

FAA TOWER

LETTER OF AGREEMENT

SECTION E



US Department
of Transportation
**Federal Aviation
Administration**

Western Pacific Region

P.O. Box 92007
Worldway Postal Center
Los Angeles, CA 90009

August 24, 1983

Mr. Nelson A. Bertholf, Jr.
Aviation Director
Phoenix Sky Harbor International Airport
3400 Sky Harbor Blvd.
Phoenix, AZ 85034

Dear Mr. Bertholf:

Revision to Airport Operations Manual (AOM)
Phoenix Sky Harbor International Airport

The new letter of agreement, subject: Emergency procedure-Phoenix Sky Harbor International Airport, between Phoenix Air Traffic Control Tower (ATCT) and the City of Phoenix enclosed with your letter received in this office on August 22, 1983, has been reviewed.

Since the new agreement replaces a section of the FAA approved Airport Operations Manual, we have placed the proper page number (A2-A5A) and the revision date of 8/15/83 on each page and placed it into our copy of the manual. In the future, please place the page identification and revision date on each page of the revision.

Sincerely,

Ernest G. McIntosh

Airport Certification/Safety Inspector

Russel S. Hathaway
Manager, Safety/Standards Branch

NOTICE

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PHOENIX TOWER/TRACON

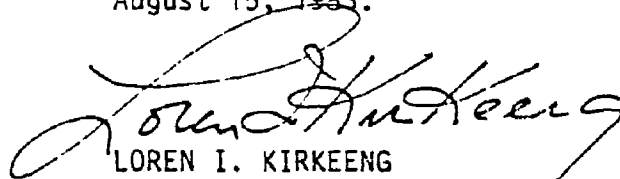
PHX TWR/TRACON
7110.29

July 20, 1983

Cancellation
Date: Retain

SUBJ: REVISED LETTER OF AGREEMENT

1. PURPOSE. This Notice transmits a Revised Letter of Agreement between Phoenix Tower/TRACON and the City of Phoenix Sky Harbor Airport Management.
2. DISTRIBUTION. This Notice is distributed to all Facility Officers, AWP-530, AWP-540, and the City of Phoenix Sky Harbor Airport Management.
3. ACTION. Tower Training Department and Area Supervisors will assure full briefings are given on the contents of this Agreement.
4. EFFECTIVE DATE. This Letter of Agreement will be effective August 15, 1983.


LOREN I. KIRKEENG
Air Traffic Manager
Phoenix Tower/TRACON

Distribution: PHX TRACON, Tower, AMPP, AMT, AMA, AWP-530, AWP-540, City of Phoenix Aviation Department
Initiated By: Acting AATM

FAA Form 1320-3.1 (3-72) SUPERSEDES PREVIOUS EDITION

PHOENIX TOWER/TRACON AND CITY OF PHOENIX

LETTER OF AGREEMENT

Effective Date: August 15, 1983

Subject: Airport Emergency Procedures - Phoenix Sky Harbor International Airport

I. PURPOSE.

This letter of agreement establishes notification procedures and other areas of responsibility during a potential or actual emergency involving an aircraft, airport facilities, or threat to airport security.

II. CANCELLATION.

Phoenix Tower, City of Phoenix Letter of Agreement dated February 26, 1979, subject: Airport Emergency Procedures - Phoenix Sky Harbor International Airport.

III. REFERENCE.

FAA Facility Management Handbook; Phoenix Sky Harbor International Airport Master Security Plan; Sky Harbor International Airport Operations Manual.

IV. PHOENIX TOWER RESPONSIBILITIES.

Phoenix Tower shall:

A. Notify the City of Phoenix Airport Management Representative, as listed below by use of the Airport Emergency Circuit or Airport Commercial Telephone, as appropriate, when in the opinion of any of the following agencies or individuals a potential or actual emergency exists involving aircraft, airport facilities, or threatens airport security:

1. FAA Tower Specialist on duty;
2. The pilot of the aircraft concerned;
3. The aircraft operator or its representative;
4. A representative of airport management.

The FAA Control Tower should use the Airport Emergency Circuit by depressing the Conference Button:

1. Airport Communications Center;
2. Police Communications Center;
3. Fire Communications Center;
4. Executive Terminal;
5. Airport Fire Station No. 19.

B. In the event of an alert, the Tower will provide the following information via the Airport Emergency Circuit:

1. Alert category;
2. Aircraft type and identification if known, or if appropriate, type of airport facility or threat to airport security;
3. Nature of emergency;
4. Runway to be used, accident - incident site, and if appropriate, the aircraft's estimated time of arrival;
5. Number of persons and amount of fuel on board, if known, or when determined. This information may be forwarded via Ground Control frequency.

