



**Mobile Airport  
Authority**

# MOB

## **MOBILE REGIONAL 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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FAA Approval:

Federal Aviation Administration  
Southern Region Airports Division  
**APPROVED**  
**02 Jun 2025**  
MP  
Inspector

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

[illegible]

MP  
Inspector

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## DISTRIBUTION LIST

This manual, issued by the Mobile Airport Authority (MAA), owner and operator of the Mobile Regional Airport (MOB), is prepared in accordance with the requirements of 14 CFR Part 139 of the Federal Aviation Regulations (FAR). The official copy of the Airport Emergency Plan (AEP) is maintained in the Airport Administrative 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)
8. Airport Operations Communications Center (AOCC)
9. MOB ARFF
10. FAA ATCT
11. Signature Flight Support
12. Delta Air Lines
13. American Airlines (Envoy)
14. United Airlines (GAT)
15. Airbus Defense & Space
16. United States Coast Guard (USCG)
17. Air National Guard (USANG)
18. Mobile Fire Rescue Department (MFRD)
19. Mobile County Sheriff's Office (MCSO)
20. Mobile County Emergency Management Agency (MCEMA)
21. Mobile County Public Health Department (MCPHD)
22. Medical Support/Local Hospitals
23. FAA Southern Region Airports
24. Transportation Security Administration (TSA)

Original Date: February 25, 2025

Federal Aviation Administration  
Southern Region Airports Division

APPROVED

02 Jun 2025

MP  
Inspector

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## 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 Regional 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 Regional 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 for: (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, and (8) Water Rescue Situations as appropriate.

Emergencies associated with (1) bomb incidents, including designation of parking areas for the aircraft involved and (2) sabotage, hijack incidents, and other unlawful interference with operations are located in the TSA approved Mobile Regional 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.



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## 1.3.2. Organization and Assignment of Responsibilities

### 1.3.2.1. Airport Management

The Mobile Regional 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 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. ARFF

The MAA has Contracted Fire Services to provide and maintain Aircraft Rescue and Fire Fighting (ARFF) services to Mobile Regional Airport. Among other contractual responsibilities, the Contractor provides ARFF crews to act as primary responders to all airfield emergencies, aircraft incidents, and accidents. The Contractor has support responsibilities associated with other Hazard Specific emergencies and disasters on the airport and are outlined in appropriate SOPs and in the Contract.

### 1.3.2.3. FAA Air Traffic Control

Federal Aviation Administration Air Traffic Control Tower (FAA ATCT) provides Air Traffic Control service to the Mobile Regional Airport. The FAA exercises daily air traffic control of assigned MOB airspace and movement areas at MOB between the hours of 0600L and 2300L. During operational hours FAA ATCT will notify ARFF and Airport Operations Communications Center (AOCC) via the crash phone network of any emergency involving any aircraft.

### 1.3.2.4. Mobile Airport Police Department (MAPD)

The Mobile Regional Airport has its own police department staffed with certified law enforcement officers and is the primary law enforcement agency at MOB. MAPD has written General Orders which provide specific emergency operations activities, guidelines, and procedures. MAPD will participate in Unified Command (UC) 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 Emergency Management Agency 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 the 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 requests for county wide, regional, and state resources with MCEMA.

#### 1.3.2.6. Mobile Fire Rescue Department (MFRD)

Mobile Fire Rescue Department 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 structural fires, fires at fuel farms or fuel storage areas, rescue, hazardous materials, and environmental emergencies.

#### 1.3.2.7. City of Mobile Police Department (MPD)

The City of Mobile Police Department provides primary law enforcement support when an emergency incident dictates and the MAPD has exhausted its resources for law enforcement activity.

#### 1.3.2.8. Mobile County Sheriff's Office (MCSO)

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

#### 1.3.2.9. United States Coast Guard (USCG)

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

#### 1.3.2.10. 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, and 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.

#### 1.3.2.11 Transportation Security Administration (TSA)

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

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## 1.4. ADMINISTRATION AND LOGISTICS

### 1.4.1. Medical Services and Assistance

The initial emergency medical response is handled by Mobile 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. Mobile Fire Rescue Department and EMS Ambulances

Responding EMS/Ambulance service is provided by area fire departments that have primary and/or secondary response to Hazard Specific emergencies and disasters on the airport. Most 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 Regional Airport has two (2) conference rooms to provide shelter for uninjured victims and responding family and friends.

## 1.5. PLAN DEVELOPMENT AND MAINTENANCE

### 1.5.1. Training of MOB Airport Personnel

All Mobile Regional 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 MOB Airport Certification Manual (ACM).

