

**APPENDIX 7.2 to ANNEX 7, Aviation
Incident/Accident Annex of the GERP
(dated March 23, 2000)**

**GUAM INTERNATIONAL
AIRPORT AUTHORITY (GIAA)**

A. B. WON PAT GUAM INTERNATIONAL AIRPORT AUTHORITY

I. PURPOSE

The purpose of this Appendix is to delineate responsibilities necessary to respond to an aviation emergency on or off airport property in a safe, expeditious and efficient manner.

II. MISSION

To coordinate and identify the primary and secondary responsibilities and activities required to save lives, prevent additional and potential loss of lives, mitigate any possibilities of continued hardship, damage to the environment, and the destruction of property.

III. SITUATION & ASSUMPTIONS

Rescue and recovery efforts in the event of an aircraft emergency will be coordinated by the Office of Civil Defense (OCD) for the Government of Guam. For efficiency, an Incident Commander will be designated to manage the overall operations of the emergency. At the initial stages of the emergency, the OCD will work in a parallel mode with the Federal Bureau of Investigation (FBI). The OCD will address the mission while the FBI conducts its preliminary investigation to determine if the emergency is in fact crime related. If it is found to be crime related, the FBI would implement its Appendix. Each emergency involving military or commercial aircraft could have one of the following scenarios:

1. ON AIRPORT To include a mutually agreed upon buffer zone between the Guam International Airport Authority and the Guam Fire Department (see GIAA/GFD MOU)
 - a. Military Aircraft
 - (1) The A. B. Won Pat Guam International Airport Authority's (GIAA) Assistant Fire Chief is designated as the Incident Commander and assumes primary responsibility for the emergency response and rescue efforts.
 - (2) GIAA's Airport Emergency Plan is implemented.
 - (3) When the USAF response personnel arrive, their On Scene Commander assumes responsibility of all on scene activities, assess the situation and implement appropriate military

response level as detailed in their Appendix. Thereafter, a Unified Command may be implemented using the OCD's ICS.

- (4) The OCD coordinates and facilitates all Government of Guam response agencies' manpower and resources as required.
- (5) All response agencies Appendices are implemented in a support role.

b. Commercial Aircraft

- (1) The GIAA Assistant Fire Chief is designated as the Incident Commander and assumes primary responsibility for critical emergency response and rescue.
- (2) GIAA's Airport Emergency Plan is implemented.
- (3) The OCD will coordinate and facilitate all Government of Guam response agencies' manpower and resources as required.
- (4) All response agencies Appendices are implemented in a support role.

2. OFF AIRPORT FEDERAL PROPERTY

a. Military Aircraft

- (1) GIAA's Airport Emergency Plan is implemented.
- (2) GIAA will implement its Appendix and assumes a support role as required.

b. Commercial Aircraft

- (1) GIAA's Airport Emergency Plan is implemented.
- (2) GIAA will implement its Appendix and assumes a support role as required.

3. OFF AIRPORT OTHER THAN FEDERAL PROPERTY

a. Military Aircraft

- (1) If within the established buffer zone as agreed by GIAA and the GFD, the GIAA Assistant Fire Chief is designated as the Incident Commander and assumes the primary responsibilities for emergency response and rescue efforts. GIAA may establish a unified command under the OCD ICS.
- (2) GIAA's Airport Emergency Plan is implemented.
- (3) When the USAF response personnel arrive, their On Scene

Commander assumes responsibility of all on scene activities, assess the situation and implement appropriate military response level as detailed in their Appendix. Thereafter, a Unified Command may be implemented using the OCD's ICS.

- (4) The OCD will coordinate and facilitate all Government of Guam response agencies manpower and resources as required.
- (5) All response agencies Appendices are implemented in a support role.
- (6) When the emergency is outside the agreed upon buffer zone, GIAA will implement its Appendix and assumes a support role as required.

b. Commercial Aircraft

- (1) If within the established buffer zone as agreed by GIAA and the GFD, the GIAA Assistant Fire Chief is designated as the Incident Commander and assumes the primary responsibilities for emergency response and rescue efforts. GIAA may establish a Unified Command under the OCD's ICS.
- (2) GIAA's Airport Emergency Plan is implemented.
- (3) The OCD coordinates and facilitates all Government of Guam response agencies manpower and resources as required.
- (4) All response agencies Appendices are implemented in a support role.
- (5) When the emergency is outside the agreed upon buffer zone, GIAA will implement its Appendix and assumes a support role as required.

