 Operations

The ARFF responder 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 structural and fuel fires at the Airport. 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 the overall response including, coordination with mutual aid, ARFF training, designating a presence in the ICP and EOC, availability of equipment, and multi-jurisdictional issues. Command and interaction with other agencies will follow the ICS (Section 5.0).

The IC is responsible for coordination of all Airport fire and rescue operations until specific tasks are delegated to other agency leads. The mutual aid fire and rescue services are provided by the Fire Department which is responsible for directing structural, fuel fire, and EMS 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. The IC and his/her designated security officer will be responsible for escorting mutual aid within these areas.

The NIMS and ICS shall generally be followed 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 26.0. Phases of emergency response follow their SOPs.

There will be airport maps in each airport emergency vehicle and mutual aid agency command vehicle. All non emergency (fire/police) mutual aid responders who do not

possess a current Airport badge with appropriate access authority 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

AIRPORT FIRE CHECKLIST		
	RESPONSE ACTIONS	
Warning Phase:	1. Maintain training and equipment in preparation for possible fire.	ARFF
Response Phase:	1. Anyone observing an airport structural fire should promptly notify the Petersburg Police Department. After calling the Police Department call Alaska Airlines to facilitate sounding the airport siren and alerting the ARFF. 2. The Airport ARFF will respond to the scene and render necessary assistance within their operational capability, and remain on the scene The Incident Commander will allow the Petersburg Fire Chief to direct firefighting efforts during structural fires once he/she has arrived. 3. Aircraft operations take precedence and ARFF equipment may be withdrawn in the event of an aircraft emergency. If the ARFF responds to a fire within the community (1 mile west) in accord with the mutual aid agreement, then the Incident Commander will NOTAM the airport ARFF out of service. 4. In case of a major structural fire at the Petersburg James A. Johnson Airport, and law enforcement will assume those duties outlined under Aircraft Accidents. The Incident Commander will coordinate and direct all movements of personnel and equipment relating to the emergency excepting those actual firefighting efforts on which he/she has relinquished command to the Petersburg City Fire Chief.	
Recovery Phase:	1. Review Warning & Response checklists. 2. Coordinate recovery activities with state and federal relief agencies. 3. Identify safety hazards and undertake corrective action. 4. Arrange for debris clearance, especially in culverts/drainage areas.	IC

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 30.0

19.0 Natural Disasters

19.1 Introduction

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

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

19.2 Earthquake

19.2.1 Purpose

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 low risk of occurring on the Petersburg 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 significant impact on the community and off Airport support units. All of the access roads and bridges in the immediate area are vulnerable to earthquakes, and no actions can be taken to prevent damage to them. Some disasters may result in damage to supply routes, including bridges. The IC in cooperation with local jurisdictions will utilize all available resources including those listed in Section 28.0 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.

Infrastructure supporting communication procedures outlined in this AEP may be impacted by an earthquake and rendered inoperable. The worst case scenario is an earthquake that eliminates all facilities and infrastructure at the Airport and community. Airport utilities that provide alternative power can be found in Section 22.0.

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 airport assessment and corrective actions to repair damage to airport operating surfaces in response to damage, and is responsible for activating the EOC when needed.

19.2.4 Organization and Assignment of Responsibilities

EARTHQUAKE CHECKLIST		
	RESPONSE ACTIONS	
Warning Phase:	1. Ensure airport emergency power systems are operational. 2. Inventory emergency supplies needed to cordon off specific areas of the Airport which may be damaged during an earthquake. 3. Inventory emergency lighting system, repair materials, including fixtures, replacement bulbs and power cable and splice ends for jumpers. 4. Coordinate the earthquake plan with Mutual Aid and Airport tenants during disaster drill exercise.	Airport Manager
Response Phase:	Activate 911 System	
	1. Becomes IC when he arrives on the scene 2. Establish an ICP	Airport Manager
	1. Inspect runways, taxiways, infrastructure and other operational areas for damage. 2. Remove any debris endangering the safe use of these areas by aircraft. 3. Check other facilities for damage. 4. Issue NOTAMs as required. 5. Inspect fuel tanks and utilities.	Airport Management Staff
	Respond and assist as necessary	ARFF personnel / equipment
	1. Have maintenance personnel standby to assist as necessary 2. Initiate any repairs required to return the airfield to an Operational status. Assess damage and take action to protect persons and property	Airport Maintenance & Operations
	Assist with site security, crowd and traffic control	Police Department

EARTHQUAKE CHECKLIST		
	RESPONSE ACTIONS	
	Respond to ICP if requested by the IC/UC	City Manager's Office/ Emergency Programs Manager
	Make determination if the occupancy of the terminal building is safe with assistance of an engineer from the City and Borough of Petersburg	Air Carrier
Recovery Phase:	1. Notify all airport tenants. 2. Assume overall direction of activities of the airport emergency staff. 3. Close Airport to non-essential vehicles and personnel. 4. Check standby engine generator to insure that they will start and that they will have an adequate supply of fuel. 5. Restore services and utilities insofar as possible and take charge of recovery and clean- up operations. 6. Check conditions of runway, taxiways, and ramp areas.	IC
	1. Enforce closure of Airport. 2. Give preference to aircraft operations in such time as air operations are practical due to the earthquake. 3. Be prepared to fight structural fires. The possibility of fire is high due to broken power lines, oil line leaks, ruptured tanks, etc. 4. Be prepared to commence rescue operations for personnel that may be trapped. 5. Restore services and utilities insofar as possible and take charge of recovery and clean-up operations. 6. Check conditions of runway, taxiways, and ramp areas. 7. Following instructions given by Incident Commander.	Security Officer

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 30.0.

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 personal to be prepared for such an event.

19.3.2 Situation and Assumptions

Floods have a low risk of occurring on the Petersburg Airport.

The Airport is subject to possible seasonal flooding, which may also have a large effect on the surrounding community and reduce the amount of supporting aid available to the Airport. All of the roads and bridges in the local area are vulnerable to flooding, and would hamper emergency response. All of the Airport structures are subject to flooding, and the worst case scenario is the entire Airport being significantly damaged or 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 22.0).

19.3.3 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 airport assessment and corrective actions to repair damage to airport operating surfaces in response to damage, and is responsible for activating the EOC when needed.

19.3.4 Organization and Assignment of Responsibilities

FLOOD CHECKLIST		
	RESPONSE ACTIONS	
Warning Phase:	1. Notify all airport tenants. 2. Advise all aircraft owners to disperse aircraft to airports outside the flood area. 3. Move furniture and equipment as fast as possible to upper floors of buildings. 4. Move fire and mobile maintenance equipment to high ground. 5. Direct personnel evacuation when flooding occurs. 6. If feasible (depending on the anticipated stage) place sand bags around all doors and ground level openings in walls and around electrical or mechanical equipment. 7. Check guys and braces of antenna masts, above-ground tanks, etc., and fill empty above-ground tanks with water. 8. Monitor power lines, leaving them in service as long as possible to power pumps, etc. Disconnect sections as they may be broken by flooding action.	IC
	1. Set up control point in the terminal building. 2. Assist all tenants and itinerants if evacuation is necessary. 3. Protect all airport records. 4. Follow instructions given by Incident Commander — Airport Manager.	Security Officer

FLOOD CHECKLIST		
	RESPONSE ACTIONS	
Response Phase:	1. Establish an Incident Command Post. 2. Check conditions of runway, taxiways, and ramp areas. 3. Close Airport or portions of Airport as required and issue NOTAMs. 4. Notify all Airport tenants. 5. Assume overall direction of activities of the Airport emergency staff. 6. Close Airport to non-essential vehicles and personnel. 7. Check standby engine generators to ensure that they will start and that they will have an adequate supply of fuel. 8. Restore services and utilities insofar as possible and take charge of recovery and clean-up operations. 9. Give preference to opening/maintaining aircraft operations when practical and safe. 10. Be prepared to fight structural fires. The possibility of fire is high due to broken power lines, oil line leaks, ruptured tanks, etc. 11. Be prepared to commence rescue operations for personnel that may be trapped. 12. Set up control points to be determined by the IC. 13. Establish an EOC if needed. 14. Protect all Airport records.	Airport Management Staff
Recovery Phase:	1. Review Warning & Response checklists. 2. Coordinate recovery activities with state and federal relief agencies. 3. Identify safety hazards and undertake corrective action. 4. Assess Airport status and reopen Airport sections as deemed safe. 5. Arrange for debris clearance, especially in culverts/drainage areas.	Airport Management Staff

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 30.0.

