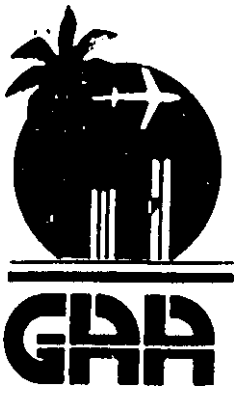


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EXHIBIT NO. 16G**

**NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.**

**GUAM INTERNATIONAL AIRPORT AUTHORITY
AIRPORT EMERGENCY PLAN**

**By: Lawrence Roman
(21 pages)**



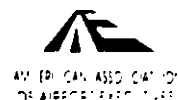
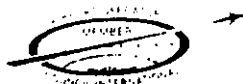
GUAM AIRPORT AUTHORITY

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Guam International Airport Authority

Airport Emergency Plan (A E P)



Airport Emergency Plan

SECTION A

AIRCRAFT ACCIDENTS OR INCIDENT

1.8 GENERAL

The intent of this section is to outline the procedures in the event that an aircraft emergency occurs at our Airport. Certain persons or authorities have general site roles that are to be followed.

The priority actions to be taken during an actual emergency must be directed towards the following specific objectives

- A. Rescue and save lives
- B. Safety of personnel involved
- C. Safety Transport injured/removal of fatalities
- D. Safeguard wreckage for NTSB
- E. Return Airport to operational status

Acting for and in the absence of the Airport Executive Manager, the Airport Duty Manager shall be responsible for all airport operations and emergency activity except those required by law or professional competence to be performed by other agencies, military or otherwise, having jurisdictional authority at the crash site. The Airport Duty Manager will be the "On Scene Coordinator" until properly relieved.

The successful reduction of an emergency requires timely and effective employment of all available response capabilities. The first 15 to 30 minutes are the most critical period of the whole process. It is incumbent upon each and everyone involved to respond immediately to the needs during an emergency. Airport personnel should periodically review the procedures, policies and techniques and thoroughly reacquaint themselves with emergency response facilities and equipment. It is hoped that we achieve a successful conclusion.

1.9 EXECUTIVE MANAGER/DEPUTY EXECUTIVE MANAGER

Will respond directly to the Emergency Coordination Center and assume overall control of emergency response under GIAA jurisdiction.

The Executive Manager will follow a number of different procedures depending on the type of emergency to include communications or coordination with other agencies which have jurisdictional responsibilities consistent with the priorities at the time.

Provide decision making/advice when required to ensure all emergency measures are being implemented. If required, contact GIAA Board of Directors to brief and update with current information regarding the emergency.

Provide and authorize information to be released to the media on behalf of GIAA.

2.0 AIR TERMINAL MANAGER

Will respond directly to the Emergency Coordination Center to assist the Executive Manager in coordinating the emergency unless otherwise directed. Should the Executive Manager not respond, the Air Terminal

Manager will assume control of the Emergency Coordination Center.

Ensure that all officials, both local and federal, have been notified and advise them of any response that may be needed.

Commit any resources possible to the aid of the emergency to include additional personnel equipment

When required, activate the recall of all division heads necessary to assist in the Emergency

Keep the Emergency Coordination Center fully staffed and inform concerned authorities of all activities at the emergency site.

Keep in constant radio communication with the on-scene coordinator at the emergency site.

2.1 SUPERINTENDENT OF OPERATIONS

When required, will respond directly to the GIAA Ramp Control or to the emergency site to assist Airport personnel in communication, coordination and directing the emergency.

Ensure that the necessary procedures in controlling the emergency are carried out.

Provide assistance to the on-scene controller

Coordinate with FAA to provide every assistance possible during the emergency such as emergency helicopter operations, designate landing areas, access of equipment and personnel into the airfield and all agencies authorized at the emergency site and/or what facilities to be used.

Brief the Executive Manager or designate on details of the emergency.

Close any airport movement areas and issue appropriate NOTAM.

Request additional assistance from the private and military sectors.

2.2 AIRPORT OPERATIONS SUPERVISOR/DUTY MANAGER

The Airport Duty manager on shift will respond to all emergencies and will become the on-scene coordinator establishing a mobile command post and will coordinate activities at or near the scene of the emergency with the emergency coordination center.

It is the responsibility of the Airport Duty Manager to confirm with Ramp Control that the Executive Manager or designee has been notified and will assume his responsibilities until he arrives or is properly relieved.

Ensure that the Emergency Coordination Center is activated.

Brief Airport Management on the details of the emergency and request any assistance on the part.

2.3 AIRPORT OPERATIONS OFFICER/RAMP CONTROL

The Ramp Control Tower provides a communications dispatching function for all emergency conditions that occur.

On receipt of the crash information, the Ramp Controller must insure that all pertinent information is received and recorded. name of caller, location of aircraft (type/company). condition of aircraft, conditions of occupants, and best route to follow to crash site. Immediately pass the information to the concerned parties identified in the emergency notification list.

Ensure that a running log is kept of all pertinent facts related to the emergency.

