King Salmon Airport Emergency Plan

King Salmon, Alaska

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

FAA AIRPORTS APPROVAL
MS AAL-604 DATE 8-31-23

1.0 Table of Contents

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APPENDICES

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Promulgation Page

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

_____ _____

Approved By
Regional Aviation Manager

Date

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Signature Page

The following are administrators to this document:

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Record of Changes

Date	Section	Page	Description of Change
8/27/2019	3	3-1	Contact #'s
8/28/2019	25	All	ARFF Truck
9/15/2019	21	21-1	Failure of Power
9/1/2020	2	2-6	Participants
9/1/2020	3	All	Contact Info
9/1/2020	4	All	Facility Info
9/1/2020	7	7-1	Tower Frequency
9/1/2020	9	9-3	Remove Ravn/Pen Air
9/1/2020	13	13-1	Remove Ravn/Pen Air
9/1/2020	18	18-1	Address
9/1/2020	22	All	Remove Ravn/Pen Air
9/1/2020	25	25-1/25-2	All
9/1/2020	27	All	All
8/17/2021	3	All	Contact Info
8/17/2021	9	9-3	Alaska Airlines Contact Info
4/20/2022	TOC	All	TOC
4/20/2022	4	4-2	Update Air Carriers
4/20/2022	All	All	Added UAS Section
8/28/23	2	Various	Section Reference
8/28/23	3	All	Updated Phone numbers
8/28/23	4	4-2	Added Aleutian Airways
8/28/23	6	Various	Section Reference
8/28/23	7	Various	Section Reference

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Date	Section	Page	Description of Change
8/28/23	8	All	Section Reference
8/28/23	9	Various	Section Reference
8/28/23	10	Various	Section Reference
8/28/23	11	Various	Section Reference
8/28/23	12	Various	Section Reference
8/28/23	13	Various	Section Reference
8/28/23	14	Various	Section Reference
8/28/23	15	Various	Section Reference
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8/28/23	18	Various	Section Reference
8/28/23	19	Various	Section Reference
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8/28/23	27	27-1	Section Reference
8/28/23	28	28-1	Section Reference

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Date	Section	Page	Description of Change
8-3-15	3.0	ALL	Contact info
7-11-16	3.0	All	Contact Info
7-11-16	2.5	All	Emergency Response Equip Inventors
7-11-16	2.6	All	Maintenance Equipment Inventory
7-27-16	2.6	2-7	Plan Development + Maintenance
7-27-16	4.0	4-1	Facility Description
5-16-17	2	2-6, 2-7	Principal Plan Participants, Plan Development + Maintenance
5-16-17	3	3-1, 3-2	Contact Info
5-16-17	4	4-1, 4-2	Facility Description
5-19-17	21	21-1	Failure of Power for Movement Area Lighting
5-19-17	22	All	Water Rescue Situations
10-23-17	3.0	All	Phone #s
10/31/18	25	25-1, 25-2	New ARFF Truck
12/18/18	3.0	3-2, 3-3	Contact information
12/18/18	4-2	4-2	Airport Staff / Facilities
12/18/18	12.0	12-2-12-3	Index B
12/18/18	16.0	16-1	Index B
12/18/16	18.3	18-2	Fuel Stocage
12/18/18	22.3	22-3	Phone #
12/18/18	26.0	26-1	Equipment list
12/18/18	27.0	27-1	Aircraft services
8-16-19	4	4-2	updated staffing
8-16-19	3	all	updated Contact #'s

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Date	Section	Page	Description of Change
2/4/20	26.0	1	Equpiment List
9/1/2020	2	2-6	Plan Participants
9/1/2020	3	All	Contact Info
9/1/2020	4	All	Facility Info
9/1/2020	9	9-3	Tower Frequency
9/1/2020	13	13-1	Remove Pen Air
9/1/2020	18	18-1	Remove Pen Air
9/1/2020	22	All	Remove Pen Air
9/1/2020	25	All	ARFF Truck
9/1/2020	27	All	All

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Date	Section	Page	Description of Change

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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.

King Salmon 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 King Salmon 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 King Salmon 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.

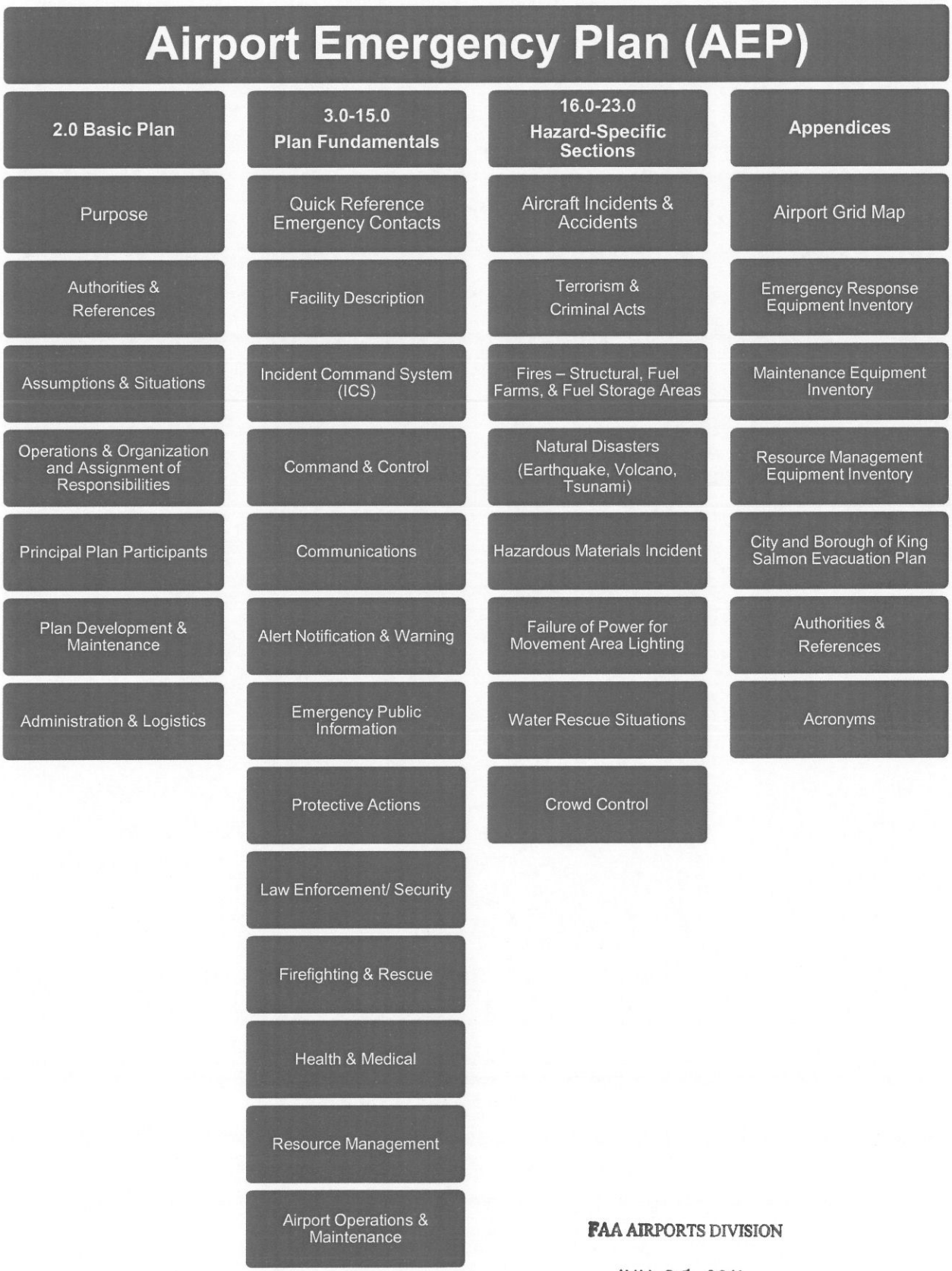
This AEP focuses on response and initial recovery issues and:

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

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

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

Figure 2-1: Airport Emergency Plan Structure



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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 Alaska Statutes (AS) Section 02.10.010 that states that the Department of Transportation and Public Facilities shall have supervision over aeronautics and communications inside the State and Section 02.15.060 that states that the Department may plan, establish, construct, enlarge, improve, maintain, equip, operate, regulate, protect and police airports and air navigation facilities within the State. Section 02.15.020 allows the Department to perform acts, issue and amend orders, and make, promulgate and amend reasonable general or special rules it considers necessary to carry out the provisions of the Statute.

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

Additional authorities and references are listed in Section 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; and
- Large scale emergencies may overwhelm the Airport's and local community's resources.
- There are special needs, conditions, and situations which cannot be addressed in this document and will be addressed on the scene as they arise.
- The special characteristics that affect response to this airport are its remoteness and lack of road access to surrounding communities.
- This AEP only describes the response of the Airport during scheduled and permitted Part 139 operations.
- This Airport is in an earthquake prone region and experiences substantial seasonal weather changes, which may affect response activities by hampering effectiveness.

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 King Salmon Airport (AKN) are as follows:

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

2.4 Operations & Organization and Assignment of Responsibilities

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

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

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

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

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

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

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

2.5 Principal Plan Participants

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

Alaska Airlines

Alaska Airlines

Alaska State Troopers – King Salmon

Aleutian Airways

ASRC

Bristol Bay Borough Manager

Bristol Bay Borough Volunteer Fire Department/Rescue Squad

Bristol Bay Police Department/Central Dispatch

Camai Medical Health Center

Coastal Air

Egli Air Haul

FAA Control Tower

Grant Aviation

Kenai Flight Service Station

King Flying Service

King Salmon Ground LLC

King Salmon Ground Services

Transportation Security Administration (TSA)

U.S. Post Office – King Salmon

2.6 Plan Development and Maintenance

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

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

AEP Maintenance Schedule

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

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

- Semi-annually
  - Personnel 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 reviewed quarterly for accuracy by calling the individual/organization listed. Changes will be disseminated immediately to the organization/individual tasked with making the calls in an emergency. Additional resources phone numbers will be reviewed annually.

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

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

- The Airport Manager will ensure appropriate personnel are trained on Airport familiarization, including training provided to reduce potential for a vehicle/pedestrian deviation and a runway incursion.

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

2.7 Administration and Logistics

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

Staffing:
Airport personnel may have numerous primary or support responsibilities during an emergency. In cooperation with the Incident Commander, the Airport Manager or designee may direct assignment of Airport personnel, other local government employees as outlined in Alaska Statute AS 26.23.010 – AS 26.23.220 or volunteers to specific duties to support implementation of the AEP, as well as contract for additional staffing as outlined in the resources Section 28.0. It should be noted that use of volunteer labor may have certain liabilities, including provisions for workers compensation. Volunteers should have a written liability waiver signed prior to any assistance.

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

3.0 Quick Reference Emergency Contacts

IN CASE OF FIRE/CRASH

Tower will call: 911
ARFF Responder..... VHF 121.9 or 907-246-3325
Kenai FSS 1-800-478-3576
Tower Chief..... Office: 907-246-3311
..... Cell: 907-469-0450

Emergency Services (Bristol Bay Borough central dispatch): 911
Troopers: 907-246-3346/3464

Kenai FSS will notify

Western Service Area Operations Center 206-231-2099
NTSB: 907-271-5936
AK Division of Emergency Services EOC: 907-428-7000

After the initial emergency, these agencies will be notified by Airport Manager

DOT&PF

Airport Manager (if not at scene) (cell) ..... (907) 469-0400
Office ..... (907) 246-3325
Airport Safety & Security Officer, Anchorage ..... (907) 269-0751
Cell ..... (907) 717-5065
Region Superintendent ..... TBD
Cell ..... TBD
Police Chief ..... (907) 246-4222
Cell ..... (907) 240 1420
Fire Chief ..... (907) 469-0550
Cell ..... (907) 752-0033

Other Agencies

Alaska State Troopers (should have been notified by NTSB): 907-269-5511
State Medical Examiner (if Fatalities occur, Troopers should call): 1-888-332-3273
Risk Management: 907-465-2180
U.S. Post Office (if mail on board): 907-246-3396

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Hospitals

Camai Medical Center	907-246-6155
Kanakanak Hospital (Dillingham)	907-842-5201
Providence Kodiak Island Hospital	907-486-3281
Alaska Native Medical Center	907-563-2662
Alaska Regional Hospital Switchboard	907-276-1131, ER 907-264-1224
Providence Alaska Medical Center	907-562-2211
Alaska Rescue Coordination Center (RCC)	907-551-7230 or 1-800-420-7230
Maritime Helicopter (24 hr. medical/rescue)	907-235-7771

EMERGENCY PUBLIC INFORMATION

KDLG 670 AM (24hrs)	907-842-5281

Other Agencies if Needed

Egli Air Haul (HELICOPTERS)	VHF freq. 122.95
	Hangar: 907-246-3554; cell – 907-469-0443
Federal Bureau of Investigation:	907-276-4441
TSA Coordination Center:	907-771-2935
Department of Environmental Conservation (ADEC) (Radiological & Hazardous Materials Response) (24 hr. spill hotline)	1-800-478-9300
AKARNG Planning, Operations, Military Officer:	907-428-6205, 6209, 7277/6222
U.S. Coast Guard:	800-478-5555

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4.0 Facility Description

The King Salmon Airport is located at Latitude 58°40'43"N, Longitude 156°38'50"W. The airport is located approximately 250 air miles southwest of Anchorage.

