



Kenton County Airport Board

Airport Emergency Plan

CFR 14 Part 139.325

Federal Aviation Administration
Southern Region Airports Division

Approved

Aug 17 2023

JNF

Airport Certification Safety Inspector

Promulgation Page

This page officially declares this document to be the existing Airport Emergency Plan (AEP) for the Cincinnati/Northern Kentucky International Airport (CVG). The AEP provides both authority and responsibility for organizations to perform tasks during emergency situations. CVG is committed to preparing for emergency situations and maintaining training programs and maintenance efforts to keep CVG as ready as possible.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

Record of Changes

Revision Number	Date	Page
1	07/02/2021	All
2	09/21/2021	Section 2.3, Section 2.4
3	7/20/2023	Record of Distribution, Section 1.4, Section 2.1, Section 2.7, Section 2.8, Section 3.1

Federal Aviation Administration
Southern Region Airports Division
Approved
Aug 17 2023
JNF
Airport Certification Safety Inspector

Record of Distribution

This manual will be kept current and an approved electronic copy will be available on the Airport's Customer Service External SharePoint site. CVGAA will ensure all departments, tenants, and stakeholders are notified of updates during regularly scheduled meetings. It is the responsibility of all departments, tenants, emergency response agencies (federal, state, and local), and other stakeholders with responsibilities under the AEP to maintain a current copy of the AEP.

The official copy of the AEP is maintained by the Airport Operations Department.

Federal Aviation Administration
Southern Region Airports Division
Approved
Aug 17 2023
JNF
Airport Certification Safety Inspector

Table of Contents

Promulgation Page.....	ii
Record of Changes	iii
Record of Distribution	iv
Table of Contents	v
1.0 Basic Plan.....	1.1-1
1.1 Introduction and Purpose of Plan	1.1-1
1.2 Situations and Assumptions.....	1.2-1
1.3 Operations	1.3-1
1.4 Organization and Assignment of Responsibilities	1.4-1
1.5 Administration and Logistics	1.5-1
1.6 Plan Development and Maintenance	1.6-1
1.7 Authorities and References.....	1.7-1
2.0 Functional Sections	2.1-1
2.1 Command and Control	2.1-1
2.2 Communications	2.2-1
2.3 Alert Notification and Warning	2.3-1
2.4 Emergency Public Information	2.4-1
2.5 Protective Actions	2.5-1
2.6 Law Enforcement	2.6-1
2.7 Aircraft Rescue and Firefighting	2.7-1
2.8 Health and Medical	2.8-1
2.9 Resource Management	2.9-1
2.10 Airport Maintenance.....	2.10-1
2.11 Customer Experience	2.11-1
3.0 Hazard-Specific Section.....	3.1-1
3.1 Aircraft Incidents and Accidents	3.1-1
3.2 Terrorism Incidents/Bomb Threats	3.2-1
3.3 Structural Fires, Fuel Farm and Fuel Storage Areas.....	3.3-1
3.4 Natural Disasters - Severe Weather, Tornado and Floods	3.4-1
3.5 Hazardous Materials Incidents	3.5-1
3.6 Sabotage, Hijack and Other Unlawful Interference with Operations	3.6-1
3.7 Failure of Power for Movement Area Lighting	3.7-1
3.8 Water Rescue	3.8-1

3.9 Crowd Control 3.9-1

APPENDICES

1. Airport Grid Map
2. Bomb Scare Aircraft Parking Map
3. Staging Area for Mutual Aid

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

1.0 Basic Plan

1.1 Introduction and Purpose of Plan

This plan provides an overview of the Airport's approach to emergency operations. It establishes procedures, accountability and responsibility for an incident response on CVG property and the vicinity around the Airport. It is not intended to cover all situations which might arise, but to provide a plan to be followed by participating personnel and agencies. It is put into effect upon notification of an aircraft emergency, accident or other incident at the Airport. Protection and preservation of life and property is the primary objective of CVG's Airport Emergency Plan. The National Incident Management System (NIMS) enhances this response by organizing human and material resources, policies and procedures into a coordinated system. NIMS utilize resource management, standardized terminology, and span of control principles to create a manageable, functional and flexible system for mitigating an emergency incident. Utilization of NIMS is required for emergency response under Occupational Safety and Health Administration (OSHA) 29 CFR (Code of Federal Regulations) 1910.120.

Additional attributes of NIMS are:

- Promotes citizen and responder safety
- Establishes command and task accountability for specific individuals based upon arrival sequence and incident scope
- Ensures a strong, direct and visible command from the incident's outset
- Establishes an effective incident organization defining the activities and responsibilities of the Incident Commander and others operating within NIMS
- Provides incident management support, planning and decision-making system through effective information processing

The specific goals of this document are to:

- Assign responsibility to organizations and individuals for carrying out specific actions at projected times and places when responding to an emergency
- Set forth lines of authority and organizational relationships and show how all actions should be coordinated
- Describe how people and property will be protected in emergencies and disasters.
- Identify personnel, equipment, facilities, supplies and other resources available, within the

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

Airport, or by agreement with communities, for use during response and recovery operations

- As a public document, cite its legal basis, state its objectives and acknowledge assumptions
- Facilitate response and short-term recovery to set the stage for successful long-term recovery

The Federal Aviation Administration (FAA) does not mandate a particular format. However, CVG, being certificated under 14 CFR Part 139, intends to follow the recommendations set forth by AC 150/5200-31 – Airport Emergency Plan.

This AEP will follow a functional approach and will be organized into the following parts:

- Basic Plan
- Functional Sections or Annexes
- Hazard-Specific Sections and Checklists

This approach avoids duplication of the planning effort for every hazard, and for every task, by dividing the AEP into levels. It provides an easy-to-use mechanism for organizing all pertinent information. This format serves in all-hazard situations, even unanticipated ones, by organizing the AEP around performance of “generic” functions. It also permits emphasis on hazards that pose the greatest risk to the Airport and surrounding communities, through the use of Hazard-Specific Sections.

The Basic Plan provides an overview of the Airport’s emergency response organization and its policies. It is an overall sequence and scope of the planned emergency response. The Basic Plan is designed to meet the regulatory requirements of 14 CFR Part §139.325 with a minimal amount of detailed information; details are contained in the Hazard-Specific Sections. Another important purpose of the Basic Plan is to meet the informational needs of the Airport’s executive body and other agency heads. It serves as a mechanism for outlining what hazards this AEP addresses without getting bogged down in detail.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

1.2 Situations and Assumptions

1.2.1 Situations

This AEP discusses the Airport's response to the following threats/situations:

- Aircraft Incidents and Accidents
- Disabled Aircraft Removal
- Terrorism Incidents/Bomb Threats
- Structural Fires, Fuel Farm and Fuel Storage Areas
- Severe Weather
- Hazardous Materials
- Power Failure
- Hijack/Sabotage
- Water Rescue
- Crowd Control

1.2.2 Assumptions

Although unknown hazards inherently exist, this AEP is meant to be implemented for any emergency situation and to encompass all possibilities for disaster. This AEP was produced based on the following assumptions:

- Accidents and natural disasters can occur at any time on or around CVG.
- These events can occur with no or very little advance warning.
- The Airport will be closed for a matter of time if the incident occurs on the airfield.
- Property damage and personnel injury may occur.
- The Airport will be the initial emergency response organization for incidents on the airfield or in the terminal/concourse buildings.
- Mutual aid response agencies may not arrive at the Airport to provide assistance until well into the incident.
- This AEP will be implemented to guide response efforts to minimize loss of life, illness and injury and property damage.
- NIMS will be utilized by the Airport and mutual aid agencies personnel during a major accident/incident.
- All Airport employees with assigned functions and duties will perform them fully. Provisions will be made for employees to address family needs that cause conflicting priorities. Others, who are qualified, will perform duties if assigned personnel are not able.
- Provisions of Homeland Security laws and regulations will govern certain response

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

activities. The recovery of losses and costs from Federal resources will require specific preparations and compliance with specific regulations.

- The demand by the public for information will be very high and accentuated in certain types of disasters. The management of public reaction will require the distribution of needed information.
- The Airport, or portions thereof, will not reopen until public safety is assured, aircraft operating areas are safe and secure, aircraft movement areas have been inspected and deemed safe, and adequate Aircraft Rescue and Fire Fighting (ARFF) coverage is available.
- Critical operating capacities of the Airport will remain viable after an event such as the condition of the runway, communications, power, etc.
- The decision to reopen the Airport will be coordinated thru the Airport Operations Center (AOC)/Emergency Operations Center (EOC) and the Incident Commander.
- The natural disaster impact of volcanoes and hurricanes are not specifically addressed in this plan.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

1.3 Operations

- CVG operates as a Class I Airport.
- CVG is operated by the Kenton County Airport Board (KCAB) who has appointed the Chief Executive Officer (CEO) to direct the Airport. Additional operating staff under the Chief Operating Officer (COO) are charged with the responsibility of managing and operating the day to day affairs of CVG.
- The COO division is comprised of Airport Operations, ARFF, Police Department, Safety, Emergency Management and Airport Maintenance Departments.
- CVG also has an Environmental Compliance Department that reports to the Vice President of Planning and Development.
- The following chain of command will be adhered to at all times; whenever one person in the line is absent, the next in line will assume full responsibility:
 - Chief Executive Officer
 - Chief Operating Officer
 - Vice President of Operations and Maintenance
 - Director-Airport Operations
 - Chief of Police
 - Chief of ARFF `
- NIMS protocol will be scaled based on the size and nature of the emergency.
- Operating procedures will be followed for routine matters and unusual circumstances or emergencies that may arise.
- For the purpose of coordination, an Incident Command Post will be established where ARFF, Airport Police, Airport Operations, Airport Maintenance Departments and other representatives will assume positions until relieved, or until the operation is complete. The first Airport Fire Command or Police Command vehicle to arrive on the scene will establish the Incident Command Post. The EOC will be activated based on the level of emergency. During extended emergencies, appropriate facilities will be established for response personnel.
- If a major incident or aircraft accident occurs at the Airport, mutual aid agencies will be notified and will provide assistance.

1.3.1 Primary Notifications for Accidents and Incidents

- Alert II (Emergency Standby) – Indicates an aircraft on or approaching the Airport is experiencing difficulty. All units respond to pre-designated locations.
- 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

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

accordance with established plans and procedures.

Mutual aid responses may be modified at the discretion of the Incident Commander based on the incident need in addition to the number of persons on board the aircraft.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

1.4 Organization and Assignment of Responsibilities

This section identifies what organizations would respond to an accident or incident at the Airport, and what their expected response would be. (This list does not necessarily include all of those who will be notified, and it may not be necessary to notify all of these in the event of a disaster.)

1.4.1 Air Carrier/Aircraft Operator

- Provide full details of aircraft related information, as appropriate, to include number of persons on board, fuel load, declaration of any hazard materials carried, and whether flight is domestic or international in nature.
- Send local Manager or his/her designee to the incident site and/or EOC to coordinate response efforts.
- Establish Family Support Operations Center at the Airport for those affected by the incident.
- Coordinate transportation, accommodations, and other arrangements for uninjured passengers and family members of those on board the aircraft.
- Coordinate utilization of their personnel and other supplies and equipment for all types of emergencies at the Airport.

1.4.2 Air Traffic Control Tower (ATCT)

- Contact the Airport regarding aircraft incident/accident via the crash phone relaying the following information: location of aircraft by a geographical description, provide type of aircraft and identification, amount of fuel and number of passengers and crew aboard. Also provide other information relevant to the emergency.
- Suspend aircraft operations (when applicable) until notified by Airport Operations.
- Coordinate the movement of support aircraft to and from the emergency scene, and coordinate the movement of non-support aircraft away from the accident scene.

1.4.3 Airport Operator/Owner (KCAB)

- Assume responsibility for overall incident response and recovery operations. The preservation of life and property will drive response efforts.
- Establish, promulgate, coordinate, maintain and implement this AEP, to include assignments of responsibility.
- Coordinate the closure of the Airport, or portions thereof, when necessary and initiate the dissemination of relevant safety-related and incident-

Federal Aviation Administration
Southern Region Airports Division
Approved
Aug 17 2023
JNF
Airport Certification Safety Inspector

related information to aviation users via the Notice to Air Mission (NOTAM) system.

- Provide notification to appropriate agencies through the Airport Operations Center (AOC).
- Coordinate the reopening of the Airport, when appropriate. At a minimum, before the Airport will reopen, public safety will be assured, aircraft operating areas are safe and secure, aircraft movement areas have been inspected and deemed safe, and adequate aircraft rescue and firefighting capabilities will be available.

1.4.4 Aircraft Rescue and Fire Fighting (ARFF)/Emergency Medical Services (EMS)

- Respond to the accident/incident scene and deploy appropriate response vehicles and assets.
- Manage and direct firefighting and rescue operations until life, property and safety matters have been mitigated. Provide an onsite survey at a casualty collection point of injured individuals, triage the casualties, and transport to the Treatment Area.
- The Medical Officer will appoint a treatment, transport, routing and rehabilitation division.
- Transfer and tracking of patients to area hospitals shall be done by the Routing Officer.
- Provide emergency medical services during emergency conditions including triage, stabilization, first aid, and any other immediately necessary medical care.
- Coordinate planning, response and recovery efforts with mutual aid agencies and American Red Cross.
- Recall off-duty personnel according to need.

1.4.5 Airport Maintenance Departments

- Assist with staging and airfield vehicle movements to and from the incident scene.
- Mobilization and set up of ARFF Disaster trailer.
- Assist medical teams with set up of triage area.
- Set up morgue at Field Maintenance.
- Deploy ranger patient transportation units.
- Direct emergency response vehicles to staging areas and to incident.
- Provide and operate heavy equipment.
- Barricade incident area.
- Set up power lamps and generators.
- Manage public work resources and coordinate

Federal Aviation Administration
Southern Region Airports Division
Approved
Aug 17 2023
JNF
Airport Certification Safety Inspector

response efforts with Logistics located in the EOC.

