



**Mobile Airport
Authority**

BFM

**MOBILE INTERNATIONAL AIRPORT
AIRPORT EMERGENCY PLAN**

This plan has been developed in accordance
FAA Advisory Circular (AC) 150/5200-31C,
Airport Emergency Plan, and the
requirements in 14 CFR 139.325

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Vice President of Operations, MAA

AIRPORT EMERGENCY PLAN REVISION LOG

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A major update was made to the entire AEP on April 01, 2024, and is considered an initial issuance. All pages revised after April 01, 2024 will be listed above with a description of the change and the latest revision date.

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DISTRIBUTION LIST

This manual, issued by the Mobile International Airport, (BFM) is prepared in accordance with the requirements of 14 CFR part 139 of the Federal Aviation Regulations. The official copy of the Airport Emergency Plan is maintained in the Substation office.

1. MAA VP of Operations
2. MAA Director of Airports
3. MAA Airport Operations Superintendent
4. Airport Operations Supervisor
5. Airport Operations Specialist
6. Airport Maintenance Staff
7. Mobile Airport Police Department (MAPD)/Security Services
8. Airport Operations Communications Center (AOCC)
9. BFM ARFF
10. RVA ATCT
11. Signature Flight Support
12. Airbus FAL
13. MAAS
14. ST Aerospace
15. Breeze Airlines
16. Mobile Fire Department
17. Mobile Sheriff's Department
18. Mobile County EMA
19. Mobile County Public Health Department
20. United States Coast Guard (USCG)
21. Medical Support/Local Hospitals
22. FAA Southern Region Airports
23. Transportation Security Administration TSA

PART 1: THE BASIC PLAN

The Basic Plan provides an overview of the airport’s approach to emergency operations. It defines policies, describes the response organizations, and assigns tasks. The primary purpose of the Basic Plan is to meet the informational needs of the Mobile Airport Authority, Mobile City and Mobile County agencies. It outlines what hazards will be addressed in the AEP. Planning and responding personnel shall follow this manual and the guidelines established by the National Incident Management Systems (NIMS) in preparation for and in the event of an airport emergency.

1.1. PURPOSE

Mobile International Airport has prepared this comprehensive Airport Emergency Plan (AEP) with the coordination of law enforcement agencies, rescue and firefighting agencies, medical personnel and organizations, the principal tenants at the Mobile International Airport, and all other agencies/persons who have responsibilities under this AEP. It is recognized that all emergency conditions cannot be anticipated. If an emergency arises that is not covered by this AEP, the VP of Operations and/or designee have authority to direct such actions to address the emergency, as they may deem necessary.

1.2. SITUATION AND ASSUMPTIONS

The AEP includes “Functional Annexes” and procedures for prompt response to the following “Hazardous Specific” emergencies including a communication network:

1. Aircraft accidents and incidents.
2. Terrorism incidents.
3. Structural fires, fuel farms and fuel storage areas.
4. Natural Disasters.
5. Hazardous materials incidents.
6. Sabotage, hijack incidents, and other unlawful interference with operations.
7. Failure of power for movement area lighting.
8. Water rescue situations as appropriate.

“Functional Annexes” and procedures for “Hazardous Specific” emergencies associated with Bomb incidents, including designation of parking areas for the aircraft involved; and Sabotage, hijack incidents, and other unlawful interference with operations are located in the TSA approved Mobile International Airport Security Plan (ASP). A copy of the TSA approved ASP is in the Airport Security Coordinator’s office. The AEP contains sufficient detail to provide adequate guidance to each person and agency who must implement these procedures.

1.3 OPERATIONS, ORGANIZATION AND ASSIGNMENT OF RESPONSIBILITIES

1.3.1 Operations Each emergency may require activation of all or part of the AEP. During the initial emergency response stage, activities are focused on life and safety. During the investigation stage, actions focus on the cause of the incident/accident. Returning affected surfaces and/or services back to normal operations will occur in the recovery stage. These stages may move very rapidly, last for several days, or run concurrently with each other.

1.3.2 Organization and Assignment of Responsibilities

1.3.2.1. BFM Airport Management

The Mobile International Airport VP of Operations and/or designee will act as the primary Airport Emergency Point of Contact during airport emergency conditions and shall ensure full implementation of these SOPs during Hazard Specific emergency conditions. The role of primary Point of Contact is not intended to create or diminish the role and responsibilities of agencies and individuals who participate in the creation of this Airport Emergency Plan and who have primary responsibilities during any Hazard Specific emergency on the airport. A schedule maintains that either the Airport VP of Operations or designee are “on-call” to respond to any Hazard Specific emergency at the airport 24-hours a day.

1.3.2.2. Fire Services

The MAA has Contracted Fire Services to provide and maintain aircraft rescue and firefighting services to Mobile International Airport during air carrier operations. Among other contractual responsibilities, the Contractor provides ARFF crews to act as primary responders to all airfield emergencies, aircraft incidents and accidents. Upon the arrival of Airport Management, Mobile Fire Department, ARFF Crews will assume support responsibilities. ARFF has support responsibilities associated with other Hazard Specific emergencies and disasters on the airport and are outlined in appropriate SOPs and the contract.

1.3.2.3. RVA Air Traffic Control

RVA Inc. Air Traffic Control provides Air Traffic Control service to the Mobile International Airport. RVA exercises daily air traffic control of assigned BFM airspace and movement areas at BFM airport between the hours of 0700L-1900L SUN, 0700L-2200L MON, 0330-2200L TUE thru FRI, 0400L-1900L SAT. During operational hours RVA/ATCT will notify ARFF and AOCC via the crash phone network of any emergency involving any aircraft.

1.3.2.4. Mobile Airport Police Department (MAPD)

The Mobile International Airport has its own police department staffed with certified law enforcement officers and is the primary law enforcement agency. MAPD has written General Orders which provide specific emergency operations activities, guidelines and procedures. MAPD will participate in unified

command at the Incident Command Post (ICP), managing and directing all law enforcement activities to include mutual aid. Should an event occur that would require the FBI to assume primary investigation the MAPD would act in a support role.

1.3.2.5. Mobile County Emergency Management Agency (MCEMA)

Mobile County's Public Safety Division is comprised of several emergency management programs designed to assist residents, visitors and other government agencies. This division is responsible for planning and response to large scale emergencies and disasters to include coordinating management functions, this division supports 9-1-1 Program, Emergency Medical Services (EMS) and Telecommunications providing a county wide emergency radio system and dispatch center. Should the airport exhaust its own internal resources during an event, staff would coordinate additional request for county wide, regional and state resources with MCEMA.

1.3.2.6. Mobile Fire and Rescue Department (MFRD)

Mobile Fire/EMS Departments provides mutual aid response to Hazard Specific emergencies and disasters on the airport as is outlined in appropriate SOPs and LOAs and assumes primary command and coordination of airport emergencies generally limited to aircraft accidents and incidents, structural fires, fires at fuel farms or fuel storage areas, and environmental emergencies.

1.3.2.7. Mobile County Sheriff's Department (MCSP)

The Mobile County Sheriff department will provide support law enforcement service when an emergency incident dictates and the MAPD has exhausted its resources for law enforcement activity.

1.3.2.8. United States Coast Guard (USCG)

The US Coast Guard will provide primary rescue and other support services in large bodies of water such as the Gulf of Mexico and the Mobile Bay as appropriate. They will coordinate their services with local Fire, Law enforcement agencies Marine Units and State Law Enforcement.

1.3.2.9. Federal Bureau of Investigation (FBI)

The FBI is the Federal Government's investigation agency and has primary jurisdiction of violations of Federal statutes regarding departure of hijacked aircraft, hijacked aircraft landing at Mobile Regional Airport, airline sabotage or bomb threats, interference with the performance of duties by airline flight crews. The FBI has primary and support responsibilities associated with other Hazard Specific emergencies and disasters on the airport and are outlined in appropriate SOPs and LOAs.

1.3.2.10 Transportation Security Administration

The TSA's primary responsibility is the screening of airline passengers, carry-on, and checked baggage destined for air carrier aircraft departing the Mobile International Airport. In the event of Hazard Specific emergencies and disasters on the airport, TSA's Birmingham offices will be notified.

1.4 ADMINISTRATION AND LOGISTICS

1.4.1. Medical Services and Assistance

The initial emergency medical response is handled by Mobile County Fire Rescue Department. The local EMS system works with local hospital systems, ancillary care centers and volunteer groups to address surge capacity required for mass casualty incidents.

1.4.2. Fire Department and EMS Ambulances

Responding EMS/Ambulance service is provided by area fire departments that have primary and/or secondary respond to Hazard Specific emergencies and disasters on the airport. All EMS/Ambulances are Advance Life Support equipped and are available for transportation and medical assistance.

1.4.3. Building for handling of Victims

The Mobile International Airport has a large banquet room at an onsite building to provide shelter for uninjured victims and responding family and friends, additional facilities are available at the MCEMA facility.