Navigational facilities provided at the airport are ILS; DME; RVR; SSALS/R; PAPI; REIL; runway, taxiway, threshold lights.

The King Salmon Airport has two hard surfaced runways. Runway 18/36 is 100' x 4,017'. Runway 12/30 is 150' x 8,901'. There are 3 asphalt paved parking aprons on the south side of runway 12/30. Air carrier and air taxi operations are performed on the west apron and can be accessed by taxiway "A" or "B". The Air Force taxiways and aprons are located in the northwest section and are accessed by taxiways "M" and "N".

The Airport has a seasonal (April through September) average of 5-7 flights per day of air carrier aircraft having a seating capacity of more than 30 passengers.

The Airport is Class 1 ARFF Index B is maintained between 1700-0300 Zulu time. The hours of operation are subject to change, and are available in the regularly-updated Alaska Supplement. Notification of any aircraft accidents will most likely be generated from the tower with a direct, dedicated ring down line to the City of King Salmon Dispatch Center. The initial dispatch of emergency equipment will notify Fire, Police, and EMS personnel of an accident.

Water and Sewer

The FAA has a sewer purification plant; the other tenants utilize septic tanks or the borough sewer system. The airport complex draws water from drilled wells. The tenants of the airport use diesel fuel for heating.

The airport has 8, 000 gallon rapid fill tank at the State DOT Shop for the ARFF Truck, plus all the dry "Purple K" fire retardant and concentrated foam in 5-gallon buckets for ARFF truck refills. Further, the Air Force base has several fire hydrants on and off the airfield for rapid filling of the water tanks on the trucks.

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Airlines

Aircraft service under Part 139 operations are:

Airlines	Aircraft	Frequency
Alaska Airlines	Boeing 737-700/800/900	2-3 Daily
Horizon Air	Embraer 175	1 Daily
Aleutian Airways	SAB 2000	Seasonal
RAVN Alaska	Dash 8	Occasional

The largest air carrier expected at this Airport has a maximum seating capacity of 162.There are approximately 39 privately based small aircraft operating in the Airport.

Airport Staff:

Airport Manager	1
Administrative	0
Operations	5

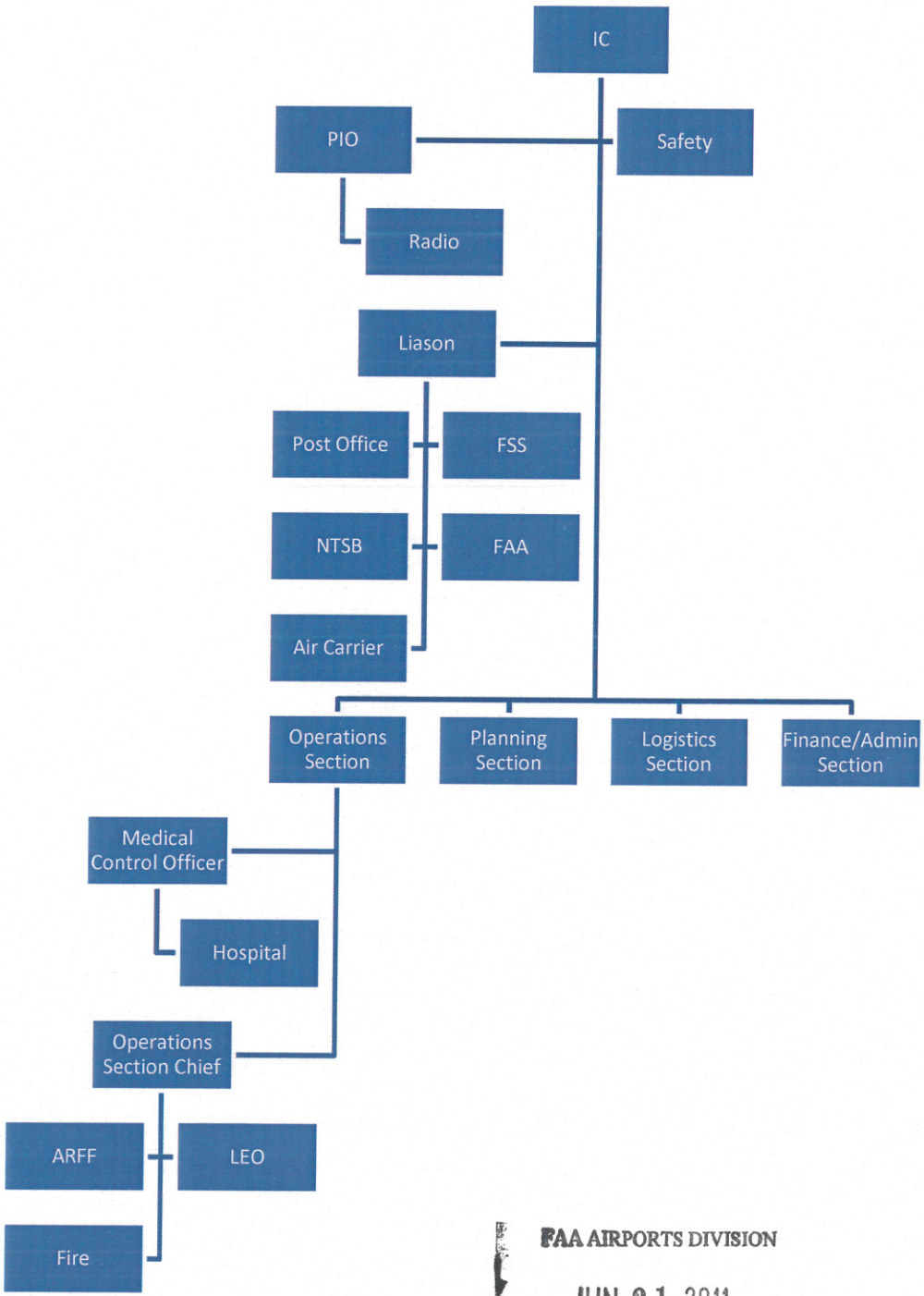
Airport Structures

The description of Airport owned structures are listed below:

Buildings	Fire Protection System	Earthquake Resistant?
ARFF/Shop	No	Yes
Heated Storage	Yes	No
Unheated Storage – 4 units	No	No

5.0 Incident Command System

5.1 Table A: Incident Command System (ICS) Diagram



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5.2 Basic Functions of Key Participating Agencies

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

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ICS Position	Responsibilities & Authorities
King Salmon Police Dispatcher Center	• Responsible for setting up and operating an expedient communication system to support the incident, including telephone, UHF radio, single side band state control hookup, and any other required equipment. • Assist in managing the information flow between field units and the EOC, and dispatch and receive communication from all agencies involved and forward to the appropriate EOC personnel. • Ensure that radio and phone logs are maintained, logging all entries by time and date. • Coordinate radio communications between agencies not equipped for direct interagency communications. • Establish and supervise the Incident Communications Center and Message Center. • Establish telephone, computer links, and public address systems.
Hospitals and Clinics	• Obtain information on any injuries that occurred during initial response operations. • Respond to requests for medical treatment and transportation. • Request/supervise ambulance support. Order through established incident chain of command.
King Salmon Volunteer Fire Department	• Oversee branch operations, including establishment and management of emergency medical services, morgue facilities, mass inoculations, and public health advisories. • Coordinate with EMS personnel to estimate casualties and plan for triage/treatment. • Make tactical assignments to field personnel to manage medical treatment and public health functions. • Assign specific work tasks to division/group supervisors. • Request resources as needed to support field operations. • Provide regular updates to Operations Section Chief and participate in planning meetings as directed.
State Troopers	• Site security and other duties as directed by the IC.

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ICS Position	Responsibilities & Authorities
Bristol Bay Borough Police	• Oversee branch operations, including protection of vital facilities, EOC security, on-scene security, search and rescue support, and evacuation. • Coordinate with IC, Fire and EMS Branch. • Make tactical assignments to field personnel to manage public safety and law enforcement. • Assign specific work tasks to division/group supervisors. • Request resources as needed to support field operations. • Provide regular updates to Operations Section Chief and participate in planning meetings as directed.
NTSB and FAA	• Conduct and control all accident investigations involving civil aircraft, or civil and military aircraft, within the United States, its territories and possessions.
Radio Stations	• Gather, coordinate and release factual information through the IC or designated PIO
Post Office	• Ensure the security of the mails, protect postal property, and restore service.
Air Carrier/ Aircraft Operator	• Coordinate, with the IC, transportation, accommodations, and other arrangements for uninjured passengers. • Coordinate utilization of Air Carrier personnel, supplies and equipment for all types of emergencies occurring at the Airport, with the IC.
TOWER/ FSS	• Contact mutual aid fire and police with alert level and other available and pertinent information. • Provide full details of aircraft related information, as appropriate, to include number of persons, fuel, and dangerous goods on board. Also include: Nature of emergency, ETA, Runway, aircraft identification and type. • Coordinate the movement of support aircraft to/from the emergency scene. • Hold all incoming/outgoing aircraft away from the Airport or accident site until notified by the Airport that limited or normal operations may be resumed.

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5.3 Responsibility Matrix

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

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

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6.0 Command and Control

6.1 Purpose

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

6.2 Situation and Assumptions

The Airport is subject to hazards that would require the immediate mobilization of emergency response equipment and personnel including clear command and control responsibilities. It is assumed that the IC, the Law Enforcement, and ARFF organizations will survive the disaster/emergency and remain fully operational. Resources at the King Salmon 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 police and notification 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 restricted area will be established for the press at the check-

in point. Personnel not involved in lifesaving, fire-fighting, or security operations will not be permitted inside security lines.**AUTHORIZED PERSONNEL AT ACCIDENT SCENE**

- IC/Airport Manager
- DOT&PF employees (as authorized by Airport Manager)
- Emergencies Services providers (firemen/policemen/doctors/medics)
- NTSB and FAA personnel
- State Troopers
- Medical Examiner
- Alaska National Guard (if mobilized by the Governor)
- Airline personnel of company (as authorized by IC)
- Post Office (as authorized by IC)
- Media personnel (as authorized by IC)

6.4 Organization and Assignment of Responsibilities

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

INCIDENT COMMAND STAFF AND DUTIES

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

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

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, American Red Cross, Airport, and Airport Operator.

f. Bristol Bay Borough 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 Airport Operations Area (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 representative 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 ATC/FSS and the King Salmon Police Dispatcher Communications Center. Subsequent communications with mutual aid companies may include other communication methods including radios, phones, and personal communication as identified within each hazard section. The Airport has additional communication resources, including hand held radios to augment the emergency communications system. Maintenance of all communication equipment is the responsibility of each agency.

7.2 Situation and Assumptions

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

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

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

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

7.3 Operations

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

The King Salmon Airport maintains several Radio Frequencies for its day to day and emergency operations. These systems include Air to Ground, State of Alaska ALMR (Alaska Land Mobile Radio), local emergency provider channels (see frequencies listed below) and CB radios. Police, ARFF, Airport Operations, and Maintenance vehicles are equipped with two-way aircraft radios to communicate.

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

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

Name	Call Sign	Transmit
Air Traffic Control Tower	Ground Control	121.9
	King Salmon Tower	118.3
Kenai Automated Flight Service	Kenai Radio	122.2 (Tower Open)
		121.9 (Tower Closed)

The IC will communicate with Bristol Bay Borough Police Dispatcher Communication Center and all mutual aid agencies on VHF frequencies.

Name	Call Sign	Transmit	Receive
IC/Airport Manager	State 1	121.9	121.9
Bristol Bay Borough Police Chief	1B1	156.2100	155.0700
Bristol Bay Borough Fire Chief	FD1	153.7700	154.1900

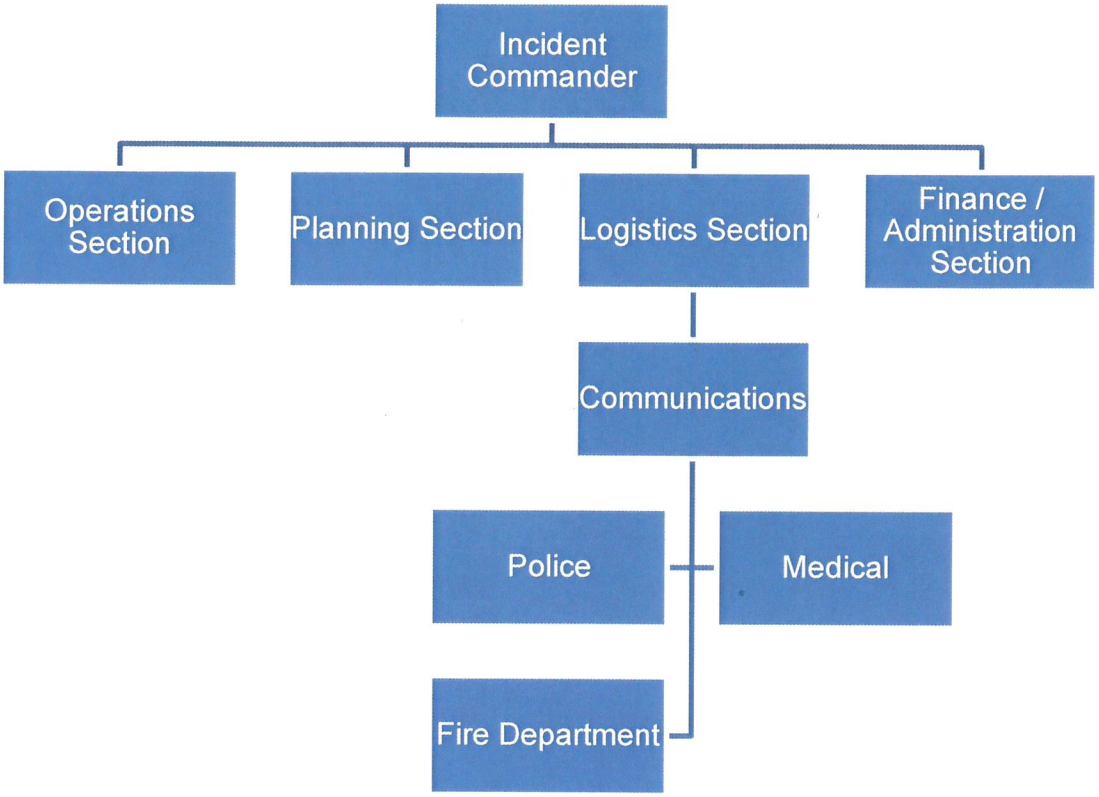


Figure 7.3 Communications Flowchart

7.4 Administration, Finance, and Logistics

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

Telephone lists and radio frequencies are listed in Section 3.0. No communication agreement exists with private organizations or the surrounding communities.

