Airport Emergency Plan

Yakutat, Alaska

Prepared on behalf of:
Alaska Department of Transportation & Public Facilities
Southcoast Region Headquarters
6860 Glacier Highway
Juneau, AK 99811

FAA Approved Date

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 Yakutat Airport (YAK). 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 YAK, 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:

Christopher Goins, P.E.
Southcoast Region Director

11/17/2024
Date

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Signature Page

The following are administrators to this document:

Name: Josh Stuckey Title: Airport Safety and Security Officer

Signature: [signature] Date: 12/2/24 Department: Statewide Aviation

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Signature: RACHEL MARGARET WEBB Digitally signed by RACHEL MARGARET WEBB Date: 2024.12.02 09:15:59 -09'00' Date: 12/2/24 Department: FAA - Airports

Name: _____ Title: _____

Signature: _____ Date: _____ Department: _____

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Signature: _____ Date: _____ Department: _____

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Signature: _____ Date: _____ Department: _____

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Record of Changes

Date	Section	Page	Description of Change	Initials

Record of Distribution

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

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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.

Yakutat 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 Yakutat 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 Yakutat 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.

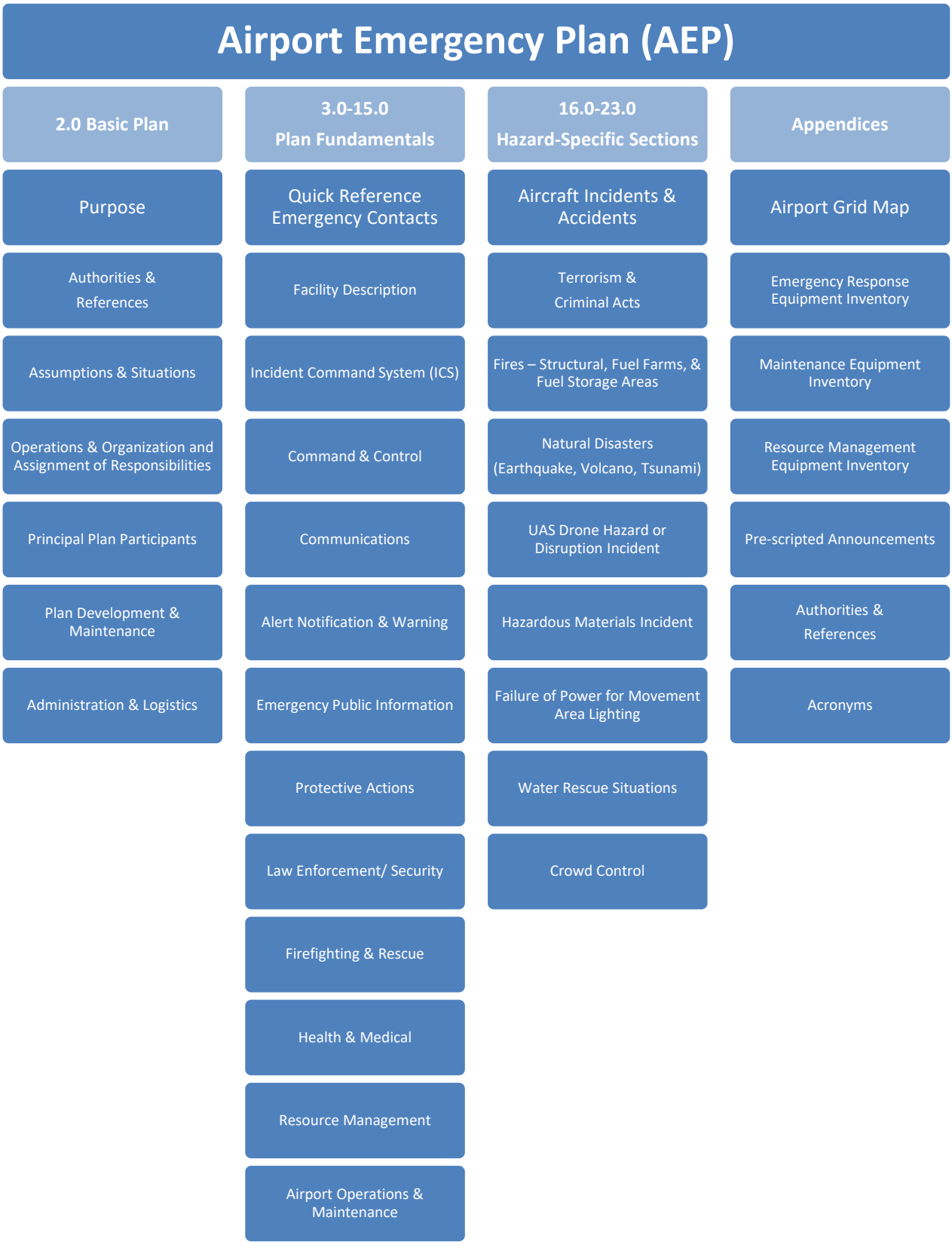
This AEP focuses on response and initial recovery issues and:

- 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 Federal Aviation Regulation 139.325 and the following Alaska Statutes (AS).

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

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

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

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

The Airport is owned and operated by the State of Alaska and is operated under the direction of the Commissioner of the State Department of Transportation and Public Facilities. The Airport Manager 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 Yakutat Airport (YAK) 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.

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

PRINCIPAL PLAN PARTICIPANTS

Alaska Airlines
The Hangar: Bob and Teen Miller
Alaska Fish and Game
Yakutat Department of Public Safety (YDPS)
Yakutat Police Department (YPD)
City & Borough of Yakutat
Yakutat Volunteer EMS Rescue (YVEMS)
Delta Western
Yakutat Volunteer Fire Department (YVFD)
FAA Maintenance
National Park Service
National Weather Service
Situk Leasing
Yakutat Lodge
Yakutat Coastal Airlines
Yakutatland LLC
Bartlett Memorial Hospital - Juneau
Cordova Community Hospital
Juneau & Sitka FSS
Sitka Community Hospital
Southeast Health Consortium (Sitka)
Transportation Security Administration
Yakutat Clinic
U.S. Coast Guard – Juneau / Sitka
U.S. Forest Service
U.S. Post Office (Yakutat)
Yakutat Power, Inc.

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

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

- Every 12 CCM
  - 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.

- 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. Note that use of volunteer labor may have certain liabilities, including provisions for workers compensation.

General Policies for Managing Resources, Record Keeping, Reporting, and Tracking Resources:
The IC or mutual aid responder 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 District 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) 784-3476

Robert Lekanof, Airport Manager
Office .....(907) 966-2960
Cell .....(907) 738-5357

Flight Service Station (FSS) — JNU .....(907) 586-7382

FAA Wester 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

SECONDARY CALL PHONE NUMBERS

Yakutat Department of Public Safety (Fire and Police)
GENERAL.....(907) 784-3206
Or.....(907) 784-7911

Alaska Airlines Yakutat Station Manager ..... (907) 784-3366 ext. 2 /105
Cell .....(907) 952-1573

Alaska State Troopers (F&W)
Ketchikan (24 hours a day).....(907) 225-5118

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

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 Yakutat ..... (907) 784-3453

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
Yakutat Clinic ..... (907) 784-3275
Or..... (907) 784-3391
Emergency..... (907) 784-3284
Bartlett Memorial Hospital, Juneau ..... (907) 586-2611
Providence Hospital, Anchorage ..... (907) 562-2211
Alaska Regional Hospital, Anchorage ..... (907) 276-1131
USAF Hospital—Elmendorf AFB Emergency Room ..... (907) 552-5555
Alaska Native Medical Center, Anchorage..... (907) 563-2662
Sitka Community Hospital ..... (907) 747-3241
Southeast Regional Health Consortium ..... (907) 966-2411
Petersburg General Hospital..... (907) 772-4291
Cordova Community Medical Center..... (907) 424-8000

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

AIRPORT TENANTS

Alaska Airlines – Air Carrier ..... (907) 784-3366
Ed Dierick – Private Hangar ..... (907) 784-3611
Pat Robbins Private Hangar ..... (208) 989-9625
Situk Equipment, Inc. Attn: Kip Fanning ..... (907) 784-3316/3413
Yakutat Coastal – Air Taxi ..... 907) 784-3821
Alaska Dept of Fish and Game ..... (907) 465-4133
Delta Western – Fuel..... (907) 784-3311
US Dept of Commerce NOAA ..... (907) 790-6802/6804
Yakutat Lodge – Restaurant, Lodging ..... (907) 784-3232
Gary Gray – Private Hangar..... (907) 784-3451
Leo's Vehicles, LLC..... (907) 784-3909
City and Borough of Yakutat ..... (907)-784-3323
The Fly Shop ..... (907)-784-3087
US DHS, USCG Commanding Officer..... (907)-463-2441
US Dept of Interior, National Park Service ..... (907)-644-3427
Yakutat Land LLC ..... (415)-566-3152
Yakutat Aviation (Miller Hanger)..... (907) 784-3087

OTHER AGENCIES AS NEEDED

Alaska Airlines..... (907) 784-3366 ext 2
..... (907) 784-3367 ext 105
Cell..... (907) 784-3573
U.S. Post Office, Yakutat..... (907) 784-3201
National Park Service..... (907) 784-3295
National Weather Service..... (907) 784-3322
Or..... (907) 784-3325
Yakutat Power Inc ..... (907) 784-3248
U.S. Forest Service ..... (907) 784-3359
Lee Benson with U.S. Forest Service Home ..... (907) 784-3018
Delta Western ..... (907) 784-3311
Rain Country Transportation, Inc, ... (907) 784-3261

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4.0 Facility Description

The Yakutat Airport is located at 59°30' north latitude and 139°39' west longitude, within the City and Borough of Yakutat. This places the Airport approximately three miles southeast of Monti Bay, a sheltered part of Yakutat Bay. Geographically the Airport is located 331 nautical miles east-southeast of Anchorage and approximately 172 nautical miles from either Cordova or Juneau.

Airport facilities include Juneau AFSS providing 24-hour advisory service, and weather service. Navigational facilities provided at the airport are: NDB and LOC approach for Runway 11, VOR and VHF direction finder for both runways. Approach lighting includes MALSR to Runway 11 & 29, and PAPI for both Runways.

The Airport was initially constructed as a military base during World War II. After World War II the Airport was turned over to the Federal Aviation Administration to run and maintain. In 1965 the FAA turned over the ownership of the Airport to the State of Alaska. It has good potential for growth and expansion because of its location on the Gulf of Alaska in an area near the best sheltered deep water for approximately 100 miles in each direction. Yakutat's location is suitable for deep water facilities, with extensive national forest timber reserves and undetermined oil deposits. The Airport site, on flat glacial moraine, is removed some fifteen miles from the nearest mountains with the Gulf of Alaska extending from the southeast to the northwest, providing excellent unrestricted all-weather low approach conditions.

The Airport and the surrounding areas are glacial moraine with varying types of gravel and silt sub soils. Vegetation in the area varies from extensive muskeg areas (bogs) covered with grasses, willows and alders to extensive heavily forested ridges of Sitka spruce and cottonwood. Excellent sandy beaches extend northwest and southeast for approximately 80 miles in each direction.