1.5. PLAN DEVELOPMENT AND MAINTENANCE

1.5.1. Training of BFM Airport Personnel

All Mobile International Airport Personnel that have duties and responsibilities under the AEP are properly trained and familiar with their assignments. Training is conducted and documented in accordance with the BFM Airport Certification Manual.

1.5.2. Annual Review of the AEP

A review of the AEP is conducted at least once every 12 months to ensure the AEP is current and all parties with whom the AEP is coordinated are familiar with their responsibilities. All the agencies involved in the AEP shall participate in the annual review meeting. Key elements of this AEP that should be reviewed include but are not limited to:

- 1. Telephone numbers for accuracy**
- 2. Radio Frequencies used in support**
- 3. Emergency Resources and Equipment**
- 4. Personnel assignments including job descriptions and responsibilities**
- 5. Mutual aid agreements**

1.5.3 Triennial Full-Scale Exercise

A full-scale exercise of the AEP is conducted at least once every 36 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 AEP.

1.5.4. ARFF Training Requirements

ARFF training shall include FEMA courses available on-line to include FEMA courses IS-700.B and IS-100.B (ICS100 and ICS 200). In addition, ARFF local training requirements are found in the ARFF training manual and the BFM Airport Certification Manual.

1.5.5. Other Training Requirements

BFM management personnel, incident command personnel should be trained to the NIMS400 level. Annual EMS triage training and refreshers should be completed by Fire/EMS personnel.

1.6. AUTHORITIES AND REFERENCES

1.6.1 Legal Basis

Responsibility for operation of the Mobile International Airport rest with the Mobile Airport Authority Board of Directors. The Vice President of Operations reports directly to the President of MAA, who reports directly to the Board of Directors and is responsible for overall planning of the AEP. The airport operates in accordance with CFR title 14 Part 139.

1.6.2. Standard Operating Procedures and Letters of Agreement

This AEP includes SOPs and LOAs that outline the basic plan(s) for response to those “Hazard Specific” airport emergencies identified in this AEP. The AEP has been created to fulfill the minimum requirements of 14 CFR §139.325 and does not incorporate each of the participating agency’s SOPs and LOAs unique to those agencies.

PART 2. FUNCTIONAL ANNEXES

It is each organization/agency’s responsibility (police, fire, medical, etc.) to be prepared and maintain SOPs that can be used to coincide with the Mobile International Airport emergency procedures. Each organization should incorporate the airport’s SOPs into training, exercises, and plan maintenance efforts needed to support the airport emergency plan. This plan should be reviewed annually to ensure that all parties are familiar with their responsibilities and that all the information in the plan is current. As well, a full-scale emergency drill will be conducted every three years. Each organization will have different responsibilities before, during, and after an emergency that vary based on the type of emergency (Alert I, Alert II, etc.) Agencies that are participating in the emergency will be assigned their tasks based on the emergency as listed later in this document.

2.1. Command and Control

The VP of Operations or designee will assume primary command and coordination of airport emergencies except for relinquishing command and coordination to the Fire Incident Commander initially responding who, as Incident Commander (IC), assumes primary command and coordination of airport emergencies generally limited to aircraft accidents and incidents, structural fires, fires at fuel farms or fuel storage areas and environmental emergencies. The IC is responsible for all accident/incident activities, including the development of strategies and tactics and the ordering and the release of resources. The IC has overall authority and responsibility for conducting incident operations and is responsible for the management of all incident operations at the incident site until life, property and safety matters have been mitigated at which time said duties will return to the Operations Superintendent or designee. On-Scene Command and Control will follow the National Incident Command System (NIMS). NIMS is the system used in response to airport Hazard Specific emergencies. The NIMS system places the responsibilities for direction and control of all response actions (other than those belonging to the IC).

2.1.1. Purpose

The individual, functional element, or agency responsible for providing direction and control of responding emergency personnel for each phase of an emergency can be found on the Operations, Organization and Assignment of Responsibilities (Part 1. Basic Plan, Section 1.3). Also, each type of emergency (Alert I, Alert II, Alert III) will dictate who is assigned what tasks and how the coordination process will work.

2.1.2. Situation and Assumptions

The Mobile International Airport has limited resources for an emergency. If more resources are needed, mutual aid agreements have been set up for other agencies to assist in an emergency if needed. Response to an emergency may require modification to procedures during times of reduced visibility, weather, or multiple emergencies, or other factors. When dealing with emergency situations, determine the most correct action by using sound judgement, common sense, and full understanding of the situation and resources available.

2.1.3. Operations

The incident command structure is found in Operations, Organization and Assignment of Responsibilities (Part 1. Basic Plan, Section 1.3). This is the organization of responsibility that is to be followed during any emergency. Overall, the Mobile International Airport Management will have overall responsibility, which may be delegated to the appropriate participating agencies as deemed necessary.

2.1.3.1 Coordination and Communication among Jurisdictions and agencies

The coordination and communications among all jurisdictions will take place at a Incident Command Post (ICP). At the ICP, there will be representatives from all agencies who will be able to coordinate among one another.

2.1.3.2. Emergency Operations Center

The Airport Emergency Operations Center is established to facilitate decision making and coordination with responding agencies in a large-scale emergency. If additional space or resources are needed the MCEMA facility can be utilized for the EOC. The EOC will be activated when there is advanced warning of a natural disaster or a large-scale disaster such as an aircraft accident. The main role of the EOC is:

- To provide support to the incident command.
- To act as a coordination center.
- To be available throughout the incident as needed.

The EOC is located at the substation at BFM.

Representatives from the various support agencies and MAA staff will report and staff the EOC.

2.1.3.3 Jurisdiction

2.1.3.(a) Federal Bureau of Investigation (FBI)

Upon arrival, the FBI shall assume full responsibility of the crash scene until it is determined that the crash was not by hostile terrorist action.

2.1.3.(b) Federal Aviation Administration (FAA) and National Transportation Safety Board (NTSB)

Upon arrival, the FAA or NTSB shall assume responsibility of the investigation of the crash scene after it has been ruled to be accidental by non-hostile terrorist forces.

2.1.4. Command Staff

Command staff and their responsibilities can be found on the Operations, Organization and Assignment of Responsibilities (Part 1. Basic Plan, Section 1.3). and will list the command staff.

2.1.5. Public Relations

The responsibility of interfacing with the media and other appropriate agencies falls upon the President of the Mobile Airport Authority. This includes developing and disseminating complete and accurate information applicable to the incident, including size, current situation, resources committed and other information pertinent to the situation at hand.

Under NO Circumstances will the press or any other personnel, not involved in life saving or firefighting operations, be permitted within the inner perimeter until approved by the President of MAA. For more complex incidents, a Joint Information Center may be established.

2.1.6. Incident Command Post

The Incident command post will typically be located on the airport property in a safe location with the ability to view the incident/accident. This will be established by the initial incident commander.

At a minimum, the following will provide representatives to the Incident Command Post (ICP):

MAA Airport Management

MAPD

ARFF

MFRD

FBI

Other organizations as needed.

2.1.7. Organization and Assignment of Responsibilities

2.1.7.1. Mobile Airport Authority

Assume responsibility for overall response and recovery operations once life, property and safety matters have been mitigated. Until such time the Fire Chief or designee will be the Incident Commander.

- Establish, promulgate, coordinate, maintain, and implement the AEP, to include assignment of responsibilities to those under their direction.
- Coordinate the closing of taxiways, runways, and/or the airport when necessary and initiate the dissemination of relevant safety-related information to the aviation users (NOTAMs).
- Provide a representative to the Incident command post

2.1.7.2 Mutual Aid

MFRD is the primary provider of fire, EMS, rescue services and will coordinate additional resources, as necessary.

2.1.7.3 Air Carrier/ Aircraft Operators

Provide full details of aircraft related information, as appropriate, to include number of persons, fuel, and dangerous goods on board.

- When able, the air carrier will release the flight manifest for official use only to the appropriate agency as defined by law.

- Coordinate transportation, accommodations, and other arrangements for their uninjured passengers.
- Coordinate utilization of their personnel and other supplies and equipment for all types of emergencies occurring at the airport.
- Air Carrier personnel will perform duties in accordance with the air carrier's Aviation Disaster Family Assistance plan.
- Provide a representative to the Incident command post and support the public information officer.

2.1.7.4.ARFF/MFRD

The Fire Chief or their designee shall assume the position of Incident Commander at the mobile command post. • Coordinate all fire department manpower, vehicles, and equipment responding to the airport. • Responsible for the direction and control of ARFF operations.

2.1.7.5.RVA ATCT

Alert ARFF and AOCC and provide information that is relevant to the emergency. • Coordinate the movement of non-support aircraft away from any area on the airport which may be involved in an emergency. • Coordinate the movement of support aircraft to or from the emergency scene.