7.5 Plan Development and Maintenance

As stated in Section 2.6 Development and Maintenance.

7.6 Authorities and References

See Authorities and References in Section 2.2 and Section 30.0.

8.0 Alert Notification and Warning

8.1 Purpose

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

8.2 Situation and Assumptions

- Some people with special needs (sight or hearing, mobility impairments, or unaccompanied children) may not recognize the alerts.
- Some people might ignore or not understand the warning system.
- Fire, police, other Airport personnel, or outside agencies may be called upon to assist in emergencies.
- For some types of emergencies, the Emergency Public Information system (EPI) may be used to notify the public, if available.
- In some special areas (i.e. high noise areas, gate areas), alerts may not be heard.
- Any pre-scripted public address announcements which have been developed are included in Section 29.0.

8.3 Operations

The Emergency Alert System (EAS) consists of a nationwide network of broadcast stations, which have been authorized by the Federal Communications Commission to operate in a controlled manner during a war, state of public peril or disaster, or other nation emergency. Use of the EAS is not limited to wartime events and is frequently used by state and local communities to relay information to the public regarding disasters or hazards. The primary EAS station for the Bristol Bay Borough is KDLG, located in Dillingham. KAKN is also part of the EAS with Bristol Bay Cablevision. The coverage area is the City of King Salmon, and the potential audience is seasonally variable. The EAS Plan, which describes procedures for implementing the system, is maintained on file by the Emergency Management Coordinator. The EAS Plan also contains a list of individuals authorized to activate the system, which includes the Mayor, Borough Manager, Fire Chief, Police Chief, and Emergency Management Coordinator.

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

General Guidelines

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

8.4 Organization and Assignment of Responsibilities

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

Organizations which receive alert signals are responsible for their own internal notification procedures. These organizations are to follow their own SOPs, which are not dictated by the Airport. In accordance with the magnitude of the emergency, agencies may suspend or curtail normal business activities, including recall of essential off duty employees, sending non-essential employees' home and evacuating the agencies facilities and prepare for emergency operations per SOPs if required. Some examples of public address scripts are listed in Section 29.0.

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

The FSS shall, whenever possible, provide ARFF personnel the following:

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

Operators of emergency vehicles equipped to monitor local ATC/FSS radio frequencies shall be kept informed of the progress of the aircraft experiencing the emergency.

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

8.5 Administration, Finance, and Logistics

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. King Salmon does not have an Alert System, and so does not have an area map.

8.6 Plan Development and Maintenance

As stated in Section 2.6 Development and Maintenance.

8.7 Authorities and References

See Authorities and References in Section 2.2 and Section 30.0.

9.0 Emergency Public Information

9.1 Purpose

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

9.2 Situation and Assumptions

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

Media personnel receive agency training which acts as the ongoing preparedness program to assist people with the EPI process. Training for those who might be unfamiliar with the Airport and its surroundings will be accomplished at the annual and tri-annual AEP disaster drills.

9.3 Operations

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

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

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

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

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

During the emergency, local people will be searching for information. This will be especially prevalent in aircraft accident emergencies. The EPI system is designed to broadcast to a wide area rather than provide individual information and is critical in meeting the public's demand for current information. A successful EPI system 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 both local and national media in terms of focusing on dissemination of emergency public information ahead of the need for news coverage. However it is understood that some media will attempt to gain information from unofficial sources.

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

Relief and additional personnel will be augmented by the EPI agency recalling all available employees, and utilizing any additional resources that may be available through the Resources Section 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. The IC or PIO will respond to the media and continue to disseminate information as appropriate. 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 system, therefore all EPI system 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	Location	Point of Contact
Alaska Airlines Terminal	West Ramp	Station Manager, 764-7394
Grant	West Ramp	Station Manager 246-3267

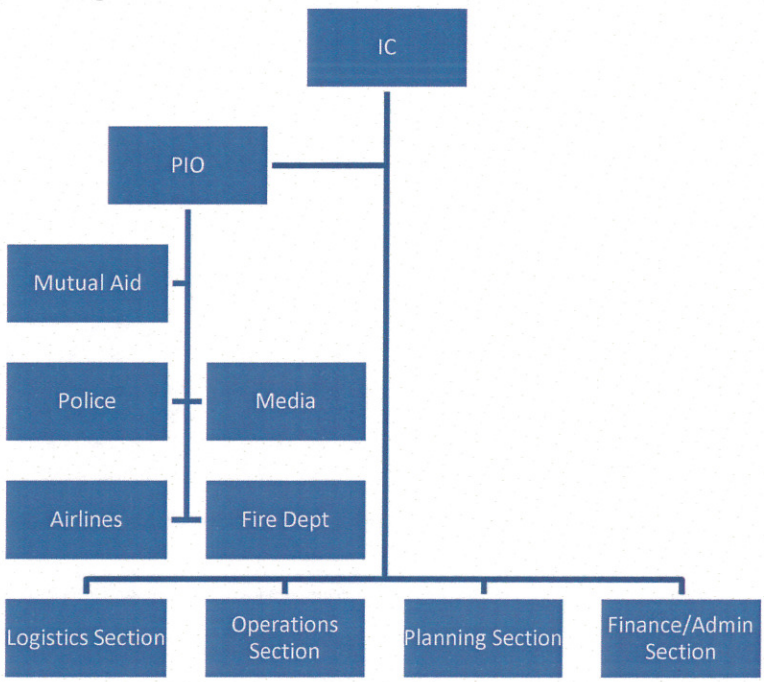
The EPI system is expected to be conducted in Phased Activity. Before a known pending event, Airport management should issue alerts to the EPI system as time permits. This message may include details about the event, timing, and possible resources requested from the community. If there is limited warning 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 system 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 Bristol Bay Borough Dispatch. The Police Department operates a dispatch center and all calls pertaining to emergency situations are channeled through this center. The dispatcher on duty will activate appropriate warning systems and alert response units in accordance with established departmental procedures. Residents of the area can contact the Dispatch Center for emergency assistance by dialing 911.



11.0 Law Enforcement/Security

11.1 Purpose

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

11.2 Situation and Assumptions

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

It is possible that situations could arise which exceed the resources of the King Salmon Police. Additional law enforcement resources (Alaska State Troopers) when available will provide temporary assistance needed by Police, and are familiar with their responsibilities.

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

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

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

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

11.3 Operations

Airport

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

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

Borough Police and Airport manager are responsible for providing perimeter security per the Airport security plan and FAR Part 139.

The Airport Manager is responsible for coordinating the Airport's plan with other law enforcement agencies which have responsibilities under the plan. The Airport Manager will ensure other agencies are trained in protection of evidence as needed. There will be Airport maps in Airport rescue equipment and each mutual aid agency command vehicle. The Airport Manager will ensure mutual aid companies are trained 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 King Salmon Airport. Law enforcement agencies may have unwritten agreements for assistance when available from other agencies.

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

A Law Enforcement Officer/police department finance/administration officer is assigned to the EOC during emergencies. This officer is responsible for financial record keeping, reporting and tracking of resources during an emergency. The Police Department will be responsible for testing and maintaining law enforcement support equipment and repairing damaged equipment. Through the ICS, the IC and local police department will ensure proper resource allocation and adequate law enforcement coverage should multiple incidents develop to the extent feasible.

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 King Salmon Airport has organized outside fire and rescue assistance with the Bristol Bay Fire Department and other agencies. All Bristol Bay Borough 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, including the National Guard, Coast Guard and Homeland Security or as outlined in the Bristol Bay Borough EOP.

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 outlined in 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 King Salmon 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 Fire Chief is responsible for overall response policies, adequate manning to assure an initial response to the midpoint of the farthest runway within 3 minutes, coordination of ARFF services, training,, records maintenance, designating ARFF presence in the ICP and EOC, and 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 King Salmon 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 his/her delegated representative as per the ICS. Detailed plans and procedures are outlined in each hazard section and Section 16.0.

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

The National Incident Management System (NIMS) and Incident Command System (ICS) shall be used for fire and rescue incidents at the Airport (Sections 5.0-6.0).

The Airport maintains the emergency equipment listed in Section 26.0. Phases of emergency response follow ARFF procedures listed in Section 16.0.

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

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

Vehicle Readiness

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

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

The Airport Operations Facility houses ARFF equipment as well as Fire Department personnel to perform ARFF services.

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

The Bristol Bay Borough Fire Department is located at 1 Main Street, Naknek.

If ARFF Vehicles Become Inoperable:

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

EMERGENCY MEDICAL SERVICES (EMS)

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

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

Emergency Access Roads

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

12.4 Organization and Assignment of Responsibilities

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

12.5 Administration and Logistics

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

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

A King Salmon Airport finance/administration officer is assigned to the EOC during emergencies. This officer is responsible for financial record keeping, reporting, and tracking of Airport resources during an emergency. The Airport fire department is responsible to test, repair, and maintain the ARFF equipment. ARFF equipment that is damaged, un-repairable or has exceeded its life expectancy will be replaced as soon as funding is available through the AIP funding process. Through the ICS, the IC and local fire department will ensure adequate coordination of fire coverage should multiple incidents develop.

Attached in Section 25.0 are any applicable maps.

12.6 Plan Development and Maintenance

As stated in Section 2.6 Development and Maintenance.

12.7 Authorities and References

See Authorities and References in Section 2.2 and Section 30.0.

13.0 Health and Medical

13.1 Purpose

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

13.2 Situation and Assumptions

In accordance with FAR 139.319, ARFF staffs at least one individual trained in basic emergency medical services during scheduled/permitted air carrier operations.

The local Fire Department is the primary triage, treatment, and medical transport service utilized by the Airport with backup medical service and ambulance transportation from the surrounding area.

Assumptions:

- Off-Airport mutual aid assistance will be required.
- Food and water will be kept out of the response Hot Zone to insure that it does not become contaminated.
- Public and private medical, health, and morgue services resources located at the Airport and the community it serves are available.
- A major disaster/emergency at the Airport involving numerous injuries/casualties could require extensive coordination and use of off-Airport medical resources which may stress local health, medical, and morgue services.
- Limited medical, health, and morgue facilities can be established at the Airport. The community is not connected to the highway system, and has limited medical resources. Long distance support may be hampered by frequent poor weather or closure of the airport.
- Large scale emergencies and disasters may affect large areas requiring use of mutual aid from long distance.

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

- Emergency services to protect life and health during the first 12 to 24 hours after the disaster will probably be exclusively dependent on local and area resources. The local resources will attempt to contain communicable diseases to the extent possible.

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

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

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

13.3 Operations

The IC is responsible for initiating the ICS which will mobilize all parts of health and medical services and coordinate with other responding agencies. Further coordination will occur through the annual response drills. The senior Medical Control Officer is responsible for all on site medical related interaction with mutual aid, volunteers, and/or others assisting with the medical response. The largest air carrier expected at this Airport has a maximum seating capacity of 162.

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

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

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

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

Large scale medical services are provided by:

The Camai Medical Clinic (2 School Road, Naknek, 99633, 907-246-6155) has a doctor available 176 days a year.

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 or borough police, as outlined in Section 11.0.

Designated facilities during a Health and Medical Emergency are:

Injured ..... Grant/Alaska Airlines
Walking Wounded ..... Air Force Fire Department
Uninjured ..... King Air Hanger

The Alaska State Troopers and State Medical Examiner are responsible for the removal, identification, and transporting of the dead. Body bags and embalming supplies can be purchased through several on line sites including Southland Medical. The State Medical Examiner is responsible for the collection, identification, and disposition of deceased persons and human tissue from a multi-casualty incident. In addition, FEMA has the capability to provide Disaster Mortuary Assistance Teams (DMORT) to respond to the scene of a multi-casualty incident. Both the State Medical Examiner and FEMA DMORT can be accessed by contacting the Alaska Division of Homeland Security and Emergency Management (907-428-7000).