To the northwest, east and southeast approximately 10-20 miles from the Airport are the largest glacier ice masses in the world and some of the tallest mountains in North America. Cross-country mobility in the area is restricted to beaches and limited roads, except for seasonal use of special purpose equipment. Winter snowfalls in the area are common with an annual average of 216 inches. These conditions have a bearing on security measures and practical security facilities.

The Airport is Class 1 ARFF Index B. The hours of operation are subject to change, and are available in the regularly-updated Alaska Supplement. Notification of any aircraft

accidents will most likely be generated from the FSS or by an observer with notification to Yakutat ARFF of the City of Yakutat Emergency 911. The initial dispatch will notify Fire, Police, and EMS personnel of an accident.

Water and Sewer

There is also a large drainage ditch surrounding the entire runway. The drainage ditch contains a regular supply of water at all times except during the winter months. There is no airport water supply (hydrant) system for structural fire fighting. A 3,000-gallon water tank is located at the ARFF Building.

Airlines

Aircraft service under Part 139 operations are:

Airlines	**Aircraft**	**Frequency**
Alaska Airlines	Boeing 737-700/800/900	2-4 Flights Daily

There are few privately owned aircraft at the Airport. The volume of transient aircraft activity varies with the heaviest influx of air traffic occurring during summer months.

Air Taxi Operations

There are two operators conducting air operations from the Yakutat Airport, Alsek Air & Yakutat Coastal Airlines.

Airport Staff:

Airport Manager	1
Administrative	1
Operators	4

Airport Structures

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

Buildings	**Fire Protection System**	**Earthquake Resistant?**
DOT&PF SRE Building	Yes	Yes
DOT&PF ARFF Building (metal structure)	Yes	Yes

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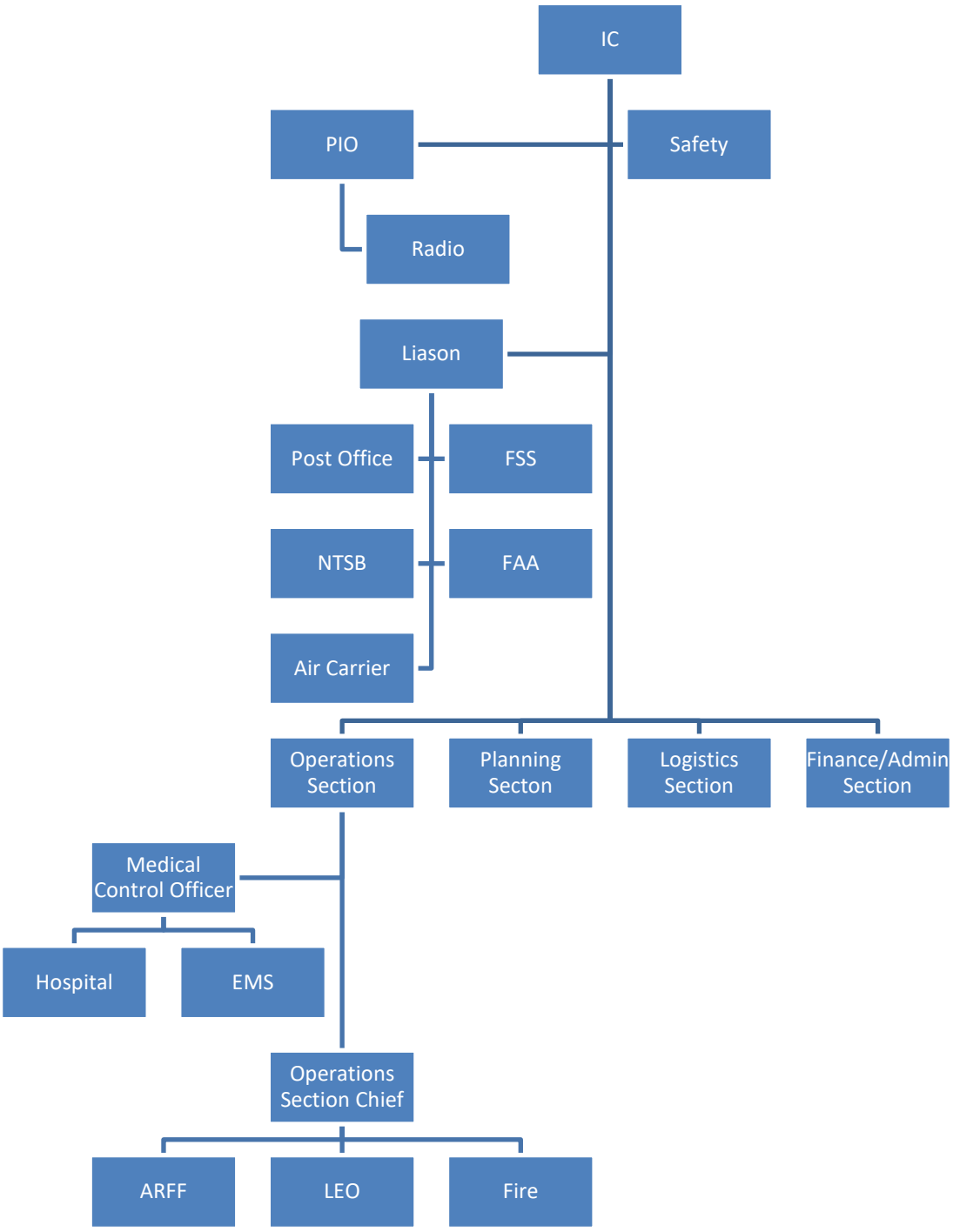
5.0 Incident Command System

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.
Law Enforcement	• 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.

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ICS Position	Responsibilities & Authorities
Law Enforcement Dispatch	• 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.
Yakutat 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. • Provide regular updates to Operations Section Chief and participate in planning meetings as directed.
EMS	• 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.

ICS Position	Responsibilities & Authorities
Law Enforcement	• Site security and other duties as directed by the IC. • 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.

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ICS Position	Responsibilities & Authorities
FSS	• Contact mutual aid fire and police with alert level and other available and pertinent information. • Provide full details of aircraft related information, as appropriate, to include number of persons, fuel, and dangerous goods on board. Also include: Nature of emergency, ETA, Runway, aircraft identification and type. • Coordinate the movement of support aircraft to/from the emergency scene. • Hold all incoming/outgoing aircraft away from the Airport or accident site until notified by the Airport that limited or normal operations may be resumed.

5.3 Responsibility Matrix

Agency / Functions	IC	ARFF	Law Enforcement	MCO/EMS	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	S	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.

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 Law Enforcement, and ARFF organizations will survive the disaster/emergency and remain fully operational. Resources at the Yakutat 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 State Maintenance Building may be utilized as the Information Center and check-in point for personnel authorized on site for an airport emergency. A designated area will be established for the press at the Alaska

Airlines terminal. Personnel not involved in lifesaving, fire-fighting, or security operations will not be permitted inside security lines.

Central Check in Points
First Emergency Rescue Responders will report to Gate No. 2 at the State Maintenance Building. *Access through Gate No. 2 will be controlled by Yakutat Police Department.*

Second and subsequent Emergency Rescue Responders will also report to Gate 2, where they will be summoned to the emergency site as needed.

Alaska Airlines Terminal Building will serve as official check-in-point for all other agencies that may be required, or have a need to respond to the emergency site. These include but are not limited to clergy, postal officials, specialized equipment, and the media.

AUTHORIZED PERSONNEL AT ACCIDENT SCENE

- Airport ARFF
- Incident Commander (Airport Manager)
- Airport Maintenance Personnel
- City & Borough Volunteer Fire/EMS
- Doctors and Medical Personnel
- Department of Transportation and Public Facilities Officials
- NTSB, FAA and TSA Officials (as authorized by Incident Commander)
- Law Enforcement Agencies: Alaska State Troopers, Yakutat Police Department, National Guard
- National Park Service at the request of the AST
- Airline Officials and Company involved
- Post Office
- Press Media (under authorization of the Incident Commander)

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:

Unified Incident Commander ..... Airport Manager or Designee
Operations Section Chief ..... Member of the City Volunteer Fire Department
Logistics Section Chief (also security) . Alaska State Troopers / Yakutat Public Safety
Medical Group Supervisor..... Ranking EMS member

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.

(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 ATC/FSS IC and the Airport for updates.
(3) In charge of rescue operations and initiation of actions to save lives and protect property.
(4) Preserve wreckage and safeguard flight data/voice recorders until the NTSB arrives to take control of the accident site.

e. EMS

(1) Provide onsite primary service to injured individuals, administer casualty identification, and transport to on-site treatment area.
(2) Transfer patients to area hospitals.
(3) Provide emergency medical services to the Airport during emergency conditions to include triage, stabilization, first aid, and any other immediately necessary medical care.
(4) Coordinate planning, response, and recovery efforts with hospitals in closest proximity, or with capability, fire/police departments, and operator.

f. Police

(1) Take appropriate actions to assist the movement of emergency vehicles to/from the emergency/crash site.
(2) Provide traffic and crowd control.
(3) Assist in off Airport traffic and crowd control.
(4) Provide general assistance/aid/security as directed by the Airport-on-Site Incident Commander. Provide security for the crash site, temporary morgue, in addition to the AOA.

g. Alaska State Troopers

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

h. Airport tenants

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

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

i. Federal Aviation Administration (FAA)

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

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

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

k. National Transportation Safety Board (NTSB)

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

l. Post Office

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

m. Public Information Officer/Media

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

n. Animal Care and Control Agency

(1) Take responsibility of animals involved in emergency.

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 JFSS and the Yakutat Department of Public Safety 911 System. Subsequent communications with mutual aid companies may include other communication methods including radios, phones, runners and personal communication as identified within each hazard section. The Airport has additional communication resources, including hand held radios to augment the emergency communications system. Maintenance of all communication equipment is the responsibility of each agency.

7.2 Situation and Assumptions

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

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

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

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

7.3 Operations

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

The Yakutat Airport maintains several Radio Frequencies for its day to day and emergency operations. These systems include Air to Ground, State of Alaska ALMR, and local emergency provider channels. ARFF, and 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 Yakutat community does not have a cell phone system. 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 Yakutat Airport with assistance from Southeast District Administrative staff. 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, EMS, 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 Yakutat community does not currently have an EAS. Alert notification and warning is provided by emergency vehicle loud speakers, door to door, and through telephone contacts.

This alert procedure is the only method currently available that notifies the various agencies and the public of emergencies at the Airport. Key and essential personnel and/or organizations to be notified of the various emergencies are described in the Quick

Reference Guide (Section 3.0) and specific hazard sections. The IC is responsible to initiate and make public notifications as time allows through the PIO and local law enforcement. 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. There are currently no local television and radio stations to provide multi-lingual messages and warnings 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 law enforcement agency.
- 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 JFSS 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 JFSS 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 JFSS 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 not expected to reach the people in Yakutat. The Yakutat 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.

There are no local media personnel to receive training to assist their people with the EAS process.

9.3 Operations

The City does not have an EAS, and so no one is responsible to activate the system. The IC will be responsible for inter-jurisdictional coordination with all local, state, and federal agencies until delegated to the PIO.