2.1.7.6.MCEMA

Mobilize the county's operations command post if needed

- Coordinate mutual aid resources and equipment.
- Coordinate communications and ICS/NIMS documentation
- Provide hazardous material support
- Aid with public information. Provide Office Space, telephone and internet as may be required.

2.1.7.7.MAPD

Manage law enforcement resources and assist with safety and security measures as needed.

- Initiate site security (non-aviation incidents) and provide liaison information to the department command structure and assume responsibility of the situation in those instances where the incident is also a crime scene and respond to the mobile command post.

2.1.8. Administration and Logistics

Airport Management, MAA Purchasing, Finance, and Human Resources will record/report preparation and maintenance and accounting and reimbursements.

2.1.9. Plan Development and Maintenance

The Mobile International Airport Operations Superintendent and / or designee will be responsible for coordinating the development and revision of the communication section.

2.2. Communications

This function addresses the process of disseminating information reliably and effectively during the emergency duration between all agencies involved.

2.2.1. Purpose

Communication via radio, cell phone, landline, fax, word of mouth, or media will be used during an emergency. Provisions are in place for the usage of such systems. The systems are maintained and tested by MAA AOCC.

2.2.2. Situations and Assumptions

The Mobile Airport Authority radio system will be used. This system is used in conjunction with the MFRD and Mobile County radio system to coordinate communications.

2.2.3. Operations

Communication between organizations will be done at the Incident command post. The Incident command post will have representatives and staff from different departments and organizations (ARFF, Airport Management, MCEMA, MCEMS, Fire/EMS, MAPD, etc.). Communications will flow between the on-scene personnel back to the Incident command post and MC 911-communications center via radios. From there, the representatives will collaborate to determine the best course of action for a situation and report back to their personnel accordingly.

2.2.4. Organization and Assignment of Responsibilities

The VP of Operations and/or designee will staff the Incident command post along with representatives from aiding agencies. All communication and coordination will take place at the Incident command post between all the agencies.

2.2.5. Administration and Logistics

Airport Management, Mobile Airport Authority Purchasing, Finance, and Human Resources will record/report preparation and maintenance and accounting and reimbursements.

2.2.6. Plan Development and Maintenance

The Mobile International Airport VP of Operations and / or designee will be responsible for coordinating the development and revision of the communication section.

2.3. Alert Notification and Warning

RVA Inc. Air Traffic Control provides Air Traffic Control service to the Mobile International Airport. The RVA Inc. exercises daily air traffic control of assigned MOB airspace and movement areas at BFM airport between the hours of 0700L-1900L SUN, 0700L-2200L MON, 0330L-2200L TUE thru FRI, 0400L-1900L SAT. During operational hours RVA/ATCT will notify ARFF and AOCC via the crash phone network of any emergency involving any aircraft. After hours when RVA ATCT is not in operation, the controlling agency, HOU Center would notify the AOCC Direct land line- 251-639-4682 of the aircraft emergency.

2.3.1. Purpose

Emergency Response Personnel will be notified of an emergency at the airport via BFM ATCT and AOCC. Fire Alarms are used to alert the entire terminal building of a fire.

2.3.2. Situation and Assumption

Initial reports of an emergency are generally received by the ARFF and AOCC, , from one of the following methods:

Dedicated Crash phone from MOB ATCT

HOU Center Direct line to AOCC- FAA ATCT After hours

2.3.3 Operations

Airport Management, ARFF and other essential personnel are to be notified of emergencies. Other emergency response agencies will be alerted by 911 when necessary. The public will be alerted of an emergency when necessary. A crash phone and fire alarms are incorporated at the Mobile International Airport. During the hours of 0700L-1900L SUN, 0700L-2200L MON, 0330-2200L TUE thru FRI, 0400L-1900L SAT, BFM ATCT works cooperatively with ARFF and AOCC as the primary notification for alert and warning of aircraft incidents and accidents, and other Hazard Specific emergencies and disasters on the airport. During non-operating hours, FAA Houston Center or controlling agency will alert MOB AOCC Direct Line and alarm an emergency response during an emergency involving air carrier aircraft.

The process used to notify and warn the public in the terminal building in the event of an emergency is an emergency alert siren and or the public-address system in the terminal. The alert siren system is automatically activated by smoke sensors located in the terminal building. Concerning special needs (sight or hearing, mobility impairments,

or unaccompanied children) or people ignoring/not understanding the warning, airport management representatives will be posted in the terminal to assist as needed.

In the event of a hazardous material situation, the appropriate hazardous materials resources will be notified.

2.3.4. Organization and Assignment of Responsibilities

ATCT - Notify ARFF and AOCC of aircraft emergencies and will provide ground control services for access to all active runway and taxiway areas as needed.
MAA AOCC) - activate alert and warning system when an emergency has been reported and will notify MFRD as required for response. ARFF - In the event of an Alert II or Alert III, ARFF will immediately respond to the emergency site.
Airport Department and Tenants - Initiate internal notification procedures to:

Notify all employees and other volunteers assigned to assist with emergency response duties of the emergency.

As appropriate to the situation, airport tenants should:

Suspend or curtail normal business activities.

Notify and recall essential off-duty employees.

Seek refuge or evacuate the organization's facility as necessary

If appropriate, augment the alert and warning effort using vehicles or personnel equipped with public address systems to assist with the delivery of appropriate warnings/notifications.

2.3.5. Administration and Logistics

Each responding agency has a list of employees and resources that contains the contact information of the emergency or other personnel to be notified of an emergency. Alert and warning equipment will be put into test during the full-scale emergency drill that takes place every three years. Should equipment need repaired or replaced, this will be the responsibility of the individual agency.

2.3.6. Plan Development

The Mobile International Airport VP of Operations and/or designee will be responsible for coordinating revisions to the alert and warning plans, procedures, SOPs, checklists and agreements, as well as developing new documents as needed.

2.3.7. Authorities and References

MAA ARFF SOP, MAPD SOP, Departmental SOP

2.4. Emergency Public Notification

The MAA will provide timely, accurate, and useful information and instruction to the public throughout the emergency period. For most emergencies, The Airport Manager will initially focus on the dissemination of information to the public at risk on the airport property. If the Hazard Specific emergency requires public notification beyond the airport property, the MAA President will coordinate with Mutual Aid.

2.4.1. Purpose

Outside of the airport, throughout the course of an emergency, timely, accurate, and useful information and instructions will be provided by the MAA.

2.4.2. Situation and Assumptions

The Mobile International Airport has the potential to be impacted by a variety of emergencies including:

Aircraft Accidents

Terrorism Incidents

Structural Fires

Natural Disasters

Hazardous Materials

Sabotage and Hijacking

Power Failures

Regardless of the nature of the incident, the MAA Public Information Officer (PIO) will coordinate all emergency public information with the Incident Commander to respond appropriately to all media inquiries and provide periodic media updates during and after the incident.

No information is to be given out if people call demanding more information unless it has been cleared by the President of MAA or designee.

2.4.3. Operations

The production and dissemination of information, response to public inquiry, rumor control, and media relations are to be handled by the President of MAA or designee. When multiple agencies may have jurisdiction, a JIC will be established to coordinate messages.

2.4.4. Administration and Logistics

To handle an increase in public/media demands, only the information approved by the President of MAA or designee will be given out. The Public Information Officer will coordinate with the President of MAA or designee to obtain the information that may be dispersed or released to the public. No information is to be given out if people call demanding more information unless it has been cleared by the President of MAA or designee.

2.4.5. Plan Development and Maintenance

The Mobile International Airport VP of Operations and/or designee will be responsible for coordinating development and revisions of the PIO, including keeping attachments current and ensuring SOP's and checklists and other supporting documents are developed and kept current.

2.4.6. Authorities and References

References to this section are the MAA Crises Manual.

2.5 Protective Actions**2.5.1. Purpose**

A safe and orderly evacuation process has been determined for the terminal building. Airport Management staff, Airlines staff, Law Enforcement personnel and TSA Agents will be used throughout the Terminal Building and will work their way inward evacuating people out of the sterile area. Sheltering indoors may take place if the need should arise.

2.5.2. Situations and Assumptions

Emergency conditions that could occur at the airport that may require implementation of protective actions include:

Severe Weather

Fire

Explosive Device Threats

Active Shooter

Some hazards provide sufficient warning time to implement a planned action for those identified risks. Other times, emergency situations can occur with no warning requiring the incident commander to evacuate people on an ad hoc basis. For some seasonal hazards, standard evacuation routes will be used once they are off airport property. In some situations, it is more prudent to shelter people rather than to evacuate.

2.5.3. Operations

Decision making policies and procedures for determining the most prudent protective action will be made to ensure the safety of the passengers and security of the airport. The MAPD, TSA/Federal Security Director, VP of Operations, or designee, will be involved in such decision-making processes. Provisions that are in place to carry out a complete or partial evacuation are incident dependent. Overall, the location of the threat will be analyzed, and the appropriate provisions will be carried out. MCSD/MPD responding and surrounding agencies will be used to coordinate the evacuation processes with surrounding communities.