Ensure that all Airport personnel involved in the emergency are on one radio channel. (Ops - IB channel)

Muster up any support from GIAA personnel to assist in notification and recall of needed personnel. In all cases complete the call out and continue to call out all uncontacted personnel.

In the event of a major emergency or an exercise simulation, employees should not release details, but refer media inquiry to the Executive Manager or his designee.

2.4 EMERGENCY COORDINATION CENTER/GIAA CONFERENCE ROOM # 2

Emergency situations occurring at our Airport involve a variety of agencies with inherent responsibilities. The synchronization of the roles played by the participating agencies is directly related to the usage of this Emergency Coordination Center. It would provide a focal point for those concerned with an emergency to act together in a smooth concerted way.

During an emergency, only a few authorized persons can be admitted in the Emergency Coordination Center.

1. Airport Executive Manager, Deputy Executive Manager, Air Terminal Manager and Division Heads.
2. Airport Security Officer: To insure that all security measures are taken and enforced
3. Airline Representative: Such representative should have authority to make decisions on behalf of his/her company from the Emergency Coordination Center,
4. Response Coordinators Agency Heads such as GPD, GFD, FAA and FBI.
5. Others: At the request of the emergency coordination center officials, additional personnel will be admitted.

2.5 CHIEF OF AIRPORT SECURITY/ POLICE:

When required, will respond directly to the emergency site or the Emergency Coordination Center, to coordinate with security and police functions and provide assistance to the on scene Coordinator.

Ensure that all security and policing measures are being taken

Will assist in arranging access to the scene under his escort and control

Assist in the communication between GPD, Military Police and GIAA Security/Police

Ensure that adequate personnel are called for duty to perform traffic and related duties at the Airport

Brief and update Airport Management on security and police matters

2.6 AFFECTED AIRLINES:

Senior representatives of the airline will report to the Emergency Coordination Center and to the on-scene Coordinator to coordinate the airline's activities with representatives from other agencies responding to the incident.

Company Emergency Procedures will be immediately implemented. The company's procedures must not conflict with GIAA's.

Will provide information regarding any type of hazardous material contained as cargo on the aircraft

The Airline is responsible for the removal and salvage of the wreckage as soon as it is authorized by the National Transportation Safety Board.

The Airline is responsible for coordination of press coverage related to the incident in conjunction with GIAA and other agencies in the designated Media Room.

The Airline is responsible for notification of customs, immigration, post office and other concerned authorities.

The Airline is also responsible for victim support.

The Airline is responsible for directing family and friends to the family/friends isolation area designated. A senior airline official will be responsible for notifying family and friends of the incident to the extent of being present at hospitals to provide assistance to passengers within.

2.7 FAA AIR TRAFFIC CONTROL TOWER:

Upon receipt of any aircraft crash information on or in the immediate vicinity of the Guam International Airport, the Control Tower will activate the hotline phone circuit. The flowchart (Attachment 1) of this plan depicts the parties notify GIAA Ramp Control and Guam Combined Center Radar Approach Control(CERAP) of all pertinent information. See Alert Categories in Attachment 1A.

The Control Tower will relay the location of the crash site to all concerned and pass further information utilizing the Agana, Guam Crash Grid Map. The ARFF Chief or direct representative will determine the best route for his equipment and personnel to transit to and from the crash site.

2.8 AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF):

Upon receipt of the crash alarm, the senior officer will proceed with crash crew and equipment to the site as directed by the Control Tower and commence fire suppression and rescue operations.

Assume complete charge of fire suppression, rescue operations, and may request additional equipment, men, vehicles, etc. within airport boundaries.

Command authority for fire fighting in cases of aircraft incidents outside the airport boundary rests with the officer in charge of the local fire department in which the accident has occurred. If ARFF arrive first, fire fighting will be continued and turned over to the local fire department upon their arrival.

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When responding to and while at the accident scene, the Duty Manager will remain in close contact with the officer in charge/on scene and provide details of the action which is being taken, special resources, or technical assistance which is required and length of time of return to the Airport.

Where structure is involved on GIAA property, ARFF will assume charge of aircraft fire fighting and Guam Fire Department may assume charge of structural fire fighting.

The command post officer shall direct the setup for other emergency vehicles responding to support the emergency and coordinate with incident commander (on-scene) to conditions and danger of the immediate area.

The primary objective of the ARFF is to save lives in the event of an aircraft accident/incident by providing fire-free evacuation area for passengers and crew. A secondary objective is to preserve the property involved by containing or extinguishing, where practical, any fire resulting from the aircraft accident/incident.

Normally, ARFF will be the first 10 arrive and action will be taken to prevent, control or extinguish fire involving or adjacent to an aircraft for the purpose of providing fuselage integrity and an evacuation area for its occupants. Such efforts shall be under the direction of the Senior ARFF officer present. ARFF will assist the flight crew in their role of passenger evacuation.

Should the flight crew be incapacitated, ARFF personnel will, within their available resources and by whatever means necessary, enter the aircraft and provide all possible assistance in the evacuation of occupants.