4. SEA/COASTAL WATERS

- (1) GIAA's Airport Emergency Plan is implemented.
- (2) GIAA will implement its Appendix and assumes a support role as required.

Existing Memorandums of Understanding (MOUs) with federal agencies and Department of Defense will be activated to insure a Unified Command Response to an aviation incident or accident and to include all the Response Agencies required to appropriately respond.

IV. CONCEPT OF OPERATIONS

Refer to the GIAA Airport Emergency Plan

V. ORGANIZATION & ASSIGNMENT OF RESPONSIBILITIES

1. The A. B. Won Pat Guam International Airport Authority will be responsible for:
 - a. Assuming the primary responsibilities for response, rescue and recovery efforts of all aircraft emergencies within its area of jurisdiction.
 - b. Supporting the response, rescue and recovery efforts of the OCD.

2. Support Agencies required to assist GIAA's response operations:
 - a. Office of Civil Defense
 - b. Guam Fire Department
 - c. Guam Environmental Protection Agency
 - d. Department of Public Works
 - e. Guam Waterworks Authority
 - f. Guam Power Authority
 - g. Port Authority of Guam
 - h. Department of Mental Health
 - i. Guam Memorial Hospital
 - j. Department of Public Health & Social Services
 - k. Guam Police Department
 - l. Guam Telephone Authority
 - m. U.S. Naval Hospital
 - n. U.S. Military Fire Departments -Navy/Andersen
 - o. U.S. Coast Guard
 - p. U.S. Forestry
 - q. Alcohol Tobacco Firearms Agency
 - r. Federal Bureau of Investigation
 - s. Federal Aviation Administration
 - t. National Transportation Safety Board

3. Shared responsibilities with the following Agencies:
 - a. Search and Rescue -USCG, GPD, USN, USAF
 - b. Wild land fires - GFD, US Forestry, Navy-Andersen Fire Departments
 - c. Hazardous Material Incident - GFD, EPA, DPW, OCD, USCG, OSHA
 - d. Alert Warning & Notification -GFD, GPD, DPW, OCD

e. Mutual Aid - Navy-Andersen Fire & EMS Departments

4. Deactivation Procedure Checklist

- a. Personnel and equipment accountability
- b. Data collection
- c. Apparatus and equipment maintenance, replacement and preparation
- d. Personnel debriefing
- e. Submission of reports

VI. ADMINISTRATION & LOGISTICS

1. Record keeping responsibility is shared between the Airport Operations Duty Manager/Deputy Executive Manager at the GIAA Emergency Coordination Center. The on scene Coordinator is responsible for manpower and equipment accountability, recording overtime hours, equipment used, and requesting equipment inventory replacement. The Executive Manager/Deputy Executive Manager or the Airport Duty Manager is responsible for dispatching appropriate unit(s) for any logistic requirements.
2. The GIAA Emergency Coordination Center is responsible for processing all incoming requests, procurement and distribution of materials, equipment s and supplies, etc. to all personnel concerned.

VII. PLAN DEVELOPMENT & MAINTENANCE

1. GIAA shall be responsible for the maintenance and revision of the Airport Emergency Plan.
2. GIAA shall review, update and exercise the Airport Emergency Plan in accordance with the following schedule:
 - a. Yearly review and update as necessary.
 - b. Annual tabletop emergency exercises as required.
 - c. Tn-annual exercise as required by the FAA.

VIII. COMMAND AND CONTROL

1. The GIAA Executive Manager/Deputy Executive Manager has the overall authority and control in any and all types of disasters under its jurisdictions in accordance with GIAA s Airport Emergency Plan.
2. For detailed procedures, see the GIAA Airport Emergency Plan.
3. Incident Commander(s) will facilitate Command and Control procedures to include communications capability.

IX. AUTHORITIES AND REFERENCES

- Federal Response Plan Public Law 93-288 (as amended)
- Code of Federal Regulation Title 14
- Federal Aviation Administration Airport Emergency Plan Advisory Circular I50/5200-31A
- Resolution 104 Emergency Aircraft Response mandated by FAA 19 June 1997
- National Fire Protection Association 402M Aircraft Rescue and Firefighting Operation
- Joint Plan 101

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