19.4 Storm

19.4.1 Purpose

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

19.4.2 Situation and Assumptions

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

19.4.3 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 Petersburg 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.

19.4.4 Organization and Assignment of Responsibilities

STORM CHECKLIST		
	RESPONSE ACTIONS	
Warning Phase:	1. Notify all airport tenants. 2. Advise overall direction of the activities of the Airport Emergency Staff. 3. Assume overall direction of the activities of the Airport Emergency Staff. 4. Direct evacuation or removal to shelter areas when all protective measures that can be done safely have been taken and direct egress from shelter when the storm has passed. 5. When personnel need shelter, provide such shelter if available. 6. Barricade or board up windows and doors where possible. 7. Check and adjust guys and braces or antenna masts, above-ground tanks, etc., and fill empty above ground tanks with water. 8. Keep power supply in operation as long as possible; promptly disconnect power if lines should break. Pull the main switch immediately before retiring to the shelter. 9. Check standby engine generators to insure that they will start and that they have an adequate fuel supply. 10. Place mobile maintenance equipment in sheltered areas.	Airport Management
	1. Give precedence to aircraft operations until such time as air operations are impractical due to the storm. 2. Be prepared to fight structural fires. The possibility of fire is high due to broken power lines, oil line leaks, etc.	Security Officer

STORM CHECKLIST		
	RESPONSE ACTIONS	
Response Phase:	1. Establish an Incident Command Post, if required. 2. Check conditions of runway, taxiways, and ramp areas. 3. Close Airport or portions of Airport as required and issue NOTAMs. 4. Notify all impacted airport tenants. 5. Assume overall direction of activities of the Airport emergency staff. 6. Close Airport to non-essential vehicles and personnel, if required. 7. Restore services and utilities insofar as possible and take charge of recovery and clean-up operations. 8. Enforce closure of Airport. 9. Give preference to opening/maintaining aircraft operations when practical and safe. 10. Be prepared to fight structural fires. The possibility of fire is high due to broken power lines, oil line leaks, ruptured tanks, etc. 11. Be prepared to commence rescue operations for personnel that may be trapped. 12. Set up control points to be determined by the IC. 13. Establish an EOC if needed. 14. Protect all Airport records. 15. Advise the following of a Weather Warning or Watch utilizing the 'Severe Weather Checklist:' – ARFF – Airport Security – Airport Maintenance Department	Airport Management
	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: - FSS - Airport Management Office	National Weather Service

STORM CHECKLIST		
	RESPONSE ACTIONS	
Recovery Phase:	1. Issue appropriate NOTAM's as conditions dictate and update appropriate NOTAMs. 2. Restore services when the storm has passed and take charge of recovery and clean-up operations as required. 3. Prepare to function as the Incident Control Staff. 4. Inspect the runway after the storm for FOD.	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 30.0.

20.0 Unmanned Aircraft System (UAS)/Drone Hazard or Disruption Incident

20.1 Purpose

This section describes the Airport's response to hazard created by an Unmanned Aircraft System (UAS), commonly known as a drone. An unauthorized drone in the airspace near an airport, particularly in approach or departure paths can create a substantial hazard.

20.2 Situation and Assumptions

While the airport has few direct tools to respond to a drone hazard this plan details coordination and local resources that might be engaged in such an event. The Petersburg Airport does not have any drone detection equipment or systems. As a result, any drone response would follow a direct eyewitness report of a drone sighting near the airport.

NOTE – the airport does not have the authority to interdict or "take down" a drone even if it is posing a threat to the airport or air traffic. Only the following Federal agencies have such authority: Department of Homeland Security, Department of Defense, and the Department of Justice.

A hazard from an unauthorized drone has a moderate risk of occurring at the Petersburg Airport because drones are inexpensive, easy to operate, and common in rural Alaska. Unauthorized drone activity could result in a collision and present a direct damage hazard to aircraft, infrastructure, or people. Drones could also be used to deliver a damaging payload. The disruption caused by an unauthorized drone as a result of airspace closures and diverted or canceled flights can be a hazard in itself.

Drone operations near an airport can fall into three general categories: authorized, careless/clueless, and nefarious (intending to cause harm). Drones are easy to operate, inexpensive, and readily available and are often operated by personnel without knowledge of FAA, airport, and airspace rules. Because of this, the most common type of unauthorized drone operation near an airport is the careless and clueless who do not have nefarious intent; they simply do not know that they are doing something unsafe.

The AEP UAS Response section is coordinated with the local mutual aid agencies during annual reviews and tabletop and full scale exercises.

20.3 Concept of Operations

Because there is no way to know who will observe and report a drone the initial notification and communication amongst key stakeholders is essential. The initial report could be from a pilot to the FSS, from a citizen off airport to the police department, from an airport employee to their supervisor, or any number of other scenarios. However the initial report gets to one of the key partners (Airport, FSS, police department) it is essential that quick communication between all three of those groups occur.

The three main safety stakeholders involved in a drone response include the Airport, the FSS (as the local air traffic authority of the FAA), and local law enforcement.

- Airport – responsible for the safe operation of the airport. Primary role to coordinate the UAS response.
- FSS/FAA – responsible for airspace and aircraft operations in the airspace. Primary role is to communicate with air traffic.
- Law Enforcement – responsible for public safety in the local jurisdiction. Primary role is to contact the drone pilot and to capture investigative information for potential prosecution.

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

Dept of Homeland Security, Transportation Security Administration, Anchorage Coordination Center	1-907-771-2935
Dept of Military and Veterans Affairs, Division of Homeland Security and Emergency Mgmt	1-907-428-7000
FAA's Law Enforcement Assistance Program (LEAP) for LEO use only	1-844-FLY-MY-UA

Threat assessment is a critical step in determining the appropriate response to a drone sighting near the airport. Joint decision making regarding the level of threat should occur between the Airport and FSS. Factors influencing risk level include:

- Location
  - Distance from airport
  - Airport vicinity (airside/landside)
  - Land-use type (e.g., park where UAS are often seen)
- UAS size
- Number of UAS
- Time of day
- Length of detection

- Altitude
- Trajectory information
- Critical airspace intrusion
- Type of detection (credibility)

A description of low, medium, and high risk categories is shown in the columns below. This categorization is not rigid and some of the above factors may, for example, move an assessed risk from a lower category to a higher category.

Low	Medium	High
Report of unauthorized UAS near airport with no disruption to operations. Low impact UAS events could be categorized as those where UAS are no longer active or pose a nominal hazard to the airport, present no indication of intentional harm, and unlikely to cause disruption to airport operations.	Observation of unauthorized UAS operating on or near airport, with the potential to cause disruption to operations, for example by operating in an area of potential safety concern, such as a takeoff or landing path. Medium impact UAS events could be categorized as those that occur in visible proximity of the airport that pose a moderate safety risk to airport operations, present no indication of intentional harm, but has potential to disrupt operations due to proximity of activity.	Persistent unauthorized UAS operating on or near airport, with the intention to cause disruption to operations or intentional harm. High impact UAS events could be categorized as those that occur within the airport's airside environment, pose a substantial safety risk to airport operations, and present indication of intentional harm.

There are several factors that airport, FSS, and law enforcement personnel should be aware of related to drone sightings.