C. Determine and classify initial category of alerts, as follows:

1. [REDACTED] This indicates an aircraft is in minor difficulty, e.g., oil leak; one engine out on a three or four engine aircraft and emergency equipment has been requested; one engine out on twin engine general aviation aircraft, weighing less than 12,500 lbs.; fire warning light; and so on. (Normally, only airport Fire/Rescue Units will respond, but other units may respond as directed by the Fire Command Officer in charge.)

2. [REDACTED]

(a) This indicates that an aircraft is in major difficulty, e.g., positive indication of fire (flame/smoke visible) on board the aircraft; bomb threat, faulty landing gear; no hydraulic pressure; one engine out on a twin engine air carrier/air taxi aircraft, and any general aviation aircraft weighing over 12,500 lbs.

(b) Fire/explosion or similar emergency situation has occurred involving, or poses a threat to airport facilities.

3. [REDACTED] Indicates:

(a) An aircraft is involved in an actual accident; (mid-air, on-ground, ramp accident or fire);

(b) A pilot of an aircraft has indicated that his gear will not extend and, therefore, will have to make a "wheels up" landing at the airport.

SPECIAL PROBLEMS OR EMERGENCIES

The Phoenix Tower shall notify the Airport Management Representative and/or emergency equipment as appropriate when the condition of an alert is changed from one category to another as outlined Paragraph "C" herein.

D. Describe location of actual emergency site by reference to the airport grid map (Attachment #1) intersecting streets, or distance and direction from the airport.

Describe the location of potential emergencies by giving the proposed landing runway for the emergency.

E. Inform the City of Phoenix Airport Management Representative and operators of emergency units of subsequent pertinent information and/or progress concerning aircraft/airport emergency, by the use of the Airport Emergency Circuit, Conference Line or Ground Control frequency as appropriate.

F. Once the emergency equipment is in place awaiting the arrival of an emergency aircraft, the Ground Controller shall insure that the taxiway remains clear except for aircraft landing and clearing the runway before the emergency's arrival.

When the emergency aircraft is established on a five mile final, all aircraft operations on the taxiway shall cease until the emergency situation is terminated. On touch down of the aircraft, the runway being used will be closed to Air Operations until an Airport Management Representative notifies the Tower by radio that the affected area is reopen and ready for use.

G. Unless otherwise advised, instruct bomb threatened aircraft arriving or returning to the ramp to park in the isolated area as depicted on the attached grid map.

H. Route other taxiing aircraft, as appropriate, to avoid bomb threatened aircraft or airport facilities, hi-jack/extortion and areas of group intrusion.

I. Make a daily test of the Airport Emergency Circuit between 0800-0830 local time.

J. NOT clear any aircraft to land at Phoenix Sky Harbor International Airport when it is known that the aircraft is carrying explosive cargo, unless the pilot has declared an emergency, and no alternate airport is available. Aircraft landing on Runway 8R/26L and carrying explosives that are designated for the Arizona Air National Guard are exempted from the restriction.

V. CITY OF PHOENIX RESPONSIBILITIES.

City of Phoenix Officials designated in this agreement and Chapter 10 of the Sky Harbor International Airport Operations Manual shall:

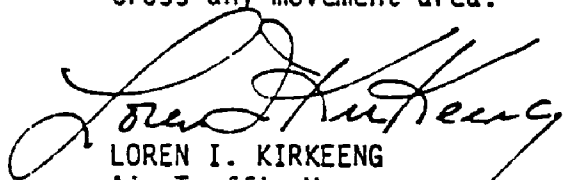
A. Upon receipt of the Phoenix Tower's notification message, be responsible for the dispatch and operation of emergency and support units, as well as determining the amount and type of such equipment needed. (The City of Phoenix may change the Phoenix Tower's alert classification by notifying the Tower of the new alert classification for broadcast on the Airport Emergency Circuit.)

B. Provide the Phoenix Tower with information regarding airport index rating for the status of the Crash/Fire/Rescue equipment available and any changes in the status of equipment. If the airport index falls below standard requirement causing a change in Airport Operational Status, the Tower shall be advised by City of Phoenix Airport Management Representative. Promptly issue a Notice to Airmen when Crash/Fire/Rescue equipment status falls below the required index rating, in accordance with FAR Part 139.

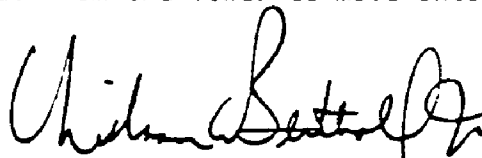
C. Be responsible for applying water to runway/taxiway as appropriate. Only water will be used as a wetting agent.