Should a crash occur off the Airport and considered that a useful service can be rendered by ARFF, GIAA Operations will make a determination for a response, giving consideration that the Airport will be closed to all traffic and any ARFF loss of equipment as a result of off airport emergency may result in the limited aircraft operation, GIAA operations or the Airport Duty Manager will be contacted immediately and be advised of the proposed action to be taken. If however, the accident /incident happens beyond the boundary of the Airport, ARFF will respond.

Provide support in fire fighting and rescue operations, Where crash involves structures, GFD will assume charge of the structural fire fighting while ARFF assumes charge of aircraft fire fighting.

2.9 GUAM FIRE DEPARTMENT:

On receipt of notification the emergency situation, GFD will respond with the most direct access relayed. While access to the Airport may be limited to control entry points, circumstances may dictate the need for other means to reach a desired location of the accident/incidents. GIAA Police will provide escort of all emergency vehicles entering the Airport.

Operational control of the fire fighting program rests with the Senior ARFF Officer while on Airport property.

3.0 GIAA AIRPORT/MILITARY/GUAM POLICE:

The Airport Police is responsible for the provision of policing and security services on GIAA jurisdiction. They will immediately respond and coordinate with Guam Police and the military police for all security measures.

Upon receipt of notification, shift supervisors will initiate a response and establish a protective perimeter and provide a marshaling area for control of traffic/parking of other emergency responding vehicles.

Prevent and control any unauthorized entry at the emergency site. Be prepared to put up barricades/barriers or police lines to indicate the restricted area and ensure that crowd control is maintained and give adequate directions to extricating victims from and around the aircraft when needed.

Provide escort for emergency vehicles to crash cite and post personnel at the Emergency Coordinating Center and Airport Operations Area access gates for other emergency vehicles.

Military Police when alerted will respond to supplement security. (Has jurisdiction over Military Aircraft within GIAA boundaries.)

Guam Police when alerted will respond to supplement security. (Has territorial jurisdiction overall). A senior police is to report to the Emergency Coordination Center,

3.1 DEPARTMENT OF PUBLIC HEALTH AND SOCIAL SERVICES:

1. INTRODUCTION:

- a. Guam's major medical facility, the Guem Memorial Hospital has a total of two hundred twenty-one (221) beds capacity and the ability to effectively treat four (4) critically injured patients during normal circumstances. Any incident that could generate medical casualties exceeding its capabilities necessitates the support and coordination of the various medical services and support units.
- b. A memorandum of understanding exists between the Government of Guam and the U.S. Navy which serves as an alternate medical treatment facility during times of disasters and/or emergencies affecting the island.

2. BASIC PLAN:

The operational concept upon which this plan is based is applicable to any incident that generates an extraordinary medical casualty load in excess of the emergency treatment capacity of any one or more of the medical facilities on Guam.

3. PURPOSE:

The purpose of this plan is to outline responsibilities and procedures to develop a system of coordinated responses between the Primary Response Activity Coordinator (PRAC) of the

Department of Public Health and Social Services (DPHSS), Hospitals and the government during emergency or disaster operations.

4. ORGANIZATIONAL RESPONSIBILITY:

- a. The Primary Response Activity Coordinator/Chief Public Health Officer (PRAC/CPHO) of the DPHSS as disaster/emergency coordinator from the Emergency Operating Center (EOC) The PRAC's primary duty is to ensure the orderly coordination of medically oriented logistics. In addition, the PRAC'S shall call on the individual disaster coordinators and the chief executive officer of each hospital to provide support.

- b. The Triage Officer and Triage Team designated by the PRAC/CPHO, is responsible for the classification of victims, setting priority for transportation and treatment and directing the distribution of casualties to medical facilities

5. **CONCEPT OF OPERATION:**

- a. EMERGENCY MEDICAL DECLARATION

Upon declaration of an emergency medical disaster, the EOC will be activated and the appropriate support agencies will be notified.

- b. The PRAC/CPHO of DPHSS will be requested to deploy the Triage Teams in the disaster site.

- c. TRIAGE OFFICER

- 1. Will be responsible for informing the PRAC/CPHO at the EOC through the Forward Command Post of the potentiality of the medical disaster, the approximate number of casualties and general type of injuries.
- 2. Shall be responsible in the classification of victims, setting priority for transportation, treatment and directing the distribution of casualties to medical facilities.
- 3. During the course of the disaster, will provide the ambulance personnel with information in relation to saturation and/or existing capabilities at the various medical treatment facilities.

- d. TRIAGE COORDINATOR

- 1. Shall act as the liaison between the Triage Officer and the On-Scene Commander.
- 2. Shall determine manpower and equipment needs and call for additional assistance via PRAC/CPHO if needed.

3.2 **ADMINISTRATIVE/MEDICAL/TRIAGE SERVICES:**

- 1. **ADMINISTRATIVE SERVICES:**

Primary Response Activity Coordinator/Chief Public Health Officer (PRAC/CPHO):

- a. Establish resources sufficient for the operations of the Emergency Medical Team and Health Services (EMHS),
- b. Keep accurate records of all emergency personnel available to accomplish the various responsibilities of EMHS.
- c. Prepare and execute plans memorandum for agreements and personnel assignments necessary to support emergency response activities.