- Coordinate with utilities service providers for shutdown and service restoration.
- Coordinate with private sector contractors for use of private sector resources in public-works related operations.
- Assist with incident related logistics.

1.4.6 Airport Police Department (APD)

- Respond to the accident/incident scene with appropriate assets.
- Secure scene/incident.
- Manage law enforcement resources and assist the movement of emergency vehicles and personnel to and from the site.
- Assist with Airport traffic and crowd control.
- Assist in maintaining normal Airport functions as appropriate.

1.4.7 Airport Operations Department

Airport Operations Center (AOC)

- Upon receiving information regarding a confirmed or possible emergency situation, will immediately relay the information to KCAB personnel via the AOC.
- Recall KCAB and Disaster Committee personnel to respond via the AOC. Activate EOC when requested.
- Coordinate and establish communication protocols, including frequency utilization, for use during emergency conditions.
- Function as a supplement to the Incident Command Post during emergency events as appropriate.

Airport Operations Agents

- Respond to the scene of the incident and provide to support to incident commander.
- Assume incident command responsibilities in specific situations.
- Relay information to AOC as required.

1.4.8 Emergency Operations Center (EOC)

- Support the Incident Command when established.
- Coordinate medical treatment of first responders.
- Track patient transportation counts.

Federal Aviation Administration
Southern Region Airports Division
Approved
Aug 17 2023
JNF
Airport Certification Safety Inspector

- Arrange and manage logistical support.
- Provide planning for extended operations.

1.4.9 Airport Tenants

- Coordinate the use of their available resources and equipment.
- Coordinate the use of their available personnel that have knowledge of the Airport or aircraft and that have other technical knowledge needed for incident response.
- Provide response in accordance with all local, state and federal laws, ordinances and regulations.

1.4.10 Coroner's Office

- Upon notification of a possible or confirmed disaster, the Boone County Coroner's Office will place staff on alert for possible mobilization. The Kentucky State Medical Examiner Office will also be notified.
- Coordinate and provide body identification and other investigative activities.

1.4.11 Clergy

- Provide comfort to those involved in the incident and their relatives.
- Coordinate response efforts with other agencies to avoid duplicate of services.

1.4.12 Customs and Border Protection (CBP)

- Provide assistance with international passengers.
- Allow use of their security checkpoint if needed.
- Provide backup assistance for investigation and security as needed.

1.4.13 Federal Bureau of Investigation (FBI)

- Will assume investigative lead on incidents involving air piracy, airline sabotage, attempted sabotage, bombings and bomb threats. The FBI shares investigative jurisdiction with the National Transportation Safety Board.

1.4.14 Mutual Aid Response Agencies

- Coordinate and integrate emergency response efforts into the AEP through mutual aid agreements and standard operating procedures.

Federal Aviation Administration
Southern Region Airports Division
Approved
Aug 17 2023
JNF
Airport Certification Safety Inspector

1.4.15 National Transportation Safety Board (NTSB)

- Conduct and control all accident investigations involving civil aircraft, or civil and military aircraft, within the United States, its territories and possessions.

1.4.16 Federal Aviation Administration (FAA)

- Certify and uphold the practices and procedures of the aviation industry.
- Provide investigation services, in coordination with the NTSB, in support of improving safety and enforcement of rules and regulations.

1.4.17 Local and Area Hospitals

- Coordinate the hospital disaster plan via the hospital Disaster Net.

1.4.18 American Red Cross (ARC)

- Coordinate and provide mental health and spiritual care services to the families of passengers, crew, survivors and to emergency responders.
- Provide liaison at the NTSB joint family support operations center.
- Meet with families who have traveled to the location of the accident, contact the families unable to travel, and contact all affected families periodically thereafter until such time the Red Cross, in consultation with the NTSB Director of Family Support Services designated for the accident, determines that further assistance is no longer needed.

1.4.19 National Weather Service (NWS)

- Assist with alert and warning processes, particularly with weather related emergencies.

1.4.20 Northern Kentucky Department of Environmental Management

- Provide response and recovery support for environmental and other hazardous material emergencies, as defined by statute or other provision.

1.4.21 Public Information and Media Relations

- Coordinate with KCAB's External Affairs for media releases.
- Report to pre-designated media location to receive updated information regarding the incident.
- Gather, coordinate and release factual information regarding the incident.

Federal Aviation Administration
Southern Region Airports Division
Approved
Aug 17 2023
JNF
Airport Certification Safety Inspector

1.4.22 Transportation Security Administration (TSA)

- Provide support and assistance with security related issues.

1.4.23 Post Office

- Ensure the security of the mail, protect postal facility and restore service.

Continuity of operations will be ensured by continuous leadership and authority by those in management positions to make decisions in emergency situations. Emergency response personnel shall be provided appropriate protective clothing and respiratory devices and will be trained on their operation. Staff will be rotated to prevent burnout, and stress counseling will be available for those requesting it.

Federal Aviation Administration
Southern Region Airports Division
Approved
Aug 17 2023
JNF
Airport Certification Safety Inspector

1.5 Administration and Logistics

1.5.1 General

KCAB has current policies for managing emergency resources at the Airport.

1.5.2 Availability of Services and Support

The availability of Airport services and support for emergencies is discussed and explained in this AEP. Airport services and support for emergencies will always be available to respond to emergency situations. Mutual aid agencies manage their own respective resources.

1.5.3 Mutual Aid Agreements

In the event of a major emergency of any nature occurring with any local fire service district, the on-scene Incident Commander may request the response of the closest available equipment and personnel to bring the emergency under control. The mutual aid agreements related to ARFF are maintained by the Chief of ARFF. The mutual aid agreements related to Law Enforcement are maintained by the Chief of APD.

1.5.4 Staffing and Resource Management

Airport personnel will report to their normal workstation to maintain business continuity unless otherwise directed. Many Airport employees have emergency response responsibilities in addition to their regular day-to-day job functions. KCAB Management will coordinate with the Incident Commander on deployment of personnel from their normal job functions to their emergency response roles in the event the EOC is activated.

Volunteers will be used at the Airport on a last-resort basis, due to security, training, and job familiarity issues. If needed, volunteers would most likely be used in public areas of the Airport and not in security-restricted areas.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

1.6 Plan Development and Maintenance

1.6.1 General

The AEP will be periodically reviewed for accuracy by Airport personnel familiar with, and who have responsibilities in the plan. This review will include checking phone and contact information, radio frequencies and emergency response equipment. The majority, if not all, of this equipment is currently inspected for operational readiness.

Updates to the plan shall be made available to all airlines and Airport stakeholders with a vested interest in the continued daily operations of the Airport.

1.6.2 Training, Drills and Exercises

1.6.2.1 *Annual Review of the AEP*

The Airport conducts a review & tabletop exercise of the AEP at least once every 12 consecutive calendar months to ensure it is current and all parties with whom the plan is coordinated are familiar with their responsibilities.

1.6.2.2 *Triennial Full-Scale Exercise of the AEP*

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

1.6.3 Consistency with Security Regulations

The AEP contains instructions for response to bomb incidents, including designation of parking areas for the aircraft involved; and sabotage, hijack incidents and other unlawful interference with operations that are consistent with the approved Airport security program. CVG's Airport Security Plan is approved by the Transportation Security Administration (TSA) under §1542.101 of 49 CFR Chapter XII.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

1.7 Authorities and References

- Advisory Circular
 - AC 150/5200-31 – Airport Emergency Plan
- KCAB Rules and Regulations

All these references and authorities were used to construct the Airport Emergency Plan.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

2.0 Functional Sections

2.1 Command and Control

2.1.1 Purpose

The Airport will use the NIMS model to manage response to the incident and recovery activities during a major accident/incident. Mutual aid agencies will also utilize NIMS. All APD, ARFF, Airport Operations, EOC staff and KCAB leadership have received job appropriate NIMS training.

2.1.2 Situation and Assumption

Airports face many potential hazards, any one of which could require a coordinated, organized response of personnel and equipment. Should such an event occur at CVG, the Incident Commander would establish a unified Incident Command Post to manage the initial response of Airport resources. If the event was of such nature that mutual aid agency response was needed, the AOC would begin the notification process to responding agencies. The EOC would be activated to facilitate resources and personnel among mutual aid agencies to mitigate the incident. It is assumed that the EOC and the KCAB Administration Offices will survive the disaster/emergency and remain fully operational.

2.1.3 Operations

The individuals and agencies listed below have primary and support responsibilities relative to direction and control. The Incident Commander is in charge of all emergencies. The primary and supporting roles will depend on the emergency/disaster. An emergency response matrix is included in this section.

The Incident Commander initially will be the ranking ARFF Officer, or APD Officer, depending on the type of incident. Initial response operations will be conducted by Airport emergency services and resources. Preservation of life, protection of property and controlling the situation will be the emphasis of the response. The Incident Commander will command and control the response operations.

If Airport responses are not sufficient to mitigate the situation, the Incident Commander may request the EOC be activated to assist and support response efforts and to contact mutual aid agencies. The

Federal Aviation Administration
Southern Region Airports Division
Approved
Aug 17 2023
JNF
Airport Certification Safety Inspector

primary Airport EOC is located at the CVG Centre, 77 Comair Blvd.. The EOC is equipped to support emergency operations 24 hours per day, 7 days per week. Select airport personnel are trained to fulfill EOC positions and are notified to respond when needed via the airport mass notification system. Additional EOC Equipment (laptops, office supplies, radios) is located at ARFF Station 2 and can be deployed to and location to serve as a backup EOC.

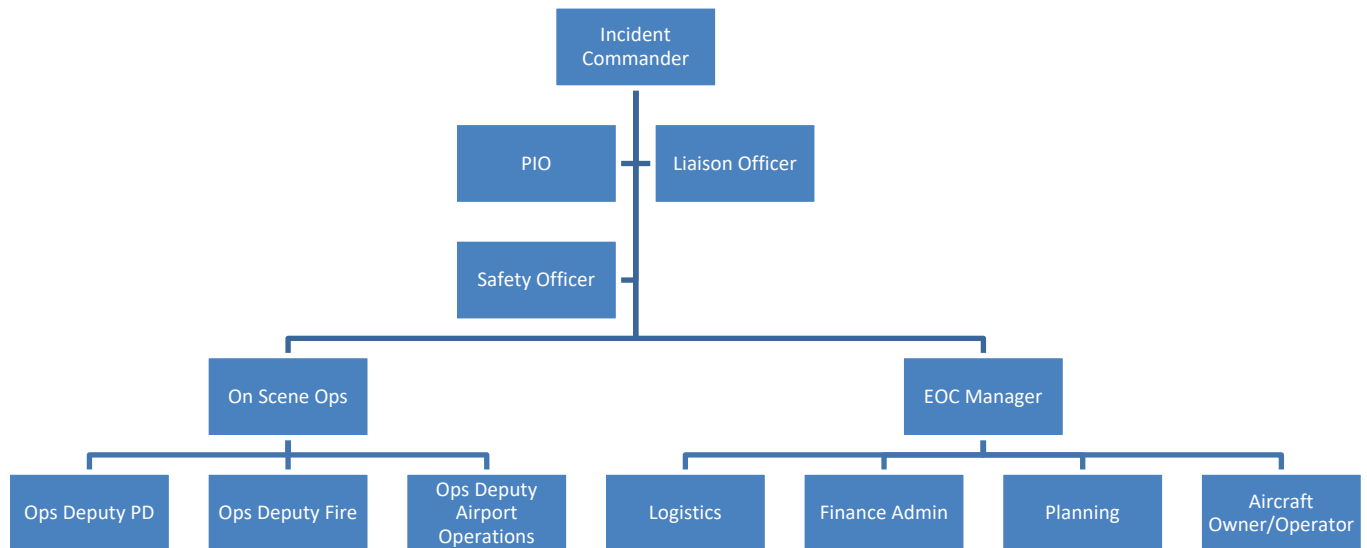
In order for the Incident Command system to be used effectively, emergency response personnel should take the following basic actions:

- Establish the Incident Command Post.
- Evaluate the incident/accident.
- Determine if additional recourse/mutual aid assistance is required.
- Request the EOC be activated to assist the Incident Commander and Incident Command Post.

Unified command will be used when multi-agency response is utilized. Unified command allows all agencies that respond to the incident to manage the incident by establishing a common set of incident objectives, assists in planning tactical operations, and maximizing the use of all available resources. All emergency personnel are issued an emergency badge and are required to wear a safety vest at all times.

Federal Aviation Administration
Southern Region Airports Division
Approved
Aug 17 2023
JNF
Airport Certification Safety Inspector

2.1.3.1 KCAB NIMS Command Chart



2.1.4 Organization and Assignment of Responsibilities

2.1.4.1 Incident Commander (IC)

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

2.1.4.2 EOC Manager

The EOC Manager is the individual responsible for directing the EOC staff in support of the IC to resolve the incident. The EOC manager may take over as IC when life safety events have concluded, and the Airport has moved to a recovery mode. Depending on the nature and extent of the incident, the EOC Manager will determine the positions needed to operate the EOC and summon the appropriate staff to respond.

2.1.4.3 Chief Executive Officer and Chief Operating Officer - Support

- Activate the EOC.

Federal Aviation Administration
Southern Region Airports Division
Approved
Aug 17 2023
JNF
Airport Certification Safety Inspector

- Responsible for overall response operations at the Airport until an Incident Commander assumes the responsibility.
- Lead and direct Airport departments in response efforts.
- Report to the EOC when notified.