- Not all drones are threats. Drones can be authorized by the FAA to operate near the airport. An initial report of a drone near the airport should quickly be conveyed to the FSS and a request made for the FSS to determine if there are any authorized drone flights in the area. If there were an authorized drone flight, then the FAA would have that pilot's contact information and rapid contact can likely be made to determine if they are operating the drone in question.

- Many consumer level drones can be operated remotely from miles away, far beyond line of sight. While an initial search for a drone pilot should focus on the areas nearby to the airport they should quickly expand to other areas further away from the airport. Often recreational drone pilots start off flying in open areas such as parks, ball fields, etc. and these may be good places to search when looking for the pilot of a drone.
- Battery life is typically 20-30 minutes, so a drone incident involving a single drone is likely to be short. However, a persistent event is still possible with a single drone if the pilot changes batteries and returns to the airport.

20.4 Organization and Assignment of Responsibilities

UAS/DRONE RESPONSE CHECKLIST		
	RESPONSE ACTIONS	
Warning Phase:	1. Ensure familiarity with AEP. 2. Ensure currency of AEP. 3. Invite AEP stakeholders and conduct a review of AEP procedures at least once every 12 calendar months 4. Share training and other resource information with key response stakeholders when available 5. Invite FAA LEAP to participate in drills and training 6. Consider planning and conducting drills (tabletop and live) to rehearse this response plan	Airport Manager
Response Phase:	1. Ensure rapid notification of all key safety partners including Airport Management, FAA Flight Service Station (FSS), Petersburg Police Department, and Alaska State Troopers. 2. Gather relevant details including type of drone, location of drone, direction of travel, altitude, distinguishing features (such as size, visible payload, color, etc.), and any information about the location of the drone pilot.	Initial Report Taker (Airport, FSS, LEO)

UAS/DRONE RESPONSE CHECKLIST		
	RESPONSE ACTIONS	
	1. Coordinate with FSS to determine risk level and if there are any authorized drone flights in the area. 2. Visually monitor drone flight path, if not visible monitor close in airspace searching for the drone. 3. Request local law enforcement respond and search for the drone pilot. (Medium and High risk request immediate response) 4. If necessary to ensure safety, and in coordination with FSS, close the airport. 5. Assign additional airport resources as needed to visually monitor or watch for the drone. Airport resources should not leave the airport in search of the drone or pilot. 6. Notify the Airport Safety Security Officer.	Airport Personnel
	1. Respond and search for the drone pilot. 2. If the drone pilot is located, request that the pilot immediately land the aircraft, gather report details, and if pilot is not cooperative escalate appropriately to address public safety hazard (reckless endangerment, criminal mischief, etc.)	Petersburg Police Department
	1. Communicate the drone hazard and updates to air traffic. 2. Visually monitor drone flight path, if not visible then visually monitor close in airspace searching for the drone. 3. Coordinate with Anchorage Center to alert inbound IFR traffic to the situation. 4. Issue NOTAMs if requested by Airport Manager	FSS
	1. Notify TSA Coordination Center 2. Notify internal DOT&PF Management 3. Notify FAA ROC 4. Provide additional remote coordination assistance as needed	Airport Safety Security Officer

UAS/DRONE RESPONSE CHECKLIST		
	RESPONSE ACTIONS	
Recovery Phase:	Review Response checklist.	All Personnel
	Confirm safe operating environment and if closed, reopen the airport.	Airport Personnel
	Coordinate with FAA Law Enforcement Assistance Program (LEAP) personnel to determine the drone pilot's authority and possible violations, if the flight was unauthorized.	Petersburg Police Department
	Restore normal operations with air traffic and remove any closure NOTAMs.	FSS
	Post incident debrief/critique. Follow up on lessons learned and update this response plan.	Airport Manager, with input from all involved

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 30.0.

21.0 Hazardous Materials Incident

21.1 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".

21.2 Situation and Assumptions

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

21.3 Concept of Operations

The Airport ARFF personnel have limited training for hazardous material assessment. 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:

DEC Southeast Alaska response team Juneau .....(907) 465-5340
FAX .....(907) 465-5245
Outside normal business hours for all areas of Alaska, call .....(800) 478-9300

U.S. Coast Guard hazardous materials.....(907) 463-2980
USCG Search and Rescue (SAR).....(800) 478-5555

Also for USCG SAR .....(800) 399-5555
Alaska State Troopers in Ketchikan .....(907) 225-5118

The local U.S. Coast Guard facility has absorbent materials and booms available in the event of an aircraft accident where fuel and/or lubricants are released into the environment.

Private firms that may be able to help include:

Petro Marine Services.....(907) 772-4251
Alaska Marine Lines.....(907) 772-4234
May have boom for smaller-scale containment, may have HAZMAT-trained personnel available.

21.4 Organization and Assignment of Responsibilities

OIL SPILL/HAZMAT CHECKLIST		
	RESPONSE ACTIONS	
Warning Phase:	1. Inventory stockpiled clean up and or containment materials. 2. Identify all potentially available equipment for oil spill and or hazardous material release. 3. Ensure each emergency vehicle has a current copy of the emergency response guide book. 4. Review emergency response and material safety data sheets for all known significant hazardous materials located on the airport.	Airport Management
Response Phase:	• Report spill to appropriate agency or authority.	Responsible party
	1. Establish a cordon around the aircraft. 2. Keep all persons, except rescue crews, out of the area if radioactive material contamination is suspected. 3. Assure that rescue personnel wear protective clothing and use self-contained breathing apparatus. 4. Close doors and windows of nearby buildings. 5. Use conventional rescue techniques. 6. Keep persons not performing rescue operations at least 2,000 feet away and upwind of the incident site.	IC
	• Ensure that aircraft are not placed in a hazardous position that might hinder clean-up operations.	FSS
	1. Dispatch appropriate equipment to the scene. 2. First arriving officer is IC until relieved.	Fire Dept.
	1. Acknowledge Alert, contact Airport Manager (staff). 2. Sets up ICP (if needed). 3. Coordinate with the IC to secure the scene.	Maintenance and Operations
	• Broadcast “HAZARDOUS MATERIALS EMERGENCY” on radio nets and give specific information.	911 Dispatch
	1. Coordinate with the IC – Be prepared to establish UC. 2. Directs staff to contact the primary and secondary call outs.	Airport Manager

OIL SPILL/HAZMAT CHECKLIST		
	RESPONSE ACTIONS	
	• Assist with site security, crowd and traffic control.	Petersburg Police Department
	• Clean-up incident at the discretion of the IC.	Primary Responsible Party
Recovery Phase:	• Review Response checklist.	All Personnel
	1. Ensure that all hazardous materials have been disposed of or neutralized. 2. Perform post-incident cleanup and restore damaged utilities and transportation systems.	Responsible Party
	• Identify safety hazards and undertake corrective action.	Operations (Fire/Hazmat) Safety Officer
	1. Coordinate recovery activities with state and federal relief agencies. 2. Complete and submit necessary reports and paperwork to appropriate 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
	• Perform an incident critique.	IC, with input from all positions

21.5 Administration and Logistics

As stated in the Administration and Logistics Section 2.7.

21.6 Plan Development and Maintenance

As stated in Section 2.6 Development and Maintenance.

21.7 Authorities and References

See Authorities and References in Section 2.2 and Section 30.0.

22.0 Failure of Power for Movement Area Lighting

22.1 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.

22.2 Situation and Assumptions

This Airport has an emergency power back-up system. If a power failure occurs, automatic start of the emergency back-up power provides for runway & taxiway edge lights, distance to go signs, hold short sign, taxiway direction sign, apron lighting, rotating beacon, segmented circle, and ARFF vehicle equipment bay. If the emergency back-up system fails, movement areas affected by the failure will be closed to air carrier operations during hours of darkness and a NOTAM issued in accord with Section 20 of the Airport Certification Manual.