### 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 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 operations.
3. Emergency resources and equipment.
4. Personnel assignments including job descriptions and responsibilities.

### 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.

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#### 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, local ARFF training requirements are found in the ARFF training manual and the MOB Airport Certification Manual.

#### 1.5.5. Other Training Requirements

MOB management personnel and 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 Regional Airport rests with the Mobile Airport Authority Board of Directors. The Vice President of Operations reports to the President of MAA, who reports directly to the Board of Directors. The VP of Operations 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.

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## 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 Regional 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 information in the Plan is current. In addition, a full-scale emergency exercise will be conducted once every 36 months. Each organization will have different responsibilities before, during, and after an emergency that vary based on the type of emergency (Alert I, Alert II, or Alert III). 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

MOB will utilize a Unified Command (UC) structure for all incidents requiring multi-agency responses. The VP of Operations or designee will lead and coordinate primary command and coordination of airport emergencies, assigning primary command and coordination to the Fire Incident Commander initially responding who, as Unified Command lead agency, 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 UC Leader is responsible for all accident/incident activities, including the development of strategies and tactics and the ordering and release of resources. The UC Leader 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 VP of Operations 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 to the UC/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, or Alert III) will dictate who is assigned what task and how the coordination process will work.

#### 2.1.2. Situation and Assumptions

The Mobile Regional 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. Response to an emergency may require modification to procedures during times of reduced visibility, weather, multiple emergencies, or other factors. When dealing with emergency situations, the most correct action will be determined 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 Regional 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 communication among all jurisdictions will take place at an 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. Airport Emergency Operations Center (EOC)

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 on the second floor of the MOB terminal located in the MAA Board Room. 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 the crash was not caused 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 not caused by 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 interacting with the media and other appropriate agencies falls upon the Mobile Airport Authority President. 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 (JIC) may be established.

### 2.1.6. Incident Command Post (ICP)

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:

- MAA Airport Management or designee
- MAPD
- ARFF
- MFRD
- FBI
- Other organizations as needed.

### 2.1.7. Organization and Assignment of Responsibilities

#### 2.1.7.1. Mobile Airport Authority (MAA)

MAA will 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 lead the Unified Command. MAA will:

- 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 through a Notice to Airmen (NOTAM).
- Provide a representative to the Incident Command Post.

#### 2.1.7.2 Mutual Aid

MFRD is the primary provider for structural fires, EMS, and 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. Air Carriers/Aircraft Operators will:

- Release the flight manifest, when able, 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.
- 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 (PIO).

#### 2.1.7.4. ARFF/MFRD

The Fire Chief, or designee, shall:

- Assume the position of Incident Commander at the incident command post.
- Coordinate all fire/rescue/EMS manpower, vehicles, and equipment responding to the airport.
- Will be responsible for the direction and control of ARFF operations.

#### 2.1.7.5. FAA Air Traffic Control Tower (ATCT)

FAA ATCT will:

- Alert ARFF and AOCC via the crash phone system 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. Mobile County Emergency Management Agency (MCEMA)

MCEMA will:

- 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. Mobile Airport Police Department (MAPD)

MAPD will:

- Manage law enforcement resources and assist with safety and security measures as needed.
- Initiate site security and provide liaison information to the department command structure and assume responsibility of the situation in those instances



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where the incident is also a crime scene and respond to the incident command post.

#### **2.1.8. Administration and Logistics**

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

#### **2.1.9. Plan Development and Maintenance**

The Mobile Regional Airport Operations Superintendent and / or designee will be responsible for coordinating the development and revision of the plan.

### **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, mass messaging, 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 utilizes the county radio system. 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, Fire/EMS, MAPD, etc.). Communications will flow between on-scene personnel back to the Incident Command Post to the emergency operations center (EOC) and Mobile County 911-communications center via radios. From there, the representatives will collaborate to determine the best course of action for a situation report 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 EOC 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, maintenance, accounting, and reimbursements.

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### 2.2.6. Plan Development and Maintenance

The 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

Federal Aviation Administration Air Traffic Control Tower (FAA ATCT) provides Air Traffic Control service to the Mobile Regional Airport. The FAA exercises daily air traffic control of assigned MOB airspace and movement areas at MOB airport between the hours of 0600L and 2300L. During operational hours FAA ATCT will notify ARFF and the AOCC, via the crash phone network, of any emergency involving any aircraft. After-hours, when FAA ATCT is not in operation, the controlling agency, Houston (HOU) Center, will notify the AOCC, via landline at (251) 639-4682, of the aircraft emergency.