D. Be responsible for activation of airport movement areas closed as result of an emergency. Will give timely notification to the Phoenix Tower when an alert period has ended and reopen affected movement areas by radio notification to the Phoenix Tower.

E. The "Fire Command" vehicle shall establish two-way communication with the Tower on Ground Control frequency prior to going onto any movement area. Any other City vehicle that is not in the immediate vicinity of the "Fire Command" vehicle shall obtain approval from the Tower to move onto, or cross any movement area.



LOREN I. KIRKEENG
Air Traffic Manager
Phoenix Tower/TRACON
Sky Harbor International Airport



NEILSON A. BERTHOLF, JR.
Aviation Director
City of Phoenix, Arizona

AIRLINE RESPONSE

SECTION F

AIRLINE RESPONSE

The equipment available for aircraft emergency operations is described in the following section.

1) General Aviation Aircraft Recovery Equipment

Aircraft recovery equipment consists of air bags, compressors and aircraft jacks in sufficient numbers for lifting a KC 135A or approximately 150,000 lbs. This equipment is located at the Arizona Air National Guard, Sky Harbor International Airport

Aircraft jacks are available from Cutter Aviation, phone number 602-273-1237 and Sawyer Aviation, phone number 602-273-3770. whose location is at Sky Harbor International Airport.

2) Airline Aircraft Recovery Equipment

An air carrier, aircraft recovery equipment manual indicating availability, location and prices of recovery equipment is on file at either Trans World or American Airlines offices. These two airlines are the joint recovery team for all scheduled airlines at Sky Harbor Airport.

Initial contact to use this equipment should be to Trans World Airlines Mechanical Maintenance Office, phone number 602-273-3550, Sky Harbor International Airport.

3) Additional Recovery Equipment

- a. Aircraft 12,500 lbs or less: Recovery equipment is available from Phoenix Wrecker Pool 602-278-3511.

- b. For heavier aircraft or additional equipment: (up to 4 cranes with total lifting capacity of 70 tons) Marco Crane and Rigging Company 602-272-2671 has equipment available.
- c. The Arizona Air National Guard (AANG) now has 16 lifting (air) bags available for use in airport emergencies. Each bag can lift 24,000 lbs. (with a max lift to 384,000 lbs.) capacity.

To obtain these bags, contact AANG's Job Control at 231-8056 or Recovery and Reclamation Section at 231-8027. Contact persons are Ed Hangar or Ernie Perez.

4. Towing Equipment

Crash rescue trucks from Crash/Fire/Rescue Station No. 19 have the necessary cables, chains and slings to tow any disabled aircraft with a gross weight of 25,000 lbs. off of the runway if emergency conditions are such that the disabled aircraft presents a hazard to other aircraft operations.

MUTUAL AID AGREEMENTS

SECTION G

MUTUAL AID AGREEMENTS

The intergovernmental personnel agreements between the City of Phoenix Sky Harbor International Airport and other governmental and hospital groups is described in this section. In addition, rules for ambulance companies operating on the airport are listed.

ARIZONA AIR NATIONAL GUARD

Disaster or Multi-Casualty Air Crash

- a. Commandant
 or Officer of the Day
 - Upon notification of an Air Crash Emergency by Phoenix Fire Department Alarm Headquarters, respond with Crash Fire Rescue equipment per existing Mutual Air Agreements.
 - Upon request respond available manpower, Police Units and Medical Units.
 - Telephone contact with Fire Command Post will be by Mobile Telephone:
 - 1st - 267-1093
 - 2nd - 244-9842
- b. Fire Support Officer
 - Report manpower and equipment available to Phoenix Fire Department and Rescue 19 on Ground Control Frequency 121.9
- c. Police Support Officer
 - Report manpower and equipment available to Phoenix Police Command Office

- at Command Post. Fire Alarm Headquarters will give location.

d. Medical Support Officer - Report manpower and equipment available to Phoenix Fire Department Triage Officer at Command Post. Fire Alarm Headquarters will give location.

e. Manpower Support Officer - Report manpower to Manpower and Equipment Coordinator at Airport Maintenance Yard, 1444 S. 25th Place, or designated area.