The 50 kW diesel generator is located at the ARFF building and is tested weekly. The generator has a 70 gallon fuel tank and can run 30.3 hours without refueling at a rate of 2.31 gallons per hour. The generator is scheduled for annual preventative maintenance plus extra maintenance if needed.

22.3 Organization and Assignment of Responsibilities

FAILURE OF POWER CHECKLIST		
	RESPONSE ACTIONS	
Warning Phase:	1. Identify areas at risk. 2. Estimate possible consequences. 3. Inform incident management team as appropriate.	Airport Manager
	• Review Warning checklist.	
Response Phase:	1. Ensure automatic Airport Generator systems are on line, providing power to Airport facilities 2. Issue NOTAMs as required and close airfield as warranted or limit operational hours. 3. Prepare for problems such as blown airfield lighting bulbs.	Airport Manager
Recovery Phase:	• Review Warning & Response checklists.	All Personnel
	1. Establish priorities for utility restoration. 2. Perform damage assessments. 3. Complete and submit necessary reports and paperwork to appropriate agencies. 4. Perform an incident critique. 5. Update NOTAMs as required.	Airport Manager

22.4 Administration, Finance, and Logistics

As stated in the Administration and Logistics Section 2.7.

22.5 Plan Development and Maintenance

As stated in Section 2.6 Development and Maintenance.

22.6 Authorities and References

See Authorities and References in Section 2.2 and Section 30.0.

23.0 Water Rescue Situations

23.1 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.

23.2 Situation and Assumptions

Petersburg Airport is located about 1/2 mile inland from Frederick Sound and Wrangell Narrows. An approach to either runway brings a plane in over the water. The waters are relatively sheltered, with average winds 15 kts, and average seas of 3 feet. Winds can get as high as 50 kts and seas can get as high as 8 feet. Water temperature is about 46 degrees Fahrenheit during the summer, and between 38-43 degrees in the winter. The beaches are relatively stable, but can be covered with mussels or debris, which make walking difficult. Sea lions in the area create an additional hazard to survivors in need of water rescue. The adults weigh from 600 to 1,500 pounds depending on age and gender, and tend to be aggressive when defending territory. These creatures are smart and curious, and hard to scare away.

A water feature that the State must consider in its water rescue plan is the muskeg surrounding the Airport. Any approaching aircraft will have to pass over these extensive muskegs, and an accident in these areas would be extremely difficult to deal with. The positive aspects are that the ponds in the muskegs are relatively small, and a fit survivor would most likely be able to pull themselves out of the water.

The negative aspects are many. Any object hitting the muskeg with any degree of force will bury itself to some degree. Depending on how an aircraft broke up, it is very possible that sections of the aircraft and/or survivors would be burrowed under the muskeg and relatively hard to see or extract. The wide variations in feature – from fallen trees to swamp spruce to bog mats to open water – make conventional rescue vehicle access impossible. Neither a boat nor a truck can cross the muskeg, and rescue workers on foot face stiff challenges. Fuel, hydraulic fluids and other combustibles can spread across the ubiquitous water, and if it caught fire could ignite foliage.

Each aircraft accident should be approached as a hazardous materials incident.

23.3 Operations

The Petersburg Fire Department has 3 four-wheeler vehicles, which may be used to traverse the muskeg. In addition, the City of Petersburg has an all terrain track vehicle and there are volunteers with ATV's that could be asked to help. Government resources, capable of traversing the muskegs, are limited.

The Petersburg Airport has a verbal mutual aid agreement with the City of Petersburg, to include, Fire, EMS, Search and Rescue, and Law Enforcement to respond to any aircraft accident which includes water rescue involving an aircraft immediately adjacent to the runway system. In addition, there are numerous fishing vessels and other boaters in the vicinity near Petersburg at all times. All aircraft accidents at the Petersburg Airport operate under the National Incident Management System (NIMS) and utilize the Incident Command System (ICS) to manage all incidents. The ICS shall move to a Unified Command System, for management of the incident, when Federal, State, Private, and local agencies respond to a major incident

If an aircraft accident is reported, or if an aircraft is overdue and its location cannot be confirmed, the Airport Manager or equipment operator on duty will call local operators to narrow down the area where the aircraft might be.

Should the Airport Manager become aware of an air carrier aircraft accident in the water or muskeg he/she shall initiate rescue efforts by contacting the Petersburg Police Department, who will dispatch the Volunteer Fire Department, the Harbor Department and the Coast Guard. The Petersburg Police Department has radio communications capable of alerting vessels/boats that may be in the vicinity of the downed aircraft.

If available the message will provide the following information:

- Airline
- Type of aircraft
- Location
- Nature of difficulty pre-impact
- Souls on board
- Fuel on board
- Any information on HAZMAT
- Pick-up areas for victims
- Any other safety information passed on through the IC

The initial responding DOT/ARFF unit to the scene shall establish command of the incident until relieved by the Airport Manager or his/her designee. The Incident Command Post shall be established initially on scene. On larger incidents that may require a Unified Command response, an Incident Command Center may be established at the Petersburg City Command Center, which presently is located at the Mountain View Manor.

The Airport Manager (Incident Commander) will retain status as the IC as long as the incident remains active within Airport Jurisdiction. If the Airport is no longer involved and the runway has been cleared for aircraft activity by the Airport Manager, the Airport Manager (IC) shall transfer command to the appropriate authority with primary jurisdiction.

State, Federal, Local municipality agencies, and volunteers are necessary to respond to a Petersburg Airport aircraft in the water accident due to the lack of waterborne resources at the Airport. Each responding agency in this section is responsible for training their own responders for water rescue based on that agencies capabilities as well as training to operate under the Incident Command System.

The Petersburg Search and Rescue (SAR) designee shall be dispatched to immediately respond to the scene and assume the Marine Branch Supervisor under the Operations Section Chief.

Once on scene, the US Coast Guard Rescue Coordination Center will issue the following Urgent Marine Information Broadcast (UMIB) on Channel 16 VHF-FM. Below is an example of a UMIB broadcast message:

> "Pan Pan… A large passenger aircraft has ditched at _____ location. All vessels are requested to assist and transport the rescued passengers to the _____ landing site(s) where the Fire Dept. will be on scene to provide decontamination and administer medical attention. Marine Branch will be standing by on Marine Channels 16 and 22."

This announcement (UMIB) may have to be broadcast at least twice during the initial phase of the incident.

PICK UP AREAS for injured persons rescued will be any float or launch ramp nearest to the crash site designated by the IC. Police or other approved volunteers may close roads to the docks to maintain access for emergency vehicles. The IC has discretion in determining pick-up sites for the injured. Possible locations include:

- Frederick Sound end of runway: North Harbor
- Sea Plane Float (able to drive ambulance down)

- The Middle or South Harbors
- Scow Bay end of runway: Scow Bay turn-around

The Petersburg Schools, which are all co-located, are the designated collection control point (CCP) for patient accountability, triage, decontamination, and medical transport to the Petersburg Medical Center, which is located next door. Decontamination will be completed by the use of the school showers or swimming pool. The Medical Control Officer will decide on the optimal use of available school facilities for triage and decontamination. Transportation to the CCP will be on buses provided by Stikine Bus Services, which are dispatched by the Petersburg Police Department. Alaska Marine Lines owns refrigerator trucks that may be used as a morgue.

23.4 Organization and Assignment of Responsibilities

Table 23A.