2.5.4. Organization and Assignment of Responsibility

Protective actions and responsibilities that are assigned to tasked organizations can be found in the ASP.

2.5.5. Administration and Logistics

Administration and general support requirements for the protective action function will utilize all airport staffing.

Records and reports associated with tracking the status of protective events are maintained by AOCC and Mobile International Airport Management.

2.5.6. Plan Development and Maintenance

The Mobile International Airport VP of Operations and / or designee will be responsible for coordinating revisions to any of the protection action section, procedures, SOPs, checklists, and agreements, as well as develop new implementing documents as needed.

2.6. Law Enforcement/Security

MAPD is the primary law enforcement agency except for aircraft incidents and shall assume responsibilities for all law enforcement and public protection activities during Hazard Specific emergencies and disasters on the airport. When appropriate, MAPD shall establish an Incident command post with the coordination of AOCC on the airport as is outlined in appropriate SOPs and LOAs. The FBI is the Federal Government's investigation agency and has primary jurisdiction of violations of Federal statutes regarding departure of hijacked aircraft, hijacked aircraft landing at Mobile International Airport, airline sabotage or bomb threats, interference with the performance of duties by airline flight crews. The FBI has primary and support responsibilities associated with other Hazard Specific emergencies and disasters on the airport and are outlined in the appropriate SOPs and LOAs. MAPD maintains a supporting role for Hazard Specific emergencies and disasters on the airport. If juridical responsibilities dictate, MAPD will assume primary responsibilities which include any aircraft incidents. The TSA's primary responsibility is the screening of airline passengers, carry-on, and checked baggage destined for air carrier

aircraft departing the SBY Regional Airport. In the event of Hazard Specific emergencies and disasters on the airport, TSA's offices will be notified.

2.6.1. Purpose

MAPD Mobilization will occur by the process of telephone, radio, and/or word of mouth.

If further assistance is required additional Law Enforcement services may be called in from outside sources.

2.6.2. Situations and Assumptions

On-airport and off-airport law enforcement emergency response organizations will be available to assist in accordance with established agreements, plans, and procedures. Off-airport law enforcement will be utilized for outside the airport in terms of security and checkpoints, and non-sterile areas. All responding law enforcement agencies will be familiar with their responsibilities. Large-scale emergencies may require law enforcement from mutual aid agreements and local agencies.

2.6.3. Operations

The mobilization process for designated on and off-airport law enforcement personnel and equipment will be by telephone, radio and word of mouth. On-board laptops in squad cars will be used. MAPD will establish an Incident command post with the coordination of AOCC.

2.6.4. Organization and Assignment of Responsibility

Specific organizational structures and associated responsibilities that are assigned to law enforcement are incident dependent and can be found in the ASP.

2.6.5. Administration and Logistics

Logistics- The following items are contained in MAPD General Orders which are not publicly available documents:

Policies and Procedures to test, maintain, repair and/ or replace law enforcement equipment.

Recall of essential personnel policies and procedures to provide adequate law enforcement coverage should multiple incidents develop.

2.6.6. Plan Development and Maintenance

The Mobile International Airport Director of Public Safety is responsible for coordinating revisions to any of the Law Enforcement plans, procedures, SOPs, checklists, and developing new implementing documents.

2.7 Fire Fighting and Rescue

When on duty providing firefighting and rescue support to air carrier operations BFM ARFF will be the first responders to Hazard Specific emergencies and disasters at the BFM International Airport. Local fire services provide mutual aid response to Hazard Specific emergencies and disasters on the airport as is outlined in the appropriate SOPs and LOAs and assume primary command and control of airport emergencies generally limited to aircraft accidents and incidents, structural fires, fires at fuel farms or fuel storage areas and environmental emergencies.

2.7.1 Purpose

The Mobile Airport Authority has entered into Contracted Fire Services to provide and maintain aircraft rescue and firefighting (ARFF) services to Mobile International Airport during air carrier operations. The ARFF crews act as a primary responder to all aircraft incidents and accidents. Upon the arrival of Airport Management, MFRD, ARFF crews will assume support responsibilities. ARFF has support responsibilities associated with other Hazard Specific emergencies and disasters on the airport and are outlined in appropriate SOP and the contract.

2.7.2. Situation and Assumptions

The BFM ARFF firefighting vehicle and equipment meet the requirements of an Index B airport classification. Mutual aid agencies have responsibilities under this plan and will have SOPs and equipment that can be used at the airport to meet this plan.

2.7.3. Operations

The mobilization processes and phases of the emergency response for fire and rescue services in the airport environment are described based on the emergency later in this emergency plan. Initially, BFM ATCT will notify ARFF, and ARFF will respond to the emergency location.

Airport familiarization: MAA Operations require ARFF crews to undergo Airfield Familiarization Training familiarization with the airport and provide training to reduce the risk of potential vehicular/pedestrian deviation and runway incursions.

2.7.4. Organization and Assignment of Responsibilities

The specific organizational structure and associated responsibilities that are assigned to ARFF are determined based on the emergency. Specific actions can be found later in this plan when talking about the varying stages of Alerts.

2.7.5. Administration and Logistics

Contact information of the emergency or other personnel that are to be notified during an emergency is maintained by MAA AOCC.

2.7.6. Plan Development and Maintenance

The Mobile International Airport VP of Operations and / or designee will be responsible for coordinating revisions to any of the protection action section, procedures, SOPs, checklists, and agreements, as well as develop new implementing documents as needed.

2.8. Health and Medical/ Mass Care

2.8.1. Purpose

The mobilization process of medical services as they relate to the airport environment, will be initiated by Incident Commander. Law enforcement will provide security for these medical services. Transportation of medical transportation and medical assistance will be coordinated by the EMS commander who will communicate with hospitals regarding patient loads.

2.8.2. Situations and Assumptions

Initial treatment will be performed by ARFF and/or the responding fire/EMS departments. Once available, transport and evacuation of the injured will be performed by mutual aid EMS/Ambulance agencies.

When there are suspected communicable diseases, the Mobile County Health Department will coordinate with state and/ or Federal Centers for Disease Control (CDC). To prevent the contamination of water and food during and after an emergency, the use of Dikes, Booms, and absorbents will be used.

Isolating, decontaminating, and treating victims of hazardous material will be the responsibility of the hazardous material operations section.

2.8.3. Operations

Response and managing health and medical services for emergencies will be dependent on what type of emergency has occurred. Each emergency listed below will warrant its own response.

Phases of Emergency Preparation and Response:

Planning: Emergency procedures will be reviewed with local agencies and personnel. Triennial Full-Scale exercises will be conducted every 3 years.

Actual:	During an Emergency, NIMS procedures will be followed.
Post:	Significant emergencies will be critiqued within 45 days after the event, all phases of the emergency will be critiqued.

Medical transport and assistance will be coordinated by the Incident Commander until on scene EMS command and operations are established. Triage will be completed initially by the first responders and then EMS mutual aid personnel. Patients will be transported in accordance with Triage procedures.

2.8.4. Administration and Logistics

The Mobile International Airport VP of Operations and / or designee will be responsible for coordinating revisions to any of the protection action section, procedures, SOPs, checklists, and agreements, as well as develop new implementing documents as needed.

2.8.5. Plan Development and Maintenance

Statutes, regulations and administrative orders which provide the authority for the preparation of medical and health services disaster plans and for designating the name of the agency and/or title of the officials will be done through the combined efforts of the Mobile International Airport VP of Operations and / or designee.

2.8.6. Authorities and Reference

Sources of medical supplies and equipment will be provided by MAA, mutual aid agencies, hospitals and local vendors. The acquisition of additional medical equipment and supplies will be coordinated through MAA and fire/EMS companies.

2.9. Resource Management

Resource management will be the joint responsibility of Airport Management and various agencies involved in conjunctions with Departments of Purchasing, Finance, and Human Resources.

2.9.1. Purpose

Mobile International Airport will identify the requirements, expeditiously locate, acquire, allocate and distribute resources to satisfy the needs of an emergency based on the severity of the emergency. As described later in this plan, each level of emergency (Alert I, Alert II, etc.) will warrant different actions and resource usage. If additional resources are needed, mutual aid agreements will be used.

2.9.2. Situations and Assumptions

These include the situation, such as natural disasters, i.e., tornadoes, floods, etc.

In the event there is a resource shortage, this information will be relayed to the Incident Command Post and / or EOC and they will mitigate accordingly. Credible emergencies that would deplete responding agencies resources would be a large aircraft accident or natural disaster. Resources available to emergency crews include:

Personnel- can be called in upon request

Communications equipment- Radios, Cell phones, land line phones

Vehicles

ARFF Equipment

Tools- shovels, picks, sand

Sustainability- The Airport has limited resources. Use of Mutual Aid may become necessary.