MARICOPA COUNTY GENERAL HOSPITAL

MEDICAL TRIAGE TEAMS

Disaster or Multi-Casualty Air Crash

a. Ranking Emergency Room
 Physician

- Upon being notified of a disaster or Air Crash Emergency by Phoenix Fire Department Alarm Headquarters, will alert for immediate movement of one (1) Medical Triage Team consisting of a minimum of one (1) Doctor and one (1) Nurse.
- Second and additional teams will be formed as additional personnel become available and as circumstances dictate.
- Transportation will be provided by the Phoenix Fire or Police Departments or Arizona Department of Public Safety.
- Team members will wear hard hats and white coats stored in identified cabinets in the Admitting Area.
- The first team will take the emergency Medical Supply trunk, stored in the office of the Director of Emergency Services.

- Teams will report to the Phoenix Fire Department Triage area Commander, who will provide information and direction.
- Teams will perform the basic Triage function defined by Mass Casualty Care Techniques.
- Hospital pharmacy will support Paramedic Teams with narcotics and medical supplies as per existing procedures.

MARICOPA COUNTY DEPARTMENT OF CIVIL DEFENSE
AND EMERGENCY SERVICES
Disaster or Multi-Casualty Air Crash

- a. Director
- When notified by Maricopa County Sheriff's Office, will send a Liaison Officer to the Emergency Site and report to Command Officer.
 - Activate the Disaster Defense Center.
 - Receive and process requests for aid from City of Phoenix:
 - A. Law Enforcement
 - B. Heavy Equipment
 - C. Transportation
 - Support will be directed to the Manpower and Equipment Pool area or at Airport, 1444 S. 25th Place
 - Provide radiological monitor support.
(Cargo Check)

MARICOPA COUNTY SHERIFF'S OFFICE
Disaster or Multi-Casualty Air Crash

a. Sheriff or Shift Commander

Communications

- Upon notification respond assistance per existing agreements with the City of Phoenix.
- Call up Regular, Reserve or Volunteer personnel, depending on assistance required:

Communications

Paramedic

Jeep Posse

Law Enforcement

SCUBA Teams

b. Unit Commanders

- Report to Manpower and Equipment Pool area designated by Fire, Command, or if on Airport, 1444 S. 25th Place.

c. Sheriff's Communications

- Notify Maricopa County Department of Civil Defense and Emergency Services.
- Notify Maricopa County Chapter National Red Cross.

0800 - 1700-264-9481

1700 - 0800-264-6107

- d. Fire Support Officer
 - Report manpower and equipment available to designated Manpower and Equipment Pool area, or if on Airport 1444 S. 25th Place.
- e. Police Support Officer
 - Report manpower and equipment available to designated Manpower and Equipment Pool area, or if on Airport, 1444 S. 25th Place.
- f. Medic Support Officer
 - Report manpower and equipment available to designated Manpower and Equipment Pool area, or if on Airport, 1444 S. 25th Place.
- g. Manpower Support Officer
 - Report manpower available to Manpower and Equipment Coordinator at Airport Maintenance Yard, 1444 S. 25th Place or designated area.

5. ARIZONA DEPARTMENT OF PUBLIC SAFETY COMMUNICATIONS

Disaster or Multi-Casualty Air Crash

- a. Upon Request
- Direct Helicopter(s) to Maricopa County General Hospital to transport Medical Traige Team to Emergency Site. If pick up is not required, proceed directly to site.
 - Phoenix Tower will direct responding aircraft to the site if on or near the Phoenix Sky Harbor International Airport.
 - Phoenix Fire Department Alarm Headquarters will direct if not on airport.
 - Have Freeway Units maintain traffic flow on I-10 between 40th Street and 24th Street
 - Maintain communications with Phoenix Fire Department Alarm Headquarters.
 - Provide assistance to Phoenix Police Department as possible.

6. RULES FOR AMBULANCE COMPANIES

OPERATING ON SKY HARBOR AIRPORT

The following rules and regulations pertaining to the operation of ambulances on Phoenix Sky Harbor International Airport are a result of a joint meeting held December 27, 1967 between representatives of local ambulance companies and City of Phoenix officials.

a. Aircraft/Runway Emergencies

The City of Phoenix Police Department is responsible for security and crowd control at Sky Harbor Airport during an emergency.

Only those ambulances summoned by the Fire Department will be allowed access to the field. If the emergency is on the North Runway (8L/26R) entrance to the field will be through Gate 144 at the Executive Aircraft Terminal. In the event the incident occurs on the South Runway (8R/26L) the access point will be the Gate 248 at the western end of the Arizona Air National Guard area on 32nd Street or 207 located at the dead end of Buckeye Road. A Police Officer will be stationed at the gate and will direct the ambulance to a holding area where it will wait until escorted further.

b. Routine Calls to Terminal/Ramp Areas

Federal Air Regulations and the Code of the City of Phoenix prohibit unauthorized persons from entering air operations area. Unauthorized persons found in restricted area are liable to arrest and prosecution.