Temporary morgue locations
FAA Building

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

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

13.5 Administration and Logistics

Availability of Services and Support

The availability of services and support for emergencies can be located in the organization and assignment of responsibilities section, AEP hazard sections, resource inventory, and the appendix section of this AEP. It is up to each individual department and involved agency to appropriately manage, monitor, request and transport additional resources as needed, including equipment and personnel.

See Section 2.7 on Administration and Logistics and Appendix 28.0 for additional resources available in the community.

The Fire Department medical mutual aid is responsible for maintaining sources of medical supplies (including for mass casualties), acquisition of medical equipment, provide supplies for field medical operations, and transportation for medical equipment.

13.6 Plan Development and Maintenance

As stated in Section 2.6 Development and Maintenance.

13.7 Authorities and References

See Authorities and References in Section 2.2 and 30.0.

14.0 Resource Management

14.1 Purpose

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

14.2 Situation and Assumptions

The Airport is subject to hazards and situations that could overwhelm resources as outlined in the hazard sections. Potential emergencies that are likely to deplete responding agencies resources; include earthquakes, floods, in some cases 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 King Salmon Airport in cooperation with its mutual aid responders have developed a comprehensive program to provide an acceptable level of emergency preparedness. Sections 26.0, 27.0 and 28.0 have listings of additional resources that may be available.

Resource management may also be hampered by damage or failure of ground transportation infrastructure. Possible alternatives include the use of boats or rafts to provide a route around damaged bridges during the summer and ice bridges during the winter. Small planes and helicopters may also be utilized to transport supplies and equipment around damaged infrastructure. The King Salmon area may or may not have alternate routes available depending on the type and severity of the disaster.

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

It is assumed that volunteers will be available from the general public, and may be utilized at the IC's discretion. Volunteers may in some cases be eligible for worker's compensation. When possible a written agreement should be entered into outlining these details, prior to utilizing volunteer help.

14.3 Operations

General policies for resource management include:
Each responding agency is responsible for notifying potential suppliers of their needs including activating any delivery process that may be available.

Emergency victims will take precedence in the allocation of resources. All other resource allocation will be as directed by the IC or his/her designated representative.

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 King Salmon Airport in conjunction with its mutual aid companies has identified a listing of available resources including contact information (Sections 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. These items are identified within each agency's respective SOP's as well as briefly within each hazard section in the AEP. Delivery of resources can vary also depending on the type and severity of the emergency. Typically however these resources would be staged at security checkpoints, with the exception of traffic control resources which will be dispatched to the needed area by the IC or his/her representative. 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 his/her designated representative. Some disasters may result in damage to supply routes, including bridges. The IC in cooperation with local jurisdictions will utilize all available resources including those listed in Section 28.0 to provide for a means to transport resources around damaged infrastructures. This may include the use of power boats and or cable pulley rafts or other methods readily available to move supplies around damaged bridges.

14.4 Organization and Assignment of Responsibilities

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

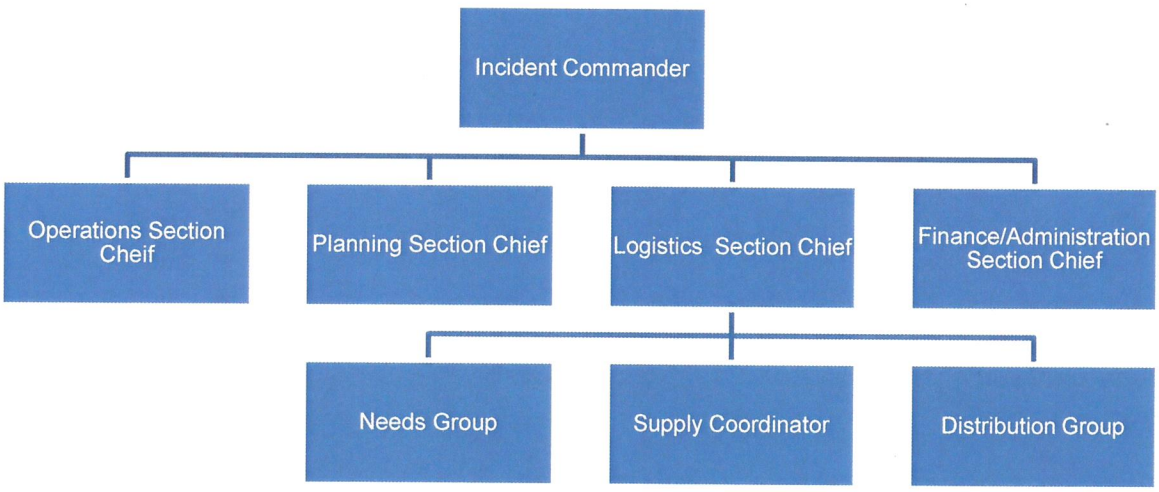


Figure 14.4: Resource Management Organization Chart

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

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

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

Response is 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 Operations and Management

15.1 Purpose

This section will describe how the Airport's maintenance personnel will respond to an emergency during published duty hours and/or published permitted Part 139 operations. Notifications are through the ATC/FSS or Bristol Bay Fire Department. The maintenance personnel 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 Part 139 operations.

In some emergences, Airport maintenance personnel may have to make an 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/organizations are notified of the emergency. Training for airport access to reduce vehicle pedestrian deviations and runway incursions will be provided to those requiring Ramp or entire AOA access to perform the critical functions of their positions. Escorts must be provided for any non emergency personnel (fire/police) who do not possess and display a current King Salmon 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 maps will be provided for mutual aid command vehicles as well as all ARFF and emergency airport equipment.

15.5 Organization and Assignment of Responsibilities

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

15.6 Administration and Logistics

Resources available for use by the Airport Maintenance department are available in Sections 27.0 and 28.0. See Section 2.7 for policies on Administration and Logistics.

15.7 Plan Development and Maintenance

As stated in Section 2.6 Development and Maintenance.

15.8 Authorities and References

See Authorities and References in Section 2.2 and 30.0.

16.0 Aircraft Incidents and Accidents

16.1 Purpose

This section describes the actions and protocols for aircraft incidents and accidents which may occur at the Airport. The IC is responsible to initiate the response to aircraft incidents as per 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 King Salmon 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. Airport and ATC/FSS hours of operation may change and are identified in the Alaska Supplement. ARFF personnel are capable of responding to any incident, aircraft or non-aircraft related, during this time.

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

The IC will establish an Emergency Operations Center as necessary.

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

16.3 Operations

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

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

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

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

ALERT III -- Indicating that an aircraft is involved in an accident on or near the airport and emergency equipment should proceed immediately to the scene. Responding ARFF unit would request more information on emergency via radio from the FSS specialist on duty.

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

16.4 Organization and Assignment of Responsibilities

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

OTHER EMERGENCIES

Emergency off Runway

In the event of an aircraft accident off the runway but still on State property, and not accessible by the ARFF vehicle, the following transportation sources may be utilized to get personnel to the accident site.

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

Equipment transported to Remote Scene

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

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

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AIRCRAFT ACCIDENT CHECKLIST		
	RESPONSE ACTIONS	
	• Provide Security Officer to IC. • Traffic control within the borough limits on routes used by emergency vehicles. • Setting up perimeter security around the airport. Initial scene security. • Provide public information officer to the IC as appropriate and/or available. Restrict media to Command Post and provide media briefings as information becomes known. • Assist the State Troopers in the performance of their duties as needed and directed by the IC. • Provide overall airport security by establishing initial scene perimeter and traffic control as directed by the IC, mutual aid agreements, & airport security and operation manuals. • Control the access of unauthorized spectators during periods of emergency.	Bristol Bay Borough Police
	• The Bristol Bay Borough Volunteer Fire Department (BBBVFD) will respond to air carrier fire and rescue emergencies and render necessary assistance as needed under the direction of the IC. • For non-air carrier accidents, at which the BBBVFD is first on the scene (when airport personnel are not on duty at the airport), the IC will be provided by the BBBVFD. • When and if airport personnel arrive on the scene, an airport employee will assume the responsibilities of the IC. • The BBBVFD 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 BBBVFD should yield total command of the emergency to the IC, the BBBVFD supervisor will comply. The BBBVFD will set up a command post at, or near the scene until relieved by a person of higher authority. • The BBBVFD shall be in charge of all structure fires on the airport, if ARFF personnel are already on the scene when the BBBVFD arrives, airport ARFF will remain and assist.	Bristol Bay Fire Dept

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

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

AIRCRAFT ACCIDENT CHECKLIST		
	RESPONSE ACTIONS	
	• The National Transportation Safety Board (NTSB) and the Federal Aviation Administration (FAA) **(907-271-5936)** accident inspectors will be notified immediately by the AFSS. • The IC will insure that the accident scene remains secured until arrival of the NTSB Investigator in Charge. • The NTSB Investigator in Charge will coordinate all movement upon the airport operational areas with the IC and no authorization for such movements or activities will be given by the NTSB supervisor to other persons, Federal or State agencies, without first coordinating such action with the IC/Airport Manager.	NTSB and FAA
	• The U. S. Post Office should be notified in the event of a crash involving an U.S. air carrier, since the aircraft is frequently carrying mail. A Post Office representative will assume custody of mail when authorized to do so by NTSB. • Postmaster – 907-246-3396 • Hours: Monday - Friday 0900-1730, Saturday 0900-1300	Post Office
	• Media personnel must check in at the Command Post/IC's designated area. Press representatives may be admitted to the scene of a civil aircraft accident at the discretion of the IC. Photographs of civil aircraft may be permitted by the IC with the restriction that none of the wreckage or bodies shall be altered or otherwise disturbed for this purpose. • Airport management will attempt to provide a vehicle with two-way radio to transport authorized reporters, photographers, and camera crew to the scene of the emergency. This shuttle system will be on a continuing basis during the emergency. No other access to the scene will be available. All entrances to the airport will be closed and press directed to a designated control point. • In the case of a military aircraft accident, media shall not be permitted at the scene but should be referred to the military authorities. **ALL MEDIA CREWS AND EQUIPMENT MUST TRANSFER TO AIRPORT VEHICLES** Radio Emergency Public Information can be issued at: KDLG 670 AM..... 842-5281	Press

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AIRCRAFT ACCIDENT CHECKLIST		
	RESPONSE ACTIONS	

	• In the event that a disaster occurs in King Salmon, the public radio could assist with the following:
	  • Upon notification from the police dispatcher or Airport Manager, the station should immediately broadcast a disaster announcement.
	  • The station(s) may be asked to make announcements regarding extra personnel needed at the hospital or scene of the disaster. The police dispatcher or Airport Manager will advise when announcements are appropriate.
	  • Any announcements made should encourage people to **stay home and away from the scene of the disaster.** They should periodically repeat requests asking people to refrain from calling the hospital, police, or radio station, as phone lines must be free for emergency calls.
		Public Radio

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

AIRCRAFT ACCIDENT CHECKLIST		
	RESPONSE ACTIONS	
Recovery Phase: Accident as occurred	• 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.	Airport Manager
	• Remove Aircraft and Debris	Air Carrier or Aircraft Operator

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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

17 AAC 40.115 applies specifically to removal of disabled aircraft.

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

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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.

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

18.1 Purpose

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

Primary Responding Fire Departments:

On-Airport ARFF

Response Time: 3 minutes

Off-Airport Fire Response

1 Main Street, Naknek, 907-246-4222 or 911, address, Response Time: 5-7 minutes

Both agencies are dispatched by the Police Department Dispatch Center.

18.2 Situation and Assumptions

Structure and Fuel Storage Fires have a moderate risk of occurring on the King Salmon 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 farm fires. Note ARFF crews typically receive minimal structural training and may not be trained and/or staffed adequately to enter structure fires.

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

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Part 139 Fuel Storage on Airport:	
Grant Aviation (above ground)	10,000 gallons AvGas 10,000 gallons JetA
Egli Air Haul (above ground)	2,500 gallons AvGas 3,775 gallons Jet Fuel

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

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

The IC is responsible for the overall response including, coordination with mutual aid, ARFF training, designating a presence in the ICP and EOC, availability of equipment, and multi-jurisdictional issues. Command and interaction with other agencies will follow the ICS (Section 5.0).

The IC is responsible for coordination of all Airport fire and rescue operations until specific tasks are delegated to other agency leads. The mutual aid fire and rescue services are provided by the Bristol Bay Fire Department which is responsible for directing structural and fuel farm fire and rescue operations at the Airport.

Interaction with other mutual aid response organizations and mobilization of mutual aid fire and rescue services are coordinated through the IC or his/her delegated representative 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.

Airport, it is unlikely that many of the responders will have this level of training. Therefore the IC and his/her designated security officer will be responsible for escorting mutual aid within these areas.