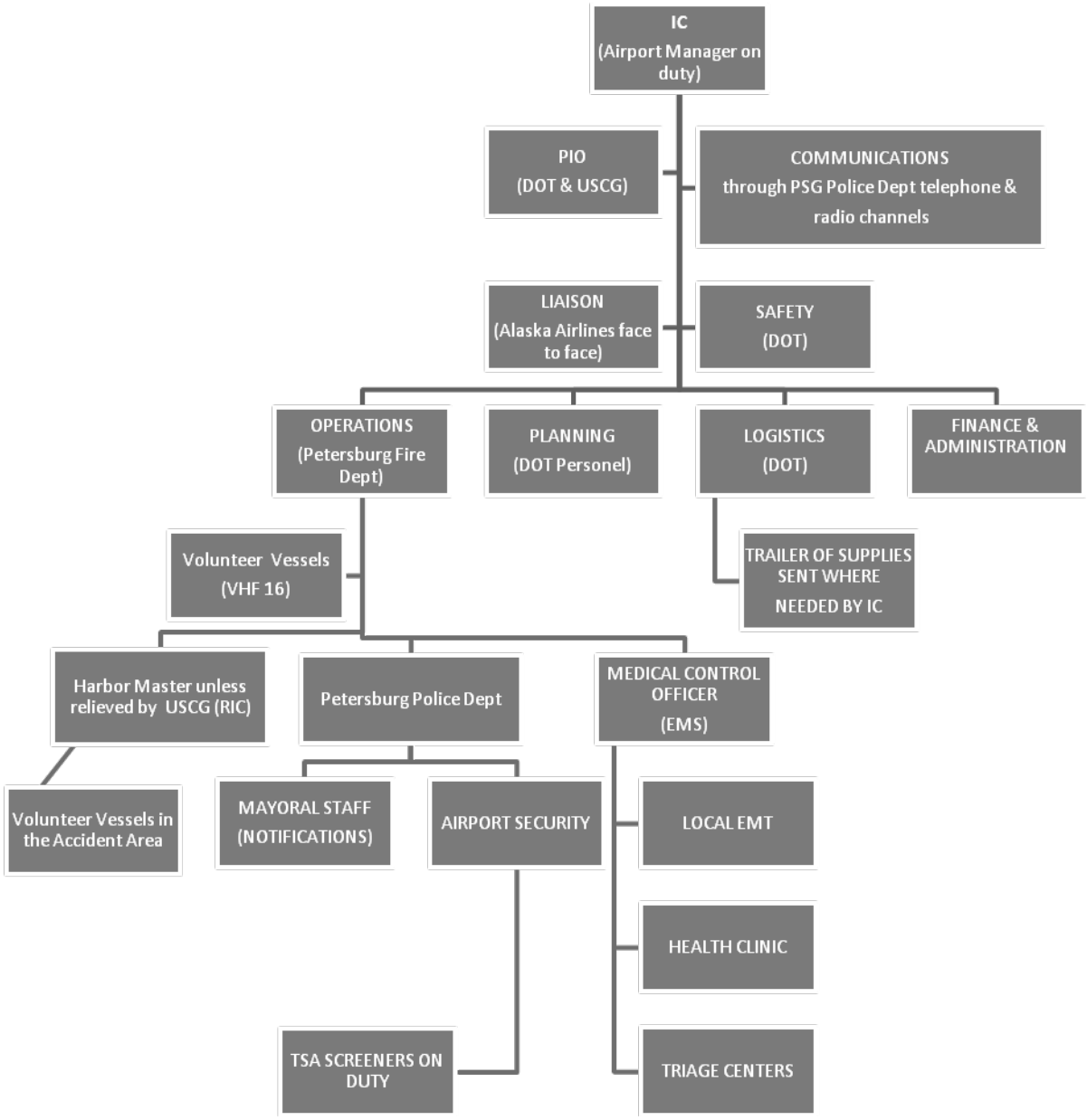
	AGENCY	ACTIVATED BY:	FUNCTION:
1	**DOT/ARFF**	ARFF, FSS or 911	• Activate 911 • Communicate scene size-up report • Establish IC • Dispatch water rescue trailer to optimal location
2	**Petersburg Police Dispatch**	911	• Tone out Police and Fire Dept • Contact all DOT employees • Contact the Harbor Dept. (immediately)
3	**Petersburg Police**	Petersburg Police Dispatch	• Activate the ERV • Dispatch Alaska State Trooper • Conduct scene security pending NTSB • Provide airport security
4.	**TSA**	Petersburg Police Dispatch or Airport Manager	• Assist in providing perimeter security and will work closely with the law enforcement agency in charge
5.	**U.S. Post Office**	Petersburg Police Dispatch or Airport Manager	• Manages the recovery of US Mail
6.	**Fire Dept.**	Petersburg Police Dispatch or Airport	• Tone out for Fire and EMS • Respond engines/ambulance • Fire Chief assumes Operations Section Chief • Establish DECON/assist at haul out area
7.	**Search & Rescue (SAR)**	Fire Dept	• Assist in rescue efforts
8.	**EMS Division**	Fire Dept	• Assume Medical Control • Establish triage and CCP • Notify the medical center • Dispense medical care to all patients

FAA Approved Date

Federal Aviation Administration
Alaskan Region Airports Division
APPROVED
Feb 05 2025
RMW
Inspector

9. **USCG**	Petersburg Police Dispatch	• Provide liaison support and PIO • Contact NORPACS and coordinate Anacapa • Provide helicopter support, rescue swimmers and medical personnel • Provide at sea control of rescue vessels • Issue UMIB
10. **Harbor Dept**	Petersburg Police Dispatch	• Respond with drop bow boat and conduct rescue • Report to Marine Field Branch • Deploy oil boom after rescue phase complete
11. **AK State Troopers**	Petersburg Police Dispatch	• Provide at sea control of rescue vessels until relieved by the USCG
12. **Petersburg Medical Center**	Petersburg Police Dispatch	• Assist with large numbers of survivors
13. **Airport Safety & Security Officer**	Airport Manager	• Assist airport in contacting the FAA, FSS, and issuance of NOTAMs. • Provide information to the PIO
14. **NTSB**	FAA	• Investigator in Charge (IIC)

Table 23B: Water Rescue ICS Chart



23.5 Administration and Logistics

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

RESOURCES AVAILABLE:

TEMSCO HELICOPTERS Location: Petersburg .....(907) 772-4780
Manager: Wally O'Brocta .....cell (907) 518-1818 Home: (907) 772-4979

NORDIC AIR Location: Petersburg.....(907) 772-3535
Owner: Doug Reimer

SUNRISE AVIATION Location: Wrangell Phone: .....(907) 874-2319

Pilots: Tyler Robinson .....Cell (907) 305-0402 Home: (907) 874-2672

TEMSCO HELICOPTERS Location: Wrangell.....(907) 874-2010
Contact Barb Maenhout.....(907) 874-2182

U.S. COAST GUARD Location: Ketchikan .....(907) 228-0220
Juneau.....1-800-478-5555
Juneau Fax .....(907) 463-2023

PETERSBURG SAR BOATS:

Name	Size	Contacts
Homeland Security	32’	(907) 772-4688 (Harbor Master), -3838 (PD), -3355 (FD)
Petro Marine	Skiff	(907) 772-4251
National Marine Fisheries	26’	(907) 518-0845 (Note: Contact is also Fire Chief)
State Troopers	33’	(907) 772-3838 (Petersburg PD)
Coast Guard Auxiliary	40’	Bruce Jones, (907) 254-1009
Coast Guard Auxiliary	36’	Bruce Jones, (907) 254-1009
Fish and Game	32’	(907) 772-3801, Rich Lowell

Any water rescue response will be heavily dependent on local volunteer boaters – Petersburg has an extensive fishing fleet. Volunteers will be coordinated through the City Harbor Department. The Water Rescue Supply Trailer will be positioned and supplies distributed under the guidance of the IC’s Logistics Officer.