2.1.4.4 *ARFF - Primary*

- Activate the EOC.
- When notified of an emergency situation at the Airport, respond to the incident with appropriate personnel and equipment in accordance with this AEP.
- Highest ranking Command Officer will serve as the Incident Commander as appropriate and will establish an Incident Command Post and will assign Incident Command staff functions.
- Manage Airport fire rescue resources and determines if assistance is needed from mutual aid agencies.

2.1.4.5 *Airport Operations - Primary*

- When notified of an emergency situation, respond to the incident in accordance with this AEP.
- Maintain airfield safety and continuity.
- Immediately make a determination on restricting air traffic or closing the Airport and will notify the Air Traffic Control Tower if the Airport is closed.
- Report to the Incident Command Post to coordinate Airport logistics and ground traffic movement.

2.1.4.6 *APD - Primary*

- When notified of an emergency situation at the Airport, responds to the incident with appropriate personnel and equipment in accordance with this AEP.
- Highest ranking Command Officer will serve as Incident Commander as appropriate and will establish an Incident Command Post and will assign Incident Command staff functions.
- Manages APD resources and directs law enforcement operations, such as:
 - Traffic control and diversion
 - Evacuation assistance
 - Establishes an incident perimeter
 - Controls access to incident
- Provides incident security.

Federal Aviation Administration
Southern Region Airports Division
Approved
Aug 17 2023
JNF
Airport Certification Safety Inspector

- Ensures mandated Airport security plan is adhered to for entire Airport.
- Initiates recall of off-duty personnel as appropriate.

2.1.4.7 *Airport Public Information Officer - Primary*

- Reports to the EOC when notified.
- Coordinates release of incident information as appropriate.
- Serve as conduit for information release between the EOC and the Crisis Communication Group.

2.1.4.8 *Airport Maintenance Departments - Primary*

- Assist with staging and airfield vehicle movements to and from the incident scene.
- Mobilization and set up of ARFF Disaster Trailer.
- Assist medical division teams with setup of triage area.
- Set up morgue at Field Maintenance.
- Deploy ranger patient transportation units.
- Direct emergency response vehicles to staging areas and to incident.
- Provide and operate heavy equipment.
- Barricade incident area.
- Set up power lamps and generators.
- Manage public work resources and coordinate response efforts with Logistics located in the EOC.
- Coordinate with utilities service providers for shutdown and service restoration.
- Coordinate with private sector contractors for use of private sector resources in public-works related operations.
- Assist with incident related logistics.

2.1.4.9 *Other Organizations*

- Please see Basic Plan portion of this AEP for information on other agencies.

2.1.5 Administration and Logistics

2.1.5.1 *Administration*

Reports are used to track time and materials used during the incident. These reports will usually be completed by the Logistics and Finance Admin in the EOC. Examples of the reports that would be filed are National Fire Incident Reporting System

Federal Aviation Administration
Southern Region Airports Division
Approved
Aug 17 2023
JNF
Airport Certification Safety Inspector

(NFRIS) Reports on all fire incidents, including aircraft accidents, and Emergency Medical Reports.

2.1.5.2 *Logistics*

Normally emergency agencies responding to the incident would be self-supportive, meaning each agency would restock them, respectively. This would include the Airport.

2.1.6 Plan Development and Maintenance

Chief Operating Officer, Airport Emergency Manager, APD, ARFF, Airport Maintenance and Airport Operations, will coordinate necessary revisions to this AEP.

2.1.7 Authorities and References

- 14 CFR Federal Aviation Regulations
 - 139.325 – Airport Emergency Plan
- Advisory Circulars
 - AC 150/5200-31 – Airport Emergency Plan
 - AC 150/5210-22 – Airport Certification Manual
- NIMS
- KCAB Rules and Regulations

All these references and authorities were used to construct the Airport Emergency Plan.

Federal Aviation Administration
Southern Region Airports Division
Approved
Aug 17 2023
JNF
Airport Certification Safety Inspector

2.2 Communications

2.2.1 Purpose

The Communications Section provides information on how CVG will establish, use, maintain, augment and provide redundancy for all types of communication devices needed during emergency response operations.

2.2.2 Situations and Assumptions

All Airport radio communications are managed by the AOC which is staffed 24/7 by communications personnel dedicated to the Communications Section. The AOC also serves as the Public Safety Answering Point (PSAP) for all E-911 calls placed from Airport property.

The AOC maintains a direct telephone line (i.e., Crash Phone) between the FAA Tower (ATCT) which serves as the primary method of notification used in the event of an aircraft emergency. Audio from this line is also automatically broadcast over public address systems located at both ARFF stations and the APD to allow emergency response personnel to hear live conversations between the ATCT and AOC. This notification system is tested on a daily basis.

APD and ARFF utilize the 800 MHz trunked digital radio system operated by the AOC for all public safety radio communications. The system currently provides multiple programmed talk groups and allows for broadcasting emergency notifications across multiple talk groups via CVG ALLCALL. Mutual Aid agencies have radio systems compatible with the airport radio system, allowing for interoperable communications.

Certain Airport personnel are required to either be issued and/or use radios for their job assignment. The 800 MHz radio system allows for interoperability between Airport departments when needed.

All Airport owned vehicles designated for use on the airfield are equipped with two-way radio equipment capable of operating, at a minimum, on the following frequencies to facilitate movement on the airfield and emergency operations:

- 121.70 Primary ground frequency
- 121.30 back-up ground frequency
- 118.30 Runway 9-27 and Runway 18C-36C
- 118.97 Runway 18L-36R

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

- 133.325 Runway 18R-36L
- 132.725 Discrete Emergency Frequency

2.2.3 Operations

Initial emergency communications during an emergency/disaster at CVG will be managed by the AOC. Additional communications support will be provided by the EOC based on the size and complexity of the incident.

During an emergency/disaster at CVG all emergency communications between responding Airport and mutual-aid agencies will be assigned to the 800 MHz radio system. All responding units will be assigned to individual talk groups by the Incident Commander to support emergency operations.

During an aircraft emergency/disaster at CVG communications between Airport Operations, APD, ARFF and the ATCT will be established on the discrete emergency frequency - 132.725.

Initial incident notifications and situational updates are also broadcasted to pre-determined Emergency Notification Groups via a Mass Notification System.

2.2.4 Organization and Assignment of Responsibilities

During an emergency/disaster at CVG the Incident Commander is responsible for directing personnel and resources at the Incident Command Post to resolve the incident. The Incident Commander will direct personnel to move to separate radio talk groups to manage the incident as it expands. The Incident Commander may direct the EOC Manager or Airport Duty Manager to establish the talk groups and move personnel to the appropriate talk groups.

During an emergency/disaster at CVG the EOC Manager is responsible for the operations within the EOC itself. The EOC Manager's primary role is to manage and coordinate EOC operations and is responsible for the overall operation of the EOC. Specific responsibilities include:

- Ensuring the readiness of the EOC at all times.
- Activating the EOC at the request of any authorized staff member.
- Following request for activation, based on pre-established guidelines, designate the activation level.
- Supporting the Incident Commander and Incident Command Post.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

- Establishing the appropriate staffing level for the EOC based on situational reports.
- Continuously monitoring organizational effectiveness ensuring that appropriate modifications occur as required.

2.2.5 Administration and Logistics

The Senior Manager of the AOC is responsible for the preparation and retention of all communication related reports and records. A maintenance agreement is in place for the crash phone and the 800 MHz radio system.

2.2.6 Plan Development and Maintenance

The Senior Manager of the AOC and Airport Operations is responsible for coordinating the development and revision of the Communications Section.

2.2.7 Authorities and References

- Advisory Circulars
 - AC 150/5200-31 – Airport Emergency Plan
 - AC 150/5210-22 – Airport Certification Manual
- KCAB Rules and Regulations

All these references and authorities were used to construct the Airport Emergency Plan.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

2.3 Alert Notification and Warning

2.3.1 Purpose

The Alert Notification and Warning Section identifies the methods and sequences to be used in notifying all appropriate Airport personnel of an emergency situation on, or in the vicinity of, the Airport.

2.3.2 Situation and Assumptions

CVG is located approximately 15 miles southwest of downtown Cincinnati, Ohio in Boone County, Kentucky. There is one major interstate (i.e., I 275) that is adjacent to the Airport and one major interstate (i.e., I 75) that is within 3 miles of the Airport. The Airport is located in rural Boone County with no major high-rise buildings in the area.

2.3.3 Operations

Initial reports of an emergency are generally received by AOC from one of the following methods:

- E-911 call to the Airport's in-house Public Safety Answering Point (PSAP).
- Normal use telephone lines.
- Radio communications (Airport personnel – local public safety agencies).
- Dedicated crash phone from the ATCT.

In the event of an aircraft Alert II or Alert III the primary method of alarm notification will be a direct telephone line (i.e., Crash Phone) between the FAA ATCT and the AOC.

In the event of a failure of the Crash Phone, the ATCT retains the ability to contact the AOC directly via E-911.

The primary method of alerting APD and ARFF units of emergency situations is the Airport's two-way 800 MHz radio system and by a building alerting system installed at both ARFF stations and the police station and managed by AOC.

AOC can dispatch mutual-aid units, if requested by Incident Command.

AOC actively monitors The National Fire Protection Association (NFPA) compliant

Federal Aviation Administration
Southern Region Airports Division

APPROVED

Dec 02 2021

LH
Inspector

fire alarm/suppression systems installed at the CVG terminals, fuel farm, and many other facilities (i.e., hangars, FBOs, ARFF stations, car rentals, etc.) located on Airport Property.

In the event of a county-wide disaster the Boone County Emergency Management Agency may activate the Emergency Notification System (ENS) which covers all of Boone County including non-airfield areas of the Airport.

A grid map system (Attachment 1) shall be available for Airport related emergencies. The grid map consists of a letter and numerical system and includes the Airport, approach and departure ends of the runways, and adjacent community properties.

The Airport also maintains an Internet based Mass Notification System that allows for text and e-mail notification of Airport Emergency Response and Airport Management Personnel in the event of an emergency or other important event.

AOC actively monitors severe weather information provided by the NWS, local media outlets, Weather Sentry (a subscription weather service). In the event of impending severe weather, the AOC makes the appropriate notifications via the terminal-wide public address system, all Airport radio talk groups described above as well as the internet-based Mass Notification System.

Notification of lightning events occurring at or in the vicinity of CVG is accomplished through an automated notification system that alerts the AOC to activate visual devices located on the ramp area to alert personnel working outside to seek shelter.

2.3.4 Organization and Assignment of Responsibilities

2.3.4.1 *Airport*

The Airport will develop and maintain contingency plans to provide alert and warning if established primary systems fail.

2.3.4.2 *Airport Operations - AOC*

The AOC will initiate all disaster/emergency notifications and alerts including the dispatch of Airport and mutual aid agencies as outlined by the AEP.

Federal Aviation Administration
Southern Region Airports Division

APPROVED

Dec 02 2021

LH
Inspector

2.3.4.3 *ARFF*

In the event of an aircraft Alert II, ARFF units will immediately respond to a pre-designated staging location. In the event of an aircraft III, ARFF units will immediately respond to the emergency site, assess the situation and manage accordingly.

2.3.4.4 *FAA ATCT*

FAA ATCT will notify the AOC of all aircraft emergencies. The FAA ATCT will provide ground control services for access to all active runway/taxiways areas as needed.

2.3.4.5 *Airport Departments and Tenants*

Upon receipt of an alert signal or warning message, all tasked organizations will initiate internal notification procedures to:

- Notify all employees and other volunteers assigned to assist with emergency response duties of the emergency situation.
- As appropriate to the situation:
 - Suspend or curtail normal business activities.
 - Seek refuge.
 - Notify and recall essential off-duty employees.
 - Send non-critical personnel home.
 - Evacuate the organization's facilities.
- If appropriate, augment the alert and warning effort through the use of vehicles or personnel equipped with public address systems to assist with the delivery of appropriate warnings/notifications.

2.3.5 Administration and Logistics

The Senior Manager of the AOC is responsible for the preparation and retention of all alert and warning related reports and records. The Senior Manager of the AOC manages the emergency contact list for tenants and KCAB personnel.

2.3.6 Plan Development and Maintenance

The Senior Manager of the AOC and Airport Operations are responsible for coordinating the development and revision of the Alert Notification and Warning Section.

Federal Aviation Administration
Southern Region Airports Division

APPROVED
Dec 02 2021

LH
Inspector

2.3.7 Special Needs

The majority of passengers, personnel and visitors who work and travel through CVG are English speaking. According to the Metropolitan Statistical Area (MSA) of Greater Cincinnati, over 93% of the population speaks only English.

In the event a foreign language translation is necessary, the Airport will use the contracted phone translation or in-person interpretation services already established. CVG volunteers and airport staff, who speak a variety of languages, may also be used to effectively communicate with passengers with limited English proficiency. A visual paging system for those with hearing impairments will display emergency messages throughout the terminal (both pre- and post-security areas). The public address system will be used to verbalize information and instructions for those with visual impairments.

2.3.8 Authorities and References

- Advisory Circulars
 - AC 150/5200-31 – Airport Emergency Plan
 - AC 150/5210-22 – Airport Certification Manual
- KCAB Rules and Regulations
- LOA with FAA Air Traffic Control Tower (Exhibit 15, Airport Emergency Procedures).

All these references and authorities were used to construct the Airport Emergency Plan.



2.4 Emergency Public Information

2.4.1 Purpose

The Emergency Public Information (EPI) section of this AEP describes the means, organizations, and processes used to provide timely, accurate, and useful information/instructions before, during, and after a critical incident or emergency at CVG.

2.4.2 Situation and Assumptions

2.4.2.1 *Means of dissemination*

Regardless of the nature of the critical incident, CVG's Public Information Officer (PIO) will coordinate all EPI with the incident commander, EOC Manager, and other Airport officials to respond appropriately to all media inquiries and provide periodic media updates during and after the incident.