2.9.3. Operations

Priorities during an emergency will always be focused upon the preservation of life of victims and the health and safety of the personnel. The costs and purchase prices and contracts costs are to be initially incurred by the airport.

Notifications

During ATCT operational hours will be by BFM ATCT to ARFF and AOCC. During Non-Operational hours will be HOU Center to AOCC via land line.

Activation/ Dispatch will be by AOCC/ARFF

Aiding Agencies should be tasked to report Items that will be needed to support the emergency and quantities. The items should be prioritized and sent through the chain of command as appropriately.

Supplies that are needed should be notified when advanced warning is available. Supporting Agencies are responsible for procuring supplies.

Post emergency excess stock will be returned to the supplying agency and stand down operations will begin.

2.9.4. Organization and Assignment of Responsibilities

All responding agencies provide knowledgeable staff to support Resource Management, as requested.

2.9.5. Plan Development and Maintenance

The Mobile International Airport VP of Operations and / or designee will be responsible for coordinating revisions to any of the protection action section, procedures, SOPs, checklists, and agreements, as well as develop new implementing documents as needed.

2.10. Airport Operations and Maintenance

Airport Operations and Maintenance will be the responsibility of Airport Management.

2.10.1. Purpose

Statutes, regulations, administrative orders, etc. which provide for the authority for preparation of Operations and Maintenance Section for disaster response and recovery operations are contained in Federal Aviation Regulations Part 139.

Operations and maintenance personnel and equipment are located at the airport. If more personnel are required, a telephone recall of all necessary employees will be initiated, and these employees will report to their departments for further instructions. These employees will assist in escort duties, logistical capabilities, man equipment and resources, and heavy equipment operations.

2.10.2. Situations and Assumptions

All responding operations and maintenance personnel will be familiar with their responsibilities. Although airport maintenance and personnel may be the first to respond to an emergency, they will not represent management during the initial stages of an emergency. In some emergencies, airport maintenance personnel may have to make initial determinations if an airport structure is safe for use.

2.10.3. Operations

Personnel from airport operations and maintenance will respond to an emergency and will standby to respond to request for assistance. Airport personnel will evaluate the situation and its impact on overall airport functions. Airport personnel will ensure on-airport personnel/organizations are notified of the emergency and will make the initial determination regarding the requirement to issue NOTAMs including closing the airport.

2.10.4. Administration and Logistics

Staffing during an emergency will be determined as the emergency dictates. As a minimum, there will always be at least one employee available to issue NOTAMs and begin the recall procedures of other employees.

2.10.5. Plan Development and Maintenance

The Mobile International Airport VP of Operations and / or designee will be responsible for coordinating revisions to any of the protection action section, procedures, SOPs, checklists, and agreements, as well as develop new implementing documents as needed.

PART 3 HAZARD SPECIFIC SECTION

Hazard-specific Sections provide additional detailed information applicable to the performance of a hazard. They have been prepared when the Hazard Analysis and regulatory considerations warrant. These documents along with their associated SOPs and Checklists are stand alone. There should be no need to reference the basic Plan or Functional Annexes during the emergency.

3.1. Aircraft Incidents and Accidents

3.1.1. Declaration of an Aircraft Emergency

Aircraft Emergencies are declared by:

The pilot in command of the aircraft

ATCT

Aircraft owner/ operator

When BFM ATCT personnel receive notification of an aircraft emergency by the pilot, ATCT personnel will immediately activate Alert I, Alert II, or Alert III. This, in turn, will initiate the response of additional agencies with responsibilities to aircraft incidents and accidents at the airport.

BFM ARFF personnel will respond as well as Airport Operations staff on duty. Based on information received from ATCT, ARFF and OPS will stage at appropriate airfield locations for response.

Alert Descriptions

Alert I (Local Standby Alert): An aircraft that is known or suspected to have an operational defect that should not normally cause serious difficulty in achieving a safe landing. This is notification only. No response is required. All units involved will be

manned and will standby in quarters. Affected departments- BFM ATCT/BFM ARFF/ BFM OPS/ MAPD/ AOCC.

Alert II (Full Emergency Alert): An aircraft that is known or is suspected to have an operational defect that affects normal flight operations to the extent that there is danger of an accident. All units respond to pre-designated positions. Affected departments: BFM ATCT/ BFM ARFF/ BFM OPS/ MAPD/ AOCC.

Alert III (Aircraft Accident Alert): An aircraft incident/accident has occurred on or in the vicinity of the airport. All designated emergency response units proceed to the scene in accordance with established plans and procedures. Affected organizations: BFM ATCT/ BFM ARFF/ BFM OPS/ MAPD/ AOCC/ MFD.

3.1.2. RVA Air Traffic Control (BFM ATCT)

Upon determination of an aircraft ALERT I, ALERT II, or ALERT III, BFM ATCT shall:

Immediately Alert ARFF/ AOCC using the crash phone.

3.1.3 MAA ARFF Services (BFM ARFF)

Upon receipt of notification of an ALERT I, ALERT II, or ALERT III MOB ARFF Shall:

Establish Communication with BFM ATCT on BFM Ground Control Frequency (121.7).

Respond to staging location for the Alert Aircraft landing Runway. Follow procedures outlined in SOP. Follow aircraft down the Runway for Alert II or respond to aircraft location for Alert III.

Assume IC until MFD is established on site.

Provide ARFF Support for MFD.

3.1.4. Mobile Fire Rescue Department (MFRD)

MFRD will respond to BFM airfield access gate by the ARFF station, MAA staff will man the gate and allow access for MFRD personnel and equipment and escort them to the incident site at which time BFM ARFF will turn Incident Command over to MFRD IC and the Incident Command Post will be activated.

3.1.5. BFM Management

Upon receipt of Notification of an Alert I, II or III, the Airport VP of Operations or designee shall:

Implement Appropriate sections of the AEP.

Provide emergency support services as requested.

Proceed to the ICP.

Implement Post Incident/ accident procedures.

3.1.6. MAPD/ AOCC

Upon receipt notification of an Alert I, II, III the MAPD shall:

Respond to Gate ARFF for Mutual Aid access to Airfield.

Ensure Mutual Aid emergency response has been initiated and responding

If needed provide control of vehicular traffic at the location of emergency

If needed provide security for Friends and Family location on airport.

If needed provide scene security.

Establish a collection area for walking wounded.

3.1.7. Airport Operations and Qualified Maintenance

Upon receipt of an Alert Notification Alert I, II, III BFM OPS Shall:

Proceed to the approach end of emergency aircraft landing runway

Follow ARFF down runway behind the emergency aircraft.

Advise ATCT of airfield conditions and coordinate airfield closures with ATC.

Report to Incident Command Post.

Asses the emergency and conditions of airfield and report to VP of Operations
or designee.

Issue NOTAMS as required including closing the airport if conditions warrant.

Activate the Emergency Operations Center if needed.

Make sure the affected Air Carrier has been Notified.

3.1.8. Post-Accident Procedures

Law Enforcement

MAPD oversees the security scene and perimeter until relieved by a higher authority. MAPD will ensure that NOTHING IS REMOVED FROM THE ACCIDENT SCENE (except victims transported to hospitals) without the explicit approval and instructions from the IC with directions from the FAA and/or NTSB. MAPD has responsibility for the security of non-aviation incidents.

ARFF

Ensure that all ignition sources and fuel spills are neutralized. Spills should be washed down or removed.

- Check all rescue personnel for injury and contamination, stress, trauma and fatigue.
- If hazardous cargo/materials are present, follow the Haz-Mat procedures in this AEP.

EMS

Perform a final accounting of all passengers, crew, and victims of the accident/incident and immediately forward the accounting to the IC, the EOC, the VP of Operations or designee, and the involved hospitals. The IC will ensure that all passengers, crews and victims are accounted for and processed in accordance with this AEP and NIMS guidance.

Airport Operations, ARFF or Qualified Maintenance will

Reopen the affected taxiways, runways and ramps as soon as practical.

NOTAM the closing of runways and taxiways, and the depletion of firefighting supplies and/or refill the supplies as soon as possible.

Notify, if not already accomplished:

TSA

NTSB

FAA FSDO and ADO

MAA Managers

Owner/ Air Carrier

coordinate all news releases to be authorized only by the MAA President, aircraft owner, and/or airline.

be responsible for the immediate removal of wreckage and/or disabled aircraft upon notification/request of the Airport Manager. However, DO NOT REMOVE WRECKAGE WITHOUT THE SPECIFIC CLEARANCE FROM THE FAA OR NTSB.

3.2. TERRORISM INCIDENTS

Mobile International Airport is subject to the requirements defined under 49 CFR Part 1542 and has an approved Airport Security Plan (ASP) manual. The section on Bomb and other Terrorism Incidents meets requirements under 14 CFR Part 139, is within the Airport's approved ASP and is considered acceptable for compliance. The TSA approved ASP is kept in the Airport Security Coordinator's Office and is distributed to those agencies with a "need-to-know".