PETERSBURG WATER RESUCE TRAILER
INVENTORY SHEET

General trailer contents

item	qty	count	
Strobe	15		
Floating Knife	10		
Rescue Stick	50		
Emergency Suit	4		
Throw Rescue Bag	22		
Sling	9		
Throwable Ring Buoy	22		
Personal Floatation Device	20		
Whistle	15		
Headlight	9		
flashlight	14		
Batteries	1 xtra pack		
Search Light	9		
Work Light w Tripod	1		
Body Bag	200		
Back Board	50		
Emergency Kit (Trauma)	4		
First Aid Kit (Multiperson)	4		
Orange Reflective Vest	4		
Yellow Reflective Vest	30		
Work Gloves	30		
Medical Gloves	2		(1 case L - 1 box XL)
Double Dipped Yellow Gloves	33		
Megaphone with batteries	2		
Tarp	6		
Wool Blanket	200		
Space Blanket	36		
Waterproof Boat Bag (L)	9		
Clear Drybag (S)	10		
Binoculars	2		
Radio	0		
Gear Keeper	0		
Duct Tape	9 rolls		
Saline Solution	4 boxes		
[redacted]			
Safety Glasses	1 box		
Medical Face Mask	1 box		
Nuissance Dust mask	1 box		
Biohazard Bags	50 bags		
Yellow Caution Tape	4 rolls		
heater	1		
fan	1		
D-Cell Batteries	8		

Cargo Straps	10	
Bungee chords	8	
Zip net	1	

Small kit contents - small clear bag

item	qty	count
PVC Rubber Gloves	1	
Space blankets	1	
whistle	1	
flashlight	1	
rescue stick	1	
strobe	1	
total # of kits	5	

Large raft kit contents - small clear bag

item	qty	count
knife	1	
Space blankets	1	
PVC rubber gloves	1	
throw bag 70'	1	
rescue stick	1	
flashlight	1	
whistle	2	
total # of kits	5	

8 X 32' Trailer 1

Boat bag kit contents - big black bag

item	qty	count
blankets (wool)	2	
PVC gloves	2	
life sling	1	
Space Blankets	2	
throw bag 70'	2	
rescue stick	2	
headlamp	1	
PFD	1	
total # of kits	9	

immersion suit kit contents **count**

item	qty	
suit	1	
strobe	1	
knife	1	
total # of kits	4	

Immersion suits 10

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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 30.0.

24.0 Crowd Control

24.1 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.

24.2 Situation and Assumptions

Crowd Control may be of two different natures of assembly:

- Peaceful assembly at the Airport
- Disruption for hostile reasons

24.3 Operations

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

24.4 Organization and Assignment of Responsibilities

When events occur that attract a large number of persons, 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 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:	1. Inventory supplies needed for cordoning off areas and portable public address systems 2. Coordinate with airport tenants and the appropriate Airport security 3. Identify facilities and or areas that may need to be evacuated or closed. 4. Coordinate with the Law enforcement agency and place on Alert	Airport Management
Response Phase:	1. Respond to scene to evaluate situation 2. Notify Airport Management 3. Establish an ICP and request assistance, if needed	Law Enforcement
	• 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 Law Enforcement
	• Assess damage and take action to protect persons and property	Airport Maintenance & Operations
Recovery Phase:	1. Access area and return to normal. 2. Provide for cleanup of the affected areas and re-open to normal operations as soon as possible. 3. Arrange for the return of evacuees once the affected areas are deemed safe. 4. 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

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24.5 Administration and Logistics

As stated in the Administration and Logistics Section 2.7.

24.6 Plan Development and Maintenance

As stated in Section 2.6 Development and Maintenance.

24.7 Authorities and References

See Authorities and References in Section 2.2 and Section 30.0.

25.0 Airport Maps

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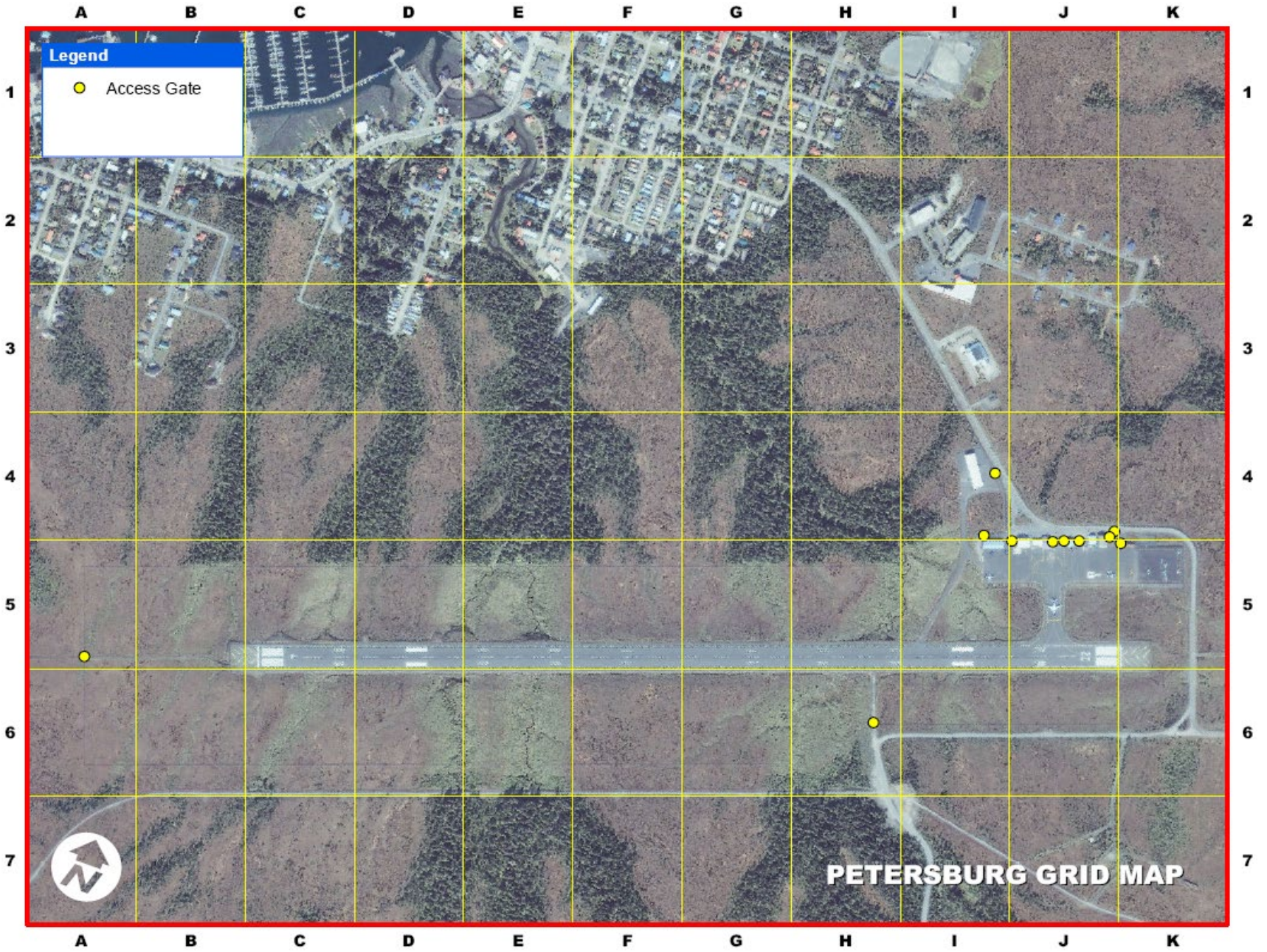

