

2023 OGDEN Airport (OGD) FAR 139.325 Emergency Table-top Exercise

Thursday September 28, 2023

2:00 pm - 3:30 pm

Ogden City – Public Safety Building EOC

Introductions

Introduce yourself and identify the agency or business that you represent ... get to know your counterparts and how each fits into this Airport.

Pick up copy of updated Airport Emergency Plan (AEP)
Available digitally and in print.

The Requirements

Two major program documents are required at every airport that is served by Airlines:

SAFETY - FAR 139

Airport Certification Manual (ACM)

SECURITY - CFR 1542

Airport Security Program (ASP)

SAFETY REQUIREMENT – FAR 139

Federal Aviation Regulation (FAR) 139.325

All airports must conduct an annual review of the Airport Emergency Plan (AEP) (**§139.325(g)(4)**)

Every Air Carrier Airport must have an FAA & TSA approved Airport Emergency Plan (AEP)

From OGD ACM, Section 325

- **Annual Review of the AEP**

A review of the AEP is conducted at least once every 12 consecutive calendar months to ensure the AEP is current and all parties with whom the plan is coordinated are familiar with their responsibilities. All of the agencies involved in the AEP shall participate in the annual review meeting.

- **Triennial Full-Scale Exercise of the AEP**

A full-scale exercise of the AEP is conducted at least once every 36 consecutive calendar months. The full-scale exercise involves, to the extent practicable, all mutual aid participants and a reasonable amount of emergency equipment. The purpose of this exercise is to test the effectiveness of the AEP through a combined response of the Airport and mutual aid agencies to an air carrier aircraft accident at the airport, and to familiarize emergency personnel with their responsibilities in the plan.

SECURITY REQUIREMENT – CFR 1542

Code of Federal Regulation (CFR) 1542.301

§1542.301 Contingency plan.

- (a) Each airport operator required to have a security program under §1542.103(a) and (b) must adopt a contingency plan and must:
 - Conduct reviews and exercises of its contingency plan as specified in the security program with all persons having responsibilities under the plan.
 - Ensure that all parties involved know their responsibilities and that all information contained in the plan is current.
 - **Currently, the OGD Airport has been de-federalized due to the loss of all airline scheduled service.**

Airport Emergency Program (AEP)

Aircraft ALERTS:

ALERT-1:

This indicates that an aircraft is in minor difficulty, (oil leak, one engine out in a three or more engine aircraft and emergency has been requested, one engine out on a twin-engine general aviation aircraft weighing less than 12,500 pounds, fire warning lights, etc.). Alert-1 situations include all aviation fuel spills over 100 gallons.

ALERT-2:

This indicates that an aircraft is in major difficulty (positive indication of fire by smoke or flame, faulty landing gear, low or negative hydraulic pressure, one engine out on a twin-engine aircraft including general aviation aircraft weighing over 12,500 pounds, over gross weight landing, etc.). An Alert-2 also indicates a fire/explosion, or a similar emergency situation has occurred involving or posing a threat to airport operations.

ALERT-3:

This indicates that an aircraft is involved in an actual accident or incident (midair collision, ground collision, ramp accident, fire, crash landing); including situations where the pilot or flight crew of any aircraft weighing over 12,500 pounds has indicated that the landing gear will not extend and must make a "gear-up" landing.

The use of NIMS / ICS

NIMS = National Incident Management System

ICS = Incident Command System

The Airport Emergency Plan incorporates the Incident Management System (IMS) as the basis for the response to and management of emergencies, accidents, and unusual events occurring on or near the Ogden Airport.

The Incident Management System at Ogden Airport is used for incidents classified as minor or major incidents.

NIMS: What It Is / What It's Not

NIMS is...

- Core set of
 - Doctrine
 - Concepts
 - Principles
 - Terminology
 - Organizational processes
- Applicable to all hazards

NIMS is not...