- d. Organize triage teams and designate a triage coordinator for any medical mass casualty emergency operations.
2. MEDICAL /HEALTH SERVICES:
- a. DPHSS physicians will be designated as Triage Officers
 - b. Administrator of Emergency Medical Services will act as the Triage Coordinator.
 - c. Administrator, Bureau of Family Health and Nursing Services:
 - 1. Coordinate with the PRAC/CPHO, the organization of the triage teams.
 - 2. Organize first-aid teams and operate necessary first-aid stations.
 - 3. Coordinate augmentation of nursing personnel for crisis situations including recruitment of trained volunteers.
 - d. DPHSS - Division of Environmental Health:
 - 1. Prepare for proper waste disposal.
 - 2. Prepare to monitor food and water.
 - 3. Maintain necessary supplies for vector control.
 - e. Territorial Epidemiologist and Communicable Disease Control (CDC):
 - 1. Survey area and study conditions leading to epidemics.
 - 2. Follow-up surveillance during post disaster of epidemic indicators.
 - 3. Prepare for control of epidemics and make recommendation concerning inoculation of individuals if warranted.
 - 4. Prepare reports pertaining to increases in communicable diseases after the disaster.
 - f. DPHSS - Laboratory Section:
 - 1. Establish procedure to examine food and water for bacteriological analysis.
 - 2. Prepare necessary supplies for diagnostic tests.
 - g. DPHSS - Pharmacy Section:
 - 1. Establish arrangements with medical supplies to provide the needed medications and supplies as necessary during emergency.
 - 2. Maintain and store necessary critical supplies and medication for emergencies.
3. TRIAGE ORGANIZATION at a disaster or major mass casualty incident:
- a. In a disaster or mass casualty incident, where medical resources are overwhelmed. Triage is used to sort patients and allocate resources according to system priorities. This ensures the most efficient use of limited manpower, equipment, and facilities. At a major disaster,

the Triage process sorts patients into four (4) categories:

- 1, BLACK FLAP on Triage Tag: DECEASED
This category is to patients who are obviously dead mortally wounded, or unlikely to survive because of the extent of their injuries, age and overall medical condition.
- 2, RED FLAP on Triage Tag: IMMEDIATE CARE
This categorize patients with injuries threatening their airway, breathing or circulation but who can be saved.
3. YELLOW FLAP on Triage Tag: DELAYED
Patients who do not fit into the immediate or minor categories are classified as delayed.
- 4, GREEN FLAP on Triage Tag: MINOR
This category identifies patients who have only minor Injuries. They are also known aa walking wounded.

3.3 MEDICAL MANAGEMENT AT ACCIDENT SITE/TRIAGE PROTOCOL:

1. TRIAGE PROTOCOL
 - a. PROCEDURES
 1. Primary survey on all patients
 2. Correct immediate life-threatening conditions.
 - 3, After assessment, triage team members must attach a triage tag on all patients. This allows stabilization of patients with the greatest need.
 - 4, In a major disaster, patients will be gathered into a triage area by category.
 5. Available manpower and equipment shall be assigned to patients in the immediate category.
 6. Secondary assessment on all remaining patients.
 7. Traige Officer shall remain at scene to take charge, directing treatments, relegating equipment and proper loading of patients.
 - b. PRIORITIES

Patients with certain condition or injuries have priority for transportation and treatment over others.

Suggested priorities of patients

1. HIGHEST PRIORITY (**RED FLAP ON TRIAGE TAG**)

Must be transported and treated immediately.

- a. Air Obstruction
- b. Respiratory insufficient
- c. Cardiac arrest
- d. Severe blood loss, uncontrolled or suspected severe bleeding
- e. Severe shock and/or unconsciousness due to trauma
- f. Open wounds - Chest and/or abdomen
- g. Head injuries with decreasing level of consciousness
- h. Severe burns involving respiratory tract

2. SECOND PRIORITY (**YELLOW FLAP ON TRIAGE TAG**)

Transportation and treatment may be deferred.

- a. Simple burns and not involving respiratory tract
- b. Spinal Cord Injuries
- c. Major or multiple fractures
- d. Moderate blood loss
- e. Head injuries with stable level of consciousness
- f. Impending shock

3. THIRD PRIORITY (**GREEN FLAP ON TRIAGE TAG**)

Transportation and treatment is required for minor injuries but not necessarily by emergency medical service personnel. This pertains to injuries of minor nature such as

- a. Minor fractures
- b. Minor burns
- c. Sprains

4. LOWEST PRIORITY (**BLACK FLAP ON TRIAGE TAG**)

To be transported or treated last. Obviously dead victims.

The Triage tags should be placed around the patients neck. Any medications administered before transport should be indicated on the triage tag. Should the receiving hospital decide to institute its own in-hospital secondary triage, the original triage tag should be retained with the hospital disaster tag.