2.4.2.2 *Identified resources*

The PIO will serve as the primary media liaison and all information disseminated will use the communication channel that best fits the situation and resources available. These channels shall include but are not limited to e-mail, websites, social media, local/regional/national news media (radio/TV/newspaper), telephone, fax, one-on-one interviews and news conferences.

2.4.2.3 *Coverage*

Depending on the nature of the emergency, local media coverage will primarily be concentrated in the tri-state area local television and radio stations and local publications.

2.4.2.4 *Vulnerability*

In the event of a power outage or loss of terminal or staging area, the PIO will work from the EOC or AOC which has a back-up power source from generator. Activation of the EOC will take place during any type of large-scale critical incident or disaster.

2.4.2.5 *Audience*

The majority of passengers, personnel and visitors who work at and travel through CVG are

Federal Aviation Administration
Southern Region Airports Division

APPROVED

Dec 02 2021

LH
Inspector

English speaking. According to the Metropolitan Statistical Area (MSA) of Greater Cincinnati, over 93% of the population speaks only English.

2.4.2.6 *Special Needs*

In the event a foreign language translation is necessary, the Airport will use the contracted phone translation or in-person interpretation service already established. CVG volunteers and airport staff, who speak a variety of languages, may also be used to effectively communicate with passengers with limited English proficiency. CVG has a plan in place for assisting passengers with special needs.

Elevators, escalators and moving walkways at CVG assist those with physical impairments. A visual paging system for those with hearing impairments will display emergency messages throughout the terminal (both pre- and post-security areas). The public address system will be used to verbalize information and instructions for those with visual impairments.

2.4.2.7 *Preparedness*

CVG has developed specific plans for managing natural disasters, fire, severe weather, acts of terrorism and more. KCAB staff, in partnership with airline, TSA, concessionaire and other employees, routinely test the efficacy of these plans through table-top exercises as well as timed drills. The PIO has completed appropriate NIMS training for public information systems.

2.4.2.8 *Assumptions*

- Media - Most of media outlets will not be familiar with the processes outlined in this AEP. Reporters, journalists, photographers and videographers will attempt to gain information from official and unofficial sources in an attempt to be the first to report the news story. All employees should be aware that anything they say to a news reporter is considered “on the record,” and should not speak to media but direct them to the PIO.
- Local cooperation - Cooperation is expected from local media in terms of assistance in disseminating emergency public information in the early minutes, hours and days after the incident.
- External media interest - In the event of a critical incident at CVG, it is likely there will be local, regional, national and possibly international media interest, both by print and broadcast outlets. They will often

Federal Aviation Administration
Southern Region Airports Division

APPROVED
Dec 02 2021

LH
Inspector

focus on the sensational and look for evidence of crimes, negligence and other negative aspects of the incident.

2.4.3 Operations

2.4.3.1 General

CVG follows the Incident Command System (ICS) processes and protocols established by the Federal Emergency Management Agency (FEMA) NIMS. During the emergency, CVG's designated Incident Commander will manage the incident and its response.

- The PIO will establish the Joint Information Command (JIC) after being alerted by the IC that an emergency situation exists. The PIO will interface with other PIOs from responding agencies and jurisdictions and is the single point of contact for EPI regarding the emergency with the exception of the IC.
- The PIO will interface with the Incident Commander, Chief Executive Officer (CEO), EOC Manager and other KCAB and external leadership involved in the incident (including airline and TSA business partners) as needed to verify information.
- The PIO or other designated KCAB staff (will be determined based on type of incident and approved by the PIO) and/or airline official will brief the media on the pertinent issues regarding the disaster/emergency. These briefings may be in the form of written statements, written news releases, news conferences, or one-on-one interviews by phone or in person. The briefings will continue for the duration of the emergency/disaster as new information becomes available.
- Media will be permitted access to emergency area on a case-by-case basis and such access will be a low priority until the critical incident is over or ended. The Incident Commander will confirm if and where access is permitted. Media will be escorted by the PIO of IC and must show appropriate credentials for access.
- Post-emergency evaluation and critique will take place to discuss performance and improvement of EPI processes.

Phased Activity

- Increased readiness - In the event that advanced warning about a critical incident (such as severe weather) is available, action will be taken in advance to prepare for release of EPI.



- Actions - Readiness may take the form of prewriting news releases and media advisories, establishing and maintaining contact with the media, prepare instructions for release, post information on Website, identify staffing needs, identify and arrange additional resources for EPI operations.
- Message content - Messages prepared in advance of the incident will depend on forecasts, predicted times, and as much information as is available. Any EPI delivered will contain as much basic journalistic information (who, what, when, where, why, and how) that is available in advance.

Limited Warning Available

- Actions - When a limited notice about the critical incident is available, the PIO will begin making phone calls and taking other action to collect and verify information, monitor the local media, and coordinate particulars about the response with the IC.
- Message content - EPI disseminated when limited warning is available is likely to include a basic description of the emergency, the estimated time and location, planned response, instructions for passengers, personnel, and the general public, etc.

After Incident (Post-Event)

- Actions - Continue updating the media about post-event activities, impact and latest news. Contact news media outlet(s) if incorrect information is reported. Compile a chronology of incident-related events and evaluate the EPI process.
- Message content - EPI disseminated after the incident will include a progress report about the current situation and response to the emergency, information about flight delays or impact on Airport operations, contact information for more information, where to get assistance, etc.
- Internal coordination - The PIO shall serve as the primary media contact for the duration of the critical incident. The PIO will coordinate all EPI and distribute to the Crisis Communication Team. The Crisis Communication Team will disseminate the information to their respective groups. The PIO will respond to media inquiries and requests.
 - Depending on the nature of the incident, the pre-designated meeting room will be in the EOC, or in the designated room at the KCAB Administrative Office building.
 - External crisis communication assistance may be utilized in the event of catastrophic events.
 - The PIO, with approval from Incident Commander,

Federal Aviation Administration
Southern Region Airports Division

APPROVED

Dec 02 2021

LH
Inspector

will determine whether or not media access to the scene of the incident will be provided.

- Inter-jurisdictional coordination - All EPI will be released according JIC protocols and procedures according to the NIMS.
- Airport-local - This coordination would occur between Airport, airline, TSA and other business partners in addition to municipal police, fire, hospitals, emergency management and others including non-governmental organizations (NGOs) like the American Red Cross. The Airport would notify passenger and cargo carriers and all Airport tenants about the nature of the incident.
- Airport-local-state - Depending on the nature of the incident, state agencies, such as police and emergency management, may be involved or the Governor may declare a state of emergency. All EPI will be gathered and verified through appropriate Airport, municipal government, and/or state agency PIOs before it is distributed if applicable
- Airport-local-state-federal - In the event of an aircraft accident or crash, the NTSB, FAA, Homeland Security, FBI and other federal agencies will be alerted, and they will be included in gathering, verifying, and disseminating EPI when on scene.

2.4.4 Organization and Assignment of Responsibility

The PIO will seek and receive information about the incident primarily from the Incident Commander, EOC Manager and PIOs from responding organizations.

The PIO will gather and verify information with PIOs from responding agencies as well as local hospitals and volunteer organizations like the American Red Cross. The PIO will also gather and verify information with PIOs from airlines, TSA, Airport tenants.

The PIO will serve as the Airport's main liaison with local media organizations, disseminating only that information which has been verified and confirmed by the Incident Commander, EOC Manager and/or PIOs from responding agencies and business partners.

The PIO will facilitate and manage media briefings, news releases, interviews, photo opportunities, and other tasks related to the incident in cooperation with responding agencies.

2.4.5 Administration and Logistics

The administration and logistics of the EPI is further defined in the Crisis Communication Plan



which will be kept in the office of the Director of Communications and Government Affairs.

2.4.6 Plan Development and Maintenance

The PIO is responsible for developing and revising the EPI section of the Airport's AEP. The PIO shall work with liaisons from the EOC, APD, ARFF, and Airport Operations to ensure all information is current and accurate.

2.4.7 Authorities and References

- NIMS
- KCAB Rules and Regulations
- Crisis Communications Plan

All these references and authorities were used to construct the Airport Emergency Plan.

Federal Aviation Administration
Southern Region Airports Division

APPROVED

Dec 02 2021

LH
Inspector

2.5 Protective Actions

This function addresses those actions to be taken to protect the health and safety of the transient and employee populations at the Airport.

2.5.1 Purpose

The purpose of the protective actions section is to provide emergency plans for all tenants of CVG that will be used to provide safety to the transient and employee population at the Airport. Emergency plans are managed by the Airport for public/transient areas only. Non-public emergency plans are the responsibility of the tenant/occupant. Primary plans include:

- Severe Weather Evacuation Plan
- Fire evacuation plans for Airport public areas
- Bomb threat

Plans were developed to ensure the safe and orderly evacuation/shelter-in-place of people threatened by the most common hazards to the Airport.

2.5.2 Situations and Assumptions

- Emergency conditions that could occur at the Airport that may require implementation of protective actions:
 - Severe weather including severe thunderstorms and/or tornadoes
 - Fire
 - Bomb threat
- Areas subject to potential protective actions: In all cases, the primary audience for the protective action plans is those employees and transient public in the Main Terminal, Concourses, and parking/ground transportation facilities. This is due to the inherent risk associated with the number of people in the above buildings. In addition, tenants in out-buildings on Airport property receive notifications for severe weather and other information that is distributed by the AOC via the emergency notification system.
- The Delta fuel farm facility on the north east side of the airfield is the area of greatest hazardous material storage.
- Each protective action plan addresses how to best provide for groups requiring special assistance.

2.5.2.1 Assumptions

KCAB has assessed the most common hazards that may require evacuation or shelter-in-place, and has formal plans for fire, severe weather and bomb

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

threats. Evacuation routes are displayed throughout the Airport. All non-public areas have evacuation plans; however, they are the responsibility of the tenant or occupant.

The primary decision for ordering an evacuation will come from the Incident Commander or will be initiated by automated signaling device.

- All employees, whether those of KCAB or airlines and tenants, are instructed in how to assist transient personnel. They are made aware that not only does the public need to be pointed in the right direction for a safe evacuation/shelter-in-place, but badged employees must keep transient personnel in close proximity to mitigate any security threat.
- KCAB employees, as well as tenant employees, will notify transient personnel of the need to evacuate or take shelter, it is understood that not all persons will choose to heed advice and direction. As such, employees will encourage other employees and the public to follow instructions, but they cannot force them to. An Airport Police Officer will have the authority to escort these individuals to a safe location by whatever means necessary.
- While developing the plans, health, safety and security risks were taken into consideration and accounted for. In addition, during an event, the Incident Commander will assess the situation and will respond as appropriate.
- Situations such as severe weather, and possibly a bomb threat could warrant the need to shelter-in-place instead of evacuating.

2.5.3 Operations

Each plan goes into detail regarding the Incident Commander, notifications, and evacuation/shelter-in-place procedures, the all-clear, etc.

2.5.3.1 *Sheltering*

- The public is notified of a severe weather threat via the public address system announcements.
- Non-public tenants, airlines, employees etc. are notified via a phone message, text message, all call radio or email.

2.5.3.2 *Evacuation*

- The plan calls for ARFF to assume the role of Incident Command.
- The plan makes provisions for assisting special need individuals.
- The plan describes evacuation routes and assembly locations. In some cases, such as a bomb threat, evacuation routes and

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

assembly areas will be determined based on available information at the time. In this case, the APD, serving in the role of Incident Command, will determine routes and locations.

- Primary mode of transportation will be by foot.
- Employees that assist are instructed to keep transient persons in close proximity to mitigate safety and security risks. In addition, the APD plays an active role in maintaining security.

2.5.4 Organization and Assignment of Responsibilities

Each plan gives a list of roles and responsibilities depending on the event. In addition, ARFF and APDs have standard operating procedures that they follow.

2.5.5 Administration and Logistics

- Administration
 - The protective plans are reviewed for changes at least annually by appropriate parties.
 - Maps are included in each plan as appropriate.
- Logistics
 - Provisions are made by Airport maintenance, APD, ARFF, and other appropriate parties to ensure that all essential supplies and equipment are moved as needed.
 - Mutual aid agreements are in place if back up assistance is required for ARFF or APD.

2.5.6 Plan Development and Maintenance

Chiefs of APD and ARFF Chief, Airport Emergency Manager and Airport Operations are responsible for maintaining the Protective Actions Section.

2.5.7 Authorities and References

- 14 CFR Federal Aviation Regulations
 - 139.325 – Airport Emergency Plan
- Advisory Circulars
 - AC 150/5200-31 – Airport Emergency Plan
- KCAB Rules and Regulations

All these references and authorities were used to construct the Airport Emergency Plan.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

2.6 Law Enforcement

2.6.1 Purpose

APD provides information and identifies methods used to mobilize and manage law enforcement services in response to a disaster/emergency. APD exists to protect life and property, as well as ensure rapid access for all emergency responders/equipment to the disaster/incident site as well as provide rapid egress to awaiting medical facilities.

APD is comprised of Police Officers, Explosive Detection Canine Handlers (EDT), Narcotics Detection Canine Handler (NDT), Office Administrator, and Clerks. Police Officers are certified by the Kentucky Department of Criminal Justice Training (DOCJT) and complete a Police Training Officer Program. Police Officers are required to complete in-service training through DOCJT annually. Telecommunicators are certified by DOCJT and complete a Communications Training Program. Telecommunicators are required to attend DOCJT training annually. Administrators and Clerks receive training applicable to their positions.

The Criminal Investigations Section is staffed by APD. This section is responsible for criminal, terrorism and drug cases in addition to crime prevention and background investigations. The Criminal Investigations Section maintains a variety of specialized equipment to assist in crime scene processing.