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

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

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

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

18.4 Organization and Assignment of Responsibilities

AIRPORT FIRE CHECKLIST		
	RESPONSE ACTIONS	
Warning Phase: Before a fire happens	• Maintain training and equipment in preparation for possible fire.	ARFF
Response Phase: Fire is occurring	• DOT&PF employees will respond to actual and reported fires involving structures on the airport. The ARFF vehicle has structural fire fighting capabilities. • Anyone observing an airport structural fire should promptly call **911**. • The first airport employee to respond will coordinate and direct all movements of personnel and equipment relating to the emergency • Other DOT&PF employees (if available) will assist with fire fighting until emergency services personnel arrive. The IC will relinquish control to the Bristol Bay Borough Volunteer Fire Chief or his/her designee upon his/her arrival. • Responding to aircraft emergencies shall have priority over structure fires. • When DOT&PF employees respond, with ARFF equipment, to fires in the community in accordance with mutual aid agreements, or to structural fires on the airport, a NOTAM will be issued advising airport ARFF equipment is not available. • The airport manager will document and maintain a record of structural fire responses.	
Recovery Phase: Fire has occurred	• Review Warning & Response checklists. • Coordinate recovery activities with state and federal relief agencies. • Identify safety hazards and undertake corrective action, including health and sanitation surveys and initiation of disease prevention measures. • Arrange for debris clearance, especially in culverts/drainage areas.	IC

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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.

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

19.2 Earthquake

19.2.1 Purpose

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

19.2.2 Situation and Assumptions

Earthquakes have a moderate risk of occurring on the King Salmon Airport.

Earthquakes are common in the region, though the timing and severity of earthquakes are unpredictable. Earthquakes may severely impact Airport operations, and may disable communication capabilities at the Airport. Large earthquakes may have a large impact on the community and off Airport support units. All of the access roads and bridges in the immediate area are vulnerable to earthquakes, and no actions can be taken to prevent damage to them. Some disasters may result in damage to supply routes, including bridges. The IC in cooperation with local jurisdictions will utilize all available resources including those listed in Section 28.0 to provide for a means to transport resources around damaged infrastructures. This may include the use of power boats and or cable pulley rafts to move supplies around damaged bridges.

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

19.2.4 Organization and Assignment of Responsibilities

EARTHQUAKE CHECKLIST		
	RESPONSE ACTIONS	
Warning Phase: Threat of Earthquake Exists	• Ensure airport emergency power systems are operational. • Inventory emergency supplies needed to cordon off specific areas of the airport which may be damaged during an earthquake. • Inventory emergency lighting system, repair materials, including fixtures, replacement bulbs and power cable and splice ends for jumpers. • Coordinate the earthquake plan with Mutual Aid and Airport tenants during disaster drill exercise.	IC

EARTHQUAKE CHECKLIST		
	RESPONSE ACTIONS	
Response Phase: Earthquake is occurring	• Establish an Incident Command Post. • Check conditions of runway, taxiways, and ramp areas • Inspect fuel storage tanks for leaks • Close airport or portions of airport as required and issue NOTAMs. • Notify and coordinate disaster response with all Airport tenants. • Assume overall direction of activities of the Airport emergency staff. • Set up control points and close Airport to non-essential vehicles and personnel. • Check standby engine generators to ensure that they are operational and that they have an adequate supply of fuel. • Initiate evacuation of Airport if necessary and secure any Airport owned facilities as needed. • Arrange for additional emergency and backup power for critical services, if commercial power outage is expected to be for a long duration. • Enforce closure of Airport. • Give preference to opening/maintaining aircraft operations when practical and safe. • ARFF crews to remain on alert 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.	IC

EARTHQUAKE CHECKLIST		
	RESPONSE ACTIONS	
Recovery Phase: Earthquake has occurred	• 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. • Continue to be prepared to fight structural fires. The possibility of fire is high due to broken power lines, oil line leaks, ruptured tanks, etc. • Check the function of airport systems, including lights, and navaids. • Document damage and initiate emergency repairs to airport infrastructure.	Airport Manager/ IC

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 personnel to be prepared for such an event.

19.3.2 Situation and Assumptions

Floods have a moderate risk of occurring on the King Salmon Airport.

The Airport is subject to possible seasonal flooding. Such an event may have a large effect on the surrounding community and reduce the amount of supporting aid available to the Airport. All of the roads and bridges in the local area are vulnerable to flooding, and would hamper emergency response if they are rendered unusable. All of the Airport structures are subject to flooding, and the worst case scenario is the entire Airport being significantly damaged or washed away in a flood.

Airport utilities which may be subject to flooding are reviewed in the facility description section. Alternative sources of power are outlined in the list of 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 Airport Manager is responsible for training Airport personnel in response to flood events. The IC will activate the EOC when necessary.

19.3.4 Organization and Assignment of Responsibilities

FLOOD CHECKLIST		
	RESPONSE ACTIONS	
Warning Phase: Threat of Flooding Exists	• 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.	IC
Response Phase: Flood is occurring	• Establish an Incident Command Post. • Check conditions of runway, taxiways, and ramp areas. • Close airport or portions of airport as required and issue NOTAMs. • Notify all Airport tenants. • Assume overall direction of activities of the Airport emergency staff. • Close Airport to non-essential vehicles and personnel. • Check standby engine generators to ensure that they will start and that they will have an adequate supply of fuel. • Restore services and utilities insofar as possible and take charge of recovery and clean-up operations. • Enforce closure of Airport. • Give preference to opening/maintaining aircraft operations when practical and safe. • Be prepared to fight structural fires. The possibility of fire is high due to broken power lines, oil line leaks, ruptured tanks, etc. • Be prepared to commence rescue operations for personnel that may be trapped. • Set up control points to be determined by the IC. • Establish an EOC if needed. • Protect all Airport records.	IC

FLOOD CHECKLIST		
	RESPONSE ACTIONS	
Recovery Phase: Flood has occurred	• Review Warning & Response checklists. • Issue appropriate NOTAM's as conditions dictate. • Supervise clean up and recovery, as required. • Coordinate recovery activities with state and federal relief agencies. • Identify safety hazards and undertake corrective action, including health and sanitation surveys and initiation of disease prevention measures. • Arrange for debris clearance, especially in culverts/drainage areas.	IC

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 moderate risk of impacting the King Salmon Airport

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

19.4.3 Operations

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

19.4.4 Organization and Assignment of Responsibilities

VOLCANO CHECKLIST		
	RESPONSE ACTIONS	
Warning Phase: Threat of a Volcanic Eruption Exists	Evaluate forecasts & predictions. Confirm risks with AK Volcano Observatory.	IC
	Identify type of risk (mudslide, ash cloud, etc.).	IC
	Identify high-risk populations who may need special attention or early evacuation.	IC
	Identify safe areas suitable for sheltering evacuees. Set up shelters.	IC
	Ensure that evacuation routes are passable.	IC
	Arrange for alert and warning.	IC
	Inventory heavy equipment for use in response, recovery, and cleanup activities.	Maint. and Operations
	Preposition emergency equipment, fuel, and medical supplies in safe area for use after volcano.	IC
	Keep records of actions taken & resources used.	IC
	Establish system to account for response personnel in the field.	IC
	Initiate emergency procurement procedures.	IC
	Prepare emergency services for possible need for operations in heavy ash and dust environments.	IC
Response Phase: Volcanic Activity is occurring	Activate incident management team, establish command center.	IC
	Establish a watch/observation system for volcano activity.	IC
	Continue to assess eruption situation.	IC
	Arrange for emergency housing and sheltering as necessary.	IC
	Secure evacuated areas.	LEO

VOLCANO CHECKLIST		
	RESPONSE ACTIONS	
	Account for all transient persons from the Airport.	Air carrier
	Establish facility/safe location for emergency medical care.	Medical Control Officer
	Establish emergency medical care facilities and arrange for medical evacuations, as necessary.	Medical Control Officer
	Inform EMS, hospitals of injuries.	Medical Control Officer
	Implement emergency utility cutoff as needed.	IC
	Conduct reconnaissance of areas becoming impacted, especially by heavy ash fallout. Be alert to building and structural failure due to increased roof loading from ash and debris	IC
	Work to restore damaged utilities and transportation systems (airstrips, roadways, and port facilities).	IC
Recovery Phase: Volcanic Activity has occurred	Review Warning & Response checklists.	IC
	Coordinate recovery activities with state and federal relief agencies.	IC
	Identify safety hazards and undertake corrective action, including health and sanitation surveys and initiation of disease prevention measures.	IC
	Arrange for debris clearance, especially in culverts/drainage areas.	IC
	Work to restore damaged utilities and transportation systems including the AOA and adjacent airport access roads.	IC
	Work on monetary damage estimates for disaster declaration.	IC
	Complete and submit necessary reports and paperwork to appropriate agencies.	IC
	Perform an incident critique.	IC

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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

Storms have a moderate risk of occurring on the King Salmon Airport.

19.5.3 Operations

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

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

19.5.4 Organization and Assignment of Responsibilities

STORM CHECKLIST		
	RESPONSE ACTIONS	
Warning Phase: Before a storm happens	• Attempt to notify tenants of possible storm. • Attempt to assist all tenants and transients if evacuation is necessary. • Issue appropriate NOTAM's as conditions dictate. • Check standby engine generators to ensure that they will start and that they will have an adequate supply of fuel.	IC
Response Phase: Storm is occurring	• Establish an Incident Command Post. • Check conditions of runway, taxiways, and ramp areas. Protect critical infrastructure (e.g. ARFF facility, regulator building, terminal, or other critical areas or facilities) from flooding with sand bags, dirt berms, and other methods available. Close airport, or portions of airport as required, and issue NOTAMs. • Notify all Airport tenants. • Assume overall direction of activities of the Airport emergency staff. • Close Airport to non-essential vehicles and personnel. • Restore services and utilities insofar as possible and take charge of recovery and clean-up operations. • Enforce closure of Airport. • Give preference to opening/maintaining aircraft operations when practical and safe. • Be prepared to fight structural fires. The possibility of fire is high due to broken power lines, oil line leaks, ruptured tanks, etc. • Be prepared to commence rescue operations for personnel that may be trapped. • Set up control points to be determined by the IC. • Establish an ECO if needed. • Protect all Airport records.	IC

STORM CHECKLIST		
	RESPONSE ACTIONS	
Recovery Phase: Storm has occurred	• Place mobile maintenance equipment in sheltered areas as necessary. • Check stand-by generators to ensure they have an adequate fuel supply and are functional. • Issue appropriate NOTAM's as conditions dictate. • Restore services when the storm has passed and take charge of recovery and clean-up operations as required. • Prepare to function as the Incident Control Staff.	All Personnel

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.

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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 moderate risk of occurring on the King Salmon Airport.

19.6.3 Operations

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

19.6.4 Organization and Assignment of Responsibilities

TSUNAMI CHECKLIST		
	RESPONSE ACTIONS	
Warning Phase: Before a tsunami happens	• Alert all tenants to proceed to high ground if time permits. • If time permits, ensure that all doors are locked and electrical circuits are secured (this includes runway & taxiway lighting), and ensure that the emergency generators are shut off so they will not start automatically in the event of a power failure. Issue a NOTAM that all airport lighting is out of service in accordance with the ACM. • Move all airport heavy equipment to high ground, if time permits. The airport crash fire rescue (CFR) trucks should be the last equipment off the airport and the first to be returned to the airport.	IC
Response Phase: Tsunami is occurring	• Activate an Incident Management Team. • Open emergency shelters. • Disseminate information. • Inventory emergency communications network. • Inventory location and availability of heavy equipment. • Inventory supplies for emergency personnel. • If necessary, initiate restoration of utilities, telephone service and transportation and communication links. • Request assistance from state or federal agencies, if appropriate. • Initiate patrols to secure the area. • Request additional assistance as needed. • Activate Search and Rescue, if appropriate. • Initiate a "shotgun estimate" of private and public damage. • Open volunteer resource center.	IC
	• Inform the public of what is being done.	PIO

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TSUNAMI CHECKLIST		
	RESPONSE ACTIONS	
Recovery Phase: Tsunami has occurred	• Initiate a survey of the area and correct safety hazards as soon as possible. • Initiate restoration of power or energy to utilities, telephone service and transportation links. • When safe access is established, arrange for the return of evacuees to assess damage. • Begin to document the cost of material and labor involved with the emergency. • Form a task force to document and estimate damage to public and private property. • When the airport has been secured, the Police Department and the Fire Department should be contacted, and informed that the Airport is secure and unmanned. Also contact the FSS and issue a NOTAM that all airport lighting is out of service and ARFF services are unavailable. • These conditions will be in effect until the all clear has been sounded and the NOTAM's have been cancelled.	IC

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 King Salmon 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 King Salmon 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.

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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 Air Traffic Control Tower (ATCT), 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, ATCT, 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 ATCT (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.
- ATCT/FAA – responsible for airspace and aircraft operations in the airspace. Primary role is to communicate with air traffic and authorize movement within the airspace and within controlled movement area surfaces on the ground.
- 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 ATCT. 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, ATCT, 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 ATCT and a request made for the ATCT 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 (ATCT), Bristol Bay Borough 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, ATCT, LEO)

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UAS/DRONE RESPONSE CHECKLIST		
	RESPONSE ACTIONS	
	1. Coordinate with ATCT 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 ATCT, 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.)	Bristol Bay Borough Police Department
	1. Communicate the drone hazard and updates to air traffic. Halt or divert air traffic as necessary to avoid the hazard. 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	ATCT
	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

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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.	Bristol Bay Borough Police Department
	Restore normal operations with air traffic and remove any closure NOTAMs.	ATCT
	Post incident debrief/critique. Follow up on lessons learned and update this response plan.	Airport Manager, with input from all involved

20.5 Administration and Logistics

As stated in the Administration and Logistics Section 2.7.

20.6 Plan Development and Maintenance

As stated in Section 2.6 Development and Maintenance.