Prior to driving an ambulance onto the ramp areas in order to meet an airline flight or to pick up a patient from the concourse

the ambulance company shall arrange for an escort to accompany the ambulance. The escort will be a Police Officer or a representative of the airline company involved. Whenever possible, advanced arrangements for an escort shall be made by telephoning the appropriate airline company or the Airport Manager's office. If there is not sufficient time for making advanced arrangements for an escort a Police Guard may be contacted in the terminal area upon arrival of the ambulance.

Ambulances operating on the airport shall not utilize flashing lights and sirens. All Field Rules and Regulations shall be observed. (Ordinance No. G-969)

Violators will not be allowed to continue conducting business on Sky Harbor Airport.

DISASTER OR MULTI-CASUALTY AIR CRASH

ARIZONA ARMY NATIONAL GUARD

Commandant or Officer of the Day

- a. Upon request of the Phoenix Fire Department respond with available Helicopters and medical support teams to designate Emergency Area.
- b. Direct available aircraft and medical support teams to Emergency Area.

(1) Flight Crews standby to provide air transportation to hospitals designated by Phoenix Fire Department Transportation Officer.

(2) If medical support teams are available, they will report to the Phoenix Fire Department Triage Area Officer.

- c. If indicated by Fire Department, respond available Medical, Fire and Police Units and available manpower. Telephone contact with Fire Command Post will be Mobile Telephone Numbers:

1st --- 273-9800

2nd --- 257-9078

RADIOLOGICAL INCIDENTS

OR

NUCLEAR ATTACKS

OPERATIONAL RESPONSIBILITY

SECTION H

RADIOLOGICAL INCIDENTS OR NUCLEAR ATTACKS

1. Commercial Shipments

a. The transportation of radioactive materials, including fissionable materials, on civil aircraft operating in United States Air Commerce is governed by the Civil Air Regulations promulgated by the Federal Aviation Administration. Packages of radioactive material in transit may be damaged or involved in an accident. Accident possibilities include:

- Vehicle accident resulting in package damage
- Improper handling in cargo areas.
- Improper handling during aircraft loading or unloading.
- Aircraft mishaps -- crash, fire, etc.

b. All air transportation of radioisotopes on civil aircraft are, at present, made by AEC or a contractor licensed by AEC. In the event of an accident in which such materials are involved, the AEC should be notified so that it may issue instructions for handling the material and give assistance in decontamination and associated radiological problems.

c. If a container breaks and spillage occurs, the possible spread of contamination by vehicles moving through the radioactive area or by people tracking about are the primary problems. If radioactive material is disturbed, or if winds or a thermal column from an aircraft fire are present, the radioactive material could become airborne and be carried to other areas.

2. Procedures

a. Control Tower

- (1) The Control Tower will sound the alarm via the hot line notifying simultaneously the Aviation Communications

Dept., Phoenix Fire Department and Crash/Fire/Rescue Station No. 19, of any in flight radiation emergencies on aircraft intending to land at the airport. The Airport Communications Center will then notify Aviation and Security personnel. This will apply both to military aircraft carrying a nuclear weapon or aircraft carrying radio-active material in any other form or container.

(2) The Control Tower will advise military authorities or local operator of aircraft, if requested by the pilot

(3) The Control Tower does not authorize aircraft to land, takeoff, or taxi through the contaminated area. This is to avoid spreading the contamination.

b. Emergency Equipment

Emergency Equipment proceeds in accordance with normal Aircraft Accident except that:

(1) All approaches to aircraft must be from upwind to reduce radiation contamination of rescuers.

(2) Breathing apparatus will be utilized.

(3) Avoid walking through contaminated areas.

c. Airport Security Coordinator

Airport Security Coordinator keeps unauthorized persons out of the area and establishes a cordon around the aircraft to prevent the entry of unauthorized persons to the scene. They also set the area boundary so that no spillage from containers will be tracked about.

3. Accidents with Aircraft Carrying Nuclear Weapons

In an aircraft accident involving a nuclear weapon, several

hazards may be present that do not occur in the commercial shipment of radioisotopes. Blasts of varying degree may occur as a result of the detonation of the high explosives in the weapon; toxic or caustic fumes may be given off by burning high explosives; larger quantities of radioactive material may be scattered; and radioactive plutonium oxide may be carried over considerable distances by smoke. Detonation of the high explosives and the presence of toxic or caustic gases are things with which the well-trained fire fighter should be familiar. The following, therefore, will deal primarily with the radiological aspects of the problem. The aircraft commander will so notify the tower or FSS if the aircraft has a nuclear cargo aboard and an emergency landing is to be made at the airport.

a. Control Tower

(1) The Control Tower will sound the alarm notifying simultaneously the Airport Communications Center (273-3300), Phoenix Fire Department and Crash Rescue Station No. 19, of any in flight radiation emergencies on aircraft intending to land at the airport. This will apply both to military aircraft carrying a nuclear weapon or aircraft carrying radioactive material in any other form or container.