Alert notification and warning is provided by emergency vehicle loud speakers, door to door, and through telephone contacts. 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.

There is no EPI organization in the Yakutat Community. There is no audience for the EPI/EAS systems in Yakutat. Local people 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. An EPI system can broadcast to a wide area rather than provide individual information and is critical in meeting the public's demand for current information. No EPI exists in Yakutat. 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 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. The Airport will provide escort methods for the media in the event of an emergency. It is understood that this shall be lowest priority until the emergency/disaster has ended.

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

Additional resources that may be locally available are identified in Section 28.0.

Possible press assembly areas are:

Facility	Point of Contact
Alaska Airlines Terminal	Alaska Airlines Station Manager Office: (907) 784-3367

Transportation to Scene of Emergency

Authorized reporters, photographers, and camera crew will be escorted to the scene of the emergency by Airport Management.

Security at Scene of 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 Alaska Airlines Terminal building and aboard the shuttle vehicle.

If an EPI is ever created, it is expected to be conducted in Phased Activity. Before a known pending event, Airport Management should issue alerts to the EPI as time permits. This message may include details about the event, timing, and possible resources requested from the community. If there is limited warning available of a pending event, Airport Management may not have time to issue an alert. After an event occurs, Airport Management should notify the public of events and issue instructions to the public via the EPI as time allows.

FBO/Tenant/Air Carriers

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

9.4 Organization and Assignment of Responsibilities

The organization primarily responsible for issuing warnings and alerting the public to potentially hazardous situations is the YPDS. The Police Department operates a 911 system and all calls pertaining to emergency situations are channeled through this system. The officer 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.

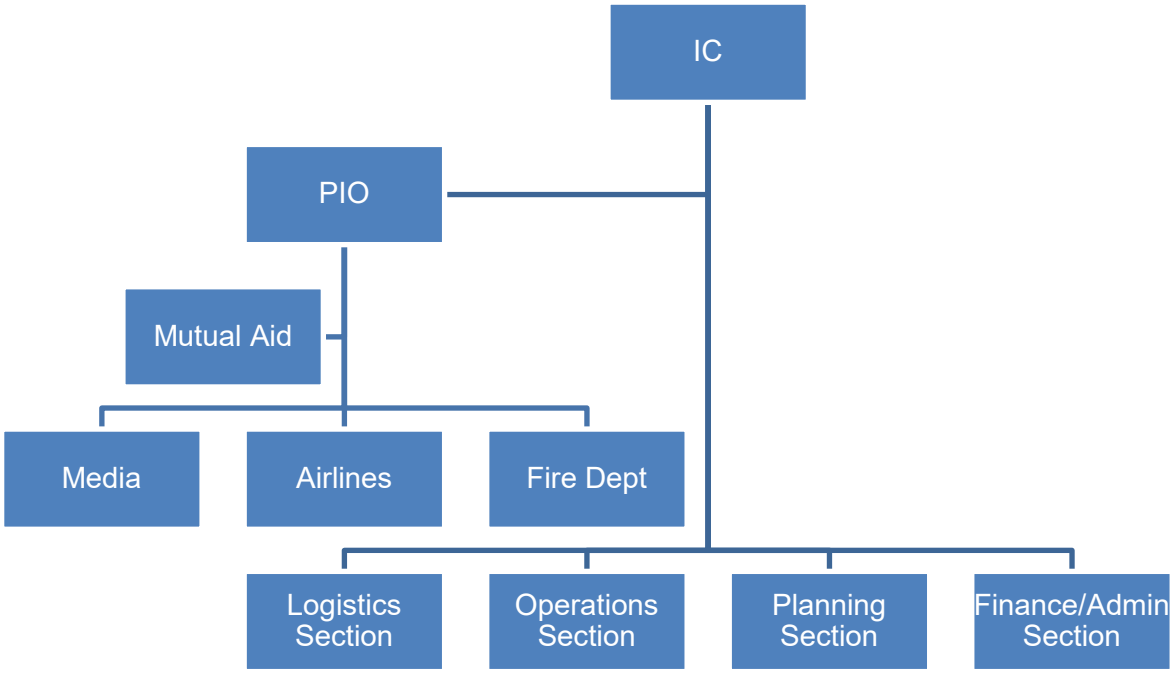


Figure 9.4: EPI Organization

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 has a HVAC system that may need to be shut down. The Airport Manager is responsible for shutting down this system and any other source of outside air if required.

Evacuation

When evacuation is necessary, the entire Airport is likely to be evacuated. 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 evacuation is required, and is authorized to take actions to airport 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 or the City. Additional transportation resources may be listed in Section 28.0. See Section 29.0 for additional evacuation procedures.

Once the property is evacuated law enforcement personnel will attempt to secure the property as time allows to prevent damage. 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 District 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 24.0 for applicable maps.

10.6 Plan Development and Maintenance

As stated in Section 2.6 Development and Maintenance.

10.7 Authorities and References

See Authorities and References in Section 2.2 and Section 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. The Alaska State Troopers and other local law enforcement agencies exist to protect life and property, as well as ensure rapid access for all emergency responders/equipment to the disaster/incident site and nearby medical facilities.

11.2 Situation and Assumptions

Law enforcement would play a critical role in the event of a major disaster or incident at or near the Airport.

It is possible that situations could arise which exceed the resources of the Yakutat DPS. Additional law enforcement resources when available will provide temporary assistance needed by Yakutat DPS, 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 Yakutat DPS.

It is possible a large scale disaster will itself impact the police response, and may isolate the Airport from local support, requiring response from long distances.

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

Law enforcement agencies should be prepared for all types of emergencies, which can include demonstrations, riots, and lootings. Law enforcement agencies may have immediate access to the following items: batons, tazers, barricades with lights, flagging, and ropes to cordon off areas, signs, 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 law enforcement agencies as per the ICS. Mobilization and coordination for law enforcement will follow the ICS and procedures outlined in each hazard section.

The Yakutat DPS in cooperation with the Alaska State Troopers is responsible for protection of life and property, enforcement of law and order, protection of scene security, providing traffic and crowd control, and ensuring emergency rescuers have rapid access to the disaster/incident site and quick egress for medical transport.

Yakutat DPS and Airport Manager are responsible for providing perimeter security per the Airport Security Plan and CFR Part 139.335.

The Airport Manager is responsible for coordinating the Airport's plan with other law enforcement agencies which have responsibilities under the plan. The Airport Manager will provide other agencies training in protection of evidence in the form of briefings as needed during plan reviews and exercises. There will be airport maps in airport rescue equipment and each mutual aid agency command vehicle. The Airport Manager will train all mutual aid companies in airport familiarization and procedures for reducing runway incursions as time permits.

11.4 Administration and Logistics

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

There are no written agreements with neighboring Law Enforcement agencies to augment law enforcement response to the Yakutat 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:

Each law enforcement agency will assign an individual 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 Yakutat Airport has organized outside fire and rescue assistance with the Yakutat Volunteer Fire Department and other agencies. All Yakutat Volunteer 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 rescue units will assist on-Airport resources as-needed in accordance with this plan.

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

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

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

Public and private fire and rescue services, and the community they serve, may themselves be impacted by the disaster. This may result in response delays from local agencies. 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 Yakutat 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 Yakutat 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 or designated person will be responsible for escorting non-emergency 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 ensure that all ARFF equipment is tested, maintained, and repaired as outlined in 14 CFR 139.319.

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

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

The YVFD is located at 609 Forest Highway 10.

If ARFF Vehicles Become Inoperable:

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

Emergency Access Roads

There are no emergency access roads at the Yakutat Airport.

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

There is no off airport response area for the ARFF, and so no maps are necessary.

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 YVFD department staffs at least one individual trained in basic emergency medical services during scheduled/permitted air carrier operations.

The Yakutat Volunteer EMS 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 ensure that it does not become contaminated.
- Limited public medical, health, and morgue services resources located in the community it serves may be available.
- A major disaster/emergency at the Airport involving numerous injuries/casualties could require extensive coordination and use of off-Airport medical resources which may stress local health, medical, and morgue services.
- Limited medical, health, and morgue facilities can be established at the Airport. The community is not connected to the highway system, and has limited medical resources. Long distance support may be hampered by frequent poor weather or closure of the Airport.
- Large scale emergencies and disasters may affect large areas requiring use of mutual aid from long distance.

- 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 178.

Mass casualty incidents will most likely overwhelm the resources locally available. Section 3.0 has a listing of additional (long distance) resources that may be utilized. Transportation of those injured will be provided by the Fire Department and prioritized by the Medical Control Officer. See Section 28.0 for additional transportation resources.

Phases of emergency response will follow the designations in each hazard section. The IC or designee will be responsible for increasing the phases of emergency response. The IC will designate a Medical Control Officer who will be in charge of coordinating the medical response, if needed. The Medical Control officer will follow the Yakutat Volunteer EMS command structure and will coordinate all command changes with the IC. 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 Yakutat Volunteer EMS responder is responsible for initial triage of the injured and transport to medical facilities. It will be the goal of the 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 blankets, or other readily available items.

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.

Large scale medical services are provided by:

The City of Yakutat has a Health Clinic that is manned by mid level providers, and community health aids. All critically injured would need to be moved to Anchorage or Juneau. In the event a doctor has to perform an emergency operation, clinic medical personnel would assist in the operation. The Clinic staff would treat minor injuries and hold the injured at the clinic until transportation could be arranged.

Transportation to the Clinic from the Airport would be provided by a City ambulance.

The City Volunteer EMS Department has a trained team of EMTs that would attend the injured at the Airport. The EMT team would assist in the transportation of the injured to the Clinic.

In the event the aircraft accident is off the Airport, ATSs or helicopters may be used to transport the injured from the accident site to the triage area.

The Medical Clinic is responsible for coordinating requests for air evacuation aircraft for the injured.

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 will require an escort through the IC, as outlined in Section 11.0.

Designated facilities during a Health and Medical Emergency are:

Primary Triage ....."The Hangar" (Old Military Hangar, leased to Bob and Teen Miller)
Walking Injured & Non-Injured ..... Yakutat Lodge
Injured ..... Alaska Airlines Terminal (Secondary Triage)
Morgue ....."The Hangar" (Old Military Hangar, leased to Bob and Teen Miller)

The Yakutat Department of Public Safety (YDPS), 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 Senior Medical Control Officer and the IC.

13.4 Organization and Assignment of Responsibilities

Complete delineation of medical responsibilities are in each hazard section. Each medical organization has its organization and responsibilities within their own SOPs. Airport will provide rescue operations, basic first aid to emergency/disaster victims is provided by Yakutat Volunteer EMS. 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 Yakutat Volunteer EMS 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 in References 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 Yakutat Airport in cooperation with its mutual 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. Small planes, helicopters, and ATV's may also be utilized to transport supplies and equipment around damaged infrastructure. The Yakutat 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 Yakutat 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, 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 boats, rafts or other methods readily available to move supplies around damaged infrastructure.