In addition to Patrol Duties, APD maintains a Special Response Team (SRT) unit. Sworn SRT members are comprised from various Department sections and are temporarily assigned to the SRT unit. The SRT unit is available 24/7/365. The Chief of APD appoints the SRT members. The SRT members are under direct control of the Patrol Section Commander (SRT Commander) while performing SRT functions. The SRT unit is equipped with a variety of tools and weapon systems suited to handle tactical police situations. All SRT equipment is available at all times for immediate emergency response.

All police equipment is available 24/7/365. APD coordinates from a 2-story building that was constructed in 1991. The APD utilizes marked patrol vehicles, EDT vehicles, NDT vehicle and unmarked units. Additional police emergency equipment includes a bomb trailer, all-terrain vehicles, SRT van, and bicycles.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

APD owns and maintains a Firearms Simulator which assists in Officer training. In addition to the simulator the Airport maintains an outdoor firing range. Airport Police Officers qualify at the range on all issued weapons.

2.6.2 Situation and Assumptions

Law enforcement plays a critical role in the event of a major disaster or incident within the physical confines of CVG. APD has mutual aid agreements with multiple local law enforcement agencies. The close proximity of these departments to the Airport ensures a quick response time. Personnel strengths of the APD in addition with these outside recourses should adequately fill all required posts.

APD will assist with search and rescue operations in an off-Airport emergency/disaster that occurs in the near vicinity of the Airport. The APD would play a more limited role in an off-Airport incident/disaster.

Incidents such as hijackings or bomb threats will be handled in accordance with Airport Police Unusual Occurrence Procedures and the Airport Security Plan

Telephone calls regarding a potential or impending disaster/incident will be received directly by the AOC at 859-767-3123, 859-767-7777 or through “911” from a telephone in the area. The FAA ATCT also has access to the AOC via the Crash Phone.

2.6.3 Operations

The APD is responsible for the protection of life and property as well as to enforce law and order. The APD operates within the guidelines of the Airport Police Department Policy and Procedures. Procedures are reviewed and updated annually and are in compliance with the Kentucky Association of Chiefs of Police Accreditation Program and the Kentucky Revised Statutes.

The responsibilities of the APD include:

- Protection of life and property.
- Perimeter security and security of the Security Identification Display Area (SIDA) and the Airfield Operations Area (AOA).
- Traffic and crowd control with the primary emphasis on rapid access to the disaster/incident site for emergency units as well as

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

quick egress to awaiting medical facilities.

- Evacuations and search pertaining to rescue efforts.
- Scene security at all necessary location, including the disaster/incident site.
- Direction of all Law Enforcement assets.
- Initial investigation of the disaster scene.
- Assist the Public Information Officer with media security.
- Vehicle escorts.
- Ensuring rapid access and egress of all emergency personnel/vehicles onto or off of the staging area.
- Keeping unauthorized personnel from entering the Airport.

APD personnel are recalled through the AOC as directed by Fire or Police Command. Mutual aid police units are dispatched via the Boone County Public Safety Communications Center (PSCC) Signal 500. All responding units report to the lower level of the APD or to the incident scene. The Northern Kentucky Command Vehicle 100 is available upon request for Airport deployment. Personnel assigned to the Airport from mutual aid agencies will not adversely affect emergency response times in their community.

All CVG APD Officers are certified to operate vehicles in all areas of the AOA and receive Airfield Familiarization training every 12 consecutive calendar months and Ramp Driving and SIDA training biannually. CVG APD Officers will be responsible for escorting outside agencies on the AOA.

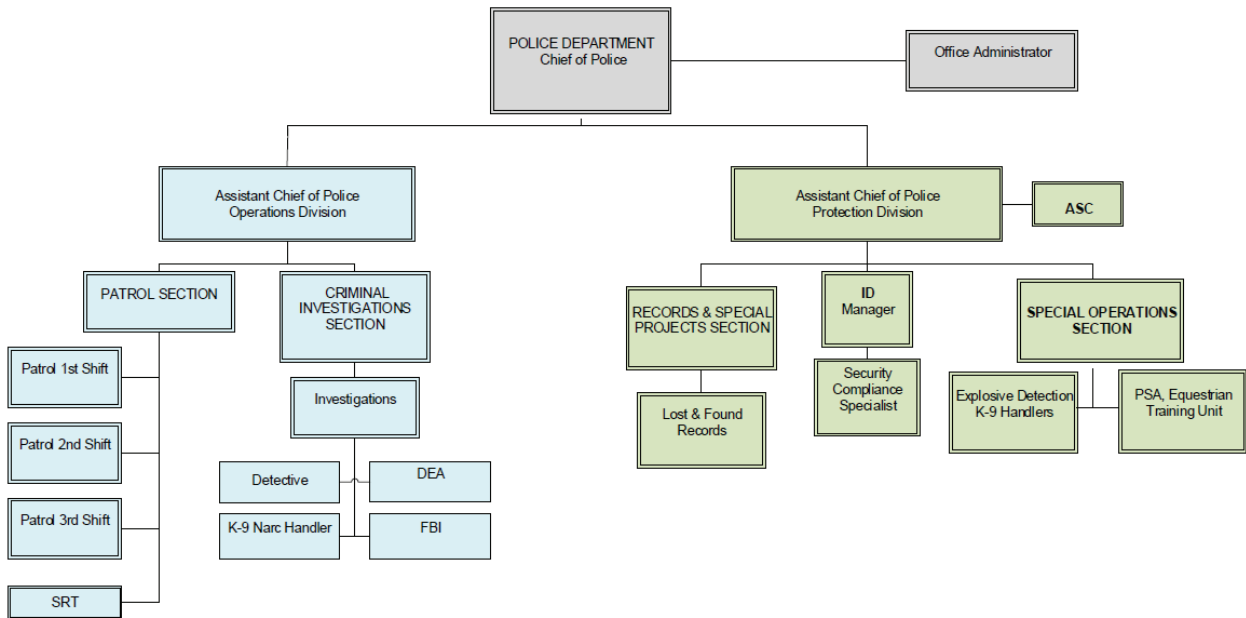
Mobilization of APD members and equipment will be as directed in Airport Police Policy and Procedure.

The EOC and or AOC will coordinate all facets of the emergency, from initial actions of the Incident Commander to accident recovery and investigation. The EOC / AOC will coordinate all resources and logistics. The EOC / AOC will incorporate planning periods to map out all possible considerations during and after the incident. Incident Command will be transferred from the initial on-scene Police Supervisor to the EOC when required. The NIMS system will be used on all emergency incidents.

2.6.4 Organization and Assignment of Responsibilities

The organizational structure depicted below is typical for the initial response to any incident at CVG. The structure may be expanded/contracted based upon the incident at hand.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector



2.6.5 Administrative and Logistics

All APD Officers are issued cellular phones to ensure immediate recall. The AOC maintains a current list of all essential personnel in case of emergency. This list is updated as needed and tested monthly. ARFF maintains a contact list of all support agencies involved with the Airport Disaster Committee. In the event of multiple incidents, personnel are called in and mutual aid is contacted to respond.

APD equipment is inspected daily to ensure operation. Weekly inspections are done on vehicles and contents. All APD vehicles are maintained by qualified KCAB mechanics.

2.6.6 Plan Development and Maintenance

The Chief of APD and Airport Operations are responsible for coordination and revisions to the Law Enforcement Section.

2.6.7 Authorities and References

- Kentucky Department of Criminal Justice Training
- KCAB Rules and Regulations

All these references and authorities were used to construct the Airport Emergency Plan.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

2.7 Aircraft Rescue and Firefighting

2.7.1 Purpose

ARFF's mission includes prevention and suppression for all structures and aircraft, search and rescue efforts, advanced life support care and transport, confined space technical rescue, and response to hazardous materials incidents.

ARFF section is comprised of certified Kentucky firefighters and licensed Emergency Medical Technicians (EMTs) or paramedics which includes command staff, fire inspection bureau and EMS bureau personnel.

All emergency equipment is available 24/7/365. There are two ARFF fire stations located on Airport property. Each firehouse is capable of providing Index C response. In addition to ARFF response, equipment is also available for structural, EMS, hazardous materials (HAZMAT) and confined space emergencies at these locations. ARFF, utilizing the NIMS Incident Command system, establishes command on all aircraft emergencies. This is usually done by the Senior ARFF Officer on scene.

2.7.2 Situation and Assumptions

KCAB has entered into mutual aid agreements with fire departments in Kentucky, Ohio and Indiana. They will provide numerous engine companies, ambulances and personnel. In addition, a mobile command post and numerous mass casualty trailers are also available. These units are responding from 7 counties in three states. In addition, agreements are in place for necessary support agencies. This gives ARFF the ability to mitigate any major disaster/emergency located on Airport property.

These units are dispatched with a radio call from Command to the AOC by requesting a Signal 500 based on need. All responding units will report to one of two pre-designated staging areas. The north staging area is located off of Logan Road by North ARFF. The south staging area is located on South Airfield Drive at the Airfield Maintenance Facility. All off Airport departments have been trained on expected duties once they arrive on the Airport.

KCAB recognizes that a major emergency on the Airport will impact all communities involved with this plan. Mutual aid units have been selected to still allow

Federal Aviation Administration
Southern Region Airports Division
Approved
Aug 17 2023
JNF
Airport Certification Safety Inspector

enough county units to remain in their respective communities to provide coverage to their areas.

The KCAB EOC / AOC has the ability to coordinate assets with other area Emergency Operations Centers in the event of a wide area disaster. This will allow for a distribution of available units to the priority emergencies. There is a possibility of numerous units that will be unavailable due to the area wide disaster.

2.7.3 Operations

There are two ARFF fire stations located on Airport property. Each fire station is capable of providing Index C response. In addition to ARFF response, equipment is also available for structural, EMS, HAZMAT and confined space emergencies at these locations.

ARFF personnel are dispatched by radio through the AOC utilizing an 800MHz radio system. This system has the capabilities to talk to surrounding dispatch centers. The AOC also serves as the primary answering point for the Crash Phone.

All ARFF personnel are certified to operate vehicles on all areas of the AOA. Additionally, the AOC monitors and can control primary AOA entry gates remotely for emergency access. A perimeter road system exists for access around the AOA area.

The Airport Disaster Committee is the planning body that maps out all aspects of an aircraft event. This committee is comprised of various organizations to include:

- Mutual aid fire departments
- Emergency physicians/nurses recruited by the Airport Board
- Area Hospital Council
- American Red Cross
- Salvation Army
- Mutual aid police agencies
- State and local Medical Examiners Offices
- Emergency Management Agencies
- Northern Kentucky hospital management
- Airline representatives from CVG airlines

Federal Aviation Administration
Southern Region Airports Division
Approved
Aug 17 2023
JNF
Airport Certification Safety Inspector

- Emergency Dispatch Center representatives
- Air evacuation helicopter operator
- Airport management and EOC members

This plan is exercised every 12 consecutive months with a tabletop exercise and every 36 consecutive months with a full scale disaster drill.

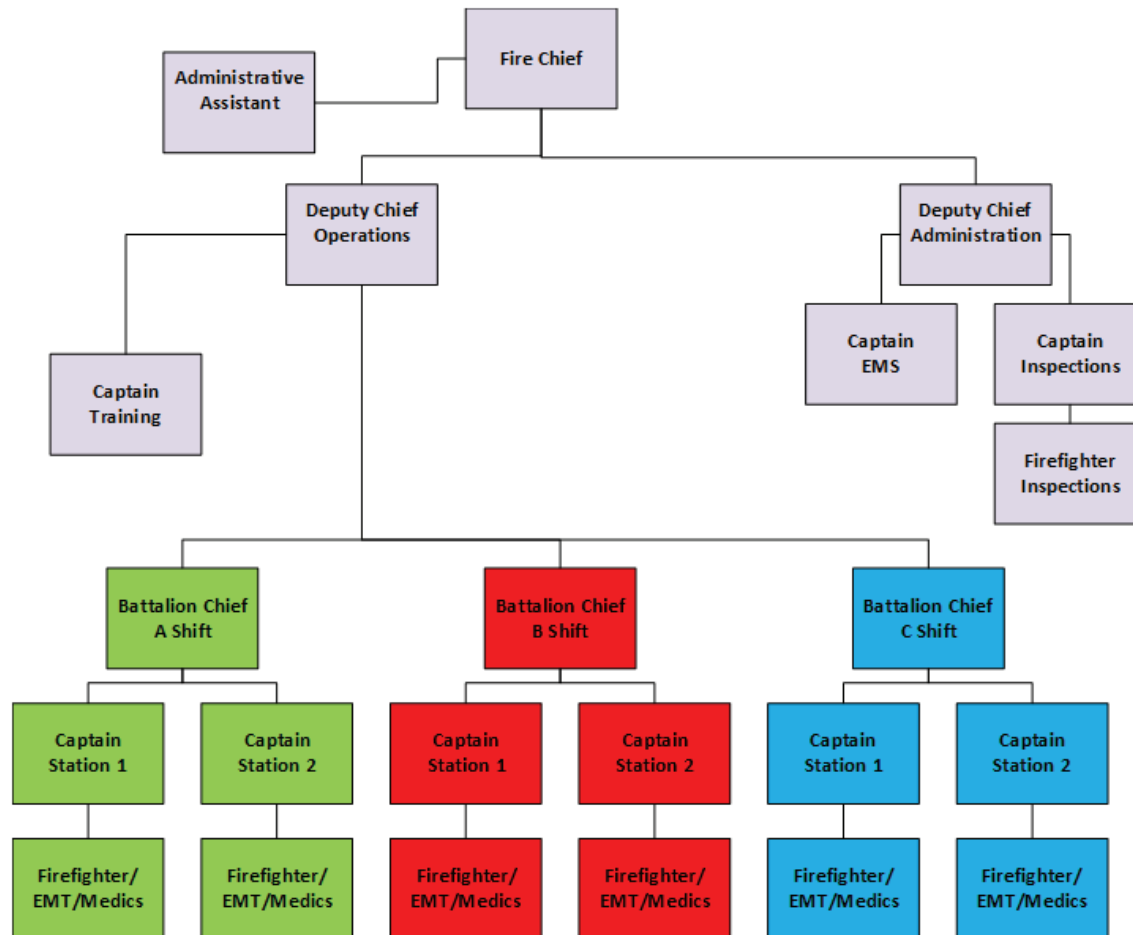
The EOC/AOC will support all facets of the emergency itself, from initial actions of the Incident Commander to post accident recovery and investigation. They will also coordinate all on and off Airport resources and logistics. The EOC/AOC will incorporate planning periods to map out all possible considerations during and after the incident. Incident Command will be transferred from the initial on-scene ARFF officer to the EOC when required. The NIMS system will be used on all fire and rescue incidents.