### 2.3.1. Purpose

Emergency response personnel will be notified of an emergency at the airport via MOB 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 ARFF and the AOCC from one of the following methods:

- Dedicated crash phone from MOB ATCT.
- HOU Center call via landline to AOCC when MOB ATCT is not operational.

### 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 Regional Airport. During the hours of 0600L until 2300L, MOB 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. Between the hours of 2300L and 0600L, FAA Houston (HOU) Center, or controlling agency, will alert MOB AOCC, via landline, and an emergency response will be initiated for 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 a fire alarm system with audible and visual flashing strobe light warnings, in addition to the public-address system, in the terminal. The alarm system is automatically activated by smoke sensors located in the terminal building. Concerning special needs (sight or hearing, mobility impairments, or unaccompanied children) airport 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 stand-by positions or 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 tested during the full-scale emergency drill that takes place every 36 months. Should equipment need to be repaired or replaced, this will be the responsibility of the individual agency.

#### 2.3.6. Plan Development

The 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, MAA's President 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.

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### 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 President.

### 2.4.2. Situation and Assumptions

The Mobile Regional 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 President 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 VP of Operations and/or designee will be responsible for coordinating development and revisions of the Plan, 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 Crisis Manual.

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## 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 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, and 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. MCSO/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 the AOCC and MAA Management.

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### 2.5.6. Plan Development and Maintenance

The 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 the 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 Regional Airport, airline sabotage or bomb threats, or 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 jurisdictional 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 MOB 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. 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, On-board laptops in squad cars will be used. MAPD will establish an Incident Command Post with the coordination of AOCC.

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#### 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

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 Airport Authority 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

Airport Rescue and Firefighting provides support to air carrier operations, MOB ARFF will be the first responders to Hazard Specific emergencies and disasters at the MOB Regional 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 a contract with the Contracted Fire Services to provide and maintain Aircraft Rescue and Fire Fighting (ARFF) services to Mobile Regional Airport during air carrier operations. The ARFF crew acts as a primary responder to all aircraft incidents and accidents. 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 MOB ARFF firefighting vehicles 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, MOB ATCT will notify ARFF via the crash phone and ARFF will respond to the emergency location.

MAA Operations require ARFF crews to undergo Airfield Familiarization Training of 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 VP of Operations and/or designee will be responsible for coordinating revisions to any of the protection action sections, procedures, SOPs, checklists, and agreements, as well as develop new implementing documents as needed.

### 2.8. Health and Medical/Mass Casualty Care

This section addresses the activities associated with the provisions of emergency health and medical services at the airport. The health and medical services section will include Emergency Medical Service (EMS), public health, environmental health, mental health, and mortuary service.

#### 2.8.1. Purpose

The mobilization process of medical services, as they relate to the airport environment, will be initiated by IC/UC. Law enforcement will provide security for these medical services. Medical transportation and 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 (MCHD) 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 upon 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 IC/UC 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 protocols.

### 2.8.4. Plan Development and Maintenance

The 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. Authorities and References

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 VP of Operations and/or designee.

### 2.8.6. Logistics

Sources of medical supplies and equipment will be provided by 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 Regional 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, Alert III) will warrant different actions and resource usage. If additional resources are needed, mutual aid agreements will be used.

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### 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 agency's resources would be a large aircraft accident or natural disaster. Resources available to emergency crews include:

- Personnel called in upon request.
- Communications equipment including radios, cell phones, land-line phones.
- Vehicles.
- ARFF Equipment.
- Tools such as shovels, picks, and 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 personnel. The costs and purchase prices and contract costs are to be initially incurred by the airport.

Notifications between 0600 Local and 2300 Local will initiated by FAA ATCT to ARFF and AOCC. Notifications between 2300 Local and 0600 Local will be initiated by Houston Center to AOCC via landline.

Activation/Dispatch of MAA personnel and initial notification to MFRD and MPD will be by AOCC. ARFF personnel will relay further detailed information and support needs to MFRD via radio.

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 requested 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.

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### 2.9.5. Plan Development and Maintenance

The 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 requests 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. At a minimum, there will always be at least one (1) employee available to issue NOTAMs and begin the recall procedures of other employees.

### 2.10.5. Plan Development and Maintenance

The 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 will be 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
- MAA Management, Operations or ARFF

When MOB ATCT personnel receive notification of an aircraft emergency by the pilot, ATCT personnel will immediately activate an 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.