(2) Request Civil Defense, telephone number 273-1411, to monitor the area for radioation, if the container is not intact or aircraft is on fire.

(3) Only rescue crews should be permitted within 1,500 feet downwind of accident site, if radioactive smokeborne or wind-carried particles are found to exist.

(4) Close doors and windows of buildings in area where smoke is blowing. If radioactivity is smokeborne, shut off all venting and air conditioning systems.

(5) Decontamination procedures will be at the discretion of the Civil Defense Coordinator.

Note: If the radioisotope container is found unbroken, the problem is over as far as radiation is concerned. The material should be held in custody until disposal instructions are received from the AEC. Some shipments are accompanied by a courier designated by the AEC who, in effect, "owns" the material and is responsible for it. If the courier is able he will retain custody of the radioisotope container.

(6) If deemed necessary the Security Coordinator will evacuate all buildings within 1500 feet of the accident, provide crowd and traffic control and provide aid as in normal crashes.

(7) Advise military authorities or local operator of aircraft, if requested by the pilot.

(8) Do not authorize aircraft to land, takeoff, or taxi through the contaminated area. This is to avoid spreading the contamination.

b. Fire Station #19

Proceed in accordance with regulations governing a normal aircraft accident except that all approaches to aircraft must be from upwind to reduce radiation contamination of rescuers. If aircraft and weapon have been enveloped in total flame for more than ten

minutes, evacuate all rescue crews at least 2,500 feet from aircraft due to probability of high explosive detonation. Maximum use of cooling agents on the weapon (if visible) should be utilized. Water is the best cooling agent; refrain from using foams. Foam will insulate the weapon and retain the heat rather than dissipating it. Breathing apparatus will be utilized.

c. Airport Operations Manager/AVCOM

Evacuate all but Fire/Rescue personnel at least 2,500 feet from fire.

Call the Civil Defense Office for Radiological Assistance, phone number 273-1411.

Insure that Fire Chief evacuates after 10 minutes of total flame immersion of aircraft or weapon.

Close all aircraft operation areas within 2,500 feet of the accident scene.

d. Airport Security Coordinator

Evacuate all buildings within 2,500 feet of the accident, provide crowd and traffic control and aid as in normal crashes.

e. Medical and Clean Up

Do not attempt to clean up the site of a radiation accident.

This can be dangerous. The special AEC teams have been trained to do this. Upon arrival of these teams, all personnel and equipment held at the controlled perimeter will be monitored and decontaminated as required.

If the first aid is required, it should be minimal pending arrival of the AEC teams and physicians specifically trained in radiation medicine. All accident victims and rescue workers should be decontaminated as soon as possible and held for inspection and treatment by the AEC teams.

4. Civilian Defense

Refers to the City of Phoenix Nuclear Attack Operations Plan. The City Civil Defense Director is responsible for the timely receipt and dissemination of warnings and for the coordination of operations with adjoining political subdivisions. The tug tunnels and basement rooms of Terminals 2 and 3 offer the best available shelter.

5. Nuclear Defense - Defense Conditions

If information is received from the President, the Department of Defense or an intelligence agency of the U.S. that an enemy is planning an attack against the U.S. and that such attack may be expected within the next several days the Aviation Director will

- a. Call a meeting of the Airport Staff to evaluate the defense readiness posture of the airport and to review the requirements listed under "Nuclear Defense - Preliminary Warning" and "Nuclear Defense - Alert" of this Section. Update the plan as necessary and assign priorities to actions to be taken.
- b. Review the plan with all airport tenant organizations.
- c. Maintain liaison with local Civil Defense officials for coordination of plans and briefings.
- d. Brief all employees as to their responsibilities and personal survival.
- e. Review, with the airlines, actions with relation to passenger who may be stranded at the airport because of Security Control of Air Traffic and Air Navigation Aids (SCATANA).
- f. Review, with local Civil Defense Officials, arrangements for support of the State and Regional Defense Airline (SARDA).