2. IN CASE OF RADIOLOGICAL DISASTER

Patients who have undergone radiation contamination and are themselves carrying radiation particles, must be decontaminated as an initial step. Avoid contamination of other patients, personnel and ambulances. In the event of a radiation accident with casualties, personnel trained in radiological monitoring and response shall assume responsibility for care of victims. All members of the Triage Team shall assist only as requested by the Radiological Response Team.

3. STRESS REACTION:

There are a number of psychological problems that can result from a disaster that affect both your patients and you. These are primarily stress reactions that may appear immediately or long after the event.

- a. Some individuals may exhibit weeping, hysteria, panic or loss of control. These individuals are a potential danger to themselves and others at the scene of a disaster. They may wander into dangerous areas, be combative, and spread their hysterical behavior. If possible, these individuals should be transported to a hospital for psychiatric attention, or be placed in the care of a responsible person and removed from the scene of the disaster. Rescuer should attempt to calm them with firm and direct orders. Never slap or employ unnecessary force to subdue a hysteric. This may only aggravate the behavior. Rescuer must themselves appear calm and under control when dealing with such persons.
- b. On the other hand, the depressed patient may appear subdued, yet be having serious emotional problems. The person may sit and stare or wander aimlessly maybe mentally confused and disoriented which maybe symptoms of a head injury or lack of oxygen.

3.4 CIVIL DEFENSE:

In the event of a disaster/emergency, Civil Defense will be notified and measures for mass casualty care will be established. Civil Defense is responsible for the coordination at the local level and acts as a focal point on all activities where appropriate. Immediate response is necessary in the event of an aircraft crash. A mobile Civil Defense operations vehicle will be on site during the emergency. Coordination and notification of the Chief Medical Examiner-Coroner, Red Cross and other needed Government of Guam Agencies can be made available to supplement resources if not already acted on by the GPD control board operator.

The Civil Defense Coordinator will respond and report to the mobil command post and coordinate with the on-scene coordinator and provide assistance when required.

Civil Defense has the capability of radio communication with disaster response teams that will tie into the communication network with the Airport. In an emergency, radio communication link will be established so that communication responding agencies can be coordinated effectively.

3.5 CHIEF MEDICAL EXAMINER-CORONER-TERRITORY OF GUAM:

The Chief Medical Examiner-Coroner has legal responsibility for directing and coordinating the recovery, collection, identification and processing of the dead and their personal affects. In addition, the Coroner may at his discretion deputize GPD officers to serve as Deputy coroners to assist him in his duties.

3.6 FAA/FBI/NATIONAL TRANSPORTATION SAFETY BOARD:

Given the situation and location of our island, the local FAA/FBI office will coordinate their efforts through inquiry with the NTSB to investigate status of the accident. Protection of evidence is a priority consideration. Wreckage must not be disturbed or moved until approval is granted by the FAA/NTSB. If wreckage is blocking a runway and restricts operation, GAA operation will coordinate with the proper authorities. If permission is granted, every effort will be used to protect the integrity of the wreckage and should be supervised accordingly by proper authorities. Diagrams, photos and other means will be utilized to insure that investigative evidence is protected.

Upon notification of an aircraft accident/incident appropriate response will be made accordingly.

3.7 COAST GUARD/SEARCH RESCUE:

The United States Coast Guard is charged with the responsibility for search and rescue action for maritime region and it has the statutory authority to employ its forces wherever and whenever they are available and can be effectively utilized. The Coast Guard is charged with the responsibility of coordinating all search and rescue action involving civil aircraft distress, regardless of who may be providing the assisting units.

On receipt of an off airport (water) incident the Airport will offer any assistance possible to coordinate the emergency and notifying aircraft owner/operator or involving affected airline to provide the necessary accommodation or services necessary.

Naval Search and Rescue units maybe available to assist and coordinate search and rescue efforts and will be launched by the U.S. Coast Guard.

The U.S. Coast Guard has developed a comprehensive plan to cover civil aircraft involved in water related accidents or incidents and is a supplement to this Airport Emergency Plan.

3.8 633 AIR BASE WING, ANDERSON AIR FORCE BASE:

Exercises operational command of United States Air Force Commands stationed on Guam. Any Air Operations concerning Anderson AFB during an aircraft emergency or usage of facilities/equipment thereof, notification would immediately be made to the command post at Anderson, Cooperative assistance of Air Force activities during an aircraft emergency should be secured through the 633 Air Base Wing Commander.

3.9 OTHERS:

Not every emergency is predictable and unforeseen circumstances may dictate the need to request other agendas whether military, government or private for assistance. There may be a need to send off patients who are severely burned since our hospitals cannot accommodate a mass number of casualties.

Our Airport has personnel trained in first aid and CPR but not a staff of emergency personnel trained for handling a mass casualty. Volunteer organizations such as firefighters, Civil Defense workers, religious organizations, the Red Cross and the National Guard may be important elements during an emergency.

The exclusion of the roles of other organizations that maybe involved in an actual emergency is not intentional and for all practical purposes they may be notified or outlined in the affected airline's emergency procedures.