MOB ARFF personnel will respond as well as Airport Operations staff on duty. Based on information received from the 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- MOB ATCT, MOB ARFF, MOB OPS, MAPD, and 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: MOB ATCT, MOB ARFF, MOB OPS, MAPD, AOCC, and MFRD.

**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: MOB ATCT, MOB ARFF, MOB OPS, MAPD, AOCC, and MFRD.

#### 3.1.2. FAA Air Traffic Control Tower (MOB ATCT)

Upon determination of an aircraft ALERT I, ALERT II, or ALERT III, MOB ATCT shall immediately Alert ARFF/AOCC using the crash phone.

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### 3.1.3. MAA ARFF Services (MOB ARFF)

Upon receipt of notification of an Alert I, II, or III, MOB ARFF shall:

- Establish Communication with MOB ATCT on MOB Ground Control Frequency (121.9).
- Respond to staging location for the runway the alert aircraft will be landing. Follow procedures outlined in SOP. Follow aircraft down the Runway for Alert II or respond to aircraft location for Alert III.
- Assume UC until MFRD is established on site.
- Provide ARFF support for MFRD.

### 3.1.4. Mobile Fire Rescue Department (MFRD)

Will respond to the MOB emergency response gate (Gate 30) as instructed. MAA staff will be at gate to allow MFRD access to airfield and escort MFRD personnel and equipment to the incident site at which time MOB incident command will be turned over to MFRD UC and the Incident Command Post/UC will be activated.

### 3.1.5. MOB Management

Upon receipt of Notification of an Alert I, II or III, the 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 emergency response gate (Gate 30) 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 or Qualified Maintenance

Upon receipt notification of an Alert I, II, or III, MOB Staff 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 closure, if required, with ATCT.
- 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 of the 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/UC with directions from the FAA and/or NTSB. MAPD has responsibility for the security of non-aviation incidents.

#### **ARFF**

Ensure all ignition sources and fuel spills are mitigated, 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/UC, the EOC, VP of Operations (or designee) and involved hospitals. The IC/UC 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.
- 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 Airport Management. However, DO NOT REMOVE WRECKAGE WITHOUT THE SPECIFIC CLEARANCE FROM THE FAA OR NTSB.

## 3.2. TERRORISM INCIDENTS

Mobile Regional Airport is subject to the requirements defined under 49 CFR Part 1542 and has an approved Airport Security Plan (ASP). 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 the AOCC at (251) 639-4682 to request assistance to help evacuate the structure. Structural fires involving hazardous flammable materials may require ARFF equipment response.

##### **MOB 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.

##### **MOB 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 MFRD. Apply foam to any fire involving fuel, if requested by Incident Commander.

##### **Fire/EMS**

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

- Dispatch Fire/EMS apparatus and personnel as needed.
- 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 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 Maint. 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 the AOCC at (251) 639-4682 for request to help evacuate the area. Fires at fuel farms and fuel storage areas will require ARFF equipment response.

#### **Fuel Farm/Storage Locations:**

| <b>Fuel Type</b> | <b>Location</b>          | <b>Containment</b> | <b>Size- Gal</b> |
|------------------|--------------------------|--------------------|------------------|
| 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             | Signature Flight Support | Fuel Truck         | 1,200            |

### 3.3.3. MOB 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. MOB 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. MOB OPS, ARFF or Qualified Maintenance

Upon notification of a fire at a fuel farm or fuel storage area MAA 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 and aid if evacuating.

## 3.4. NATURAL DISASTERS

Natural Disasters that commonly occur on the Gulf Coast include Hurricanes, Tornados, and Floods. The MAA Crisis Manual and Hurricane Preparedness Plan include more detailed planning, responses and protective actions.

### 3.4.1. MOB Airport OPS, ARFF or Qualified Maintenance

Prior to a Natural Disaster, MOB 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. MOB ATCT

Prior to Natural Disaster MOB 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. MOB 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 MAA VP of Operations/designee.

### 3.4.4. 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. MOB 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. MOB ATCT

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

- If MOB ATCT initially detects the hazardous materials or dangerous goods contamination, notify MOB Airport Staff, MOB 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. MOB 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 Regional Airport is subject to the requirements defined under 49 CFR Part 1542 and has an approved Airport Security Plan (ASP). 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 PLAN 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:**

Original Date: February 25, 2025

Federal Aviation Administration  
Southern Region Airports Division  
APPROVED  
02 Jun 2025  
MP  
Inspector

When a UAS report comes in directly to Airport Staff, airport 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 Staff to respond to officers' location.

Provide FAA/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.