6. Nuclear Defense - Preliminary Warning

In the event of the receipt of information from authoritative U.S. Government sources that an attack is imminent, the following actions shall be taken:

a. Airport Manager will mobilize the Airport Staff and activate the Command Center located in the building maintenance office in the basement of Terminal 3.

b. Airport Operations Manager and/or AVCOM will:

- (1) Review all emergency operations procedures for this and subsequent conditions.
- (2) Activate Airport Operations Personnel crew to handle incoming aircraft diverted by SCATANA.
- (3) Assign the trained airport radiological monitors:
- (4) Building Maintenance Personnel transfer radiological monitoring and decontamination equipment to shelters.
- (5) Check operations of all monitoring equipment.
- (6) Issue personal dosimeters.
- (7) Review procedures for monitoring, reporting, etc.
- (8) Report state of readiness to Aviation Director.
- (9) Establish personnel decontamination station to shelter.

c. Maintenance Superintendent will:

- (1) Alert shelter team and Maintenance Division Personnel.
- (2) Prepare shelters for full occupancy.
- (3) Place shovels, hand tools, flashlights, etc., in shelters (check if already supposed to be there).
- (4) Transfer food, water, etc., from cafe and other sources.
- (5) Provide and/or check operation of stoves in shelter for heating water and preparing food.
- (6) Check standby power, emergency ventilation, sleeping accommodations and capability for mass feeding.

- (7) Insure installation of emergency utilities in shelters.
 - (8) Place selected maintenance and decontamination equipment in a shelter or cover it with polyethylene.
 - (9) Increase and maintain fuel to full capacity in all standby power and recovery equipment.
 - (10) Check operation of all standby equipment, utilities, etc
 - (11) Deploy nonessential equipment to an out-of-the-way location.
 - (12) Proceed with protective emergency construction at entrance to shelters, including sealing of cracks at doors and windows.
 - (13) Check and insure the operation of all components of the warning system.
 - (14) Transfer all communications equipment not already in shelters to designated shelter in basement of the terminal.
 - (15) Install emergency communications equipment in Command Center.
 - (16) Check all radio and/or telephone communications in shelters.
 - (17) Report state of readiness to Emergency Control Officer (Assistant Aviation Director).
- d. Airport Fire Chief will:
- (1) Alert firefighters and medical team.
 - (2) Transfer fire/crash trucks to designated shelters or protected areas and cover as required.
 - (3) Transfer hand extinguishers not already in shelters to designated shelters.
 - (4) Remove or cover inflammable materials if the material may be subjected to thermal radiation.

- (5) Check any sprinkler or washdown systems to insure operational status.
- (6) Transfer medical supplies not already in the shelter to the shelters and set up hospital and emergency first-aid station.
- (7) Report state of readiness to Emergency Control Officer (Assistant Aviation Director).
- e. Airport Security Coordinator will:
 - (1) Alert security team personnel.
 - (2) Transfer security material and equipment to shelters.
 - (3) Position security personnel to assist in evacuation to shelters.
 - (4) Provide shelter entrance security watch to assist Shelter Officer and radiological monitors.
 - (5) Provide emergency police protection where required.
 - (6) Report state of readiness to Aviation Director
- f. Aviation Director's Secretary will:
 - Detail clerical personnel to assist in shelter management and record keeping.
 - Establish a list of shelter occupants having special talents, i.e., religious leadership, entertainment ability, etc.
- 6. Nuclear Defense - Alert

Upon receipt of information, such as Civil Defense alert, that an attack has been launched against the U.S., all actions under Section F "Nuclear Defense - Preliminary Warning" of this Section will be completed.

 - a. Warning Systems

Warnings and announcements will be received through the National

Warning System to Sky Harbor International Airprot. Because of modern warfare methods, warnings may not be given; warnings may come in such rapid succession that they will almost coincide.

-Initial Warning

Tune to any radio station on radio dial.

-Strategic Warning

It is anticipated that such a warning would come from the Federal Government only, and would be based on classified information on a rapid and severe deterioration of international affairs. During such a period, the President of the United States, upon recommendation of the National Security Council, may issue a Strategic Warning. It is assumed that this warning would be made to the public through a personal appearance of the President on nation-wide radio and TV networks. It will be assumed that the strategic warning would be effected at least eight (8) to seventy-two (72) hours before the estimated time of attack.

b. Preliminary Warning

The Preliminary Warning will be effected immediately upon receipt of an Air Raid Warning via the National Warning System (NAWAS). The Preliminary Warning will precede Air Raid Warning Alert by approximately fifteen (15) minutes. This will be given over county CD radios, which operate on 161.85 Mhz.

c. Alert Warning

The Alert Signal is a steady blast of the sirens throughout the City of Phoenix that will continue for three (3) to five (5) minutes.

d. Take Cover Warning

The Take Cover Warning is a wailing tone of the siren that will be continuous for three (3) to five (5) minutes. This condition warning will be invoked when an attack of enemy forces is imminent. Upon receipt of this warning, the Control Tower personnel will notify the crash crew to tour the airport with the fire truck with its siren blowing. The truck will not exceed five (5) miles per hour.