14.4 Organization and Assignment of Responsibilities

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

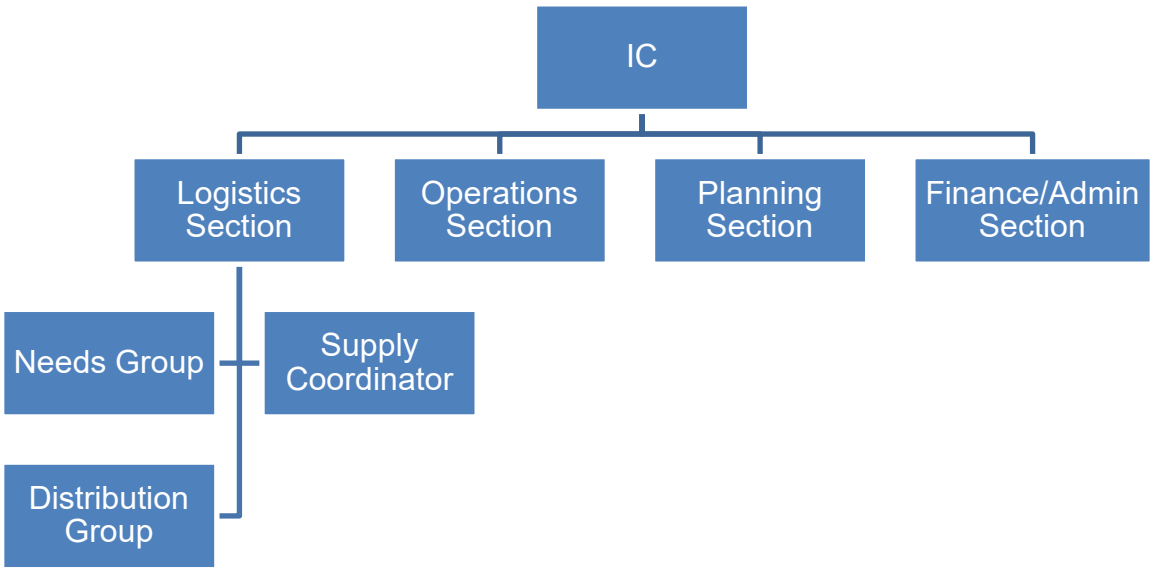


Figure 14.4: Resource Management Organization Chart

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

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

Preparedness is an 'insurance policy' against disasters. It is undertaken because mitigation activities cannot eliminate the occurrence of all events. Preparedness activities include planning to ensure the most effective, efficient response, efforts to minimize damages, such as forecasting and warning systems, and laying the groundwork for response operations, such as stockpiling supplies.

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

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

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

Once the disaster is over and necessary repairs (temporary or permanent) are completed mutual aid and the entire ICS structure will stand down and return to normal duties. At this point preparations need to be made for financial settlement through each agencies administration section as well as support acknowledgement for everyone involved in the disaster response and recovery effort. It should 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 air carrier 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 Airports approved Certification and Security Manuals. Coordination will be through the Airport Manager or IC to ensure procedures are followed.

15.2 Personnel and Equipment

The maintenance department is capable of standard airport maintenance, and 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 operations and/or the Airport Manager will ensure Airport personnel and/or 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. Escorts must be provided for any non emergency personnel who do not possess and display a current Yakutat Airport badge for the area they are accessing.

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 on duty ARFF Responder/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 Yakutat 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 airport 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

Air Carrier Aircraft: An immediate response to the accident site will be made by on duty airport ARFF personnel. Personnel are on duty at the ARFF station during all scheduled air carrier operations. The following actions will be taken:

1. Location (runway) and type of aircraft will be given by ARFF as equipment responds. The Grid Crash Chart will be used if applicable.
2. Yakutat Public Safety Department will respond to Gate 2 at the State Maintenance Building, and will identify, control and monitor responding volunteers. No one is permitted access to the accident site using privately owned vehicles.

3. Airport tenants will be notified and instructed to close and lock tenant-controlled gates.
4. Information such as aircraft type, nature and severity of accident, amount of fuel, presence of fire, wind direction, and velocity will be transmitted by ARFF to responding mutual aid agencies.

Small Aircraft or Large Cargo Aircraft: ARFF personnel will respond to the accident site as soon as possible after notification. Response will be delayed when ARFF personnel are not on duty at the ARFF station or airport, or after duty hours.

Accident Notification

The National Weather Service is the only government entity that maintains staff at the Yakutat Airport 24 hours a day, 7 days a week. They monitor the aviation frequencies and may be the first to know of an aircraft emergency. Personnel authorized to respond to an aircraft accident on the Airport will be alerted by the following means:

1. Pagers/Radios – Activated by Yakutat Public Safety for Airport Staff, City and Borough Volunteer Fire Department members, Medical Clinic personnel, EMT's and police personnel.
2. Municipal phone system used as necessary.

Emergency On Runway

Should an accident occur on the runway, the State ARFF equipment will respond directly to the scene and utilize onboard tank suppressants. The Yakutat VFD will be called. Fire trucks may seek additional water supplies from drainage ditches near the runway.

Emergency Off Runway

In the event of an aircraft accident off the runway and not accessible by the crash truck or fire trucks the following transportation sources should be utilized to get personnel to the accident site.

1. Request U.S. Coast Guard assistance (Juneau).
2. Snow machines with sleds and four wheel ATV's.
3. Vans, pickups, or other transportation as available.

Equipment Transported to Remote Scene

1. Fire Rescue Equipment
2. Portable Fire Extinguishers
3. Yakutat Volunteer Fire Department Portable Gas Fire Pump with hose.
4. Alaska Airlines 50 pound portable Purple-K, dry chemical fire extinguisher.
5. Air Packs
6. ARFF Rescue Medical Equipment
7. EMS Rescue – Equipment.

Emergency Closure of Airport Runways

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.

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:	• Supervise the development and training of emergency control teams. • Coordinate airport tenants' emergency control plans with the community disaster control plan, and the airport emergency control plan. • Provide an up-to-date emergency call-up list of all personnel. • Plan for the emergency transfer of needed supplies and equipment to emergency areas. • Establish procedures for the rescue and treatment of survivors, protection of property, mail, aircraft wreckage, and human remains. • Assist in maintaining a trained and ready ARFF force. • Assist in the preparation and dissemination of firefighting, rescue and fire prevention instructions and training to select airport personnel. • Establish procedures to assure dissemination of pertinent information to the Public Information Officer. • Assist in development and publication of a Crash Grid Chart.	Airport Manager

Federal Aviation Administration
Alaskan Region Airports Division
APPROVED
Dec 02 2024
RMW
Inspector

ALERT 1 CHECKLIST		
	RESPONSE ACTIONS	
Response Phase:	• Alert emergency personnel by calling 911 or by radio. • Stand by for further communications with the aircraft/JFSS. • Notify aircraft owner if other than pilot.	Airport Manager / IC
	• Stage at the Fire department for further communications from IC.	Firefighters
	• Respond to the Airport. Maintain traffic and gate access, crowd control and close off bridge as required.	Yakutat Dept. of Public Safety

ALERT 2 CHECKLIST		
	RESPONSE ACTIONS	
Response Phase:	• Alert emergency personnel by calling 911 or by radio. • Stand by for further communications with the aircraft/JFSS. • Notify aircraft owner if other than pilot.	Airport Manager / IC
	• Proceed to Gate 2 in front of shop and standby at the Airport Maintenance Shop with one pumper company, Command Vehicle, and Ambulance Rescue Team. • Alert Yakutat Community Health Center Clinic.	Firefighters / EMS
	• Respond to the Airport. Maintain traffic, gate access, and crowd control. • Yakutat Department of Public Safety 911 system will notify, in order, agencies and individuals from the Primary Notification List, when available.	Yakutat Dept. of Public Safety

ALERT 3 CHECKLIST		
	RESPONSE ACTIONS	
Response Phase:	• Alert emergency personnel by calling 911 or by radio. • Proceed to scene of accident with airport firefighting equipment. • Issue appropriate NOTAM's. • Notify nearest FAA and NTSB as soon as time permits. • Notify aircraft owner if other than pilot. • If airport operation is interrupted due to wreckage on the runway or other operation areas, direct clearance to the wreckage when authorized by appropriate officials.	IC
	• Proceed to the scene of an accident as directed by the IC, initiate fire response actions, and extinguish any fires. • Assist in rescue of occupants of the aircraft. • Assist in the transportation of injured to the hospital.	Firefighters
	• Proceed with Ambulance Rescue Team and equipment to the accident scene. • Alert clinic. • Assist in rescue of occupants of aircraft, and initiate triage. • Initiate Emergency Medical care. • Transport injured to the Yakutat community health center. • Coordinate transportation for uninjured parties to designated receiving area designated by the IC.	Ambulance Rescue
	• Respond to the Airport. Maintain traffic, gate access and crowd control. • Yakutat Department of Public Safety 911 System will notify, in order, agencies and individuals from the Primary Notification List, when available. • Assist the Incident Commander with photographing the scene and investigation as required.	Yakutat Dept. of Public Safety

AIRCRAFT ACCIDENT CHECKLIST		
	RESPONSE ACTIONS	
Response Phase:	• Establish an emergency command post with his/her vehicle by placing it in a frontal position close to the emergency scene. • In the event of an emergency, or accident, ascertain that the IC has initiated alert procedures, and is executing ARFF proceedings. • 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 he/she determines necessary. • Designate a central control 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. The location of the control point will normally be the Alaska Airlines Terminal. • Authorize and direct the removal of wreckage from the crash scene, after coordination with FAA; NTSB, insurance officials, Alaska State Troopers or Yakutat DPS, and owner of aircraft as applicable. • Close runways in order to meet safe operation standards. NOTAM runway if obstructions exist while still allowing operations. • Reopen the Airport at the earliest practicable time, as time is of the essence to arriving and departing aircraft. • Initiate notification to the FSS, NOTAM System, and interested aviation companies and officials. • Protect and maintain airport records and documents. • Coordinate body recovery with the Alaska State Troopers or Yakutat DPS.	IC

AIRCRAFT ACCIDENT CHECKLIST		
	RESPONSE ACTIONS	
	• Respond to air carrier fire and rescue emergencies and render necessary assistance as needed under the direction of the IC. • For non-air carrier accidents, at which the VFD is first on the scene (when airport personnel are not on duty at the airport), the IC will be provided by the VFD. • When and if airport personnel arrive on the scene, an airport employee will assume the responsibilities of the IC. • The VFD will continue to maintain supervision over actual fire control and rescue efforts. The IC will direct all other aspects of the emergency, i.e.: runway closures, NTSB coordination, etc. If in the IC's opinion the VFD should yield total command of the emergency to the IC, the VFD supervisor will comply. The VFD will set up a command post at, or near the scene until relieved by a person of higher authority. • The VFD shall be in charge of all structure fires on the airport, if ARFF personnel are already on the scene when the VFD arrives, airport ARFF will remain and assist. <u>Injured:</u> In the event there are injured persons inside the aircraft, every effort should be made to extract them immediately. If at all possible, do no further damage to the aircraft; however, this should not be taken into consideration in the event additional damage must be done to remove the injured person.	Yakutat VFD / Yakutat VEMS

