DISASTER EVENT SOG'S

AIRCRAFT ACCIDENT

PLANNING:

Prior to the aircraft accident event, EMA Directors should:

Aircraft accident events are unforeseen events and unpredictable, therefore prior planning is somewhat different than other disaster events.

— Plan for immediate opening of EOC and manning phones and response activities.
— Inform city/town officials, departments and York County EMA of town's plan for immediate response.
— Coordinate with department heads so they know their responsibility if an event occurs.
— Plan for informing citizens about the severity and damages and what they can expect.
— Monitor the local broadcast media regarding Emergency Alert System activation.
— The Public Information Officer (PIO) will utilize the county emergency alert system to provide public information regarding the incident.
— Inventory supply kits: portable radios, lights, medical supplies, drinking water, food.
— Establish shelter in place or evacuation plan including routes. (evacuation plans will be situation dependent)
— Determine the availability of mobile and or portable mortuary services.
— Ensure public works has a plan to deploy detour signage. (situation dependent and will need immediate response)
— Communicate aircraft accident response plans with city/town officials, York County EMA, special teams and the volunteer organizations which will staff shelters and pet shelters.
— Use York County IMT and Command One to establish or facilitate a joint incident command center with agencies likely to respond, such as fire departments, regional hazmat teams, rescue, mortuary, etc. NOTE: According to Maine State Statute 37B, Maine State Police are by law the state entity which oversees all aircraft incidents.
— Coordinate and plan at least one exercise (table top or practical) tri-annually.

RESPONSE:

During the aircraft accident event, EMA Directors should:

— Alert Responders and Establish ICS and communicate plan with team. (ensure communication is maintained or use backup systems)
— Activate EOC
— Request York County IMT and Command One to the scene
— Call for mutual aid
— Maintain situational awareness at all times/ start immediate situation assessments / injuries or deaths/ impact to residents on ground/ damage assessments.
— Alert department heads and assess resources that may be needed.
— Inform city/town officials of specific damages occurring or that have occurred.
— Maintain communications with city/town officials and York County EMA.
— Through communications with responding agencies, determine as quickly as possible:
  *Number of killed or injured
  *General boundary of the affected area
  *The general extent of damages
  *The general extent of power or other utility disruption
  *Immediate needs of response forces
  *If voluntary evacuations of the population have begun
  *Location of any triage area
  *Location of any congregate care area established or ad hoc

— Communicate with York County EMA regarding the Federal Aviation Administration and/or NTSB or military as appropriate.
— Identify the primary liaison from the airline, airport or military.
— Activate financial tracking plan as appropriate; track resource usage, personnel, financial expenditures, etc.
— Activate an events log.
— List any shelters that are open and routes to get there.
— Update York County EMA of the situation and request any resources needed.
— Conduct the first staff briefing as soon as practical after EOC activation.
— Establish 24/7 duty roster for the EOC and/or command post.
— Activate or establish rumor control through the PIO.
— Provide the PIO with updated information to utilize the county emergency alert system and provide public information.
— Establish a schedule for briefings.
— Assess the need for evacuations and or sheltering in place.
— Keep track of areas that were evacuated and the location to which citizens were evacuated.
— Assess shelter activities: how many are open, the need to remain open or demobilize and an estimate for how long and what resources are needed for both.
— Communicate with York County EMA for reported damages to utilities and an estimate on service restoration.
— Activate formal resource request procedure and resource tracking.

NOTE: It is advisable to note the pilot is always in command of the aircraft and it is his/her responsibility, even after an accident, until the pilot is duly and properly relieved of that responsibility by the owner or company agent.

RECOVERY:

After **the aircraft accident event, EMA Directors should:**

— Gather damage assessment information (public, housing, business) from damage assessment teams.
— Obtain information regarding number of shelterees and support necessary for continued operation.
— Make estimate for duration period for continued shelter operations, if any.
— Assess citizen/community needs for individual assistance and or public assistance if applicable.
— As appropriate, gather additional information to include:
    *Personnel that responded and the time involved in the response.
    *Time sheets or time logs.
    *Supplies used.
    *Contracts issued.
    *Any other expenditures
    *Damages to public buildings, equipment, utilities, etc.
    *Loss of life of any public servant
    *Documents regarding economic impact.

Notation: Most costs associated with an aircraft accident are borne by the airline, the aircraft owner or pilot in command and are billable as such. Such items as volunteer response, if not a contracted service (i.e., volunteer fire department personnel) may not be reimbursable.