Off Airport emergency equipment will be escorted to the crash site by Airport personnel. This will significantly reduce the potential for runway incursions on areas of the Airport that are still open to air traffic.

2.7.4 Organization and Assignment of Responsibilities

The organizational structure depicted below is typical for the initial response to any incident at the Cincinnati/Northern Kentucky International Airport. The structure may be expanded/contracted based upon the incident at hand.





2.7.5 Administration and Logistics

All ARFF firefighters, Disaster Committee members and EOC personnel are available via cellular telephones for the purpose of an immediate recall. The AOC maintains a current list of all essentials personnel that are activated for recall in case of an emergency. This list is updated as needed and tested monthly. ARFF maintains a contact list of all support agencies involved with the Airport Disaster Committee.

ARFF equipment is checked out daily for operation and recorded utilizing a checklist. ARFF equipment is maintained by qualified KCAB mechanics. The ARFF section currently has three

Federal Aviation Administration
Southern Region Airports Division
Approved
Aug 17 2023
JNF
Airport Certification Safety Inspector

spare major crash vehicles which provide ample backup for equipment out of service. This equipment is also available should multiple incidents develop. The City of Cincinnati is available to provide mutual aid to KCAB ARFF with personnel and crash equipment, if required. This is covered under the current mutual aid agreement

2.7.6 Plan Development and Maintenance

The Chief of ARFF and Airport Operations are responsible for coordinating revisions to any of the ARFF plans and procedures.

2.7.7 Authorities and References

- 14 CFR Federal Aviation Regulations
 - 139.315 – Aircraft Rescue and Firefighting: Index Determination
 - 139.317 – Aircraft Rescue and Firefighting: Equipment Requirements
 - 139.325 – Airport Emergency Plan
- Advisory Circulars
 - AC 150/5200-31 – Airport Emergency Plan
 - AC 150/5210-2 – Airport Emergency Medical Facilities and Services
 - AC 150/5210-22 – Airport Certification Manual
- Title 49: Transportation (NTSB) NTSB 830
- KCAB Rules and Regulations
- LOA with CVG Air Traffic Control Tower (Exhibit 15, Airport Emergency Operations).

All these references and authorities were used to construct the Airport Emergency Plan.

Federal Aviation Administration
Southern Region Airports Division
Approved
Aug 17 2023
JNF
Airport Certification Safety Inspector

2.8 Health and Medical

2.8.1 Purpose

The Health and Medical section identifies the methods used in mobilizing and managing health and medical services in response to emergencies. The Health and Medical section was developed to ensure that CVG has the ability to provide the necessary medical services following a disaster/emergency of any type of magnitude.

2.8.2 Situation and Assumptions

Any delays regarding arriving health and medical support could result from the disaster/emergency itself in addition to potential traffic congestion, roadway damage, etc. This is not considered a significant threat as CVG is surrounded by major highways and several transportation routes.

ARFF is the primary triage, treatment and medical transport service utilized by CVG with pre-arranged backup medical service and ambulance transportation from the surrounding tri-state communities via mutual aid agreements.

Volunteers, depending on the nature of the event, may be an available resource to utilize. The Incident Commander would direct the use of volunteers during the emergency event.

2.8.3 Operations

The AOC dispatches all ARFF and EMS responses on the Airport. They have radio interoperability with all surrounding counties that provide additional medical resources.

All pre-planned aspects of disaster response are coordinated through the Chief of ARFF. A Disaster Committee, consisting of physicians, hospital and morgue representatives and area emergency responders, map out the entire response from initiation to recovery.

The Incident Commander is in charge of the overall operation. All requests for additional medical support will be coordinated through the Incident Commander. Coordination of all responding agencies, including fire and police, are also coordinated by the Incident

Federal Aviation Administration
Southern Region Airports Division
Approved
Aug 17 2023
JNF
Airport Certification Safety Inspector

Commander and will be assisted by the EOC when activated.

The Medical Division Officer is in charge of all aspects of medical treatment. This includes treatment, transportation, transportation routing, morgue and rehabilitation of responders. These roles are filled initially by a responding ARFF paramedics. As the operation progresses, an ARFF officer will fill this role.

2.8.3.1 Medical Response

The Airport AOC will initially dispatch ARFF to the emergency. The ARFF Incident Commander will assess the need for additional medical resources.

In the event of a mass casualty incident, the AOC can initiate a Signal 500. This is a notification to surrounding dispatch centers that sends preplanned equipment to the Airport. A Signal 500 includes multiple levels based upon the emergency.

A Signal 500 can activate additional resources such as:

- Disaster Committee members, including physicians
- Morgue personnel, including the Kentucky State Medical Examiner
- Salvation Army
- Air Care helicopter
- Activates tri-state hospital emergency plans
- Opens up a disaster radio network, used to determine patient destinations.
- Full recall of all KCAB operational sections

All off Airport responding personnel will report to one of two designated staging areas. The south staging area is located at the Airfield Maintenance Facility on South Airfield Drive. The north staging facility is located on Logan Road near ARFF Station #2.

All ARFF on duty and recalled personnel will report to their duty sections for additional assignments. This includes the response of the Disaster Trailer and set up assistance of the triage area.

All off Airport units will be escorted to the scene by KCAB personnel and report to the Medical Division Officer for assignment.

All triage area efforts will be coordinated by an ARFF Treatment Officer with assistance from Disaster Committee physicians. The Simple Triage and Rapid Treatment (START)

Federal Aviation Administration
Southern Region Airports Division
Approved
Aug 17 2023
JNF
Airport Certification Safety Inspector

triage method is utilized by all responding agencies. The Disaster Trailer has supplies to treat 200 patients.

Ambulance loading and destination will be handled by the ARFF Transportation and Transportation Routing Officers. Coordination of destination hospitals will be made by the Disaster Net Operator from University Hospital. Due to the close nature of multiple hospitals, ambulances can make return trips to the scene and make multiple transports.

Area hospitals have intake decontamination rooms to receive contaminated patients.

There are buildings on the AOA that can provide additional indoor triage areas. These locations provide easy access to the AOA and street side roadways for ease of transportation. These include:

- ARFF Station 1 and 2
- Delta Hangar
- Wheels Up (FBO) Hangar
- Meyer Tool Hangar
- Endeavor Maintenance Hangar
- DHL Sort Building #2
- American Airlines Hangar
- Field Maintenance Complex
- FEAM Hangar

All deceased patients will be handled by the Kentucky State Medical Examiner's Office in coordination with local county coroners. The Field Maintenance Facility has been identified as a staging area for the deceased to be prepared for transport to the Kentucky State Medical Examiner's Office for further examination and identification.

The Greater Cincinnati Hospital Council is a consortium of hospitals in Southwest Ohio, Northern Kentucky and Southeast Indiana. This organization is a member of the Disaster Committee and coordinates all hospital efforts.

A spreadsheet with the name, location, telephone number, and emergency capability of each hospital and other medical facility within the consortium of hospitals is maintained by ARFF and readily available at all times.

Federal Aviation Administration
Southern Region Airports Division
Approved
Aug 17 2023
JNF
Airport Certification Safety Inspector

Communications with area hospitals is facilitated by activation of the Disaster Net initiated by the Hamilton County Communications Center and operated by University Hospital. Coordination of victim transport will be accomplished between the Routing Officer and the Disaster Net Operator. The network is automatically opened on a Signal 500, 4th Alarm.

2.8.4 Organization and Assignment of Responsibilities

The organizational structure depicted below is typical for the initial response to any incident at CVG. The structure may be expanded/contracted based upon the incident at hand.

2.8.4.1 *ARFF*

- Responsible for overall site coordination of the emergency response
- Initiates Incident Command
- Responsible for setting up the NIMS Command Structure
- Ensures triage is accomplished
- Strategically locates triage area, deploys Disaster Trailer
- Initiates mutual aid response base on response needs
- Provides care to patients and manages triage area
- Coordinates the transport and destination of patients
- Establishes a rehabilitation area for first responders
- Coordinates the recovery of deceased passengers

2.8.4.2 *EOC*

- Supports Incident Command
- Coordinates medical treatment of first responders
- Tracks patient transportation counts
- Arranges logistical support for medical operations
- Provides planning for extended operations

2.8.4.3 *American Red Cross*

- Provides rehabilitation services to first responders
- Establishes a family support center for relatives of passengers
- Creates a list matching patient names to the hospital they were transported to
- Provides Critical Incident Stress Debriefing support after the incident to responders

Federal Aviation Administration
Southern Region Airports Division
Approved
Aug 17 2023
JNF
Airport Certification Safety Inspector

2.8.4.4 *Greater Cincinnati Hospital Council*

- Establishes bed count availability from area hospitals through the disaster network
- Ensures hospital disaster plans are implemented
- Dispatches Air Care to bring in disaster supplies and emergency physicians
- Coordinates with the American Red Cross to establish passenger locations at area hospitals

2.8.4.5 *Airport Operations - AOC*

- Dispatches ARFF and APD units
- Dispatches the Signal 500 call for mutual aid
- Recalls KCAB and Disaster Committee personnel

2.8.4.6 *Airport Operations – Airport Operations Agents*

- Provides any needed logistical support

2.8.4.7 *APD*

- Coordinates emergency vehicle routes in and out of the scene
- Acts as the initial Staging Division until an ARFF Officer arrives
- Secures the scene and walking wounded passengers as needed

2.8.4.8 *Airport Maintenance*

- Drives the Disaster Trailer to the scene
- Assists the Medical Division in setting up the triage area
- Deploys Polaris patient transportation vehicles and drives patients as needed to the treatment area
- Prepares the selected Field Maintenance Facility to receive casualties
- Provides any needed logistical support

2.8.4.9 *State of Kentucky Medical Examiner's Office*

- Provides all support regarding deceased victims. This includes the recovery, storage, identification, transportation and release of remains
- Provides immediate response and support by utilizing county coroners
- Liaisons with the NTSB regarding the movement and disposition of all deceased victims

2.8.5 Administration and Logistics

ARFF shall supply and coordinate all initial response

Federal Aviation Administration
Southern Region Airports Division
Approved
Aug 17 2023
JNF
Airport Certification Safety Inspector

agencies, personnel and needed resources through the activation of a Signal 500.

The EOC shall be activated with all Signal 500 emergencies through the Airport AOC. The EOC will assist with additional logistical support in conjunction with the on-scene incident commander. Examples of additional resources could include buildings for triage shelter and morgue operations or additional medical supplies through the use of area county medical trailers

2.8.6 Plan Development and Maintenance

The ARFF Chief and Airport Operations are responsible for coordinating all updates and changes to the Health and Medical Section.

2.8.7 Authorities and References

KCAB, in conjunction with the Boone County Emergency Management Division, has the full authority to manage all aspects of this section.

- 14 CFR Federal Aviation Regulations
 - 139.325 – Airport Emergency Plan
- Advisory Circulars
 - AC 150/5200-31 – Airport Emergency Plan
 - AC 150/5210-2 – Airport Emergency Medical Facilities and Services
 - AC 150/5210-22 – Airport Certification Manual
- Title 49: Transportation (NTSB) NTSB 830
- KCAB Rules and Regulations
- Mutual Aid Agreements

All these references and authorities were used to construct the Airport Emergency Plan.

Federal Aviation Administration
Southern Region Airports Division
Approved
Aug 17 2023
JNF
Airport Certification Safety Inspector

2.9 Resource Management

2.9.1 Purpose

This section will describe the processes by which CVG will identify requirements, locate, acquire, allocate and distribute necessary resources in response to an incident/emergency.

2.9.2 Situation and Assumptions

CVG can be subject to several types of emergencies, such as aircraft accident, acts of terrorism, natural disasters, HAZMAT incidents and acts of sabotage, for example. Any one of these may cause the interruption of critical resources needed to respond to such incidents and resource availability may be compromised if critical community infrastructure is damaged.

2.9.2.1 *Personnel*

During an incident or emergency, all KCAB employees can be used as a resource. Employees that have received NIMS training would be called to duty first. Maintenance employees would be considered the next resource of employees that CVG would utilize. Administration employees would be utilized on an as needed basis for recovery efforts at the scene.

2.9.2.2 *Communications*

The AOC and EOC stores communication equipment to be used during an emergency situation.

2.9.2.3 *Vehicles and Heavy Equipment*

The Airport has several vehicles and heavy equipment available for use during an emergency event. Vehicles available for use would be passenger cars, pick-up and dump trucks, vans and shuttle buses. Heavy equipment available for use would be vacuum sweeper trucks, front end loaders, bulldozers, back-hoes, lowboy trailer, wrecker, skid steer loader and forklifts.

2.9.2.4 *Post Recovery Materials*

The Airport keeps in inventory fuel (i.e., diesel and unleaded), sandbags, lumber, cribbing, various hand tools, batteries, flashlights, chainsaws, portable

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

light plants, generators, and portable pumps and hoses.