AIRCRAFT ACCIDENT CHECKLIST		
	RESPONSE ACTIONS	
	• The Yakutat DPS shall be notified of any major crash at the airport in which there are serious injuries or fatalities. • The Alaska State Troopers shall be notified of any major crash at the airport in which serious injuries or fatalities occur. • Law enforcement shall assume duties of traffic and crowd control at the scene of the crash, and provide security to preserve crash evidence. 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. Law enforcement will coordinate with the Incident Commander when establishing these perimeters. • Law enforcement will direct and coordinate all efforts in recovery of bodies at the accident scene. Recovery efforts will be coordinated with the Incident Commander. • The following procedures should be followed as closely as possible both by law enforcement and the Incident Commander. • Set up perimeter security around the airport. Initial scene security. • Traffic control within the borough limits on routes used by emergency vehicles. <u>Securing the Scene:</u> • In the event of a crash, 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 entry is permitted. • Every effort should be made to establish a check-point through which all persons seeking to enter the scene must pass.	Law Enforcement

AIRCRAFT ACCIDENT CHECKLIST		
	RESPONSE ACTIONS	
	• In the event a large area is involved, attempt to use any and all available personnel to establish the perimeter. • Members or persons assisting in the guarding of the scene should be instructed not to handle, move, or allow the handling or movement of any part of the wreckage by unauthorized personnel. The distribution of wreckage plays an important part in determining the cause. • The Incident Commander or Law Enforcement will point out to the NTSB investigator any structural damage done by rescuers or members while removing victims. If possible, pictures should be taken of the area before and after damage. <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 Groups and aid in the identification of victims, the following must be done before removal of the victims from the crash scene: o The NTSB crash supervisor must indicate the victims are no longer essential to this investigation. o Make a rough drawing of the main portion of the wreckage. o 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.	Law Enforcement

AIRCRAFT ACCIDENT CHECKLIST		
	RESPONSE ACTIONS	
	○ Identify the victims numerically. A 3” x 5” tag with wire fastener should be affixed to the clothing in such a manner that it cannot be pulled off. ○ 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 want 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, but return it to the exact location 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. ○ Show the victim's position on the chart. If the victim is still in a seat that can be identified, show in addition to the body number, the seat number on the tag and the drawing. ○ 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 heavy gauge poly-ethylene plastic sheeting is used, use an 8-1/2” x 11” piece of paper with a large number that can be read through the heavy gauge poly-ethylene plastic sheeting.	Law Enforcement

AIRCRAFT ACCIDENT CHECKLIST		
	RESPONSE ACTIONS	
	Personal Effects: • Have as few people as possible handle the personal effects. • Clear one area for depositing all personal effects. • 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. • Personal effects should be transported to the temporary morgue where they may be of value in obtaining latent fingerprints that will assist in identification. • Any identifiable personal effects in the possession of the Medical Examiner, Coroner, National Transportation Safety Board or other authorities should be returned directly to the passenger's family upon release from the NTSB. However, if personal effects come directly 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. Initial Identification: • There may be some discrepancy in the initial passenger list, so be sure the most current list is available. • Show the tag number and seat number alongside the name. • In the event there is strong suspicion as to the identification was found on the body, show the tag number and any leads of value.	Law Enforcement

AIRCRAFT ACCIDENT CHECKLIST		
	RESPONSE ACTIONS	
	NOTE: Under Alaska Statutes it is possible that the Governor could turn over command of an aircraft on 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, Alaska State Troopers and National Guard.**	Law Enforcement

AIRCRAFT ACCIDENT CHECKLIST		
	RESPONSE ACTIONS	
	1. The National Transportation Safety Board (NTSB) and the Federal Aviation Administration accident inspectors will be notified immediately in Seattle. 2. Their arrival at the scene will probably occur hours after the accident has taken place. Therefore, the Incident Commander and Alaska State Troopers will ensure 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 Alaska State Troopers during the post accident investigation. The procedures outlined in the following "State Trooper Functions" should be followed to assist the NTSB representatives. 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 should be notified in the event of a crash involving a U.S. air-carrier, since the aircraft is frequently carrying mail. A Post Office representative will assume custody of mail when authorized to do so by the 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, they shall not be permitted at the scene but should be referred to the 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 be asked to use care to insure that pictures displaying identifiable features of victims are not published. An Alaska Airlines (AS) Public Relations representative will be summoned by the AS Station Manager to answer press, radio and TV media questions and coordinate media admittance to the accident scene (but not on-board aircraft or within immediate vicinity of aircraft wreckage), with the Incident Commander.	Press
	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. All vehicles authorized on runways or taxiways will be equipped with two-way radios providing communications with the Automated Flight Service Station. If two-way radio communications are not available, vehicles must be escorted by personnel with two-way communications with the Flight Service Station. The Incident Commander may need to close the airport for brief periods of time to facilitate movement of vehicles in operational areas when the foregoing radio requirements cannot be met.	Other Agencies

AIRCRAFT ACCIDENT CHECKLIST		
	RESPONSE ACTIONS	
	The operator (person who causes or authorizes 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, it 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, if possible, of the accident locale, including original position and condition of the wreckage and any significant impact marks. **Only emergency vehicles under direction and control of the 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 authorized by the Incident Commander or his/her assigned personnel.**	Air Carrier or Aircraft Operator

AIRCRAFT ACCIDENT CHECKLIST		
	RESPONSE ACTIONS	
Recovery Phase:	• Repair damaged airport components and surfaces, including removal of all foreign contaminants from airport surfaces. • Restore airport to normal operations. • Document all recovery phase costs. • Costs for repairing airport surfaces and components will be borne by the air carrier. • Conduct a post incident critique.	Airport Manager
	• Remove Aircraft and Debris	Air Carrier or Aircraft Operator

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 liability release 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
Dec 02 2024
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 Farms, & Fuel Storage Areas

18.1 Purpose

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

Off-Airport Mutual aid
609 Forrest Highway 10, (907) 784-3206, Response Time: 10-15 minutes

18.2 Situation and Assumptions

Structure and Fuel Storage Fires have a moderate risk of occurring on the Yakutat 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 no hydrants located on the Airport capable of re-supplying ARFF as well as local fire department apparatus. There is a 3,000 gallon refill tank located at the ARFF station. In addition there are several drainage ditches seasonally available for drafting. The Yakutat VFD has a mobile 5,000 gallon tanker that may be available to refill.

Fuel Storage on Airport:	
Aviation Gas 100 LL	8,000 gallons
A-50	8,000 gallons
Diesel #2- Contingency Tanks	50,000 gallons
Two Fuel Trucks on site	1,000 gallons each

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. The weather observer as well as other Airport vendors and/or tenants are capable of calling local fire fighting resources for assistance as needed. Emergency contact information is included in Section 3.0. Structural and Fuel fires will follow the same ICS procedures as outlined within this AEP for all other types of emergency responses.

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

The IC is responsible for 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 Yakutat VFD is responsible for directing structural, fuel farm fire, and rescue operations at the Airport.

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

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

The NIMS and ICS in generally 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. The Airport Manager is responsible to ensure training to reduce airport

incursions and provide airport familiarization during mutual aid training and as time allows. All non emergency 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:	• Maintain training and equipment in preparation for possible fire.	Airport Manager
Response Phase:	• Anyone observing an airport structural fire can report the fire by dialing 911. • The Airport ARFF Department will respond to the scene and render necessary assistance within their operational capability, and remain on the scene until the Yakutat Fire Department arrives. The Incident Commander will allow the Yakutat Fire Chief to direct firefighting efforts during structural fires once he/she has arrived. • Aircraft operations take precedence and airport fire equipment may be withdrawn in the event of an aircraft emergency. If the airport ARFF Department responds to a fire within the community. The Incident Commander will NOTAM the airport ARFF unavailable. • In case of a major structural fire at the Yakutat Airport, 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 except those actual firefighting efforts on which he/she has relinquished command to the Yakutat City Fire Chief.	ARFF
Recovery Phase:	• Review Warning & Response checklists. • Coordinate recovery activities with state and federal relief agencies. • Identify safety hazards and undertake corrective action. • Arrange for debris clearance, especially in culverts/drainage areas. • Inspect AOA for FOD. • Perform Incident critique.	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 Yakutat 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, rafts and ATVs to move supplies around damaged infrastructure.

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

The Airport does not own or operate public facilities. Facility evacuation, inspection and repairs are the responsibility of the facility owner.

The Airport's response to emergencies includes inspecting the Airport for hazards and damage in accordance with the procedures and training outlined in the ACM.

19.2.4 Organization and Assignment of Responsibilities

EARTHQUAKE CHECKLIST		
	RESPONSE ACTIONS	
Warning Phase:	• Ensure airport emergency power systems are operational. • Inventory emergency supplies needed to cordon off specific areas of the airport which may be damaged during an earthquake. • Inventory emergency lighting system, repair materials, including fixtures, replacement bulbs and power cable and splice ends for jumpers. • Coordinate the earthquake plan with Mutual Aid and Airport tenants during disaster drill exercise.	Airport Manager
Response Phase:	• Becomes IC when he/she arrives on the scene • Establish an ICP, if required. • Inspect runways, taxiways, infrastructure and other operational areas for damage. • Remove any debris endangering the safe use of these areas by aircraft. • Check other facilities for damage. • Issue NOTAMs as required. • Inspect fuel tanks and utilities.	Airport Manager
	• Notify all airport tenants. • Assume overall direction of activities of the airport emergency staff. • Close Airport to non-essential vehicles and personnel. • Restore services and utilities insofar as possible and take charge of recovery and cleanup operations. • Check conditions of runway, taxiways, and ramp areas. • Give preference to aircraft operations in such time as air operations are practical due to the earthquakes. • Set up control points in terminal building and ARFF Station.	IC
	• Respond and assist as necessary	ARFF

EARTHQUAKE CHECKLIST		
	RESPONSE ACTIONS	
	• Enforce closure of Airport. • Be prepared to fight structural fires. The possibility of fire is high due to broken power lines, oil line leaks, ruptured tanks, etc. • Be prepared to commence rescue operations for personnel that may be trapped. • Protect all airport records. • Follow instructions given by Incident Commander.	Yakutat Police Dept and Fire Dept
	• Have maintenance personnel standby to assist as necessary. • Initiate any repairs required to return the airfield to an operational status. Assess damage and take action to protect persons and property.	Airport Maintenance & Operations
	• Assist with site security, crowd and traffic control.	Law Enforcement
	• Make determination if the occupancy of the terminal building is safe	Air Carrier
Recovery Phase:	• Conduct a thorough inspection of runway, taxiways and ramp areas prior to opening the Airport. • Document damage and initiate emergency repairs to airport infrastructure. • Coordinate and participate in the inspection of all Airport owned buildings and structures to ensure they are safe for occupancy/use. • Coordinate restoring services and all Airport utilities with local providers. • Issue appropriate NOTAMs. • Take charge of recovery and clean-up operations and restore services as soon as possible. • Document damage and initiate emergency repairs to airport infrastructure.	Airport Manager

EARTHQUAKE CHECKLIST		
	RESPONSE ACTIONS	
	• Enforce closure of airport.	Yakutat Police Dept and Fire Dept

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 Yakutat Airport.