— Develop or generate reports for the following, as appropriate:
    *City/Town Managers
    *Local elected officials
    *York County EMA
    *Others requiring or requesting reports

— Coordinate recovery organizations including federal and state agencies and private or volunteer relief organizations.
— Ensure public officials are made aware of the assistance application process, if applicable.
— Brief city/town officials and York County EMA with updated information and disaster recovery progress.

INCIDENT SPECIFIC

TRANSPORTATION - AIR

Lead Agency

?????

Purpose

The purpose of this Annex is to provide for the coordination of emergency service efforts in response to aircraft crashes that may occur in or near the Town of York.

Situation

- York County has approximately eighteen (18) airports/heliports that support private aircraft.

- The Portsmouth International Airport at Pease (NH) provides services for private, commercial and military aircraft.

- The Town of York is in the flight path for some commercial flights and is overflown by many private aircraft on a daily basis.

- In the event of a major aircraft crash, the Town of York would not have sufficient in-house resources to effectively respond and cope. It is essential that proper planning, coordination and mutual aid response be established to best prepare for such an incident.

Assumptions

- The primary goal of emergency responders to an aircraft crash is to save lives, protect property and suppress fires or other dangerous situations created by the crash.

- Aircraft crashes resulting in multiple casualties may occur anywhere since failures can occur on the ground, during takeoff or landing and in flight. Wreckage and debris may be dispersed over a large area, particularly if the aircraft was airborne at the time.

- Aircraft crashes in or near York have the potential to overwhelm Town emergency response resources.

- Aircraft crashes pose a number of hazards and challenges to emergency responders including mass casualties, hazardous materials, crowd or traffic control and scene security.

- Aircraft safety falls under the regulatory jurisdiction of the Federal Aviation Administration (FAA). The National Transportation Safety Board (NTSB) is the lead agency for aviation crashes.

- In cases of military aircraft involvement, the military will have jurisdiction and will provide investigators and other responders. In cases of military aircraft, extreme caution must be exercised in the event that there is military ordnance on board.

- An aircraft crash recovery operation may require days or weeks.

Concept of Operations

Planning, response and recovery are all critical to providing a proper, comprehensive response to an aircraft crash. As such, the Town should do its best to properly train emergency responders, as well as provide guidelines to assist in the response.

PLANNING

- Coordinate with airport and Federal Aviation Administration officials for timely information regarding any aircraft accident involving civilian aircraft in or around the Town.

- Coordinate with local broadcast media to ensure timely and accurate Emergency Alert System activation.

- Conduct hazard analysis of vital facilities and the impact of an aircraft accident near one or more of those facilities.

- Coordinate and plan at least one exercise (table top or practical) tri-annually.

- Coordinate with schools, daycare centers, hospitals, etc. in the area in proper precautions and emergency actions in the event of an aircraft accident.

- Coordinate with the airline (if possible) for response and information.

- Coordinate with Red Cross, public agencies and/or the Salvation Army for shelter operations, as appropriate.

- Establish or facilitate joint incident command with agencies likely to respond, such as fire departments, regional hazmat teams, rescue, mortuary, etc.

- Ensure fire department personnel and other responders meet or exceed OSHA 1910.120.

- Ensure responders are trained in aircraft accidents and victim extrication.

RESPONSE

- Identify immediate response requirements.

- Establish incident command.

- Issue alert and warning based on procedure, as warranted.

- Activate the EOC if/as appropriate.

- Establish communications with responding agencies.

- Through communications with responding agencies determine as quickly as possible:

    o Number of killed or injured
    o General boundary of the affected area
    o General extent of damages
    o General extent of power or other utility disruption
    o Immediate needs of response forces
    o If voluntary evacuations of the population have begun
    o Location of any triage area
    o Location of any congregate care area established or ad hoc

- All wreckage and/or debris from the aircraft shall be left in place unless removal is necessary for rescue operations. Any and all other removal will only occur with the authorization of the NTSB.

- Establish communications with the Federal Aviation Administration (FAA) and/or NTSB as appropriate.

- Establish communications with and request a liaison from the airline, airport or military if appropriate to do so.

- Maintain on-going reporting from emergency responders, private agencies and utilities.

- Coordinate with Red Cross (or designated lead agency) for the opening of shelters in the appropriate areas, based on shelter procedure.