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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, Airport Operations, ARFF or Qualified Maintenance 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, airport operations, ARFF, qualified maintenance, 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.

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### 3.7. FAILURE OF POWER FOR MOVEMENT AREA LIGHTING

Mobile Regional Airport has one permanently installed natural gas 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 Staff shall:

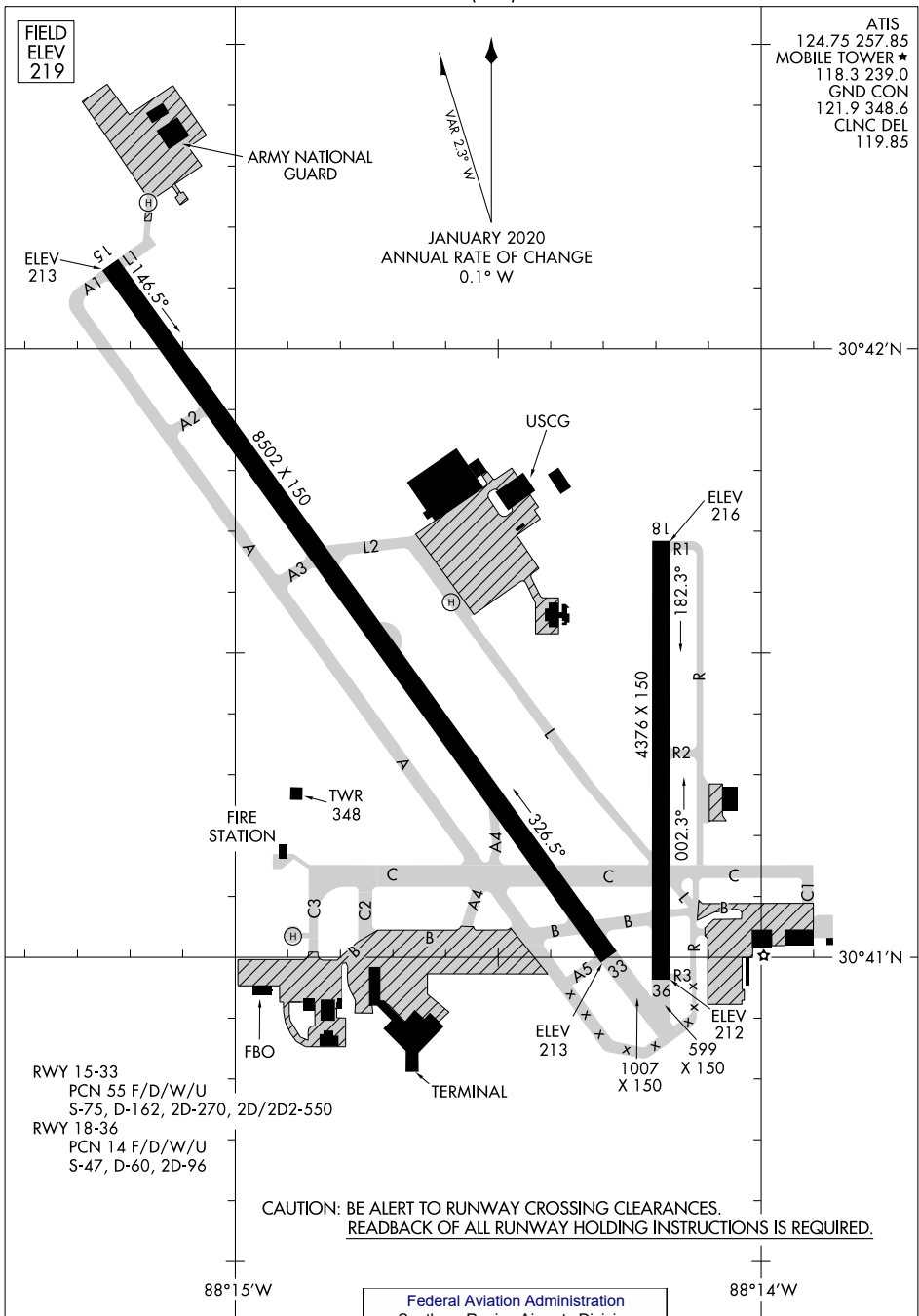
- Conduct Airfield Inspections
- Ensure emergency airfield generator is operating.
- Contact MAA Maintenance

#### 3.7.2. MOB ATCT

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

### 3.8. WATER RESCUE

There are no significant bodies of water on or surrounding the Mobile Regional Airport.



**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.



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**Qualified Maintenance** – Maintenance staff, as identified in the MOB ACM, to being trained and authorized.

**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).