The Airport has a low possibility of flooding, which may also have an effect on the surrounding community and could reduce the amount of supporting aid available to the Airport. All of the roads and bridges in the local area have a low probability of flooding. Airport structures also have a low probability of flooding, and the worst case scenario is the entire Airport being damaged 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, and is responsible for activating the EOC when needed.

The Airport does not own or operate public facilities. Facility evacuation, inspection and repairs are the responsibility of the facility owner.

The Airport's response to emergencies includes inspecting the airport for hazards and damage in accordance with the procedures and training outlined in the ACM.

19.3.4 Organization and Assignment of Responsibilities

FLOOD CHECKLIST		
	RESPONSE ACTIONS	
Warning Phase:	• Attempt to notify tenants of possible flooding. • Move mobile maintenance equipment out of flood zone. • Attempt to assist all tenants and transients if evacuation is necessary. • Check availability of diversion materials. • Recall personnel. • Ensure emergency equipment and supply availability.	Airport Management Staff
Response Phase:	• Issue appropriate NOTAMs. • Notify all airport tenants. • Advise all aircraft owners to disperse aircraft to airports outside the flood area. • Move fire and mobile maintenance equipment to high ground. • Direct personnel evacuation when flooding occurs. • If feasible (depending on the anticipated stage) place sand bags around all doors and ground level opening in walls and around electrical or mechanical equipment. • Monitor power lines, leaving them in service as long as possible to power pumps, etc. Disconnect sections when they are threatened to be broken by flooding action. Protect airport records. • Supervise clean-up and recovery.	IC
	• Set up communications with the IC (under direction of the IC). • Assist all tenants and itinerants if evacuation is necessary. • Follow instructions given by Incident Commander, Airport Manager.	Law Enforcement

FLOOD CHECKLIST		
	RESPONSE ACTIONS	
Recovery Phase:	• Review Warning & Response checklists. • Coordinate recovery activities with state and federal relief agencies. • Identify safety hazards and undertake corrective action. • Assess Airport status and reopen Airport sections as deemed safe. • Arrange for debris clearance, especially in culverts/drainage areas. • Perform Incident Critique.	Airport Manager

19.3.5 Administration and Logistics

As stated in the Administration and Logistics Section 2.7.

19.3.6 Plan Development and Maintenance

As stated in Section 2.6 Development and Maintenance.

19.3.7 Authorities and References

See Authorities and References in Section 2.2 and Section 30.0.

19.4 Volcano

19.4.1 Purpose

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

19.4.2 Situation and Assumptions

Volcanoes pose a low risk of impacting the Yakutat Airport.

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

19.4.3 Operations

Operations will proceed as per the established ICS system and at the direction of the IC. The 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.

The Airport does not own or operate public facilities. Facility evacuation, inspection and repairs are the responsibility of the facility owner.

The Airport's response to emergencies includes inspecting the Airport for hazards and damage in accordance with the procedures and training outlined in the ACM.

19.4.4 Organization and Assignment of Responsibilities

VOLCANO CHECKLIST		
	RESPONSE ACTIONS	
Warning Phase:	• Identify type of risk (mudslide, ash cloud, etc.). • Identify high-risk populations who may need special attention or early evacuation. • Identify safe areas suitable for sheltering evacuees. • Set up shelters. • Ensure that evacuation routes are passable. • Arrange for alert and warning. • Keep records of actions taken & resources used. • Prepare emergency services for possible need for operations in heavy ash and dust environments.	Airport Manager
	• Inventory heavy equipment for use in response, recovery, and cleanup activities. • Preposition emergency equipment.	Maintenance and Operations
Response Phase:	• Activate incident management team, establish command center, when needed. • Establish a watch/observation for volcano activity. • Continue to assess eruption situation. • Implement emergency utility cutoff as needed.	Airport Management
	• Secure evacuated areas, when needed.	LEO
	• Account for all transient persons from the Airport. • Arrange for emergency housing and sheltering as necessary.	Air carrier
	• Establish facility/safe location for emergency medical care. • Establish emergency medical care facilities and arrange for medical evacuations, as necessary. • Inform Yakutat community health center of injuries.	EMS

VOLCANO CHECKLIST		
	RESPONSE ACTIONS	
	• Work to restore damaged utilities and transportation systems.	Maintenance and Operations
Recovery Phase:	• Review Warning & Response checklists. • Coordinate recovery activities with state and federal relief agencies. • Identify safety hazards and undertake corrective action. • Arrange for debris clearance, especially in culverts/drainage areas prior to opening. • Work to restore damaged utilities and transportation systems. • Work on monetary damage estimates for disaster declaration. • Complete and submit necessary reports and paperwork to appropriate agencies. • Perform an incident critique.	Airport Manager

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.

19.5 Storm

19.5.1 Purpose

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

19.5.2 Situation and Assumptions

Damage from storms has a low risk of occurring on the Yakutat Airport.

19.5.3 Operations

Operations will proceed as per the established ICS system and at the direction of the IC. The IC or Airport Manager is responsible for 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.

Damage from high winds and winter storms are infrequent in the Yakutat 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.

The Airport does not own or operate public facilities. Facility evacuation, inspection and repairs are the responsibility of the facility owner.

The Airport's response to emergencies includes inspecting the airport for hazards and damage in accordance with the procedures and training outlined in the ACM.

19.5.4 Organization and Assignment of Responsibilities

STORM CHECKLIST		
	RESPONSE ACTIONS	
Warning Phase:	• Notify all airport tenants. • Advise all aircraft owners of storm forecast and that aircraft could be damaged. • Assume overall direction of the activities of the Airport Maintenance staff. • Barricade or board up windows and doors where possible. • Check standby engine generators to insure that they will start and that they have an adequate fuel supply. • Place mobile maintenance equipment in sheltered areas. • Check airport grounds for loose debris and secure items that may become FOD.	Airport Manager
	• 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. • When personnel need shelter, arrange for such shelter if available.	Air Carrier

STORM CHECKLIST		
	RESPONSE ACTIONS	

Response Phase:	• Establish an Incident Command Post, if required.
	• Check conditions of runway, taxiways, and ramp areas.
	• Close Airport or portions of Airport as required and issue NOTAMs.
	• Notify all impacted Airport tenants.
	• Assume overall direction of activities of the airport emergency staff.
	• Close Airport to non-essential vehicles and personnel, if required.
	• Be prepared to fight structural fires. The possibility of fire is high due to broken power lines, oil line leaks, ruptured tanks, etc.
	• Be prepared to commence rescue operations for personnel that may be trapped.
	• Establish an EOC if needed.
	• Protect all airport records.
	• Advise the following of a Weather Warning or Watch.
	  ○ ARFF
	  ○ Law Enforcement
	  ○ YVFD and YVEMS
		Airport Manager

	• Enforce closure of Airport.	Law Enforcement
	• 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: ○ Airport Management Office	National Weather Service

STORM CHECKLIST		
	RESPONSE ACTIONS	
Recovery Phase:	• 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. • Issue appropriate NOTAM's as conditions dictate and update appropriate NOTAMs. • Restore services when the storm has passed and take charge of recovery and clean-up operations as required. • Prepare to function as the Incident Control Staff. • Inspect the runway after the storm for FOD. • Restore services and utilities when the storm has passed and take charge of recovery and cleanup operations. • Give precedence to aircraft operations until such time as air operations are impractical due to the storm. • Be prepared to fight structural fires. The possibility of fire is high due to broken power lines, oil line leaks, etc. • Perform Incident Critique.	Airport Manager

19.5.5 Administration and Logistics

As stated in the Administration and Logistics Section 2.7.

19.5.6 Plan Development and Maintenance

As stated in Section 2.6 Development and Maintenance.

19.5.7 Authorities and References

See Authorities and References in Section 2.2 and Section 30.0.

19.6 Tsunami

19.6.1 Purpose

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

19.6.2 Situation and Assumptions

Tsunamis have a high risk of occurring in the Yakutat community. The Yakutat Airport Alaska Airlines Terminal is designated as a tsunami evacuation shelter.

19.6.3 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.

The Airport does not own or operate public facilities. Facility evacuation, inspection and repairs are the responsibility of the facility owner.

The Airport's response to emergencies includes inspecting the Airport for hazards and damage in accordance with the procedures and training outlined in the ACM.

19.6.4 Organization and Assignment of Responsibilities

TSUNAMI CHECKLIST		
	RESPONSE ACTIONS	
Warning Phase:	• NOTAM that Airport is closed, as needed. • If time permits, secure airport owned facilities and shut down utilities as required. • Contact the weather observer and law enforcement for the activation of the tsunami alert siren. • Coordinate the evacuation of people to the airport with the air carrier and law enforcement as needed.	Airport Management
Response Phase:	• Activate an Incident Management Team if required. • Request additional assistance as needed.	Airport Management
	• Request assistance from state or federal agencies, if appropriate.	City and Borough of Yakutat
Recovery Phase:	• Activate Search and Rescue, if appropriate. • Initiate a "shotgun estimate" of private and public damage. • Initiate a survey of the area and correct safety hazards as soon as possible. • Initiate restoration of power or energy to utilities, telephone service and transportation links. • Begin to document the cost of material and labor involved with the emergency. • Form a task force to document and estimate damage to airport infrastructure.	Airport Management
	• When safe access is established, arrange for the return of evacuees to assess damage. • Initiate patrols to secure the area.	Law Enforcement

19.6.5 Administration and Logistics

As stated in the Administration and Logistics Section 2.7.

19.6.6 Plan Development and Maintenance

As stated in Section 2.6 Development and Maintenance.

19.6.7 Authorities and References

See Authorities and References in Section 2.2 and Section 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 Nome 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 Nome 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), Nome 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.)	Yaktuat 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.	Yakutat 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 significant Hazardous Materials Incident has a low risk of occurring on the Yakutat 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) 465-2237
Outside normal business hours, call	(800) 478-9300
DOT&PF Environmental Section	(907) 465-6564
U.S. Coast Guard	(800) 478-5555
Or	(888) 399-5555
Alaska Department of Fish & Game	(907) 784-3255

21.4 Organization and Assignment of Responsibilities

OIL SPILL/HAZMAT CHECKLIST		
	RESPONSE ACTIONS	
Warning Phase:	• Inventory stockpiled clean up and or containment materials. • Identify all potentially available equipment for oil spill and or hazardous material release. • Ensure each emergency vehicle has a current copy of the emergency response guide book. • Review emergency response and material safety data sheets for all known significant hazardous materials located on the airport.	Airport Management
Response Phase:	• Report spill to appropriate agency or authority.	Responsible party
	• Ensure that aircraft are not placed in a hazardous position that might hinder clean-up operations.	Airport Manager / FSS
	• Establish a cordon around the aircraft. • Keep all persons, except rescue crews out of the area if radioactive material contamination is suspected. • Assure rescue personnel wear protective clothing and use self-contained breathing apparatus. • Close doors and windows of nearby buildings. • Use conventional rescue techniques. • Keep persons not performing rescue operations at least 2,000 feet away from and upwind of the incident site.	IC
	• Dispatch appropriate equipment to the scene • First arriving officer is IC until relieved	Fire Dept.
	• Acknowledge Alert, contact Airport Manager (staff). • Sets up ICP (if needed).	Maintenance and Operations
	• Assist with site security, crowd and traffic control. • Coordinate with the IC.	Yakutat Police Department
	• Review Response checklist.	All Personnel

OIL SPILL/HAZMAT CHECKLIST		
	RESPONSE ACTIONS	
Recovery Phase:	• Clean-up incident at the discretion of the IC. • Ensure that all hazardous materials have been disposed of or neutralized. • Perform post-incident cleanup and restore damaged utilities and transportation systems.	Primary Responsible Party
	• Identify safety hazards and undertake corrective action.	Operations (Fire/Hazmat) Safety Officer
	• Coordinate recovery activities with state and federal relief agencies. • 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

Primary power for the airport is provided by Yakutat Power, Inc.