- On order, evacuate affected areas with assistance from emergency responders.

- Activate or establish rumor control through the Public Information Officer (PIO).

- Brief Town/County/State EMA and others.

- Review and follow resource procurement procedure.

- Inventory additional resources that may be used or called upon for use.

- Activate formal resource request procedure and resource tracking.

- Coordinate all resource requests being forwarded to the County/State EMA.

- Activate financial tracking plan coordinated by the Finance Officer, as appropriate.

- Activate damage assessment and follow damage assessment procedure.

Notation: It is advisable to note that the pilot is always in command of the aircraft and it remains his/her responsibility, even after an accident, until the pilot is duly and properly relieved of that responsibility by the owner, company agent or ranking investigating officer of the FAA/NTSB/Military.

RECOVERY

- The NTSB and FAA will be the primary investigating and response coordinating agencies. They will provide a Recovery Coordinator who will have the authority to make all technical and financial decisions necessary to recover the aircraft.

- Gather damage assessment information (public, housing, business) from damage assessment teams.

- Obtain information from Red Cross regarding number of shelterees and support necessary for continued operation.

- Obtain information from airline or airport regarding safety, debris removal, etc.

- Assess citizen/community needs for individual assistance and/or public assistance if applicable.

- Gather financial information from the Finance Officer.

- As appropriate gather additional information to include:

    o Personnel that responded and the time involved in the response.
    o Time sheets or time logs.
    o Supplies used.
    o Contracts issued.
    o Purchase orders issued.
    o Any other expenditures.
    o Damages to public buildings, equipment, utilities, etc.
    o Loss of life of any public servant.
    o Documents regarding economic impact.

- Develop or generate reports for the following, as appropriate:
    o FAA / NTSB
    o County/State EMA
    o Local elected officials
    o Town Manager
    o Others requiring or requesting reports

- Coordinate recovery organizations including federal and state agencies and private or volunteer relief organizations.

- Ensure public officials are made aware of the assistance application process, if applicable.

- Perform an incident critique as soon as possible with all possible response organizations.

- Review agency and self-performance.

- Implement hazard mitigation or modify hazard mitigation plan accordingly.

- Brief elected officials with updated information and disaster recovery progress.

Organization and Assignment of Responsibilities

IS – TRANSPORTATION - AIR

FIRST RESPONDER – ALL

- Survey scene for obvious hazards.
- Try to remain "upwind" if possible.
- Rescue survivors as practicable.
- Search scene for additional survivors that may be concealed, trapped or unconscious.
- Do not move anything that is not necessary for rescue efforts.

POLICE

- Establish a command post and staging area.

- Establish two perimeters; one interior that covers the area of the immediate crash site and a second that is large enough to keep bystanders and other observers from accessing the scene and possibly contaminating or damaging potential evidence.

- Expedite the flow of all emergency responders; monitor and control traffic flow.

- Initiate and conduct evacuation as may be necessary for public safety.

- Identify any witnesses if possible.

- Assist with rescue operations.

- Assist with body recovery and identification as needed or requested by the Office of the Chief Medical Examiner (OCME).

- Conduct other law enforcement activities as necessary.

- Maintain liaison with EOC.

EMERGENCY MANAGEMENT AGENCY (EMA)

- Activate EOC if appropriate

- If crash is in adjacent community, monitor to determine impact on Town of York.

- Coordinate response and recovery activities with county, state and federal agencies, as well as the airline involved (if applicable).

- Coordinate other emergency response as may be necessary.

FIRE

- Assume on-scene control until arrival of federal agencies.

- Perform fire-fighting and emergency response duties as necessary to suppress fires, save lives and protect property.

- Order evacuation if the situation so warrants.

- Conduct search and rescue operations in conjunction with other emergency personnel and agencies as appropriate.

- Assist in body recovery as needed or requested by the Office of the Chief Medical Examiner (OCME).

- Decontaminate victims or emergency personnel from hazardous materials. Set-up decontamination station(s) as necessary.

PUBLIC WORKS

- Provide logistical support to degree possible.
  - Emergency lighting/power
  - Clearing debris
  - Coordinating response of private contractors, equipment, etc. as they pertain to Public Works

- Assist in assessment of damage.

Administration and Logistics

Administration

A record of the costs and expenses incurred in the direct support of the emergency situation will be maintained in the event reimbursement claims are made available by the airline, state or federal agencies.