(1) Aviation Director, Assistant Aviation Director, and Airport Manager

- Directs all persons on the airport to move to shelters as soon as their pre-attack mission has been completed. This may be modified based on information provided by the local Civil Defense official.
- Lock all safes and files and disconnect electrical office equipment.
- After assuring that all preparations are being carried out in the most expeditious and effective manner, enter shelter and take over the Command Center. Order all activities outside of shelter stopped when "Take Cover" is announced.

(2) Airport Radiological Monitoring Team

- Initiates monitoring procedures
- After assuring that all radiological preparations for attack are completed, enter the shelter.
- Report to Airport Manager when radiation is first detected.

(3) Shelter Officers (Assigned by Airport Manager)

- Receive those to be sheltered.
- Organize occupants into manageable groups.

- Close shelter entrance and activate shelter comfort equipment and procedures

(4) Airport Maintenance Superintendent

- Initiates shutdown procedures for all projects or functions, to all areas except shelters, in accordance with a pre-determined priority listing.
- Tests all standby or emergency equipment.
- Monitors nearest standard broadcast (AM) station which is operational for instruction.
- Activates and monitor communications system between shelters.
- Keeps Emergency Control Office advised of pertinent information received from local Civil Defense officials.

(5) Fire Captain (Airport)

- Checks to assure water supply in shelter area for fire-fighting capability.
- Checks to assure that fire prevention precautions are being followed.
- Prepares to take actions pertaining to radiological protection and decontamination of personnel, equipment and patients.

(6) Airport Security Officer

Guide and direct personnel to shelters.

(7) Aviation Director's Secretary

Proceed to set up a temporary office in shelter area for handling personnel work

7. Nuclear Defense - Post Attack

Upon receipt of an announcement by competent authority that the attack has ended and a renewal is not anticipated, the following actions should be taken

a. Airport Manager/AVCOM

(1) Determine exit time from shelter based on evaluation of radiation intensity in the vicinity.

(2) In the event the airport is contaminated, determine which of the following actions to take:

-Remain in shelter

-Relocate personnel to a less contaminated area.

-Commence decontamination of the airport.

(3) Establish priorities for airport decontamination based on operational requirements, degree of damage and the availability of materials.

(4) Assume responsibility for the emergency management of local aviation resources and serve with the local emergency transportation organization and in support of the SARDA.

b. Airport Radiological Monitoring Team

(1) Monitor the radiation intensity in the vicinity of the shelter and advise the Emergency Control Officer concerning shelter exit.

(2) Monitor decontamination operations and advise the AVCOM regarding staytime and degree of success in decontamination.

(3) Control decontamination of persons entering shelter areas..

(4) Place barricades and radiation warning signs at contaminated areas.

(5) Monitor incoming civil aircraft, passengers, and cargo and divert them to decontamination stations when necessary.

(6) Maintain individual radiation dose records.

- c. Airport Maintenance Superintendent will assist AVCOM in
 - (1) Prepare damage assessment reports in collaboration with the Control Tower airport engineers and Civil Defense officials.
 - (2) Provide maintenance services in support of fire control, rescue and radiological teams.
 - (3) Prepare requests for resources needed to restore the airport.
 - (4) Establish emergency communications between the Emergency Control Center and emergency teams and between the Center and local Civil Defense headquarters.
 - (5) Initiate in and supervise the re-establishment of normal communications capability.
- d. Airport Fire Captain
 - (1) Take action to minimize fire hazards
 - (2) Post and barricade buildings and areas that are structurally unsafe or that may create fire or explosive hazards.
 - (3) Plan and supervise radiological decontamination.
 - (4) Organize medical services, including first aid for persons injured in recovery operations.
 - (5) Evacuate casualties or seriously ill persons to hospitals when the environment permits.
 - (6) Certify fatalities and arrange for the disposition of bodies.
 - (7) Monitor food handling, water supply, sewage disposal, sanitation and other toxic hazards.
- e. Airport Security Coordinator
 - (1) Establish security patrols to safeguard unattended

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facilities and to prevent looting

(2) Restore security features of

(3) Assist in decontamination of persons

f. Airport Manager's Secretary

Perform personnel services for survivors and casualties

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