NOTE: Bomb Incident responses and procedures cannot be altered without the approval of the TSA.

3.3. STRUCTURAL FIRES, FUEL FARMS AND FUEL STORAGE AREAS

3.3.1. Structural Fires

When a structural fire is observed, the observer shall immediately notify emergency services through 911. If able, the observer shall contact Airport Management to help evacuate the structure. Structural fires involving hazardous flammable materials may require ARFF equipment response.

BFM ATCT

Upon notification of a structural fire, ATCT will:

If airport remains open, control aircraft and ground operations on the airport in support of the emergency response.

Make appropriate FAA notifications.

BFM ARFF

Structural fires involving hazardous flammable materials may require ARFF equipment response. Upon notification of a structural fire, ARFF shall:

Provide secondary fire and rescue operation support to PFD/SFD. Apply foam to any fire involving fuel, if requested by Incident Commander.

Fire/EMS

Upon notification of a structural fire, Fire/EMS shall:

Fire/EMS apparatus and personnel will respond as dispatched.

Upon first arrival at airport, highest ranking Fire/EMS officer will assume IC duties, establish command, and coordinate the activities of all responding agencies as outlined by departmental SOPs.

Determine need to evacuate, or perform other public protection action, for the occupants of any structure impacted by fire.

Coordinate with Airport Operations to return to normal airport operations as soon as possible upon incident mitigation.

MAPD

Upon notification of a structural fire, MAPD shall:

Provide crowd control and airfield emergency support services as outlined in departmental SOPs.

Assist Airport Management in the evacuation of structure and alert persons in adjacent structures.

Airport Operations, ARFF or Qualified Maintenance

Upon notification of a structural fire, the Airport Operations, ARFF or Qualified Maintenance shall:

Provide airfield emergency support services as requested.

If necessary, evacuate structure and alert persons in adjacent structures.

Direct the removal of aircraft in the immediate area.

Inspect the airfield after the structural fire is under control.

Advise ATCT when taxiways and runways are available for use.

3.3.2. Fires at Fuel Farms/ Storage Areas

When a fire at a fuel farm or fuel storage area is observed, the observer shall immediately notify emergency services through the emergency number 911. If able, the observer shall contact Airport Management to help evacuate the area. Fires at fuel farms and fuel storage areas will require ARFF equipment response.

Fuel Farm/Storage Locations:

Fuel Type	Location	Containment	Size- Gallons
Jet A	Signature flight support	Above ground Tank	12,500
Jet A	Signature Flight Support	Above Ground Tank	12,500
Jet A	Signature Flight Support	Above Ground Tank	12,500
100LL	Signature Flight Support	Above Ground Tank	12,500

100LL	Signature Flight Support	Above Ground Tank	12,500
Jet A	Signature Flight Support	Fuel Truck	10,000
Jet A	Signature Flight Support	Fuel Truck	5,000
Jet A	Signature Flight Support	Fuel Truck	5,000
100L	SFS	Fuel Truck	1200

3.3.3. BFM ATCT

Upon notification of a fire at a fuel farm or fuel storage area MOB ATCT shall:

If the airport remains open, control aircraft and ground operations on the airport in support of the emergency response.

If necessary, make appropriate FAA notifications.

3.3.4. BFM ARFF

Upon notification of a fire at a fuel farm or fuel storage area MOB ARFF shall:

Establish communications with the ATCT on ground control frequency (121.90 MHz) as soon as possible.

Respond to fire at fuel farm or fuel storage area location in accordance with established policies and procedures and provide first response for initial fire and rescue operations in accordance with established policies and procedures until arrival of Fire/EMS.

Provide secondary fire and rescue operation support to Fire/EMS.

Apply foam to any fire involving fuel, if requested by Incident Commander.

3.3.5. MFRD

Upon notification of a fire at a fuel farm or fuel storage area MFRD shall:

Upon initial arrival at airport, an MFRD officer will assume IC duties, establish command, and coordinate the activities of all responding agencies as outlined by SOPs.

Determine need to evacuate, or perform other public protection action, for the occupants of any fire at a fuel farm or fuel storage area impacted by fire.

Coordinate with Airport Staff to return to normal airport operations as soon as possible upon incident mitigation.

3.3.6. BFM OPS, ARFF or Qualified Maintenance

Upon notification of a fire at a fuel farm or fuel storage area Airport staff shall:

Provide airfield emergency support services as requested.

Direct the removal of aircraft in the immediate area.

Inspect the airfield after the fuel farm/storage fire is under control.

Advise ATCT when taxiways and runways are available for use.

3.3.7. MAPD

Provide crowd control and airfield emergency support services as outlined in departmental SOPs, aid if evacuating.

3.4. NATURAL DISASTERS

Natural Disasters that commonly occur on the Gulf Coast include Hurricanes, Tornados, and Floods. See Attachment for a more detailed planning, responses and protective actions.

3.4.1. BFM Airport OPS, ARFF or Qualified Maintenance

Prior to a Natural Disaster, BFM Airport Staff shall:

Conduct airfield inspections.

Issue appropriate NOTAMs if conditions warrant and permit.

Direct airport tenants to secure all loose property and assure that all aircraft parked on the airfield are securely tied down.

Maintain communications with ATCT and AOCC for immediate weather observations.

If situation dictates, direct persons to shelters.

Maintain Contact with MCEMA.

Following Natural Disaster, Airport staff shall:

Complete Damage assessment and assist with rescue operations.

Direct clean-up and airfield restoration.

3.4.2. BFM ATCT

Prior to Natural Disaster BFM ATCT shall:

Continue normal control of aircraft and ground operations on the airport in support possible response to Natural Disaster.

Make appropriate FAA notifications.

Following Natural Disaster ATCT shall:

If the airport remains open, control aircraft and ground operations on the airport in support of the emergency response.

If necessary, make appropriate FAA notifications.

3.4.3. BFM ARFF

Prior to Natural Disaster ARFF shall:

Maintain presence at the ARFF station. Ensure that stockpiles of equipment and supplies are sufficient to meet the demands of the expected disaster.

Following Natural Disaster ARFF shall:

Assist in providing emergency medical assistance and fire suppression if necessary. Survey ARFF equipment and capabilities. Report personnel, equipment and airfield status to the VP of Operations or designee.

3.3.8. MAPD

Prior to Natural Disaster MAPD shall:

Provide crowd control, evacuation, and airfield emergency support services as outlined in departmental SOPs.

Following or during Natural Disaster MAPD shall:

Provide crowd control and airfield emergency support services as outlined in departmental SOPs.

3.5. HAZARDOUS MATERIALS/DANGEROUS GOODS INCIDENTS

3.5.1. BFM Airport Operations, ARFF or Qualified Maintenance

Upon notification of a hazardous materials and/or dangerous goods incident, Airport staff shall:

Conduct airfield inspections.

Contact AOCC to report the condition of the incident and request support.

Provide emergency airport support service.

Issue NOTAMs as required.

3.5.2. BFM ATCT

Upon notification of a hazardous materials and/or dangerous goods incident, BFM ATCT shall:

If BFM ATCT initially detected the hazardous materials or dangerous goods contamination notify BFM Airport staff, BFM ARFF and AOCC to report the incident and initiate emergency response.

Direct air and ground traffic to remain clear of the area containing the hazardous materials or dangerous goods contamination.

3.5.3. BFM ARFF

Upon notification of a hazardous materials and/or dangerous goods incident, ARFF shall:

Respond to the emergency location and provide first response for initial fire, containment, and rescue operations in accordance with established policies and procedures until arrival of Fire/EMS. Provide secondary fire, containment, and rescue operation support to Fire/EMS.

3.5.4. MFRD

Upon notification of a hazardous materials and/or dangerous goods incident, MFRD shall:

Upon initial arrival at airport, MFRD officer will assume IC duties, establish command, and coordinate the activities of all responding agencies as outlined by MFRD departmental SOPs and this document.

Coordinate with Airport staff to return to normal airport operations as soon as possible upon incident mitigation.

3.6. SABOTAGE, HIJACK INCIDENTS AND OTHER UNLAWFUL INTERFERENCE WITH OPERATIONS

Mobile International Airport is subject to the requirements defined under 49 CFR Part 1542 and has an approved Airport Security Plan (ASP) manual. The section on Sabotage, Hijack Incidents, and other Unlawful Interference Incidents meets requirements under 14 CFR Part 139, is within the Airport's approved ASP and is considered acceptable for compliance. The TSA approved ASP is kept in the Airport Security Coordinator's Office and is distributed to those agencies with a "need-to-know".

The Sabotage, Hijack Incidents, and other Unlawful Interference with Operations response and procedures were created through the cooperative efforts of the following agencies and are included in the ASP as approved by the TSA.