4.0 EMERGENCY EQUIPMENT:

4.1 CRASH, FIRE AND RESCUE:

<u>AVAILABILITY</u>	<u>ITEM</u>	<u>DESCRIPTION</u>
GIAA ARFF	Aircraft Rescue Trucks	Shall consist of minimum of three (3) vehicles with a combined capacity of 7,000 gallons of water and a delivery rate of 2,500 GPM.
GIAA ARFF	Hand held Halon	For vehicle/aircraft use.

4.2 LIGHTING/GENERATORS:

GIAA	Light Stands	Portable, high-intensity flood lamps powered by separate generator.
	Generatore	Portable that can power other electrical equipment.
	Spot Lights	Hend held high intensity spotlights.

4.3 COMMUNICATIONS:

GIAA Ops/Security	Public Address	Vehicle mounted and portable P.A.
GIAA Operation	Aircraft Band Radio	Hand held and vehicle mounted with multiple frequency
GIAA Operations	800 MHZ Radio	Hand held with walkie talkie with two channels
GIAA Operations	Mobile Telephone	Hand held with radio
GIAA Operation	Emergency Phone	Multiple lines designated only for emergency use
GIAA Operations	Hot Line Phones	FAA Tower and ARFF only
GIAA Operations	FAX (Facsimile)	Long Distance and Local capability
GIAA Operations	Radio Batteries Rechargeable plus chargers	

4.4 CROWD CONTROL:

GIAA Maintenance	Barricade stands	Plastic lightweight with ropes
GIAA Maintenance	Traffic Cones	Orange colored 2-3 feet high
GPD/GIAA	Barricade Tapes 1,000 foot rolls	Florescent/reflective 3 inch wide plastic tape with label, Police line or restricted area.
GIAA Maintenance	Light Carts	Portable high intensity floodlights powered by diesel generators.

4.5 IDENTIFICATION FOR COORDINATORS:

Response Teams	Hats/Vests/Ribbons	Color code for identification
GIAA Security	I.D. Badges	Escorted or unescorted entries shoulder strap I.D.

4.6 MISCELLANEOUS EQUIPMENT:

Although not every piece of equipment needed in the event of an emergency maybe included in our Airport Emergency Plan, accessibility to other equipment maybe arranged through our airport tenants. Equipment such as air compresses, cutting torch, forklift, heavy duty tow tractors, jacks of various sizes, pry bars, etc., are available at the Airport in case of an emergency. More complicated equipment such as a portable hydraulic or electrically cutting/spreading extraction tool. Pneumatic lifting bags for lifting aircraft may not be available immediately.

4.7 POST EMERGENCY ACTIONS:

When fire fighting rescue efforts are complete and medical and coroner support requirements have been satisfied, the following will need priority attention:

1. **ONE SCENE COMMAND POST:**
Will continue under the responsibility of GIAA Operations Duty Managers and Senior ARFF.
2. **SECURITY/CROWD CONTROL:**
GIAA Security Police will continue to maintain security at the site and continue perimeter control restricting access to only those personnel and vehicles properly identified and authorized to be admitted to the scene as indicated below:
 - a. Airport Operations Superintendent and his supervisory staff.
 - b. Aircraft Rescue and Fire Fighting (ARFF)
 - c. Guam Police Department and Guam Fire Department
 - d. Public Health, Medical and Ambulance service and equipment
 - e. Federal Aviation Administration (FAA)/Federal Bureau of Investigation (FBI)
 - f. Civil Defense
 - g. National Transportation Safety Board
 - h. Airline companies (both the company involved directly and those airlines providing assistance)
 - i. U.S. Post Office
 - j. U.S. Customs and Guam Customs, Health and Immigration
 - k. Press, Electronic Media, Radio strictly under escort
 - l. Other Agencies such as the Coroner, Military, Red Cross, Coast Guard, etc., whose services are required and requested.

NOTE: (During the initial response phase)

ONLY THE REPRESENTATIVE OF THE AGENCIES LISTED IN (A) THROUGH (G) SHALL BE PERMITTED AT THE SCENE TO INSURE THAT RESCUE, FIREFIGHTING AND MEDICAL SERVICES ACTIVITIES ARE UNIMPEDED. OTHER AGENCIES SHALL BE ESCORTED TO THE SCENE AS SOON AS CIRCUMSTANCES PERMIT AND A NEED EXIST.

3. **REMOVAL OF AIRCRAFT:**
When authorization is received from FAA/NTSB for removal of aircraft, the owner/operator will be expected to promptly take action to remove the aircraft to an area approved by GIAA. In the event such aircraft or part thereof, is not removed expeditiously, it will be removed at the owner's expense and without liability for any additional damage resulting from the removal.

4. RESPONSIBILITY:

Air carrier owner/operator of the disabled aircraft is primarily responsible for the recovery or removal of his aircraft and for all costs associated therewith. The following will be considered by the responsible agency involved in planning and executing the recovery of the aircraft.