This airport does have an emergency power generation system. In the event of a main power failure this system will provide power for runway 11/29 and 2/20 lights, taxiway lights, rotating beacon, obstruction lights, guidance signs and the State Maintenance Building and ARFF Building. Should this system fail, movement areas will be closed to air carrier operations during hours of darkness and a NOTAM issued in accord with Section 21 of the Airport Certification Manual.

The 80KW diesel generator is located at the ARFF buildings and it has an auto-start function. It is on a quarterly test schedule and the fuel tank has a 500 gallon capacity.

22.3 Organization and Assignment of Responsibilities

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

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

Yakutat Airport is located about 2 ½ miles inland from the Gulf of Alaska. Although an approach to Runway 2 will bring a plane in over the water, it is technically outside of the State's area of concern, as it is more than two miles from the end of the airport. Alaska Airlines only uses Runway 11/29.

The obvious concern for an aircraft accident in the water, no matter if it is summer or winter, is hypothermia along with the other expected associated injuries. The following weather patterns are seasonal averages:

	Summer	Winter
Winds	Easterly 5-20 knots	Easterly 15-60 knots
Seas	2 to 8 feet	4 to 14 feet
Daylight Hours	0300 to 2100 hrs	0800 to 1600 hrs
Water Temperature	39 - 52 Deg F	32 – 41 Deg F

A water feature that the State must consider in its water rescue plan is the marsh land surrounding the Airport. Any approaching aircraft will have to pass over these extensive marshes and a rescue operation these areas would be extremely difficult. The positive aspects are that the ponds in the marshes are relatively small and fit survivors would most likely be able to pull themselves out of the water.

The negative aspects are many. Any object hitting the marsh 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 marsh 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 marsh, 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.

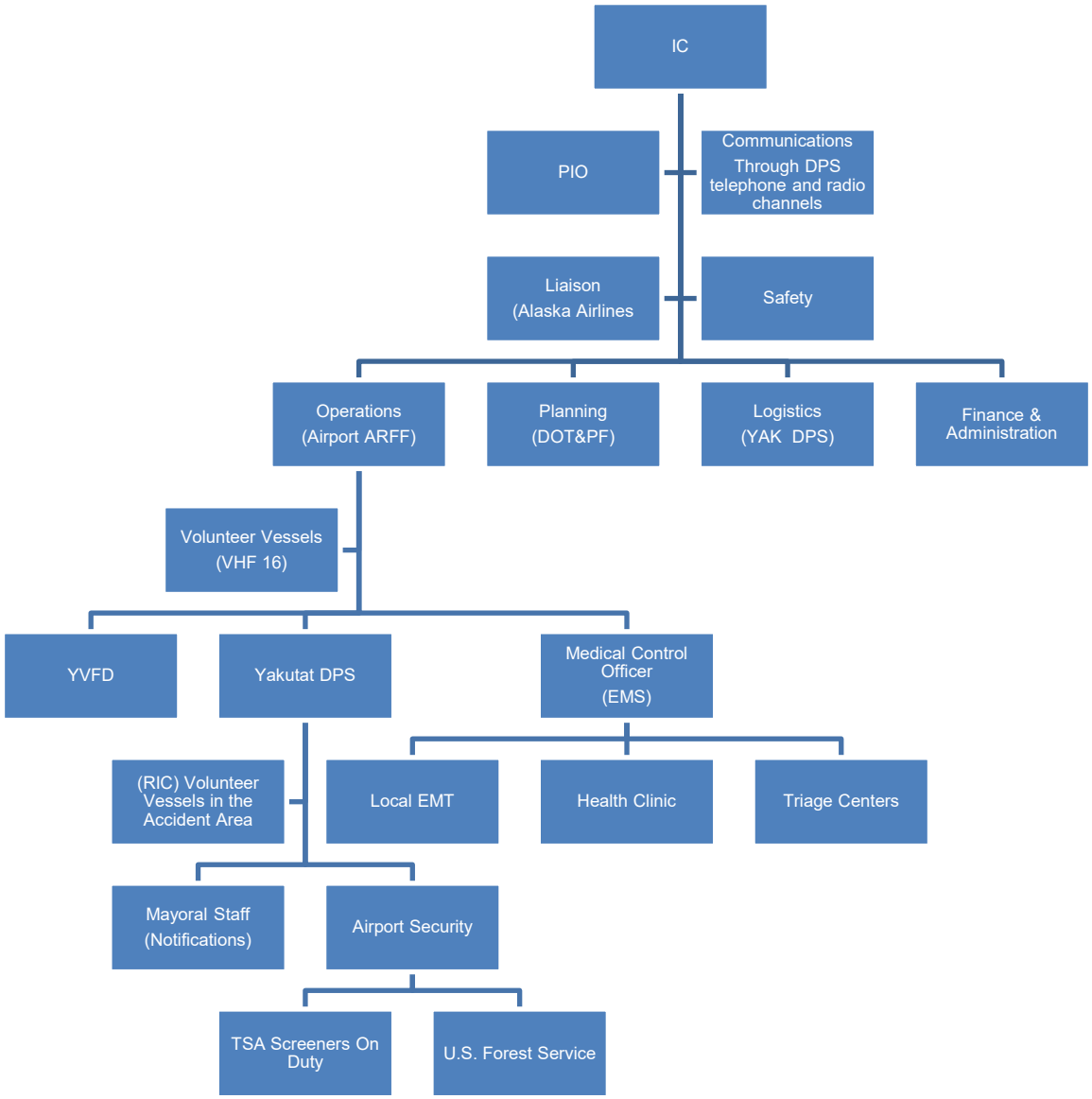
Each aircraft accident should be approached as a hazardous materials incident.

23.3 Operations

The Yakutat Airport has an agreement with the City of Yakutat, to include, Fire, EMS, 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 a small number of fishing vessels and other boaters in the vicinity near Yakutat at most times. All aircraft accidents at the Yakutat 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.

The water rescue effort is mostly dependent on volunteer resources. The Yakutat Police Department is the only government entity with an 18 foot landing craft located at the Small Boat Harbor, approximately 30-40 minutes away from a potential accident scene. The Police Department is also the only government resource with two ATV vehicles and an ambulance carrier trailer, which may be capable of traversing the marshes.

Figure 22.1 Water Rescue Sample ICS Chart



23.4 Organization and Assignment of Responsibilities

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 aircraft's location. Should the Airport Manager become aware of an air carrier aircraft accident in the water or marsh he/she shall assume the position of Incident Commander (IC) and may set up an Incident Command Post at the DOT Shop or other practical location.

1. INCIDENT COMMANDER: Shall initiate rescue efforts by contacting the National Weather Service and the Yakutat Public Safety (YPS), in that order. The National Weather Service and USCG have radio communications capable of alerting vessels/boats that may be in the vicinity of the downed aircraft. The National Weather Service is the only government entity that maintains staff at the Yakutat Airport 24 hours a day, 7 days a week. They monitor the aviation frequencies and may be the first to know of an aircraft emergency. The IC will request the assistance of the Yakutat Public Safety Department, the medical clinic staff, the US Coast Guard, and any other resources available. The IC will also dispatch the water rescue trailer to the Small Boat Harbor where supplies and inflatable rafts can be distributed to rescue boats.

2. DEPARTMENT OF PUBLIC SAFETY: Since the DPS is the only other, on-location, government entity with resources, they will dispatch their boat to the accident scene, loaded with the rescue rafts from the Water Rescue Supply Trailer, and provide operational control at sea or in the bogs for volunteers and volunteer vessels. The DPS Dispatch will serve as a communications hub and notify local EMS unit members, medical clinic staff, U.S. Coast Guard – Juneau, local helicopter service (if available), the City Mayor, and the Alaska Division of Emergency Services at Fort Richardson. http://www.ak-prepared.com/, and other resources requested by the IC. The U.S. Forest Service and the local TSA may be recruited by DPS to aid in airport security responsibilities.

3. YAKUTAT COMMUNITY HEALTH CENTER will assemble at the clinic and be on call as directed by Medical Control Officer. The DPS and Yakutat Volunteer Fire Department (YVFD) will assist EMS in the movement of injured from transporting aircraft and vessels to one of the following care center locations:

- Medical Clinic
- Yakutat City & Borough High School

Rain Country Transportation has agreed to provide a bus and driver to transport persons in the event of an emergency. Victims collected at sea will be unloaded at the Multi-Purpose Dock, then taken to the School for triage and decontamination. Victims recovered

by aircraft will be collected at the terminal building for triage, with back up provided by the "The Hangar," depending on weather conditions and victim status. Victims collected in the bogs will be delivered to the airport ramp area.

In the case of an emergency landing in the bogs, care center locations will be:

- Alaska Airlines Terminal Building
- Yakutat Lodge
- The Hangar

4. The Mayor and his/her staff will be in charge of air evacuation procedures and will coordinate with all available communication resources, including the National Weather Service.

The Airport is responsible for coordinating the response. Each entity will be responsible for training for their part in any water or marsh rescue. Those responsibilities include:

AIRPORT STAFF: Accommodating the rescue efforts with airport resources, close runways or taxiways as appropriate, maintain access for rescue aircraft, stage the water rescue resource trailer and will be responsible for the distribution of the resources.

YAKUTAT VOLUNTEER FIRE DEPARTMENT AND DPS: All aspects of rescue, coordination with airport staff for support. Numerous state airport employees also serve as a volunteer fire fighters – it will be up to the Airport Manager to determine where their skills are best utilized.

LOCAL EMS: Triage, patient allocation, medivac

MAYORAL STAFF: Coordinating evacuation of triage areas, providing notification in accordance with the Airport Emergency Plan.

U.S. COAST GUARD resources are not expected to arrive for at least the first few hours, if not the whole day. When the U.S. Coast Guard does arrive, they will assume operational control at sea while reporting to the IC.

ALASKA AIRLINES: The airline will provide face-to-face liaison to the extent of their operations and passengers. An airline representative will work directly with the IC.

Water Rescue Resources available are limited to about 30 boats at the harbor, which can be raised through the National Weather Service. Inflatable life rafts will be distributed to the available boats through the Airport IC.

COMMUNICATIONS shall be provided through the Yakutat Public Safety Dispatch telephone lines and radios. The airport has the ability to communicate on Public Safety Frequencies. Back up and at sea communications will be provided via Marine Radio Channel 16. Water rescue resources include 6 marine radios, which can be loaned to volunteer vessels in the event of an emergency.