NOTE: Sabotage, Hijack Incidents, and other Unlawful Interference with Operations response and procedures cannot be altered without the approval of the TSA.

3.6.1 UAS Response Operational Responsibilities

Low Threat:

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.

Airport Operations, ARFF or Qualified Maintenance:

When a UAS report comes in directly to Airport staff, airport operations staff will report relevant information to other agencies such as airport police, ATC, TSA. Documentation and reporting should include information pertaining to the UAS such as:

- Location, altitude, and direction of travel.

- Description of UAS (Color, Size, lights).

- Nature of the UAS activity and/or interference with flight operations.

Airport staff and Airport Police may determine whether to push the report out to airport field staff for situational awareness to identify/track/monitor a UAS that may be within line of site of airport property.

Medium Threat:

Observation of unauthorized UAS operating on or near the airport, with the potential to cause disruption to operations, example- operating in an area of potential safety concern such as take-off or landing pattern. Medium impact UAS events could be categorized as those that occur in visible proximity of the airport 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.

Airport Operations, ARFF or Qualified Maintenance:

Airport staff will execute protocol consistent with a low-level UAS threat. If UAS activity appears to be creating a potential safety hazard or there is persistent behavior characterizing the definition of a medium threat, Airport staff will coordinate with ATC regarding possible deviations to flight operations. Additionally, Airport staff may activate additional notification systems and alert public relations.

Airport Police:

When an officer responds to a UAS incident within the airport police department jurisdictional boundary, possible responses may include:

- Making a radio broadcast of the UAS sighting and include the following information:
 - Location, altitude, direction of travel.
 - Description of UAS.
 - Nature of UAS activity.
 - Request additional units to conduct a search of the area for the UAS operator.
 - Request Airport Operations to respond to officers' location.

Provide BFM/ATCT with location, altitude, and direction of travel- verify UAS is authorized to operate in area observed.

Continue to observe the UAS and provide status updates as needed.

If UAS operator and device cannot be located, document the incident, and note any interference with manned flight operations.

High Threat:

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.

Airport Operations, ARFF or Qualified Maintenance:

In a high threat scenario, Airport staff will work with Airport Police to exhaust all local resources if UAS activity has been escalated from medium to high level threat, and all local resources have been exhausted in trying to identify and detain the UAS operator, Airport staff will:

Establish a Unified Command that involves TSA, FBI, Airport Police and Airport Operations, and decide of a location of command post and communicate to all involved agencies.

Engage in conversation and coordination with ATC about any possibility for need to alter flight patterns.

Close runways if threat is significant that it requires flight patterns to be altered.

If required, coordinate with Police to close areas of the airport affected by the event and control access to authorized persons only.

Airport Police:

Airport Police will follow the same protocol and response procedures for a medium level threat. Law enforcement presence under a high threat scenario may include increased patrols or surveillance at the potential launch locations- major roads/highways. Once all local resources have been exhausted, APD will refer to federal entities for further guidance.

Recovery:

If a UAS incident results in halted air traffic operations, TSA will coordinate with FAA/BFM ATCT, airport operations, airport police and other interested entities to determine when to resume operations at the airport; this will be a joint decision between the Unified Command. To resume operations, Unified Command will require a high level of confidence that there are no other drones operating in the area. Airport staff will work with ATC to resume operations.

3.7. FAILURE OF POWER FOR MOVEMENT AREA LIGHTING

Mobile International Airport has one permanently installed generator providing emergency power for all runway and taxiway lighting. Should efforts fail to restore airfield lighting, those portions affected will be closed to air carrier operations and NOTAMs issued.

3.7.1. Airport Operations, ARFF or Qualified Maintenance

Upon notification of a failure of power for movement airfield lighting, Airport Operations shall:

Conduct Airfield Inspections

Ensure emergency airfield generator is running.

Contact BFM Airfield Maintenance

3.7.2. BFM ATCT

control of aircraft and ground operations for non-affected area.

3.8 WATER RESCUE

Mobile International Airport is located adjacent to the Mobile Bay that is on the east side of the airport and approximately 1,500ft off the approach end of RWY 32. In the event of an aircraft crashing into the Mobile Bay, the United States Coast Guard will likely be the initial responder and will be the primary agency for overseeing response and rescue operations.

3.8.1 Airport Operations, ARFF or Qualified Maintenance

Upon notification of an aircraft crashing into the Mobile Bay, Airport staff Shall:

Verify with AOCC that ARFF and Mobile 911 and have been contacted

Verify with ARFF that USCG, Marine Flotillas and EMA have been contacted

Coordinate with incident commander of casualty collection point location

Coordinate with MAA management and ATCT for Airfield closures as needed

Post a representative at the Incident Command Post

Notify Air Carrier

3.8.2 BFM ATC

Notify AOCC and ARFF via crash phone network

Relay aircraft location information as able to ARFF and AOCC

3.8.3 ARFF

Receive alert call from ATCT via the crash phone communication system and initiate response immediately

Make contact to Mobile Fire and Rescue via MFRD Main Channel Radio Frequency

Relay aircraft location information as able to MFRD

Ensure USCG, Marine Flotillas and EMA have been contacted

Coordinate with incident commander location and casualty collection point

Post a representative at the Incident Command Post

Coordinate with MAA via the Incident Command Post Representative for incident updates and assistance as required

3.8.4 USCG

Receive alert call from Mobile 911 via established communication system, initiate response immediately and provide primary oversight of the rescue operations per COMDTINST M16130.2 (Current Edition)

USCG Sector Mobile will coordinate with all relevant partners to execute maritime Search and Rescue operations in accordance with existing Coast Guard Search and Rescue policies and procedures.

Utilize established typical USCG equipment to perform rescue operations.

Post a representative at the Incident Command Post

Coordinate with MAA via the Incident Command Post Representative for incident updates and assistance as required

3.8.5 Mobile Fire and Rescue

Receive alert call from MAA ARFF via established communication system and initiate response immediately

Make contact with Mobile 911 for response needs

Relay aircraft location information as able to 911

Coordinate and assist with USCG to assist in rescue support and transport and to provide Primary firefighting response

Coordinate with Mobile Police departments Marine units, Mobile County Sheriff's Department flotilla and EMA for rescue support and transport

Utilize typical MFRD equipment to perform rescue operations

Establish an Incident Command Post per FEMA Regulations and Coordinate with assisting agencies for Resue support

Coordinate with MAA via the Incident Command Post Representative for incident updates and assistance as required

3.8.6 Mobile 911

Receive alert call from MFRD via established communication system and initiate response immediately

Make contact with USCG for Rescue response

Make contact with Mobile Police departments Marine units, Mobile County Sheriff's Department flotilla, and EMA

Relay aircraft location information as able to USCG and assisting agencies

3.8.7 Mobile Police Marine Units

Receive alert call from Mobile 911 via established communication system and initiate response immediately

Coordinate with USCG, Mobile Fire and Rescue and other agencies in response to Rescue procedures

Utilize typical Marine Police equipment to perform rescue operations

Post a representative at the Incident Command Post

Coordinate with MAA via the Incident Command Post Representative for incident updates and assistance as required

3.8.8 Mobile County Sheriff's Department Flotilla

Receive alert call from Mobile 911 via established communication system and initiate response immediately

Coordinate with USCG, Mobile Fire and Rescue and other agencies in response to Rescue procedures

Utilize typical MCSD equipment to perform rescue operations

Post a representative at the Incident Command Post

Coordinate with MAA via the Incident Command Post Representative for incident updates and assistance as required

3.8.9 Mobile County Emergency Management Agency (EMA)

Receive alert call from Mobile 911 via established communication system and initiate response immediately

Coordinate with USCG, Mobile Fire and Rescue and other agencies in response to Rescue procedures

Coordinate with local hospitals for the arrival of passengers

Utilize typical EMA equipment to perform rescue operations

Post a representative at the Incident Command Post

Coordinate with MAA via the Incident Command Post Representative for incident updates and assistance as required

3.8.10 Air Carrier

Receive alert call from MAA Operations and initiate response immediately

Provide aircraft data when cleared to do so

Provide passenger data when able to do so

Provide family and friends services at pre-determined locations

Coordinate with MAA for assistance to wreckage site

3.8.12 Mobile Bay

Mobile Bay is a large body of water located due East of the Mobile International Airport, approximately 1,500ft off the Approach End of RWY 32.

The Bay has a diverse wildlife ecosystem, including Sharks and Alligators.