- A. Responsibility with the owner/operator to expeditiously remove the aircraft and/or parts thereof, after having first received approval from FAA/NTSB in the form of "PERMISSION TO MOVE THE AIRCRAFT".
- B. FAA/NTSB may permit only the removal of the aircraft from the location of the accident to a selected place for further investigation. In this case, custody of the aircraft is still retained by the FAA/NTSB.
- C. Removal of the aircraft to a selected location may produce secondary damage which must be carefully recorded by the operator. In this instance, full details, drawings and photos should be made available to the FAA/NTSB so as to facilitate the investigation.
- D. Following a full investigation or at any time determined by the FAA/NTSB, the Board will issue a "RELEASE" of the aircraft to the owner/operator. This is to say that the Board releases custody of the aircraft, thereby freeing the operator to move the aircraft or make other arrangement.
- E. The air carrier of owner/operator will have a basic recovery plan ready to meet the demands of moving his aircraft. This may include de-fueling. In the event that it requires removal of baggage, cargo or mail not previously accomplished.

5. RUNWAY/TAXIWAY INSPECTION:

If the aircraft is located in an area where it does not block the use of aeronautical areas, i.e., runways and taxiway, navigational aids, insured by inspection thereof that all aeronautical areas are free of any debris prior to opening the airfield to flight operations. If the aircraft is located on a runway or taxiway, inspect the area the aircraft is removed and insure that a full damage assessment is made and the area is free of debris.

6. OPEN THE AIRFIELD FOR OPERATIONAL USE:

After determining that all requirements have been met to open the airfield or portions thereof for operational-use, all users will be advised and given specific instructions obtained from GIAA. A cancellation or revision of previous NOTAMS will be issued to reflect the status.

7. REPORTS:

After the aircraft accident emergency is secured or cancelled, a written report covering any airfield status actions taken verbally through GIAA concerning closing and opening the airfield for flight operations. This written report should include full particulars concerning the accident, action taken and recommendation, if any. The report would be addressed to the Airport Executive Manager.

It is understood that compliance to any military regulations regarding removal of wreckage or liabilities involved in the case of jurisdictional control, is not expressed in this procedure. This would be coordinated with military involved.

4.8 CATERING SERVICES:

In some cases where a prolonged emergency activity is encountered, GIAA will notify the catering company at the airport to provide support for the emergency.

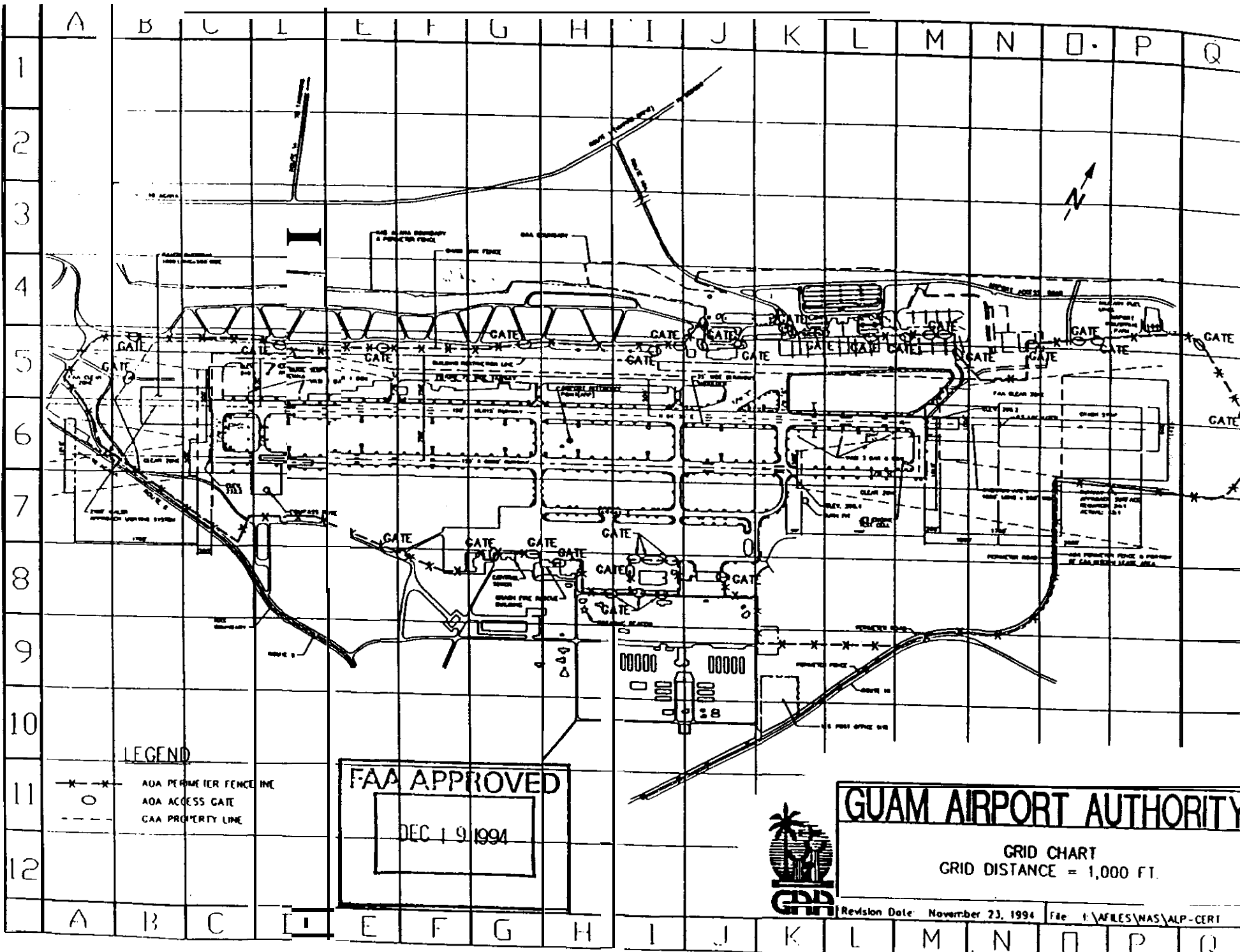
4.9 NEWS MEDIA:

During an emergency, GIAA Offices in the Arcade (basement level) will be used as an Emergency Media Room. The Airport will make every effort to have a Public Information Officer on duty to handle request for information from Media Representatives. GIAA does not have control over the airlines or other agencies and cannot compel them to provide information. Limited telephone lines for outgoing calls will be available in the News Media Room.

In most emergency situations, this temporary Media Room will be the only area in which media representatives will be allowed access. Media access to restricted areas such as the Air Operations Area will be coordinated through the News Media Room. No one will be allowed access to any restricted area of the Airport otherwise. This restriction may also be extended at the discretion of the Airport Executive Manager to public areas if the situation warrants.

5.0 GRID MAP INSTRUCTIONS:

See Attachment 3.



(6)

LEGEND

- x-x- AOA PERIMETER FENCE LINE
- o AOA ACCESS GATE
- - - CAA PROPERTY LINE

FAA APPROVED
 DEC 19 1994



GUAM AIRPORT AUTHORITY

GRID CHART
 GRID DISTANCE = 1,000 FT.

Revision Date: November 23, 1994 file: AFRES\MAS\ALP-CERT

ALERT LEVELS

ALERT 1

This alert situation occurs when an aircraft in flight has a potential problem that has not yet developed into a critical state. This indicates an aircraft approaching the airport with feathered propeller on multi-engine aircraft, alarm indicator "on" on jet aircraft, overheated engine, oil leak, etc. The aircraft captain will normally notify Air Traffic Control Tower of the circumstances. Air Traffic Controller on Duty will sound the alarm to ARFF Station and call GIAA Ramp Control Tower through the hotline.

The ARFF equipment will be manned at ramp stand by position, ready to move should the situation become more serious.

Radio communication with ARFF crew will be established and each emergency vehicle will be identified and its ready equipment will listen out only. Air Traffic Controller on Duty shall transmit the Alert 1 information identifying the aircraft type and position, and the emergency equipment will then be ready to move.

ALERT 2

This alert indicates an aircraft approaching the airport with an engine on fire, faulty landing gear, low hydraulic pressure, etc. The alarm will be sounded by the FAA Control Tower when an aircraft in flight has a potential emergency. The need for the equipment at Alert 2 position will normally originate with the aircraft captain, but the Air Traffic Controller on Duty will initiate this action should the captain fail to make the request due to the stress of the emergency at hand or some other associated reason. Radio communication will be established and the procedures followed as described in Alert 1 except for the "Alert 2" announcement. In addition, Air Traffic Controller on Duty will contact the Fire Chief for emergency. The emergency equipment will proceed to position on the previously described and await further action.

ALERT 3

This is described as an in-progress alert. This means that there has been an aircraft accident, a crash or an actual fire on or near the airport site. The emergency crew and equipment will respond initially as in Alert 2.

Radio communication will be established and procedures followed as described in Alert 1 and 2 except for the Alert 3 announcement by the Air Traffic Controller on Duty will describe the type of accident or fire, identify the location, and will include any pertinent data that would assist the emergency crew in making a rapid assessment and response to the situation. The emergency crew and equipment will proceed as quickly as possible to the scene and commence immediate ARFF operation.

ALERT 4

This alert is occasioned by a bomb threat either on an aircraft, in the terminal, or in other buildings or airport areas. Communications and attention to Alert 4 will commence with a public address (P.A.) announcement by an authorized person on the airport or airlines. The alert procedures are described herein and defines under the term "Code of the Month". The Code of the Month is a method designed to convey a bomb threat to the staff concerned without alerting or causing undue concern to the traveling public. The accepted code at Guam International Airport and utilized by the employees only on a confidential basis is the numerical code of the month in which the incident occurs.

The months are numbered from one to twelve commencing with January. An Alert 4 or bomb scare alert occurring March would be transmitted over the P.A. System as follows: "Attention, please, we have a Code 3", " Attention, please, we have a Code". This announcement would then activate the airport and airlines staff to commence bomb scare emergency procedures.