23.5 Administration and Logistics

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

YAKUTAT WATER RESUCE TRAILER
INVENTORY SHEET

General trailer contents			
item	qty	count	
Strobe	15		1 per raft bag, 1 per suit, 1 x
Floating Knife	10		1-25 man bag, 1 Mustang su
Rescue Stick	42		1 raft bag, 2 per boat bag
Emergency Suit	4		
Throw Rescue Bag	23		1 - 25 man bag, 2 per boat b
Sling	9		1 per boat bag
Throwable Ring Buoy	22		
Personal Floatation Device	20		1 per boat bag
Whistle	15		1 per 8 raft; 2 per 25 raft ba
Headlight	9		1 per boat bag
flashlight	14		1 per raft bag; 4 xtra
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 Orange	30		
Medical Gloves	2		(1 case L - 1 box XL)
Double Dipped Yellow Gloves	33		
Megaphone with batteries	2		
Tarp	6		
Wool Blanket	200		2 per boat bag, 182 in traile
Space Blanket	37		1 per raft, 2 per boat bag; 8 xtra
Waterproof Boat Bag (L)	9		1 for each volunteer boat
Clear Drybag (S)	10		1 for each raft
Binoculars	2		
Radio	8		
Gear Keeper	8		
Duct Tape	9 rolls		
Baby Wipes	0		
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	

8 man raft 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	

25 man 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
8-person life raft	5
25-person life raft	5

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	

FAA Approved Date

Federal Aviation Administration
Alaskan Region Airports Division
APPROVED
Dec 02 2024
RMW
Inspector

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 utilized for 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, Alaska State Troopers, and 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.

Crowd Control CHECKLIST		
	RESPONSE ACTIONS	
Warning Phase:	• Inventory supplies needed for cordoning off areas and portable public address systems. • Coordinate with airport tenants and the appropriate law enforcement. • Identify facilities and or areas that may need to be evacuated or closed.	Airport Management
Response Phase:	• Respond to scene to evaluate situation. • Notify Airport Management. • Establish an ICP and request assistance, if needed.	Airport Security
	• Provide law enforcement support as requested.	Law Enforcement
	• 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:	• Access area and return to normal. • Provide for clean up of the affected areas and re-open to normal operations as soon as possible. • Arrange for the return of evacuees once the affected areas are deemed safe. • Initiate a post incident evaluation with Airport and local agencies involved to critique the incident, identify the reason for the gathering and actions that can be taken to prevent future occurrences.	Airport Management

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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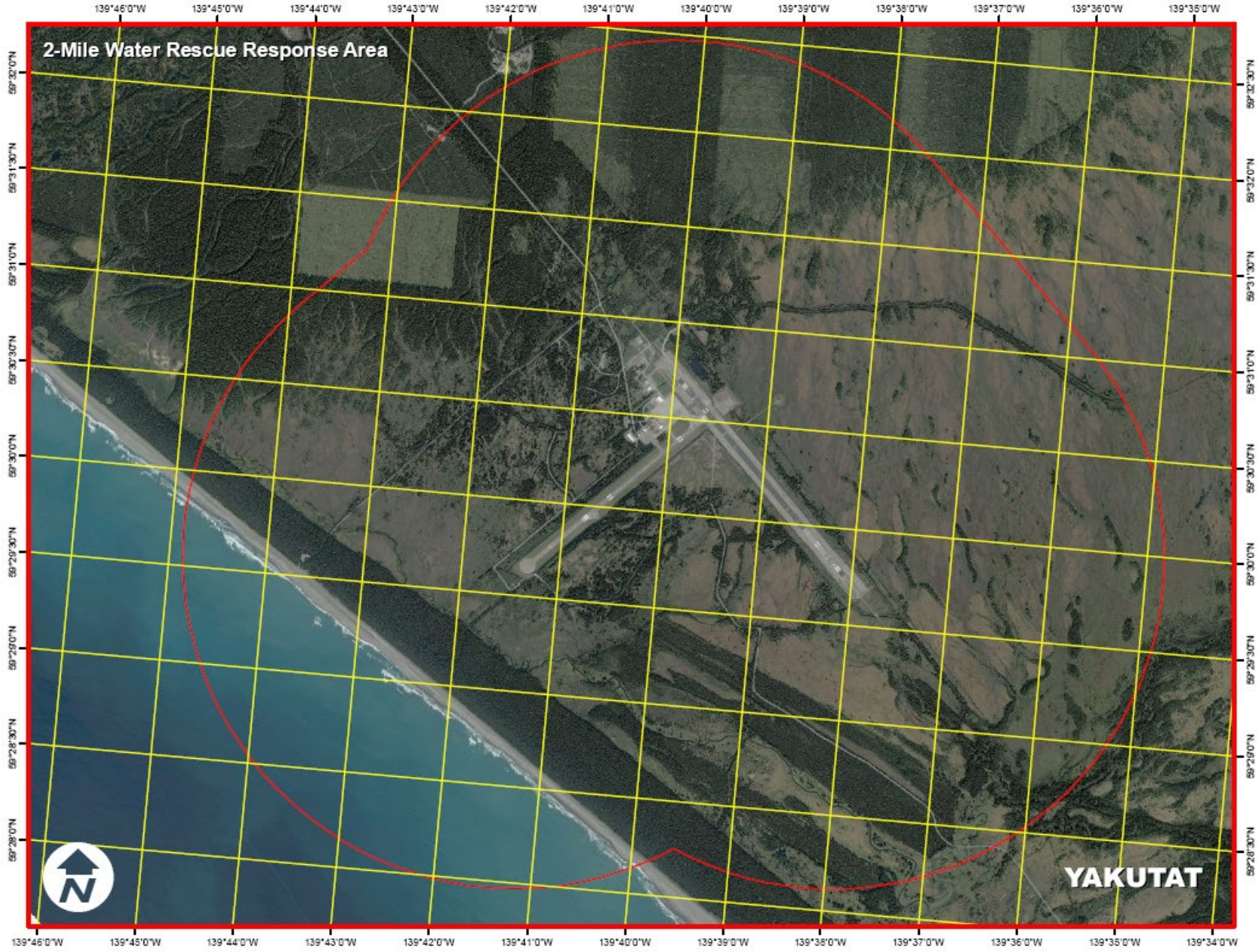

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26.0 Emergency Response Equipment Inventory

STATE OF ALASKA (Airport)

1. (Primary) ARFF Striker 3000 OSHKOSH 2011 vehicle with a Caterpillar C16 engine and Allison Transmission 4800 series seven-speed with power divider. It has a capacity of 3,000 gallons of water and foam agent concentrate tank of 420 gallons. The unit has a water and foam proportioning system for 3% AFFF at a pumping pressure of 240 PSI; 1250 GPM through a cab controlled roof turret and 750 GPM through the cab controlled low attack bumper turret. There are four handlines and 500 lb of Purple K dry chemical. The unit also has a FLIR Camera.

2. (Backup) ARFF T-3000 OSHKOSH 1994 vehicle with a single diesel powered engine and automatic transmission with power divider. It has a capacity of 3,000 gallons of water and foam agent concentrate tank of 400 gallons. The unit has a water/foam proportioning system with a pumping pressure of 1,800 gallon-per-minute (GPM) at 200 PSI; 1200 GPM through a cab controlled roof turret; five hundred pounds dry chemical at 5 pounds per second discharge rate.

3. 500 GPM portable pump.

YAKUTAT VOLUNTEER FIRE & EMS DEPARTMENT EQUIPMENT

1. 1983 International Fire Truck 1000 gal Water, 50 gal AFFF, 500 lbs dry chemical agent, and a bumper turret.
2. Pierce 4 wheel drive 2000 model, 1000 gallon pump truck with a detachable water monitor and an ARFF induction system.
3. EMS Ambulance (Rescue 1)
4. 4,000 gallon mobile water tanker
5. 2 YAMAHA 4 Wheeler's 4X4, 2 Rhino ATV's and 1 patient transport trailer.
6. 1 Mass Casualty Tent

27.0 Maintenance Equipment Inventory

STATE OF ALASKA (Airport)

2 – Caterpillar 14h motor graders with wings
3 – 8-yard 6 x 6 plow trucks with wings and belly blades, 1 with sander, 1 with dump box
3 – Rotary snow blowers, 1 with runway sweeper attachment
2 – Front end loaders
1 – Runway sweeper
2 – Pickups
1 – 1 Ton flatbed truck with 1/2 yard sander
1 – 4,000 gallon urea tanker truck
1 – Bowmonk Friction Tester
1 – Tapley Friction Tester

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 a 747. 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	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.	Shoring, timber, 4”X4”X8’	File Construction Co.	(907) 789-9078
6.	Jacks, 20-ton, A/C	ASA NLG-MLG 737/727	(907) 789-7666 Or (907) 789-7667
7.	Steel mats	Duane Reddekopp	(907) 789-7637
8.	Steel pilings (trough shaded)	Trucano Construction	(907) 586-2444
9.	Large truck winch	Gastineau Contractors	(907) 789-7437

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29.0 City and Borough of Yakutat Evacuation Pre-scripted Announcements

Sample Alert and Warning Messages

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

General Information Message

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

Shelter in Place Message

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

Prepare to Evacuate Message

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

Evacuation Message

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

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
AIP ..... Airport Improvement Program
ALMR ..... Alaska Land Mobile Radio
AOA ..... Airport Operations Area
ARFF ..... Aircraft Rescue Fire Fighting
AS ..... Alaska Statutes
AST/Troopers ..... Alaska State Troopers
ATC ..... Air Traffic Control
CDC ..... Center for Disease Control and Prevention
DME ..... Distance Measuring Equipment
DMORT ..... Disaster Mortuary Assistance Team (FEMA)
DOT&PF ..... Alaska Department of Transportation and Public Facilities
EAS ..... Emergency Alert System
EMS ..... Emergency Medical Services
EMT ..... Emergency Medical Technician
EOC ..... Emergency Operations Center
EOP ..... Emergency Operation Plan
EPI ..... Emergency Public Information
ETA ..... Estimated Time of Arrival
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
HAZMAT ..... Hazardous Materials
HFG ..... Human Factors Group (NTSB)
HVAC ..... Heating, Ventilation, and Air Conditioning
IC ..... Incident Commander
ICP ..... Incident Command Post
ICS ..... Incident Command System
ILS ..... Instrument Landing System
JFSS ..... Juneau Flight Service Station
LEO ..... Law Enforcement Officer
LLC ..... Limited Liability Corporation

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MALSR .....Medium Intensity Approach Lighting System with Runway Alignment Indicator
ME .....Medical Examiner
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
PIO.....Public Information Officer
ROC.....FAA Regional Operations Center
SIGMET .....Significant Meteorological Information
SOP .....Standard Operating Procedure
SRE ..... Snow Removal Equipment
TSA.....Transportation Security Administration
UC.....Unified Command
UHF ..... Ultra High Frequency
USCG .....U.S. Coast Guard
VASI..... Visual Approach Slope Indicator
VOR ..... VHF Omni-direction Range
YDPS ..... Yakutat Department of Public Safety*
YPS.....Yakutat Public Safety*
YVEMS .....Yakutat Volunteer Emergency Medical Service
YVFD .....Yakutat Volunteer Fire Department

*YDPS and YPS are synonymous