Training Exercise

The Town should attempt to engage in training (i.e. table-top exercise or full-scale) at least once every three (3) years. This training should be coordinated through the Town EMA Director with the assistance of other Department heads as necessary.

Asset/Resource List

Refer to: Military Aircraft Incidents Emergency Response Guide in Appendix **xx**.

Refer to: Emergency Support Function M, Mortuary Services.

IS – TRANSPORTATION - AIR

FIRE

- ☐ Establish Incident Command (required by OSHA 29 CFR 1910.120)
- ☐ Extinguish fire
- ☐ Evacuate passengers (if cabin intact)
- ☐ Primary search (aircraft)
- ☐ Establish Water & Foam supply as needed (double worst case need)
- ☐ Foam blanket
- ☐ Secondary Search (area around aircraft)
- ☐ Rescue/evacuate/extricate victims on ground
- ☐ Specialized rescue resources needed?
- ☐ Determine if ordinance is involved (military)
- ☐ Suppress fire(s) in area of accident
- ☐ Contain runoff and fire water, watch for sewer involvement
- ☐ Protect Exposures
- ☐ Establish staging area
- ☐ Cover service area - move up apparatus

LAW ENFORCEMENT

- ☐ Secure scene
- ☐ Facilitate traffic flow
- ☐ Site access control (attention to media)
- ☐ Assist in evacuation as needed
- ☐ Notify ISP (207-657-3030)
- ☐ Notify FAA (207-780-3263)
- ☐ Request airspace to be restricted (if appropriate)
- ☐ Notify NTSB (253-874-2880)

IS – TRANSPORTATION - AIR

☐ Identify Incident Command
☐ Identify Safety Officer, Medical Control, Triage Officer, Staging Officer, and Transportation Officer
☐ Activate Med Multi Agency Coordination Center (MACC)
    MACC shall:☐
    ☐Activate District 5 Hospital Representative☐ ☐ ☐
    ☐Alert and convene Hospital Leadership☐
    ☐Alert and convene Community Health Center Leadership☐
    ☐Identify need and location for Alternate Care Sites/DMAT☐
    ☐In conjunction with MCPHD and the District 5 Hospital Commander, coordinate all patient care resources and venues.☐
    ☐Retrieve initial patient estimates according to triage color and report to MESH liaison☐
    ☐Activate EMResource and create initial event and hospital query if not already done by Medical Control☐
    ☐Activate MCPHD Response. See support.☐
☐ Establish liaisons with Coroner, IDHS, ISDH, Marion County Public Health Department
☐ Activate mental health responders☐
☐ Identify and coordinate existing PPE stockpiles (gowns, gloves, mask. etc.) and mobilization of these stockpiles via York County EMA.
☐ Initiate Triage per Incident Command protocols using SMART or START systems
☐ Ensure Field Responders have begun patient identification and tracking
☐ Establish Casualty Collection Points of Red, Yellow, Green, and Black.
    DO NOT TRANSPORT GREEN PATIENTS TO NEARBY HOSPITALS
☐ Establish or confirm the first operation cycle with Incident Command and detail the ESF-8 objectives for the next cycle, such as:
    ☐Triage
    ☐Treatment
    ☐Transport
    ☐Identification
    ☐Reunification/Counseling
    ☐Continued Intelligence gathering and sharing
    ☐Resource Support
    ☐Mass Prophylaxis
    ☐Quarantine
    ☐Return to daily services
☐ Ensure medical follow-up of responders due to potential for long-term health concerns

IS – TRANSPORTATION - AIR

SUPPORT
□ Coroner
□ Establish temporary morgue
□ Obtain body bags/tags
□ Identify Incident Command□
□ Identify Safety Officer; determine potential for chemical, biological, radiological, explosives□
□ Conduct site survey□
□ Follow guidelines set forth by the NTSB□
□ MECA
□ Communications/Command Vehicle
□ Batteries/Radios
□ Division of Homeland Security
□ EOC
□ Resources
□ Light Truck
□ Coordinate Damage Assessment with DCE
□ Conduit for State/Federal Resources
□ GIS support (technical support using existing data layers and newly acquired data from the field, not data collection) as needed for mapping
□ Public Health Dept. □
□ Soil/Air/Water Monitoring
□ Red Cross □
□ Welfare Information
□ Salvation Army □
□ Rehab support
□ Dept. of Public Works □
□ Debris removal/Heavy Equipment
□ CISD team
□ Civil Support Team (CST)