2.9.2.5 *Mass Care Supplies*

The Airport has supplies of body bags, blankets, pillows, cots and sanitation supplies in the Disaster Trailer.

2.9.2.6 *Mutual Aid*

In the event of a major emergency of any nature occurring within any fire district, the on-scene Incident Commander may request the response of the closest available equipment and personnel to bring the emergency under control. APD and ARFF departments have mutual aid agreements in place.

Volunteers, depending on the nature of the event, may be an available resource to utilize. The Incident Commander would direct the use of volunteers during the emergency event.

Many emergency response agencies can be self-sustaining during the initial 24-hour period, depending on the size and extent of the emergency situation.

2.9.2.7 *Resources*

A list of emergency response resources is maintained in the Procurement Department and the Airport Operations Department. The Airport utilizes an electronic purchasing and inventory system.

2.9.3 Operations

If during the course of the emergency response and/or recovery phase there is a need for outside vendor assistance, the Airport's Chief Executive Officer with assistance from the Airport's Purchasing Manager, will direct Airport personnel to procure the required items or services. Emergency victims with the greatest need will receive priority in the allocation of available resources. The Incident Commander will also assist in the allocation of these resources through coordination with the AOC.

Emergency response organizations should utilize existing resources before contacting outside vendors for assistance. Costs incurred from outside vendors will be tracked by Logistics and Finance.

The Airport Central Warehouse will be used in coordination with

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

the AOC/EOC for resource management operations. The Receiving Department has telephones, fax machines, computer terminal and two-way radio communication capability. Other facilities on the Airport such as emergency staging areas can be utilized for receipt of goods if prudent for response efforts. Warehouse space is available to store resources during the event.

2.9.4 Organization and Assignment of Responsibilities

2.9.4.1 *Chief Executive Officer or Designee*

- Directs the procurement in Resource Management functions.
- Coordinates with the Incident Commander or EOC Manager on any additional resources needed the emergency events unfolds.
- In coordination with Finance Officer, reviews financial costs of the event.

2.9.4.2 *Airport Maintenance Departments*

- Assists in delivery, distribution, inventory, and pick-up of resources.

2.9.4.3 *Central Warehouse*

- Receives, stores and distributes procured resources.
- Tracks available resources and ensure adequate supplies.

2.9.4.4 *Procurement & Contracts*

- Contacts vendors and suppliers to acquire and restock airport resources as required.
- Records receipt of goods.
- Provides cost information of goods and services received.

2.9.4.5 *Airport Operations Department - AOC/EOC*

- Takes request for supplies, manpower and equipment from Incident Commander and works with procurement/central warehouse as required to acquire.

2.9.4.6 *All Other Airport Departments*

- Provide support to Resource Management function.

2.9.5 Administration and Logistics

2.9.5.1 *Procurement of Supplies, Equipment and/or Services*

In the event of an incident, the Incident Commander or EOC

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

Manager has the authority for procurement of supplies and services based on the type of incident and related time sensitivity, as well as the personnel involved.

2.9.5.2 *Other Agencies*

All other agencies supporting the Airport during the incident will be responsible for their own record keeping and procurement unless they request Airport assistance with these activities.

2.9.5.3 *Logistics*

The Purchasing Senior Manager and Manager of Receiving will conduct most of the resource management functions, with assistance from other members of the Airport Maintenance Department. In the event the EOC is activated, the Logistics and Finance Officer will manage the resources for the incident/emergency.

2.9.6 Plan Development and Maintenance

Senior Manager of Purchasing, Finance Officer and Airport Operations Department are responsible for coordinating all updates and changes to the Resource Management Section

2.9.7 Authorities and References

- Advisory Circulars
 - AC 150/5210-22 – Airport Certification Manual
- KCAB Rules and Regulations

All these references and authorities were used to construct the Airport Emergency Plan.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

2.10 Airport Maintenance

2.10.1 Purpose

Airport Maintenance identifies the roles and responsibilities of their key personnel during an Airport emergency. Topics discussed will be personnel and equipment, where personnel and equipment are located, how personnel are notified and what the operational capabilities are.

2.10.2 Situations and Assumptions

Airport Maintenance (consisting of Airfield Maintenance, Facilities Maintenance, Environmental Ops and Fleet Maintenance) has personnel on duty on a 24/7 basis, 365 days a year. Airport Maintenance and personnel are always available to provide assistance to any type of emergency that may occur at the Airport. All Maintenance personnel have received emergency response training and are familiar with their appropriate roles in an emergency event. Airport Maintenance may be the first responding units to an emergency event at the Airport. The individual with the highest role will represent management as necessary during the initial stages of the event until an ARFF, APD or Airport Operations representative arrive. During a full-scale emergency, the Incident Commander or EOC Manager will provide direction to maintenance personnel.

2.10.3 Operations

Airport Maintenance Departments will respond to emergency situations at the Airport to support APD and ARFF. Maintenance personnel will assess the situation and make a determination as to what internal resources are initially needed for the event, and then will contact the appropriate department(s) for assistance.

2.10.4 Organization and Assignment of Responsibilities

2.10.4.1 Chief Executive Officer

- Serves as the highest-ranking Airport official during event.
- Designates other Airport personnel to respond to the EOC as needed.
- Determines what Airport resources will be utilized for the event response.
- Leads and directs Airport staff during event until the EOC is activated.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

2.10.4.2 *Chief Operating Officer*

- Ensures compliance with all appropriate federal, state and local aviation regulations.
- Coordinates response efforts with and briefs FAA ATCT staff.
- Insures Airport employees have received Airport familiarization training, including airfield driver training, to reduce the potential for runway incursions.
- Manages Maintenance and Customer Experience personnel to avoid burnout during an event.
- Ensures Airport equipment and resources will be ready and available for utilization during emergency events.
- Initiates notification of off-duty Operations and Maintenance personnel to report for duty as required. Telephones, cell phones and pagers will be used for notification process.
- Conducts post-incidents of affected areas prior to areas reopening for regular operations.
- Coordinates utilization of resources available for use during the event with other departments.
- Briefs management staff on the status of the Airport during the emergency event.

2.10.4.3 *VP of Operations and Maintenance*

- Acts at the direction of the Chief Operating Officer.
- Leads and directs Airport Maintenance teams.
- Provides resource information readiness and availability as appropriate to the Chief Operating Officer.
- Assists in contacting outside vendors and contractors for additional resources as needed.

2.10.5 Administration and Logistics

2.10.5.1 *Administration*

The Chief Operating Officer has the overall responsibility for obtaining the resources needed for Airport Maintenance personnel to respond effectively to an emergency situation at the Airport.

2.10.5.2 *Logistics*

Procurement of outside resources and equipment needed during an emergency event will be managed by the

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

Chief Operating Officer, Director of Operations and Purchasing department designee.

2.10.6 Plan Development and Maintenance

The VP of Operations and Maintenance is responsible for coordinating all updates and changes to the Maintenance Section.

2.10.7 Authorities and References

KCAB, in conjunction with the Boone County Emergency Management Division, has the full authority to manage all aspects of this section.

- 14 CFR Federal Aviation Regulations
 - 139.325 – Airport Emergency Plan
- Advisory Circulars
 - AC 150/5200-31 – Airport Emergency Plan
 - AC 150/5210-2 – Airport Emergency Medical Facilities and Services
 - AC 150/5210-22 – Airport Certification Manual
- Title 49: Transportation (NTSB) NTSB 830
- KCAB Rules and Regulations.
- Mutual Aid Agreements

All these references and authorities were used to construct the Airport Emergency Plan.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

2.11 Customer Experience

2.11.1 Purpose

Customer Experience identify the roles and responsibilities of their key personnel during an Airport emergency. Topics discussed will be personnel and equipment, where personnel and equipment are located, how personnel are notified and what the operational capabilities are.

2.11.2 Situations and Assumptions

Customer Experience has personnel mostly on duty during normal business hours and is supplemented by housekeeping staff 24/7/365. Customer Experience personnel are always available to provide assistance to any type of emergency that may occur at the Airport. Customer Experience personnel have received emergency response training and are familiar with their appropriate roles in an emergency event. Customer Experience may be the first responding units to an emergency event at the Airport. The individual with the highest role will represent management as necessary during the initial stages of the event until an ARFF, APD or Airport Operations representative arrive. During a full-scale emergency, the Incident Commander or EOC Manager will provide direction to customer service personnel.

2.11.3 Operations

Customer Experience personnel will provide assistance with an emergency situation as directed by Incident Command.

2.11.4 Organization and Assignment of Responsibilities

2.11.4.1 *Chief Executive Officer*

- Serves as the highest-ranking Airport official during event.
- Designates other Airport personnel to respond to the EOC as needed.
- Determines what Airport resources will be utilized for the event response.
- Leads and directs Airport staff during event until the EOC is activated.

2.11.4.2 *VP of Customer Experience*

- Acts at the direction of the Chief Innovation Officer.
- Leads and directs Customer Experience teams.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

- Assists in contacting outside vendors and contractors for additional resources as needed.

2.11.5 Administration and Logistics

2.11.5.1 Administration

The VP of Customer Experience has the overall responsibility for obtaining the resources needed for Customer Experience personnel to respond effectively to an emergency situation at the Airport.

2.11.5.2 Logistics

Procurement of outside resources and equipment needed during an emergency event will be managed by the Chief Operating Officer and Purchasing designee.

2.11.6 Plan Development and Maintenance

The VP of Customer Experience and Airport Operations are responsible for coordinating all updates and changes to the Customer Service section.

2.11.7 Authorities and References

KCAB, in conjunction with the Boone County Emergency Management Division, has the full authority to manage all aspects of this section.

- 14 CFR Federal Aviation Regulations
 - 139.325 – Airport Emergency Plan
- Advisory Circulars
 - AC 150/5200-31 – Airport Emergency Plan
 - AC 150/5210-2 – Airport Emergency Medical Facilities and Services
 - AC 150/5210-22 – Airport Certification Manual
- Title 49: Transportation (NTSB) NTSB 830
- KCAB Rules and Regulations.
- Mutual Aid Agreements

All these references and authorities were used to construct the Airport Emergency Plan.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

3.0 Hazard-Specific Section

3.1 Aircraft Incidents and Accidents

3.1.1 Purpose

The information contained in this section is intended to supplement the Basic Plan and Functional Section of the AEP. It defines responsibilities and describes actions to be taken in the event an aircraft incident/accident affects the Airport in any of the situations.

3.1.2 Situation and Assumptions

The ARFF Index for CVG is an Index “C”. The hours of operation for the CVG, including ARFF, are 24/7, 365 days per year. The ATCT hours of operation are 24/7, 365 days per year.

CVG has four operational runways. They are: 18L/36R, 18C/36C, 18R/36L, and 9/27 that service air carrier, cargo, commuter and general aviation aircraft operations.

All Airport Fire, Police, Maintenance, Operations and Administration personnel are employees of KCAB. All employees are dedicated to their respective sections and function under that department.

Aircraft accidents normally contain fuel residue, firefighting agents and bloodborne pathogens as well as potential hazardous cargo. As such, all aircraft incidents are treated as potential HAZMAT incidents. Accordingly, a HAZMAT response may be initiated.

The EOC is activated at the discretion of the Incident Commander or CEO for any aircraft incident/accident requiring extended operations or outside support for mitigation. The EOC works in support of the Incident Commander to mitigate any incident and aide in recovery of the Airport to normal operations.

KCAB maintains an EOC. This EOC is operated by KCAB employees who are trained in the NIMS process.

3.1.3 Operations

3.1.3.1 Classifications

- Alert II (Emergency Standby) - An aircraft indicates an aircraft on or

Federal Aviation Administration
Southern Region Airports Division
Approved
Aug 17 2023
JNF
Airport Certification Safety Inspector

approaching the Airport is experiencing difficulty. All units respond to pre-designated locations.

- 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.

3.1.3.2 Response Descriptions

- In-flight emergency - An emergency condition that affects the operational integrity of an aircraft while in flight.
- Medical Emergency - Any condition or situation in which an individual perceives a need for immediate medical attention.
- Ground Emergency - An emergency condition involving aircraft operations while on the ground and is not incident to flight operations nor classed as an in-flight or airborne emergency. These emergencies may involve ground servicing, maintenance activities, pre-departure checks and/or support equipment operations.

3.1.3.3 Response Categories

In order to better manage limited resources, alarm levels are provided based upon the emergency at hand. At the discretion of the Incident Commander, additional units may be requested to stand by or aide in the mitigation of the incident.

3.1.3.4 Signal 500

In the event of a mass casualty incident, the AOC can initiate a Signal 500. This is a notification to surrounding dispatch centers that sends preplanned equipment to the Airport. A Signal 500 includes multiple alarm levels based upon the emergency.

All move-up companies will report to one of the two staging areas. The south staging area is located at the Airfield Maintenance Facility, 95 South Airfield Rd. The north staging area is located at 3339 Logan Rd near ARFF Station 2.

The goal of any Mass Casualty Incident (MCI) is to transport the patients to a hospital as quickly as possible.

In these cases, a Basic Life Support (BLS) equipped ambulance may be utilized to transport a critical patient.