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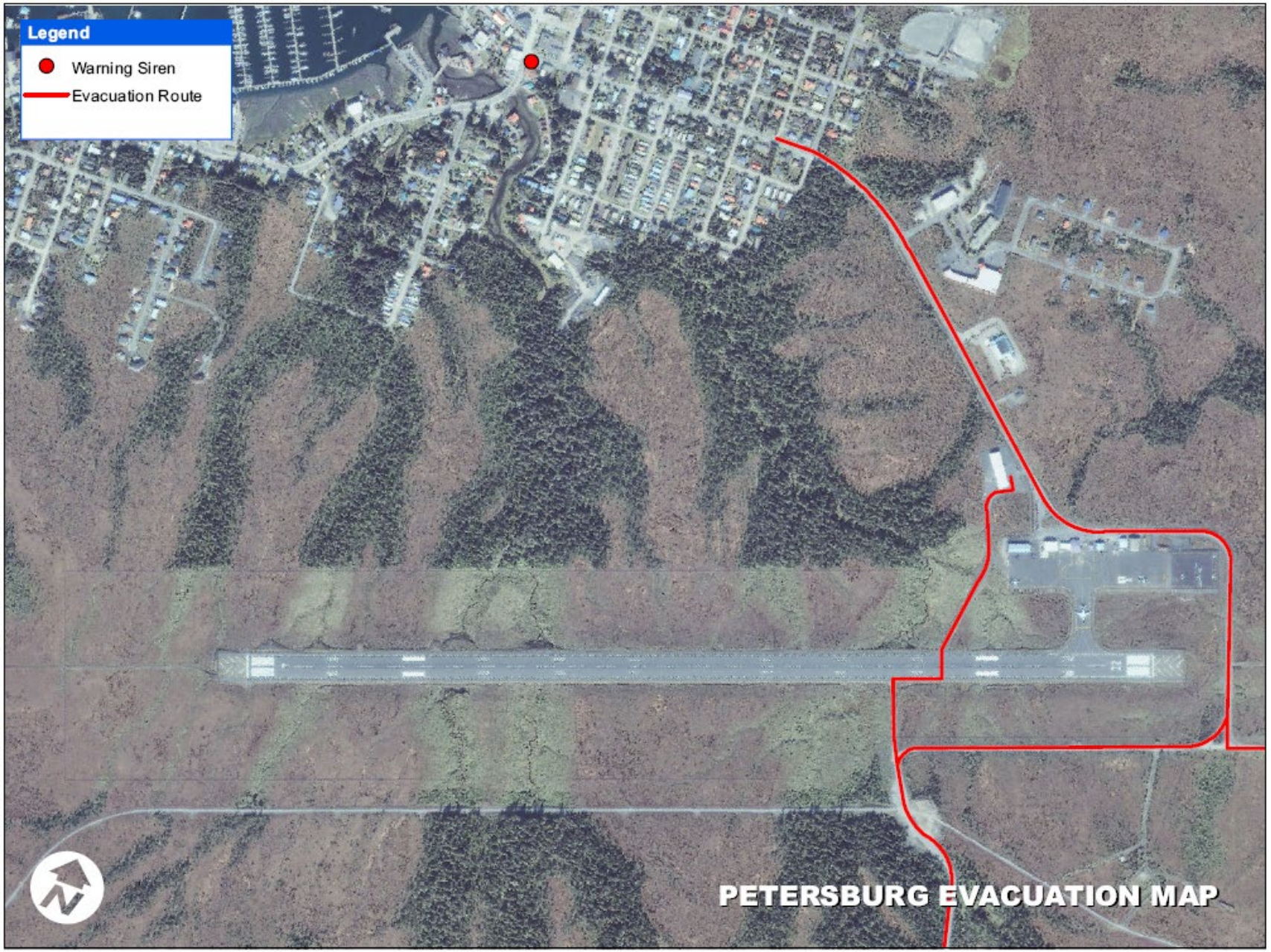

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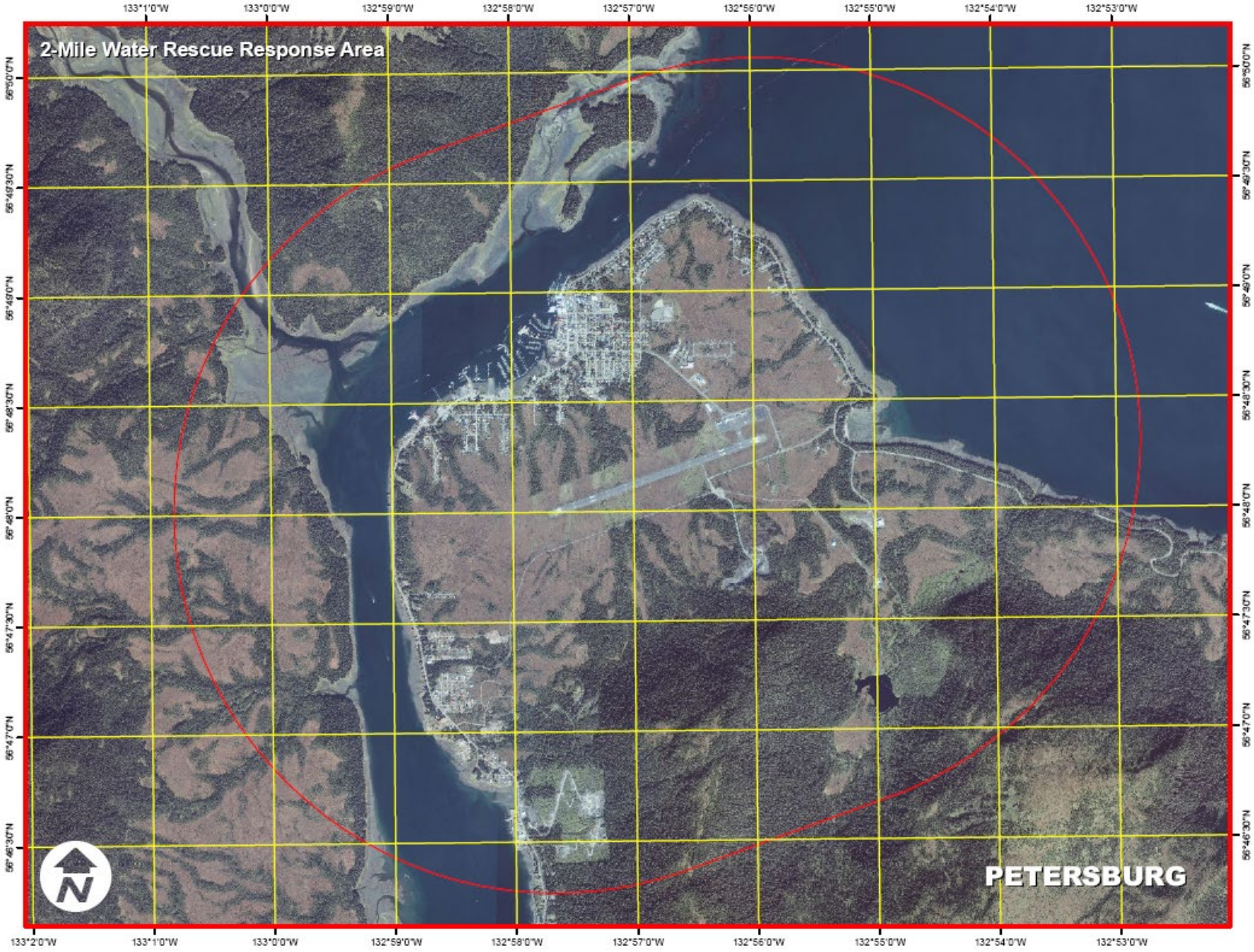

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26.0 Emergency Response Equipment Inventory

STATE OF ALASKA (Airport)

One 2015 lime green Rosenbauer Panther 6 X 6 ARFF Vehicle with the specifications described in the table below:

The truck has a roof turret with an output flow range of 625/1250 gallons per minute (GPM) and a bumper turret an output flow range of 600/1200 GPM. In addition, there is one 200 foot x 1 ¾" quick attack, pre-connected handline capable of flowing at a minimum of 125 GPM. There are two; 20-lb ABC rated dry chemical handheld fire extinguishers and one; 20-lb BC rated Halon Fire extinguisher carried on the truck.

Petersburg Emergency Services Staging area is in parking area inside Gate #1.

PETERSBURG VOLUNTEER FIRE DEPARTMENT

Tanker #1: 2004 International, 3,500 gallon water tanker (located at mile 2.9 Mitkof Highway—Scow Bay Substations).

Engine #4: 2007 Pierce, 750 gallon with 1,250 GPM pump.

Engine #5: 1990 Pierce, 750 gallons, 1,250 GPM (located at mile 2.9 Mitkof Highway—Scow Bay Substations).