20.7 Authorities and References

See Authorities and References in Section 2.2 and Section 30.0.

21.0 Hazardous Materials Incident

21.1 Purpose

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

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

21.2 Situation and Assumptions

A Hazardous Materials Incident has a moderate risk of occurring on the King Salmon 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:

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

21.4 Organization and Assignment of Responsibilities

OIL SPILL/HAZMAT CHECKLIST		
	RESPONSE ACTIONS	
Warning Phase: Before a Oil Spill or Hazardous materials release happens	• Inventory stockpiled clean up and or containment materials • Identify all potentially available equipment for oil spill and or hazardous material release. • Ensure each emergency vehicle has a current copy of the emergency response guide book • Review emergency response and material safety data sheets for all known hazardous materials located on the airport	IC
Response Phase: Oil Spill or Hazardous materials release is occurring	• Review Response Checklist	IC
	• Assess the situation to determine type of release, approximate size, weather factors, etc.	IC
	• Secure the area where release has occurred.	Safety Officer Operations (LE)
	• If safe to do so, stop the leak and initiate containment • Report the release to the appropriate agency	IC Operations (Fire/Hazmat)
	• Identify materials involved. Look for information on labels, shipping papers. Establish a hot zone if necessary	IC Safety Officer
	• Disseminate public information about evacuation or shelter-in-place.	PIO
	• Initiate evacuation, if necessary.	Safety Officer Operations (LE)
	• Prepare to activate shelters or locate emergency housing for evacuees.	Planning Logistics (Shelters)
	• Inform EMS, hospitals of injuries.	Safety Officer Operations (LE)

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OIL SPILL/HAZMAT CHECKLIST		
	RESPONSE ACTIONS	
	• Activate incident management team, establish command center.	IC, Logistics
	• Monitor public health & safety and respond to developing hazards.	Safety Officer Operations Fire/Hazmat/EMS
	• Restore and maintain essential services.	Operations (Public Works)
	• If conditions warrant, declare a local disaster emergency and request state declaration of disaster emergency.	Emergency Manager
	• Keep records of actions taken & resources used.	Planning
	• Establish system to account for response personnel in the field.	Operations Planning
	• Initiate emergency procurement procedures.	Finance
Recovery Phase: Oil Spill or Hazardous materials release has occurred	• Review Response checklist.	All Personnel
	• Ensure that all hazardous materials have been disposed of or neutralized.	Operations (Fire/Hazmat) Safety Officer
	• Identify safety hazards and undertake corrective action.	Operations (Fire/Hazmat) Safety Officer
	• Perform post-incident cleanup and restore damaged utilities and transportation systems.	Operations
	• Coordinate recovery activities with state and federal relief agencies.	IC
	• Perform damage assessments.	Operations
	• Provide monetary figures necessary to support a request for disaster declaration.	Finance

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OIL SPILL/HAZMAT CHECKLIST		
	RESPONSE ACTIONS	
	• Complete and submit necessary reports and paperwork to appropriate agencies.	Emergency Manager, delegated as needed
	• 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

The Naknek Electric Association supplies airport electrical power.

There is a standby-automated generator to supply backup power to all airfield lighting, should standard electrical service fail. The generator is a Cummins 80kW, 500 gallon, diesel generator with a maximum amount of fuel to run for 36 continuous hours. It is located north of the King Salmon Air Traffic Control Tower. The generator is maintained by state maintenance personnel to manufacturer recommended levels. Airport maintenance personnel manually start and test the generator monthly.

22.3
Organization and Assignment of Responsibilities

FAILURE OF POWER CHECKLIST		
	RESPONSE ACTIONS	
Warning Phase: Threat of an Energy Shortage Exists	• Identify areas at risk. • Estimate possible consequences. • Inform incident management team as appropriate. • Establish and maintain contact with other affected areas. • Coordinate with other state and federal agencies. • Alert public utilities and review emergency shutdown procedures • Inventory heavy equipment for use in response & recovery. • Check and test Emergency Generators and ensure they are fully operational • Estimate nature & scope of assistance required by City & threatened utilities. • Keep records of actions taken & resources used. • Establish system to account for response personnel in the field. • Initiate emergency procurement procedures. • Arrange for public announcements via radio, television, newspaper.	Airport Manager

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FAILURE OF POWER CHECKLIST		
	RESPONSE ACTIONS	
Response Phase: Energy Shortage is occurring	• Review Warning checklist. • Activate incident management team, establish command center. • Ensure automatic Airport Generator systems are on line, providing power to Airport facilities • Determine the extent of interruption. • Disseminate public information, if required. • Account for all persons. • Prepare to activate shelters or locate emergency housing for evacuees. • Arrange for emergency and backup power for critical services. • Develop energy conservation plan & coordinate with other jurisdictions. • Identify potential "back-up" fuels, such as cut wood, and plan for allocation. • Be ready for problems such as inactivated traffic signals, street lights, heating problems, low water pressure. • Provide special assistance to low income and homeless as needed. • If conditions warrant, declare a local disaster emergency and request state declaration of disaster emergency.	IC
Recovery Phase: Energy Shortage has occurred	• Coordinate recovery activities with state and federal relief agencies. • Perform damage assessments. • Provide monetary figures necessary to support a request for disaster declaration. • Complete and submit necessary reports and paperwork to appropriate agencies. • Perform an incident critique.	IC

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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

The King Salmon Airport is located on the north bank of the Naknek River, inside the Bristol Bay Borough. The airport is bordered on the south side by the Naknek River which curves around the southern end, with tundra and marsh surrounding the rest of the airport. The Naknek River is a tidal river with depths ranging from inches to deep enough for barge traffic depending on the state of the tide. The river is frozen during the winter months and can support some vehicle traffic.

Climactic conditions at King Salmon include frozen conditions from mid to late October through mid to late May. Water temperatures will vary through the thaw and summer season peaking in the mid 50 degree range. Prevailing winds are normally from the Northeast and Southwest. King Salmon volunteers understand the effects of local climatic effects on the human body. All efforts to prevent and treat hypothermia will be considered during the rescue operation.

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

23.3 Operations

In the event of an aircraft accident requiring water rescue, notification could be made through the King Salmon Air Traffic Control Tower (ATCT), the Kenai Flight Service Station (after hours) or Airport Manager on frequency 121.9, or a witness, via 911. Emergency services will be primarily be notified by 911. King Salmon is a fishing community and boat operators routinely monitor and respond to emergency calls when heard over VHF 16. The community relies on the fishing fleet in case of water emergencies.

Phone Numbers:
Airport Manager Office: **907-246-3325, cell: 907-469-0400**, Local ATC: **907-246-3311.**
Kenai Flight Service Station automated: (after hours): **1-907-283-3466 (1-800-478-3576)**

23.4 Organization and Assignment of Responsibilities

The Incident Commander for an off airport property accident will be the Bristol Bay Volunteer Fire Chief or his/her designee. Additional response agencies for water rescue to be notified by the Incident Commander when available and deemed necessary are listed below.

1) Egli Air Haul (Helicopters) VHF freq 122.95, hangar phone: 246-3554, cell: 439-6119/3554
2) US Fish & Wildlife, King Salmon Station 907-246-3339
3) Any and all volunteers in the immediate area with access to boats, monitoring VHF 16.

Due to the lack of road access to most areas, initial emergency response and triage may be accomplished by local citizens or volunteers, working nearby. DOT&PF ARFF resources will respond to the aircraft incident/accident scene when notified or witness an aircraft accident. Due to limited road access, first responders may be from the local community, fishermen in small boats or volunteers seeing the accident occur. Once the IC has been alerted, ARFF response crews will be mobilized with all available equipment. In the event of an aircraft accident in the water or marsh areas, equipment will be mobilized from the community. Local water craft, skiffs, boats, etc., will be provided by volunteers responding to the 911 or the VHF call by the Bristol Bay Borough police and/or the Alaska State Troopers.

Agencies that may have equipment available include:

State Fish and Wildlife Service: assorted all-terrain vehicles
Egli Air Haul (helicopter)
State of Alaska: ARFF truck and support equipment
Bristol Bay Borough: 28' response skiff

Cold water survival equipment may be provided by the fishing vessels in the area, and any volunteers from the community. Some rescue equipment is available at the King Salmon Airport ARFF station.

Training

Personnel responding to a water rescue will be volunteers from the community. The fishing community is well versed in cold water survival situation. When tabletops and tri-annual exercises are held on water rescue procedures all attempts will be made to meld the strengths of each willing volunteer together.

Transportation
Seriously injured survivors will be transported for triage directly, if possible, to the Camai Medical Clinic by the most expeditious means. (The Camai Medical Clinic has a doctor 176 days a year.) Kanakanak Hospital in Dillingham is the closest large medical facility and will be accessed by medivac.

Triage will be performed by the first qualified individuals who reach the scene or by the senior EMT at the scene. Triage will be coordinated by the IC.

Injured crash survivors from the tundra/marsh areas will be taken by helicopter, and ATVs, provided by local volunteers. Ambulances and other transport vehicles will be staged at the King Salmon Airport, or to other designed areas, as determined by the IC and local weather conditions. Injured crash survivors will be transported to the Alaska Airlines terminal.

Survivors located in the water will be rescued by boat and/or helicopter depending on availability of equipment. Survivors will be transported to warm shelters as quickly as possible and observed and or treated for hypothermia. Due to the critical time frame for treatment of hypothermia, busses and other large vehicles may be used as directed by the IC to provide initial treatment to survivors.

Survivor pick-up areas will be the closest point to the crash, depending on access. Multiple docks and launch ramps are located on the Naknek River within the approaches to the King Salmon Airport. The IC will have to determine locations for boats to deliver crash survivors to awaiting medical treatment/ambulances. Uninjured crash survivors may be transported by whatever means possible to the King Salmon Airport King Air hangar.

Hazardous materials may potentially be present at an aircraft accident.

Scene Security Law Enforcement and Security:
Initial notification will be provided as specified in this AEP. Additional security and law enforcement may be requested by the IC or local police. Accident scene security, including traffic and access control for all water rescue and site operations will be provide

by the local City Police, in conjunction with the Alaska State Troopers as deemed necessary by the IC.

Recovery from Accident
After emergency rescue operations are complete and with concurrence of the NTSB and State Medical Examiner, removal of deceased persons may commence. Recovery/removal of the aircraft wreckage will be the responsibility of the aircraft owner.

Airport Operations
If airport operation are impacted, normal operations will commence as soon as possible and after the following occurs;

1. Emergency response equipment required for operations is placed back in service,
2. The airport movement areas are inspected and capable of normal operations,
3. Emergency response personnel are ready to return to duty, and
4. Airport maintenance and operations personnel are available and ready to return to duty.

The owner and or operator of the aircraft involved in the mishap will provide pertinent data to the IC regarding aircraft type, fuel on board, #of passengers and crew, freight and or dangerous cargo onboard the aircraft. Other information may be requested by the Incident Commander. The air carrier involved will also provide;

1. Necessary notifications to include FAA and the NTSB per their air carrier procedures.
2. Arrange and assist the IC with transportation of uninjured passengers and crew to the Alaska Airlines terminal.
3. Provide telephone access, food, water, and minor medical needs.
4. Activate the Air Carrier's Aviation Disaster Family Assistance Plan.

23.5 Administration and Logistics

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

King Salmon Water Rescue Equipment List:

4 – 8 man rescue rafts
3 – 25 man rescue rafts

4 – 8 man rescue boat bags (black)
Each contains: 4 wool blankets
3 rescue sticks
1 life sling
1 PFD
1 70' throw bag
1 Headlamp
2 Rubber Gloves

4 raft bags (red)
Each contains
4– Space Blanket
3 – Rescue Sticks
2 – 70' Throw Bag
1– Headlamp
2 – Flashlight
2 – Rubber Gloves

3 – 25 man rescue boat bags (black)
Each contains: 10 wool blankets
3 rescue sticks
1 life sling
1 PFD
1 70' throw bag
1 Headlamp
2 Rubber Gloves

3 raft bags (blue)
Each contains
10 – Space Blanket
3 – Rescue Sticks
2 – 70' Throw Bag
1 – Headlamp
2 – Flashlight
2 – Rubber Gloves

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6 Immersion suits (in orange bags)
Each suit bag contains: 1 immersion suit
1 GPS radio
1 floating survival knife
1 whistle
1 strobe light.

Other items:

1 GPS radio for the IC
5 Battery powered lanterns
2 boxes medical exam gloves (1 Large, 1 extra-large)
30 pair work gloves (yellow)
10 reflective vests
1 pair binoculars
1 expandable stand-alone 110 light
3 black trauma bags
3 red first aid kits
25 backboards and straps
9 boxes body bags
1 box ground tarp (5 blue tarps)
5 yellow flashlights
9 Extra blankets
Megaphone
2 GPS radios in the box
1 25 foot extension cord

23.6 Plan Development and Maintenance

As stated in Section 2.6 Development and Maintenance.

23.7 Authorities and References

See Authorities and References in Section 2.2 and Section 30.0.