- An operational incident management plan
- A resource allocation plan
- A terrorism / WMD-specific plan
- Designed to address international events

The Basic Goals & Objectives

The objectives to this plan are:

- 325.1.1 Minimize loss of life.
- 325.1.2 Minimize property loss.
- 325.1.3 Containment of the emergency.
- 325.1.4 Permit the airport to continue to operate as normally as possible or return the airport to normal operations as soon as possible.
- 325.1.5 Maintain the safety of personnel responding to the emergencies and incidents.
- 325.1.6 Provide for an emergency response capability for the largest air Carrier index group.

The Magic One Hour

As a general rule, most critically injured persons in a aircraft crash scenario, are unlikely to survive if not transported to an adequate medical facility within 45 minutes to one hour of the crash.

The Anatomy of a Critical Incident

1. Pre-planning – like a seatbelt, cannot be done when or after the incident occurs.
2. Pre-positioning – only if you are lucky enough to get prior notice of an imminent event.
3. The notification & response.

Pre-Planning & Preparedness

- Specific measures and capabilities to enhance operational preparedness for incident management in an all-hazards context:
 - Planning
 - Training & Exercises
 - Personnel Qualifications and Certification
 - Equipment Certification
 - Mutual Aid Agreements
 - Publications Management
- Operational preparedness is not part of the NIMS.

Notification & Response

First priority in notification to those First Responders ...
those who will:

- Rescue the people
- Triage all possible victims
- Provide emergency medical services
- Prepare for Transport & make Transport to Medical Facilities
- Provide Emergency Medical Services

Who are the First Responders?

- ARFF / Fire / Paramedics
- Law Enforcement
- Ambulance (ground or air)
- Medical Facility (Hospital) Emergency Personnel
- In some cases, any person capable of making the situation better.
- Trained personnel are preferred, but not required.

Who has to be Notified?

- First Responders – Notified First
- Ogden City – Chief Administrator & Mayor
- Medical Examiners Office
- FAA / NTSB
- NOTAM
- TSA / DHS
- Other Regulatory Agencies
- Insurance Carriers

Who makes the Notifications?

- Air Traffic Control Tower Personnel
- Airport Management
- Airline Personnel
- Weber Dispatch

Considerations - After One Hour

- The deceased – if any – Temporary Morgue
- Arriving Friends & Family
- Media (possibly before one hour)
- Scene Security
- Investigation
- Others

Return to Normal Operations

- Removal of Wreckage
- Repair & Inspection of Airfield Facilities
- Ensure Safety & Security Standards are back in place and Regulatory Agencies are satisfied.
- All “borrowed” facilities, equipment, and materials are returned / replaced
- Debriefing and Critique – Lessons Learned



Today's Emergency Scenario

Tabletop Simulation Incident

It is 0630 hours on Friday morning, September 29, 2023, a transient Gulfstream V jet aircraft is departing OGD Airport enroute to the Burbank, CA airport (BUR). The aircraft has called for their departure on Runway 3, and they begin their take-off roll. The Air Traffic Control Tower does not open for another 30 minutes.

On board are 8 passengers and 2 crew members. 39,000 lbs. of fuel on board.

The weather conditions are moderate rain, and unseasonably cold with a chance of freezing rain. Current temperature of 31 degrees and a north wind of 15 with gusts to 20. The first hints of sunrise are appearing, but it is still dark.

Immediately after rotation, the aircraft is still less than 100 feet AGL, and it pitches hard to the port side. The port wing strikes the ground just west of Runway 3-21 and just north of Taxiway Delta. The aircraft ground loops and breaks up, with the tail, the starboard wing, & fuselage breaking away from port side wing.

The aircraft comes to a stop west of Runway 3-21, between the runway and Williams International.

The aircraft is smoking, but no flames are visible. There is no movement visible, and the passenger section is relatively intact. The smell of fuel is overwhelming.



QUESTIONS ???

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1. Read the new Airport Emergency Plan
2. Provide updates, particularly contact information