Engine #6: 1994 Pierce, 750 gallons water with 1,250 GPM pump.

Engine #8: 2001 Pierce, 750 gallons water with 1,250 GPM pump.

Squad #1: Squad pumper with 250g water

Two Ambulance Vehicles (radio contact with hospital)

EMT unit comprised of approximately 25 EMS personnel

27.0 Maintenance Equipment Inventory

The Department of Transportation and Public Facilities has the following maintenance equipment:

1 – 4-yard Loader
1 – 5-yard Loader
3 – Dump Trucks
1 – Grader
2 – Snow Blower
2 – Airport Sweepers
3 – Pick-up Trucks
1 – 308 Caterpillar Excavator on Rubber Tracks

1 – 4000 gallon Urea spreader truck
1 – Chevy Trail Blazer (grip tester vehicle)

28.0 Resource Management Equipment & Supplies

LIST OF GENERAL RECOVERY EQUIPMENT GENERALLY AVAILABLE IN ANCHORAGE

1. Jacks-	wing/body	100" H x 69" Lift	100 Ton	2 each
	tail	233" H x 69" Lift	60 Ton	1 each
	Axle	Cantilever Type	45 Ton	1 each

2. Work Lights, engine driven, 5 kilowatt, 4 floodlights
3. Engine Removal Equipment (tools, slings, shipping trailers, etc.)
4. Towbar
5. On-site communications
6. 200 each 50-pound ballast bags
7. 100 sheets 3/4" plywood (4' x 8')
8. 25 sheets 1/4" plywood (4' x 8')
9. 6 each 1/2" steel plate (3' x 3')
10. 12 each 1/2" steel plate (3' x 3')
11. Planking - 500 pieces 6" x 8" x 8'
12. Cribbing Timber - 500 pieces 6" x 8" x 8' (railroad ties) to make platform for bags.
13. Bulldozers, forklift, cranes, winching vehicles, bucket loader for excavating (as required)
14. Aircraft Towing Tractor
15. Cables 1" dia. x 150' long with spliced eyelets each end - 4 each
16. Rope 3/4", 500' length
17. Pulley blocks, 4 each, double sheave for 3/4" rope
18. Ladder 10' and 24'
19. Cherry Picker
20. Miscellaneous materials: crushed rock, steel beams such as 14"x18'x30', padding to protect aircraft, etc.
21. Miscellaneous tools, shovels, handsaw, small hydraulic jacks, shackles, chainsaws, hammers and nails, picks, crowbars, sledge hammers, hoses.
22. Mobile Shelter - trailer, etc.
23. Electro haul tractor
24. Hyster Forklift
25. Sand Bags (no sand)

NOTE: This list was drawn up for recovery of large aircraft such as 747's. It is applicable to other aircraft types by substitution of Item #1.

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LIST OF RECOVERY EQUIPMENT GENERALLY AVAILABLE IN JUNEAU

1. Crane, 40’ boom, 20-ton at 30	Trucano Construction (907) 586-2444
2. Semi-trailer, 18-ton	Trucano Construction (907) 586-2444
3. Bulldozer, heavy	Gastineau Contractors (907) 789-7437
4. Tractor, Caterpillar	Gastineau Contractors (907) 789-7437
5. Jacks, 20-ton, A/C	ASA NLG-MLG 737/727 (907) 789-7666
or	(907) 789-7667
6. Steel mats	Duane Reddekopp (907) 789-7637
7. Steel pilings (trough shaded)	Trucano Construction (907) 586-2444
8. Large truck winch	Gastineau Contractors (907) 789-7437
9. Grader	Gastineau Contractors (907) 789-7437
10. Emergency Equipment	Coast Guard, U.S. Army
11. U.S. Air Force, USCG (24 hour)	(907) 586-7340

29.0 City and Borough of Petersburg Pre-scripted Announcements

When notified by the police dispatcher of a disaster, the following text is to be read twice.

"THIS IS AN EMERGENCY ANNOUNCEMENT. There has been a _____ _____(fill in type of disaster according to information received from dispatcher). Would all firefighters, EMTs and police proceed to _____(fill in area where disaster has occurred), and start their disaster duties. Would hospital officials ready themselves to receive victims".

"We ask all other citizens of Petersburg to please stay home and do not go to the scene—you will only cause confusion and interfere with the people working. Haugen Drive will be closed at the post office, and Sandy Beach Road will be closed from the intersection of Haugen Drive and Sandy Beach Road. This radio station will keep you informed of any information as it comes in. Please do not go to the hospital as they are very busy caring for injured people. This station will notify you as soon as possible about what is happening. We also ask that you do not call the police, hospital, airport, or radio stations. Their phone lines must be kept free for emergency communications. Please stay home and stay tuned. The people in charge are doing all that is possible. Thank you for your cooperation."

30.0 Authorities and References

Alaska Statutes
Section 02.10.010
Section 02.15.060
Section 02.15.020
Section 02.15.220

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

Advisory Circulars
1. AC 150/5200-31 – Airport Emergency Plan
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.

31.0 Acronyms

AC ..... Advisory Circular
AEP ..... Airport Emergency Plan
ALMR ..... Alaska Land Mobile Radio
ALS ..... Advanced Life Support
AIP ..... Airport Improvement Program
AOA ..... Airport Operations Area
ARFF ..... Aircraft Rescue Fire Fighting
AS ..... Alaska Statutes
AST/Troopers ..... Alaska State Troopers
ATA ..... Air Transportation Association
ATC ..... Air Traffic Control
CCP ..... Casualty Collection Point
CDC ..... Center for Disease Control and Prevention
CFR ..... Code of Federal Reports
DEC ..... Department of Environmental Conservation
DME ..... Distance Measuring Equipment
DMORT ..... Disaster Mortuary Assistance Team (FEMA)
DOT&PF ..... Alaska Department of Transportation and Public Facilities
EAS ..... Emergency Alert System
EMS ..... Emergency Medical Services
EMT ..... Emergency Medical Technician
EOC ..... Emergency Operations Center
EOD ..... Explosive Ordinance Disposal
EOP ..... Emergency Operation Plan
EPI ..... Emergency Public Information
ETA ..... Estimated Time of Arrival
FAA ..... Federal Aviation Administration
FBI ..... Federal Bureau of Investigation
FBO ..... Fixed Base Operator
FEMA ..... Federal Emergency Management Agency
FOD ..... Foreign Object Debris
FSS ..... Flight Service Station
GA ..... General Aviation
HVAC ..... Heating, Ventilation, and Air Conditioning
HAZMAT ..... Hazardous Materials
HFG ..... Human Factors Group (NTSB)
IC ..... Incident Commander

ICP ..... Incident Command Post
ICS ..... Incident Command System
ILS ..... Instrument Landing System
IMT ..... Incident Management Team
LDA ..... Localizer Directional Aid
LEO ..... Law Enforcement Officer
MALSF ..... Medium Intensity Approach Lighting System with Sequenced Flashers
MSL ..... Mean Sea Level
NAVAIDS ..... Navigational Aids System
NDB ..... Non-Directional Beacon
NIMS ..... National Incident Management System
NOTAM ..... Notice to Air Mission
NTSB ..... National Transportation Safety Board
ODALS ..... Omni directional Airport Lighting System
PAPI ..... Precision Approach Path Indicator
PIO ..... Public Information Officer
PSG ..... Petersburg Airport
PVFD ..... Petersburg Volunteer Fire Department
REILS ..... Runway End Indicator Lighting System
ROC ..... FAA Regional Operations Center
SIGMET ..... Significant Metrological Information
SOP ..... Standard Operating Procedure
TFR ..... Temporary Flight Restrictions
TSA ..... Transportation Security Administration
UC ..... Unified Command
UHF ..... Ultra High Frequency
UMIB ..... Urgent Marine Information Broadcast
USCG ..... U.S. Coast Guard
VHF ..... Very High Frequency