AIRPORT DIAGRAM

AL-268 (FAA)

MOBILE INTL (BFM)
MOBILE, ALABAMA

ATIS 135.575
INTERNATIONAL TOWER ★ 118.8 (CTAF) 251.1
GND CON 121.7 239.3

VAR 2.8° N
JANUARY 2025
ANNUAL RATE OF CHANGE 0.1° W

TERMINAL

FIELD ELEV 26

TWR

FIRE STATION

RWY 14-32
PCN 72 F/B/X/T
S-75, D-185, 2D-325
RWY 18-36
PCN 34 R/B/X/T
S-76, D-150, 2D-320

81
ELEV 25
182.8°

7800 X 150

HS 1

RUN-UP PAD

HIRL Rwy 14-32
MIRL Rwy 18-36
REIL Rwy 14
TDZ/CL Rwy 32

ELEV 25
36

ELEV 19
A5

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

88°05'W

AIRPORT DIAGRAM

Federal Aviation Administration
Southern Region Airports Division
APPROVED

20 Oct 2025

MP
Inspector

MOBILE, ALABAMA
MOBILE INTL (BFM)

SE-4, 04 SEP 2025 to 02 OCT 2025

SE-4, 04 SEP 2025 to 02 OCT 2025

List of acronyms

ADO	FAA AIRPORTS DISTRICT OFFICE
AEP	AIRPORT EMERGENCY PLAN
AEMA	ALABAMA EMERGENCY MANAGEMENT AGENCY
ASC	AIRPORT SECURITY COORDINATOR
ARFF	AIRPORT RESCUE AND FIRE FIGHTING
ATCT	AIR TRAFFIC CONTROL TOWER
ASP	AIRPORT SECURITY PLAN
BFM	Mobile Downtown Airport
CFR	CODE OF FEDERAL REGULATIONS
EMS	EMERGENCY MEDICAL SERVICES
FAA	FEDERAL AVIATION ADMINISTRATION
FBI	FEDERAL BUREAU OF INVESTIGATION
FEMA	FEDERAL EMERGENCY MANAGEMENT AGENCY
FBO	FIXED BASE OPERATOR
FSDO	FLIGHT STANDARDS DISTRICT OFFICE
HAZMAT	HAZARDOUS MATERIAL
IC	INCIDENT COMMANDER
ICP	INCIDENT COMMAND POST
MFRD	MOBILE FIRE AND RESCUE DEPARTMENT
MDPH	MOBILE DEPARTMENT OF PUBLIC HEALTH
MCEMA	MOBILE COUNTY EMERGENCY MANAGEMENT AGENCY
MOB	MOBILE REGIONAL AIRPORT
MAA	MOBILE AIRPORT AUTHORITY
MAPD	MOBILE AIRPORT POLICE DEPARTMENT
NIMS	NATIONAL INCIDENT MANAGEMENT SYSTEMS

NTSB	NATIONAL TRANSPORTATION SAFETY BOARD
PIO	PUBLIC INFORMATION OFFICER
TSA	TRANSPORTATION SECURITY ADMINISTRATION

LIST OF DEFINITIONS

Aircraft Accident – Any occurrence associated with the operation of an aircraft that takes place between the time person boards the aircraft with the intention of flight and the time such person has disembarked, in which a person suffers death or serious injury as a result of the occurrence or in which the aircraft receives substantial damage.

Aircraft Incident – Any occurrence, other than an accident, associated with the operation of an aircraft that affects or could affect continued safe operation if not corrected. An incident does not result in serious injury to persons or substantial damage to aircraft.

Aircraft Operator – A person, organization, or enterprise engaged in, or offering to engage in, aircraft operations.

Airport Operations Area (AOA) – The area of an airport, including adjacent terrain and facilities and their accesses, where movement takes place and access is controlled.

Airport Emergency Plan (AEP) – A concise planning document developed by the airport operator that establishes airport operational procedures and responsibilities during various contingencies.

Airport Security Plan (ASP) - A TSA approved document with necessary appendices prepared and implemented by an airport operator. The document contains the procedures and description of the facilities, responsibilities, and actions to be used by an airport operator in complying with the requirements of 49 CFR 1542 and other CFR's dealing with aviation security.

Alert I (Local Standby) – An aircraft that is known or suspected to have an operational defect that should not normally cause serious difficulty in achieving a safe landing. This is notification only. No response is required. All units involved will be manned and will standby in quarters.

Alert II (Full Emergency) – An aircraft that is known or is suspected to have an operational defect that affects normal flight operations to the extent that there is danger of an accident. All units respond to predesignated positions.

Alert III (Aircraft Accident) – An aircraft incident/accident has occurred on or in the vicinity of the airport. All designated emergency response units proceed to the scene in accordance with established plans and procedures.

American Red Cross (ARC) – A humanitarian organization, led by volunteers, that provides relief to victims of disasters and helps people prevent, prepare for, and respond to emergencies. It does this through services that are consistent with its Congressional Charter and the Principles of the International Red Cross Movement.

Civil Aircraft - A collective term for all aircraft other than military or government owned aircraft.

Disaster – An occurrence of a natural catastrophe, technological accident, or human-caused event that has resulted in severe property damage, deaths, and/or multiple injuries. As used in this AEP, a “large-

scale disaster” is one that exceeds the capability of the airport and local communities and requires state, and potentially, federal involvement.

Emergency – Any occasion or instance—such as a hurricane, tornado, storm, flood, tidal wave, tsunami, earthquake, volcanic eruption, landslide, mudslide, snowstorm, fire, nuclear accident, or any other natural or man-made catastrophe—that warrants action to save lives and to protect property, public health, and safety.

Emergency Medical Services (EMS) – Medical services provided by emergency personnel trained in the administration of medical protocols.

Emergency Operations Center (EOC) – A protected site from which emergency officials coordinate, monitor, and direct emergency response activities during an emergency. When a mobile command post is established the EOC will be located at the mobile command post.

Emergency Plan – A document that: describes how people and property will be protected in disaster and disaster threat situations; details who is responsible for carrying out specific actions; identifies the personnel, equipment, facilities, supplies, and other resources available for use in the disaster; and outlines how all actions will be coordinated.

Evacuation – Organized, phased, and supervised withdrawal, dispersal, or removal of civilians from dangerous or potentially dangerous areas, and their reception and care in safe areas.

Flood - A general and temporary condition of partial or complete inundation of normally dry land areas from overflow of inland or tidal water, unusual or rapid accumulation or runoff of surface waters, or mudslides, mudflows caused by accumulation of water.

Hazard – Something that is potentially dangerous or harmful, often the root cause of an unwanted outcome.

Hazardous Material – Any substance or material that when involved in an accident and released in sufficient quantities, poses a risk to people’s health, safety, and/or property. These substances and materials include explosives, radioactive materials, flammable liquids or solids, combustible liquids or solids, poisons, oxidizers, toxins, and corrosive materials. Hazardous Materials Technician/Specialist – These covers individuals who try to stop the release. This is usually accomplished by members of a local or State-certified Hazardous Materials Response Team.

Incident – An occurrence or event, natural or manmade, that requires a response to protect life or property. Incidents can, for example, include major disasters, emergencies, terrorist attacks, terrorist threats, civil unrest, wild land and urban fires, floods, hazardous materials spills, nuclear accidents, aircraft accidents, earthquakes, hurricanes, tornadoes, tropical storms, tsunamis, war related disasters, public health and medical emergencies, and other occurrences requiring an emergency response.

Incident Commander (IC) - The individual responsible for all accident/incident activities, including the development of strategies and tactics and the ordering and release of resources. The IC has overall authority and responsibility for conducting accident/incident operations and is responsible for the management of all accident/incident operations at the accident/incident site.

Mutual Aid – Reciprocal assistance by emergency services under a predetermined plan.

Qualified Maintenance - Maintenance staff, as identified in the BFM ACM, to be trained and authorized in to perform related tasks.

Recovery – The long-term activities beyond the initial crisis period and emergency response phase of disaster operations that focus on returning all systems at the airport to a normal status or to reconstitute these systems to a new condition that is less vulnerable.

Standard Operating Procedure (SOP) – A set of instructions constituting a directive, covering those features of operations which lend themselves to a definite, step-by-step process of accomplishment. SOPs supplement AEPs by detailing and specifying how tasks assigned in the AEP are to be carried out.

Terrorism – The use of or threatened use of criminal violence against civilians or civilian infrastructure to achieve political ends through fear and intimidation, rather than direct confrontation. Emergency management is typically concerned with the consequences of terrorist acts directed against large numbers of people (as opposed to political assassination or hijacking, which may also be considered “terrorism”).

Tornado – A local atmospheric storm, generally of short duration, formed by winds rotating at very high speeds, usually in a counter-clockwise direction. The vortex, up to several hundred yards wide, is visible to the observer as a whirlpool-like column of winds rotating about a hollow cavity or funnel. Winds may reach 300 miles per hour or higher.

Warning – The alerting of emergency response personnel and the public to the threat of extraordinary danger and the related effects that specific hazards may cause. A warning issued by the National Weather Service (e.g. severe storm warning, tornado warning, tropical storm warning) for a defined area indicates that the severe weather is imminent in that area.

Watch – Indication by the National Weather Service that, in a defined area, conditions are favorable for the specified type of severe weather (e.g. flash flood watch, severe thunderstorm watch, tornado watch, tropical storm watch).