24.0 Crowd Control

24.1 Purpose

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

24.2 Situation and Assumptions

Crowd Control may be of two different natures of assembly:

- Peaceful assembly at the Airport
- Disruption for hostile reasons

24.3 Operations

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

24.4 Organization and Assignment of Responsibilities

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

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

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

Crowd Control CHECKLIST		
	RESPONSE ACTIONS	
Warning Phase: Threat of a Disturbance Exists	• Inventory supplies needed for cordoning off areas and portable public address systems • Coordinate with airport tenants and the appropriate law enforcement agency • Identify facilities and or areas that may need to be evacuated or closed. • Coordinate with the Law enforcement agency and place on Alert	IC
Response Phase: Disturbance is occurring	• Establish an ICP or EOC as required • Coordinate with the appropriate Law enforcement for both peaceful and hostile gatherings • Issue warnings to crowds as required • Determine if the gathering should be dispersed • Take measures to resolve the issue and promote a voluntary dispersal of the gathering • Evacuate, restrict access and close areas or facilities as deemed necessary • Seek additional assistance from other law enforcement agencies as deemed necessary • Provide an area for the press and assign a PIO • Issue public warnings and situation status as deemed necessary by the IC	IC/ Bristol Bay Borough Police Dept

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Crowd Control CHECKLIST		
	RESPONSE ACTIONS	
Recovery Phase: Disturbance has occurred	• Notify public and Airport users of the status of the gathering • Perform an inspection of all areas affected by the gathering, correct any safety hazards. • Provide for cleanup of the affected areas and re-open to normal operations as soon as possible. • Arrange for the return of evacuees once the affected areas are deemed safe. • Initiate a post incident evaluation with Airport and local agencies involved to critique the incident, identify the reason for the gathering and actions that can be taken to prevent future occurrences.	IC

24.5 Administration and Logistics

As stated in the Administration and Logistics Section 2.7.

24.6 Plan Development and Maintenance

As stated in Section 2.6 Development and Maintenance.

24.7 Authorities and References

See Authorities and References in Section 2.2 and Section 30.0.

25.0 Airport Maps

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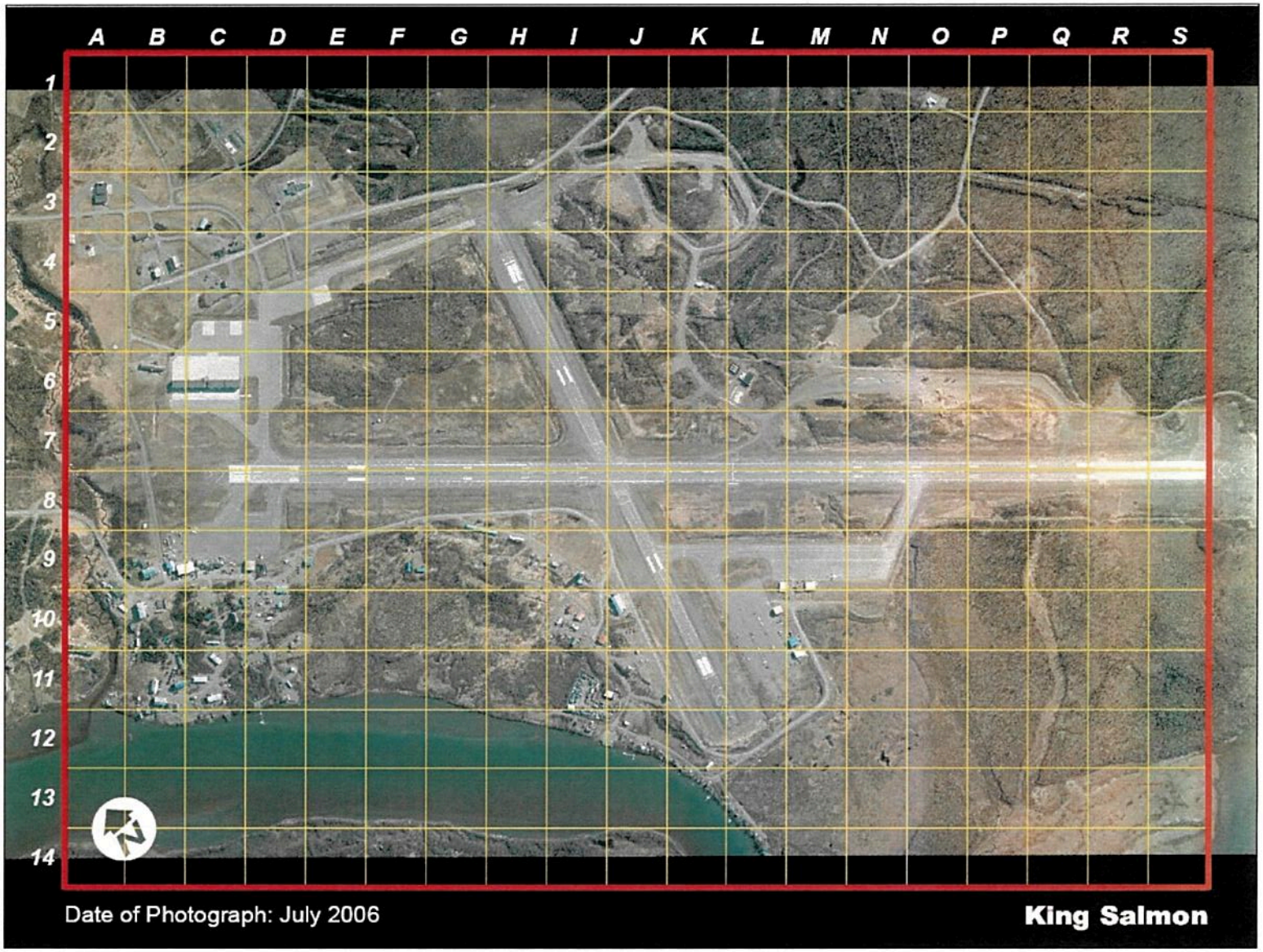

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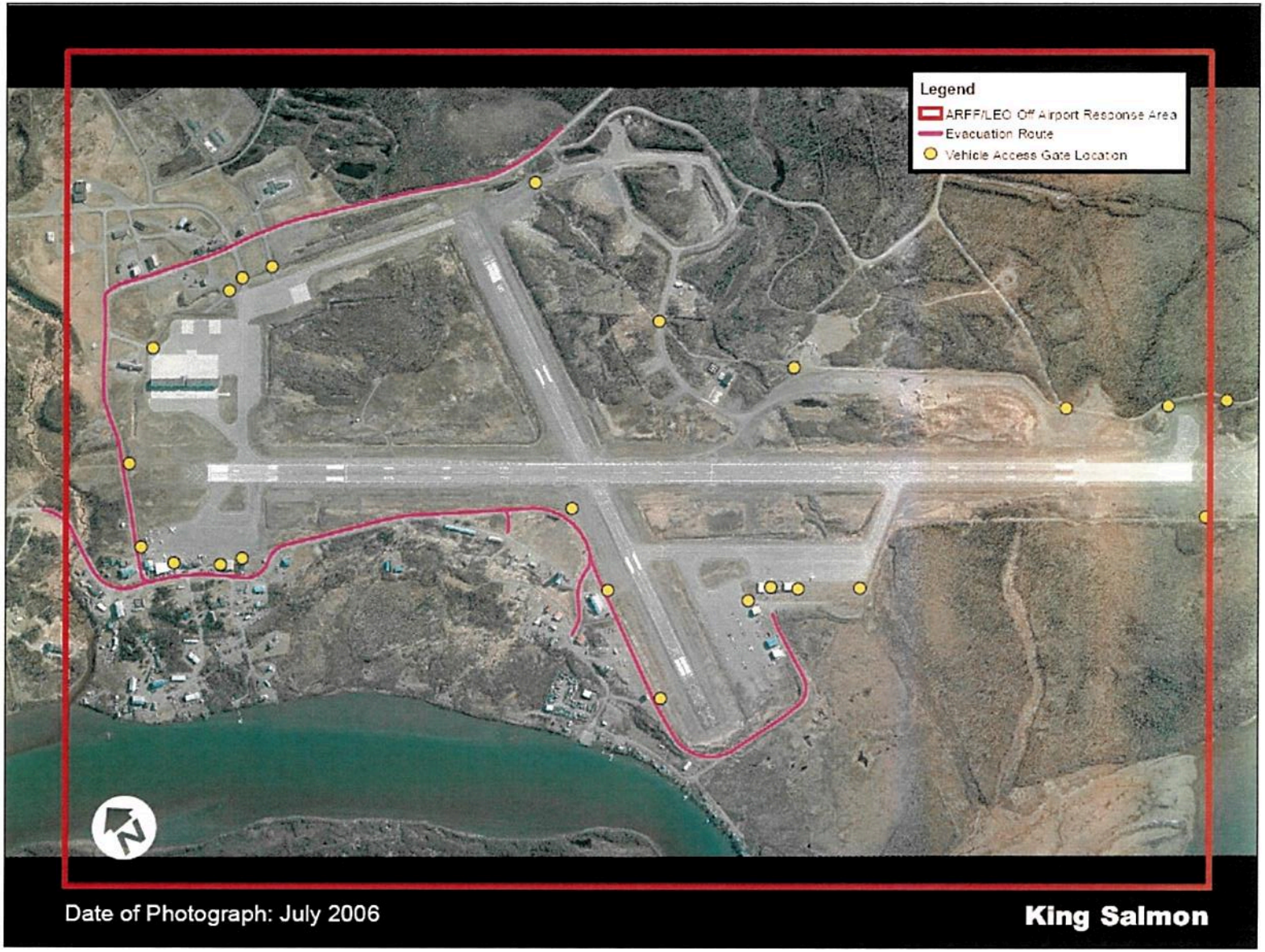

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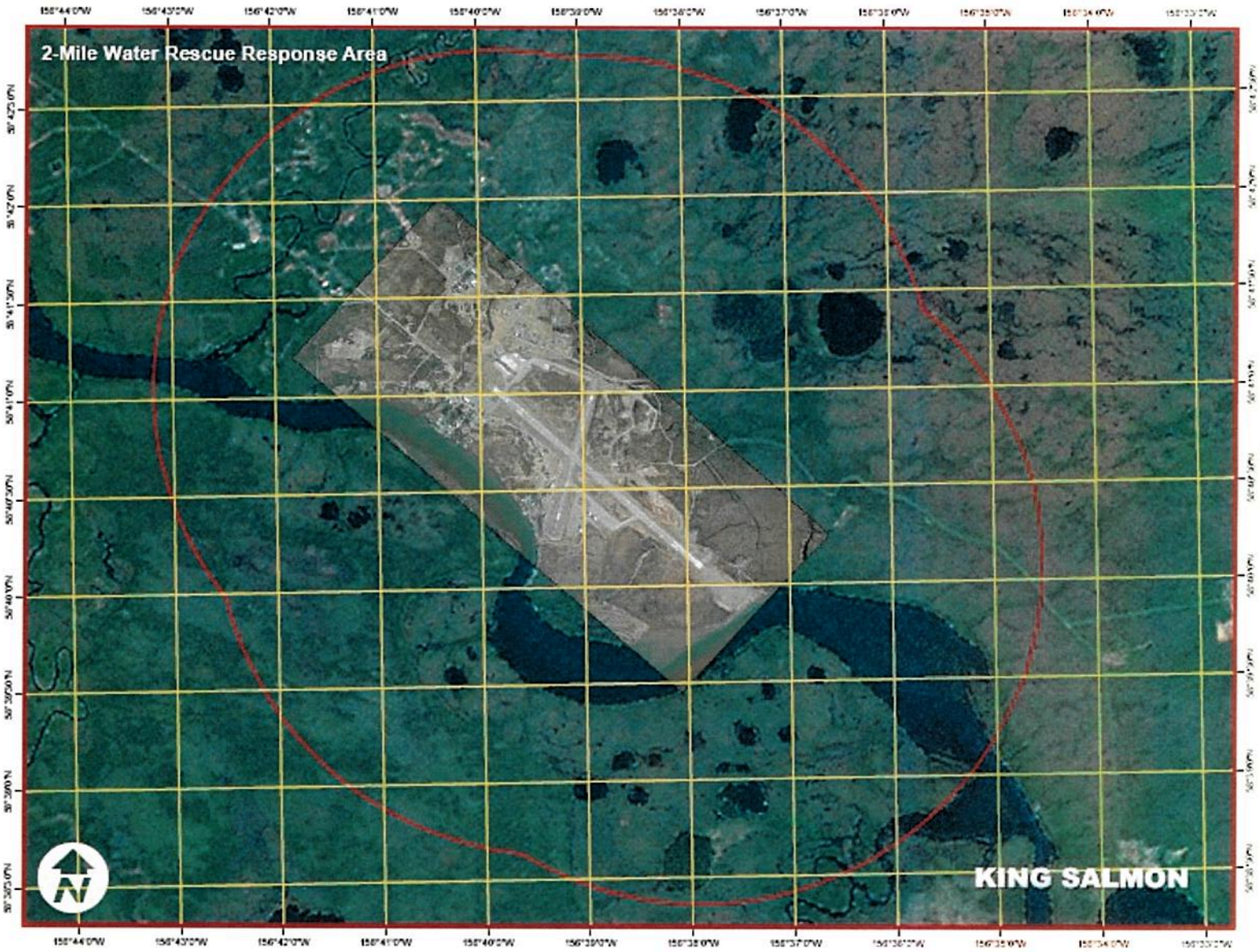

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26.0 Emergency Response Equipment Inventory

26.1 STATE OF ALASKA (Airport)

Name	Vehicle Type	Vehicle Specs
Rosenbauer	2017 Panther 4X4	500 pounds of potassium bicarbonate (Purple-K) dry chemical and 1,500 gallons of water with 200 gallons of 3% foam concentrate (AFFF).

26.2 Bristol Bay Borough Fire Department King Salmon Station

Name	Vehicle Type	Vehicle Specs
E-201	2006 E-One Typhoon	500 gal water/ 50 gal class A or B foam
E-203	E-One Ford	500 gal water
T- 204	1980 Ford Fire Truck	2800 gal water
T-205	1992 E-One International	2800 gal water with fol-da-tank
Rescue 2 Ambulance	2000 Ford Ambulance	
Reserve Ambulance	1991 Ford F-350 Ambulance	

26.3 King Salmon Alaska State Trooper Post

Name	Vehicle Type	Vehicle Specs
Ford	2012 F-150	Patrol Truck
Ford	2006 F-250	Patrol Truck
Ford	2015 F-250	Patrol Truck
Ford	2013 Explorer	Patrol SUZ

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26.4 Naknek Station

Name	Vehicle Type	Vehicle Specs
E-101	2006 E-One Typhoon	500 gal water/ 50 gal class A or B foam
E-102	E-One Pierce	750 gal water
E-103	1991 E-One Ford	300 gal water
T-104	1992 E-One International	2800 gal water with fol-da-tank
Rescue 1	2012 Ford 350 Ambulance	No water
C-1	2010 Chevy Silverado 2500 HD	280 Gal water
C-2	2007 Chevy Suburban	
Pump Trailer	2011 Pumper Jack Pump Trailer	1000 GPM

Bristol Bay Borough Volunteer firefighters are available on an "on call" status in the King Salmon area. Each firefighter is assigned a pager.

26.5 South Naknek

Name	Vehicle Type	Vehicle Specs
E-301	2002 International Pumper C-801	1000 gal water/ 25 gal class A or B foam
T-302	1978 Ford Fire Truck	800 gal water
E-304	2011 Kenworth Fire Tanker	3000 gal water with fol-da-tank
Rescue 3	1991 Ford F-350 Ambulance	

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27.0 Maintenance Equipment Inventory

27.1 STATE OF ALASKA (Airport)

A. 2 - Road Graders
B. 2 - Front-end Plow with sander (one expected to be delivered 2022)
C. 1 - Front-end Loader, 5 yards
D. 2 - MB Plow with Cradle Broom Combination
E. 1 - Dozer (450)
F. 4000 gallon Wausau liquid deice truck
G. Larue Snow Blower (Expected to be delivered 2022)

27.2 UNITED STATES AIR FORCE

Air Force equipment assigned to the King Salmon Airport:

A. 1 - Sterling Sweeper
B. 1 - Case Loader
C. 1 - Oshkosh Urea Spreader

27.3 ASRC

A. 1 – Striker 1500
    a. 1500 gallons water
    b. 200 gallons foam
    c. 500 lbs dry chemical
B. 1 –- Striker 3000
    a. 3000 gallons water
    b. 420 gallons foam
    c. 500 lbs dry chemical
C. 1 – Stinger
    a. 300 gallons water
    b. 40 gallons foam
    c. 500 lbs dry chemical

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28.0 Resource Management Equipment & Supplies

General types of supplies and equipment that may be available locally.

28.1 RESCUE MEDICAL EQUIPMENT

Resource/ Capability	Phone Number
Bristol Bay Borough Police	246-4222
Bristol Bay Fire Department	246-4224
Alaska Department of Public Safety / State Troopers	269-5511
ASRC	721-3012

28.2 AIRCRAFT SERVICES

Resource/ Capability	Phone Number
Alaska Airlines and Horizon Air: Commuter and charter airline, basic aircraft maintenance, fuel and de-ice capabilities	246-3372
Egli Air Haul : Charter service with fixed wing and helicopter aircraft, basic aircraft maintenance, repairs and fuel services	246-3554

28.3 CLOTHING STORES

Resource/ Capability	Phone Number
Naknek Trading Company	246-4410
Alaska Commercial Company	246-6109

28.4 COMMUNICATIONS

Resource/ Capability	Phone Number
Bristol Bay Cellular	246-6399
Bristol Bay Telephone	246-3403
GCI	800-800-7754

28.5 CONSTRUCTION SUPPLIES

Resource/ Capability	Phone Number
BC Contractors Inc	246-6106
Harris Creek Construction, LLC	246-8384
ODW & Son Construction	246-3006

28.6 FUEL SERVICES

Resource/ Capability	Phone Number
Monsen Transfer Fuel Delivery	246-4460
Worldwide Fuel	246-3835

28.7 FOOD & BEVERAGES

Resource/ Capability	Phone Number
Alaska Commercial Company	246-6109
Naknek Trading	246-4410

28.8 GROUND TRANSPORTATION

Resource/ Capability	Phone Number
Redline Taxi	246-8294
Bristol Bay Contractors	246-3360
Naknek Engine	246-6120

28.9 HEAVY EQUIPMENT:

Cherry Pickers, Elevating Platforms, Boom Trucks and Cranes

Resource/ Capability	Phone Number
Chugach Support Services (CSS)	721-3012
Naknek Electric Association	246-4261
Bristol Bay Borough Dock	246-6168
BC Contractors Inc	246-6106
Harris Creek Construction, LLC	246-8384
ODW & Son Construction	246-3006
Paug Vik Development Corp	246-4378

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28.10 MORTUARY SERVICES

Resource/ Capability	Phone Number
Camai Health Center	246-6155
Naknek Health Aide	246-4214
South Naknek Health Clinic	246-6546

28.11 NEWS MEDIA

Local Radio

Resource/ Capability	Phone Number
Bay Broadcasting	246-7492
KDLG Radio Station	842-5281

28.12 PARTS HOUSES AND MISCELLANEOUS ACCESSORIES

Resource/ Capability	Phone Number
NAPA Auto Supply	246-6272
Alaska Commercial Company	246-6109
Naknek Trading Company	246-4410

28.13 SEMI-REFRIGERATOR VANS AND LOADING VANS

Resource/ Capability	Phone Number
Bristol Bay Borough Dock	246-6168

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28.14 UTILITIES

Resource/ Capability	Phone Number
Naknek Electric Association	246-4261

28.15 WELDERS AND CUTTING MACHINES

Resource/ Capability	Phone Number
BC Contractors Inc	246-6106
Harris Creek Construction, LLC	246-8384
ODW & Son Construction	246-3006
Paug Vik Development Corp	246-4378

28.16 WRECKERS

Resource/ Capability	Phone Number
Naknek Engine	246-6120

28.17 GROUND TRANSPORTATION AND STORAGE

Resource/ Capability	Phone Number
Redline Taxi	246-8294

28.18 LODGING

Resource/ Capability	Phone Number
Antlers Inn	246-8525
D&D Hotel	246-4430

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29.0 City and Borough of King Salmon Evacuation Plans and 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 **King Salmon** 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 King Salmon area** should listen to the radio or television for further information."

Shelter in Place Message

"At ***(time)*** today, City of **King Salmon** 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 King Salmon 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 **King Salmon** 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 **King Salmon** 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."

This provides for the orderly and expeditious evacuation of any part of the population of the Bristol Bay Borough, if that action is determined to be the most effective means for protecting people from the effects of any disaster.

II. SITUATION AND ASSUMPTIONS

A. Situation:

1. The Bristol Bay Borough is subject to a number of potential natural and technological hazards, which may require the evacuation of segments of the population. These include, but are not limited to major structural fires, aircraft accidents, earthquakes, and hazardous materials spills.

2. King Salmon Air Force Station, located within the Bristol Bay Borough is considered to be a potential nuclear weapon target site under Nuclear Attack Planning Base -1990 (N.A.P.B.-90), a planning guide issued by the Federal Emergency Management Agency (FEMA) in April 1987 .The community could also be subject to conventional weapons attack or fallout from nuclear weapons detonated elsewhere in Alaska.

3. Suitable fallout shelter sites are limited within the Bristol Bay area. There are several canneries protected by hilly terrain, which could provide some protection. Danger from fallout also appears minimal in Naknek as prevailing winds are from the west and would tend to move fallout away from the community. At present, plans call for residents of King Salmon to evacuate to Naknek if a nuclear attack is imminent.

4. An alternate evacuation site is Dillingham, a community of 2,100 residents, located 50 air miles to the northwest. During the late spring, summer and early fall months, transportation requirements could be met using watercraft. Aircraft must be used for the remainder of the year.

B. Assumptions:

1. In most instances there will be sufficient time available to warn the general public of an impending disaster or attack and permit an evacuation effort. Given sufficient warning, a number of residents would evacuate to other areas in Alaska or the "lower 48," Additionally, many would relocate to nearby hunting and fishing camps that are out of the immediate danger area.
2. People who refuse to follow evacuation instructions will be left alone until all who are willing to leave have evacuated. Time permitting; further efforts will be made to persuade the "stay puts" to evacuate.
3. Many evacuees will seek shelter with relatives and friends outside of the disaster area.

C. Limitations:

Winter conditions could restrict movement of the population and prevent access to shelter sites.

II. CONCEPT OF OPERATIONS

A. General:

1. Evacuation may be the only practical means of protecting people from the effects of some disasters. The number of people to be evacuated will depend upon the nature of the incident. This could range from evacuation of a few families in the event of a localized fire to a major evacuation for a flood or hazardous spill incident. Evacuation involving a small number of people can be handled without elaborate measures by on-scene Police and Fire Department personnel. Large-scale evacuations will normally involve activation of the Emergency Operations Center (EOC) and mobilization of off-duty EMS personnel. The decision to activate the Emergency Operations Center for the purpose of managing an evacuation is at the discretion of the Borough Manager and/or the Emergency Management Coordinator,
2. Factors that must be considered prior to ordering an evacuation include:
    a. Overall threat.
    b. Time until onset.
    c. Weather.
    d. Evacuation routes and their susceptibility to the hazard.
    e. Availability of shelters.
3. Those people who have access to a vehicle will be urged to pick up others in route to the evacuation area. If time permits, school busses will also be utilized to move personnel to a safe area. It may be necessary for some people to flee on foot to the nearest safe shelter.
4. Vehicles blocking roadways will be pushed off of the roadway to increase the effectiveness of the evacuation.

B. Direction and Control:

1. The person making the decision to evacuate will depend upon the circumstances. In a rapidly developing situation such as a major fire or hazardous materials spill, the decision will normally be made by the Fire or Police Department official at the scene. Within the Bristol Bay Borough, Fire and Police Department officials are authorized to carry out large-scale warning and evacuation operations in accordance with department policies and procedures.
2. There are other circumstances when time may be available to permit a more coordinated approach to the decision making process. In general, flooding or attack related situations present such an opportunity. There will normally be ample warning before a flood actually occurs and most strategists believe there will be a buildup phase prior to any overt hostile action. In such circumstances, the Borough Manager and the Emergency Management Coordinator should be apprised of the situation and become part of the decision making process. Regardless of the situation, it is mandatory that these officials be notified at the earliest opportunity of evacuation actions being taken, even if it is after the fact.

C. Continuity of Government:

Continuity of government (COG) must be maintained in an emergency evacuation situation. Lines of succession have been established to all key positions and all essential records will be protected from destruction or loss.

IV. ORGANIZATION AND RESPONSIBILITIES:

1. The Incident Commander has overall authority for evacuation efforts within the Bristol Bay Borough.
2. Police and Fire Department officials are responsible for issuing immediate, on-the-scene emergency evacuation orders as necessary and directing the evacuation effort. The Borough Manager and the Emergency Management Coordinator will be notified anytime evacuation orders have been issued.
3. Small scale evacuations will normally be handled by field forces of the Police and/or Fire Department in accordance with department policies.
4. Disaster events requiring the relocation of major segments of the population will normally be of a magnitude that requires activation of the Emergency Operations Center. Once the Emergency Operations Center has been activated, all evacuation efforts will be coordinated by the Operations Group within the EOC. The Operations Group will work closely with the Logistics and Finance Groups to ensure that medical care and sheltering needs of the evacuees are being adequately addressed.

Shelter Name	Address	Capacity
	NAKNEK	
Bristol Bay Borough School District	School Road 246-4225	1124
Naknek Lutheran Church	Airport Drive 246-6624	40
D & D Hotel	Alaska Peninsula Highway 246-4430	10
Red Dog Inn	North Monsen Street 246-4213	60
*Alaska General Seafoods	Alaska Peninsula Highway 246-4285	1090
*Trident Seafoods	Alaska Peninsula Highway 246-4275	388
*Peter Pan	Alaska Peninsula Highway 246-4227	344
	SOUTH NAKNEK	
*Trident Seafoods	Naknek River 246-6510	653
South Naknek School	Naknek River 246-6556	80
Library	Naknek River 246-6556	40
	KING SALMON	
SAVEC (Bldg 647)	King Salmon Air Force Base 246-4600	35
U.S. Park Service – Barracks	Park Service Road 246-3305	24
King Salmon Community Baptist Chapel	Alaska Peninsula Highway (after FAA Bldg) 246-3365	85

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

United States Code
Title 49: Transportation (NTSB)

49 CFR 830 – NTSB

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

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

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31.0 Acronyms

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

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