Federal Aviation Administration
Southern Region Airports Division
Approved
Aug 17 2023
JNF
Airport Certification Safety Inspector

3.1.3.5 *Emergency Phases*

- Response phase - that portion of the initial response effort where activities are focused on the dispatch and arrival of emergency first responders, initial fire suppression, rescue operations and dealing with any hazardous materials issues.
- Investigatory Phase - unlike many other types of emergencies, an aircraft incident or accident may require some type of activity specific to the gathering and analysis of information, the drawing of conclusions, including the determination of the cause. This activity may, depending upon conditions, begin during the Response Phase and continue through the Recovery Phase. The investigation is normally the responsibility of the National Transportation Safety Board (NTSB).
- Recovery Phase - Returning the Airport to a normal operational condition as soon as possible is extremely important. Recovery activities may begin during the Response Phase and continue through the Investigatory Phase. Coordination with all tenants/parties involved is critical. Coordination is accomplished through the EOC. All agencies involved shall be represented and coordinate their agency's response and recovery efforts.
- ARFF shall respond directly to the scene. Police and Airside Operations personnel shall respond to the designated staging area and prepare to escort incoming mutual aid units. Police personnel shall also implement procedures for traffic and scene access/control.
- Maintenance Department members shall respond with the Disaster Trailer and Ranger Transport Trailer as directed by the Incident Commander. The EOC shall be activated and all response/recovery actions coordinated through there.
- All incoming mutual aid units and first response agencies shall respond to the designated staging area and be escorted to the scene. The American Red Cross, along with the affected airline, shall respond to the Airfield Maintenance Facility and South ARFF. The Boone County Coroner and Kentucky State Medical Examiner's Office shall respond to the staging area.
- Mutual aid agreements are in place with Fire Departments in the three-state area of Kentucky, Indiana and Ohio. There are also agreements with local hospitals to receive patients from an Airport incident. In addition, state assistance may be obtained through State of Kentucky Emergency Management initiated through Boone County Emergency Management.
- Airport fire fighters and other rescue personnel should understand the basic need for, and the techniques and procedures used, in aircraft accident investigation.

Federal Aviation Administration
Southern Region Airports Division
Approved
Aug 17 2023
JNF
Airport Certification Safety Inspector

Whenever possible, the wreckage should remain undisturbed until the arrival of the first National Transportation Safety Board (NTSB) accident investigator. Prior to the time the NTSB or its authorized representative takes custody of aircraft wreckage, mail, or cargo, said items are to remain undisturbed unless the following criteria are met:

- To remove persons injured or trapped
- To protect the wreckage from further damage
- To protect the public from injury

Where it is necessary to move aircraft wreckage, mail, or cargo, sketches, descriptive notes and photographs will be made, if possible, of the original position and condition of the wreckage and any significant impact marks.

3.1.4 Organization and Assignment of Responsibilities

3.1.4.1 *ATCT*

- Activate the crash phone.
- Facilitate use of the discrete emergency frequency between the ARFF Incident Commander and the emergency aircraft.
- Control aircraft and ground vehicle operations on the Airport in support of the emergency response.
- Control airspace in the vicinity of the incident/accident to ensure other aircraft do not interfere with emergency response activities.
- Make appropriate FAA notifications.

3.1.4.2 *ARFF/EMS*

- Respond to aircraft incident/accident location in accordance with established policies, procedures and guidelines.
- Assume lead Incident Command for initial fire and rescue operations in accordance with policies, procedures and guidelines.
- Ensure appropriate mutual aid emergency response organizations have been notified and taking appropriate action.
- Provide necessary triage and on-scene initial treatment of casualties.
- Provide for the movement and routing of casualties to appropriate treatment facilities as expeditiously as possible.
- Maintain an accurate list of casualties and their respective destination treatment facilities.

Federal Aviation Administration
Southern Region Airports Division
Approved
Aug 17 2023
JNF
Airport Certification Safety Inspector

- Activates the EOC as necessary.

3.1.4.3 *APD*

- Initiate and maintain appropriate traffic and access control.
- Provide scene support and security.
- Assist with/provide AOA access control and escort.
- Ensure appropriate mutual aid organizations have been notified and are taking action.
- Provide necessary investigative support.
- Provide security at the affected airlines ticket counter as needed.
- Provide security at the Family Assistance Center as needed.
- Activates the EOC as necessary.

3.1.4.4 *Airport Operations*

- Coordinate with the Incident Commander for required airfield closures and issue NOTAMs as appropriate.
- Monitor any continued air operations to ensure compliance to Federal Aviation Regulation (FAR) 139.
- Inspect areas of involvement on the AOA for Part 139 compliance prior to reopening.
- Assist with any recovery coordination/escorts/access.
- Coordinate removal of disabled aircraft through contracted removal service with Incident Commander and Chief Operating Officer if aircraft owner/operator is unable

3.1.4.5 *Airport Operator (KCAB)*

All passengers involved in a significant incident that involves multiple injuries and fatalities will be transported to a local hospital, even if they appear uninjured. Emergency personnel will utilize an available building or hangar to treat injured personnel should weather conditions dictate. Field Maintenance Facility has been designated for deceased persons/remains. Coroners will process the fatalities for movement to the Frankfort office of the Kentucky State Medical Examiner.

- Arriving friends and family members will be directed to the Family Reception Center on the 4th floor Mezzanine Level in the Main Terminal. Per Family Assistance Act, staffing provisioned as follow:
- Affected carrier/ground handler - primary

<p>Federal Aviation Administration Southern Region Airports Division Approved Aug 17 2023 JNF Airport Certification Safety Inspector</p>
--

- American Red Cross - primary
 - Mutual aid provided by other tenant carriers/ground handlers - secondary
 - Airport representation by VP, Customer Experience, Sr Mgr. Customer Relations, and Security.
 - Allocated mutual aid from close-in community Police Departments
 - Positioned at ticketing level entrance - primary
 - Positioned in hallway leading to family room entrance - secondary
- As required, site transitions to Airline selected site.

3.1.4.6 EOC / AOC Responsibilities

The EOC shall be activated as directed by the Incident Commander. Designated primary team members shall report to the EOC.

- The EOC / AOC shall ensure all appropriate notifications have been made including:
 - Federal Aviation Administration
 - Airport Emergency Response Personnel
 - Boone, Campbell, Kenton, Hamilton, Dearborn and Clermont Counties for additional assistance
 - Transportation Security Administration
 - Affected Airline Station Manager
- Provide support services as requested.
- Ensure emergency response personnel have received appropriate equipment and training.
- Aide in the access/escort of mutual aid agencies.
- Coordinate with Incident Commander and ATCT to totally or partially close the Airport and issue appropriate NOTAMs.

In the event of an accident or significant incident that impacts Airport operations or public safety, the Airport will most likely be closed in cooperation with the Incident Commander, EOC and ATCT. The Airport shall not be reopened until the EOC has ensured that:

- Aircraft operating areas are safe and secure.
- Aircraft movement areas that are to be reopened have been properly inspected.
- Adequate rescue and firefighting protection is available for aircraft operations.
- Public safety is assured.

Operations will only resume after it is ascertained that the

Federal Aviation Administration Southern Region Airports Division Approved Aug 17 2023 JNF Airport Certification Safety Inspector
--

rescue and evacuation activities associated with the incident will not be impacted negatively by resumption of airfield operations and an appropriate level of ARFF coverage is available for the airfield.

3.1.4.7 Airport Maintenance Departments

- Assist/Provide critical services, including utility support (activation/cut-off) as needed.
- Provide sanitation services for extended operations.
- Assist in the provision of required resources. Field Maintenance will be responsible for responding with the Disaster Trailer and Ranger Transport Trailer to the scene. They will then deploy and set up for triage operations. They will also drive Ranger units.
- To the extent possible, arrange to have available the following equipment/supplies/services:
 - Portable lavatories
 - Drinking water
 - Ropes, barricades, barrier tape, etc.
 - Portable lighting
 - Cones, stakes, flags and signs
 - Portable shelters with heat/air conditioning
 - Machinery, heavy equipment, cribbing tools
 - Fuel removal equipment
 - Portable public address system
 - Communications equipment
- Assist as directed by the Logistics Officer in the EOC.

3.1.4.8 Administration/Finance

- Provide budgeting, payment and other financial support.
- Provide procurement services.
- Participate in EOC activities.
- Assist in record keeping.
- Track expenses for potential reimbursement.

3.1.4.9 Public Information/Community Relations

- Develop, coordinate and provide press releases relative to the Airport's responsibilities and activities only.
- Establish Joint Information Center (JIC) with other

<p>Federal Aviation Administration Southern Region Airports Division Approved Aug 17 2023 JNF Airport Certification Safety Inspector</p>
--

responding agencies and affected airline.

- Interface with media.
- Obtain/preserve/secure copies of media releases.
- Participate in EOC activities.

3.1.4.10 Aircraft Owner/Operator or Designated Representative

- Shall provide pertinent information to the Incident Commander, to include:
 - Number of persons on board.
 - The presence and location of any dangerous goods.
 - A representative to the EOC.
 - Notifications, to include the FAA and NTSB.
- Arrange and coordinate appropriate passenger services to include:
 - The transportation of uninjured passengers/crew members
 - Adequate holding facilities for uninjured passengers/crew members
 - Commissary items, telephone facilities, clothing and additional medical services as needed
 - Facilities for friends and families of victims/passengers
 - Passenger/crew accountability and tracking
 - Hotel and/or other alternative travel arrangements for passengers
- Critical Incident Stress Management (CISM) support to include implementation of the approved plan in compliance with the requirements established in the Aviation Disaster Family Assistance Act (AFDAA).
- Coordinate news releases with the Joint Information Center (JIC) and Airport Public Information Officer.
- Provide for the timely removal of the wrecked or disabled aircraft as soon as authorized by the appropriate authority.

3.1.4.11 Other Airport Tenants

- Continue to provide services based upon conditions.

3.1.4.12 National Transportation Safety Board

The NTSB is responsible for the organization, conduct, and control of accident investigations involving civil aircraft, or civil and military aircraft, within the United States, its territories and possessions. It is also responsible for investigation of accident which occur outside the United States, and which involve U.S. civil aircraft, at locations determined to be not in the territory of another state (i.e., in international waters).

Federal Aviation Administration
Southern Region Airports Division
Approved
Aug 17 2023
JNF
Airport Certification Safety Inspector

3.1.5 Administration and Logistics

The need for general support in the event of an aviation incident/accident may be great. Specialized resources and/or procedures may be required not identified in this or other documents. All support for such an incident shall be coordinated through the EOC.

3.1.6 Plan Development and Maintenance

The ARFF Chief, Chief of Police and Airport Operations are responsible for coordinating revisions of the Aircraft Incident/Accident Section.

3.1.7 Authorities and References

- 14 CFR Federal Aviation Regulations
 - 139.315 – Aircraft Rescue and Firefighting: Index Determination
 - 139.317 – Aircraft Rescue and Firefighting: Equipment Requirement
 - 139.325 – Airport Emergency Plan
- Advisory Circulars
 - AC 150/5200-31 – Airport Emergency Plan
 - AC 150/5210-2 – Airport Emergency Medical Facilities and Services
 - AC 150/5210-22 – Airport Certification Manual
- Title 49: Transportation (NTSB) NTSB 830
- KCAB Rules and Regulations.

All these references and authorities were used to construct the Airport Emergency Plan.

3.1.8 Unique Planning Considerations

3.1.8.1 *General*

For the most part, the primary planning role of KCAB will be to coordinate the planning, response and recovery efforts with all local emergency response organizations.

3.1.8.2 *Command and Control*

Due to the complex and specialized nature of aircraft incident/accidents, multiple agencies will be responding to mitigate the incident. As such, under the principles of the

Federal Aviation Administration
Southern Region Airports Division
Approved
Aug 17 2023
JNF
Airport Certification Safety Inspector

NIMS, a unified command should be established to facilitate command and control.

ARFF shall take the lead under the Unified Command for the response phase of the incident. Once declared safe, the NTSB shall take the lead for the Investigatory phase of the incident. Airport Operations shall take the lead during the Recovery Phase of the incident.

All aircraft incidents/accidents are potential hazardous materials incidents as well. Proper steps will be taken by KCAB Environmental Operations & Compliance to protect personnel as well as the environment.

The initial incident command post shall be the ARFF Battalion 1 vehicle. The command post may be moved to another vehicle or a fixed facility if conditions dictate. The EOC shall assume Incident Command of the recovery once life safety operations are complete.

3.1.8.3 *Communications*

KCAB provides an advanced digital 800 MHz radio system used by KCAB personnel. The system has multiple talk groups and channels to assist with communications with KCAB departments. This includes provisions for Statewide mutual aid and is interoperable with the regional emergency radio system.

The communications network at CVG provides all fire fighters and police officers and all fire/police vehicles with either portable, mobile, or both types of radios. All Airport Operations and maintenance personnel are also provided an 800 MHz radio.

Runners may be employed for communications as needed.

Cellular telephones may be used for emergency communications, but should not be relied upon.

ARFF Communications with the alert aircraft can be achieved via the Discreet Emergency Frequency (132.725) as per the Letter of Agreement with the ATCT.

Command Post 100, a regional mobile command post, is also available for use during an incident. This unit has multiple radio and video capabilities.

Federal Aviation Administration
Southern Region Airports Division
Approved
Aug 17 2023
JNF
Airport Certification Safety Inspector

3.1.8.4 *Alert Notification and Warning*

Cincinnati ATCT shall initiate notification of an Aircraft Incident/Accident upon discovery of such by activating the Crash Phone. This phone system rings over the public address systems at both fire stations and is answered by the AOC dispatchers. Information exchange between the ATCT and AOC operator is heard audibly over the public address systems and crews respond accordingly.

Should the Crash Phone fail, the ATCT shall call 911 or 859-767-3123 and report the incident.

AOC dispatchers will simulcast the emergency dispatch over all Airport radio systems.

Should the Crash Phone Public Address System fail at a firehouse, the AOC dispatchers can manually activate the public address system or call the fire stations or Shift Battalion Chief.

Information to be transmitted includes:

- Type of Aircraft
- Number of people on board
- Fuel quantity
- Nature of the emergency
- Presence of known hazardous materials
- Location of the incident

3.1.8.5 *Emergency Public Information*

All news releases pertaining to aircraft incidents/accidents shall be coordinated through the Public Information Officer (PIO) and a Joint Information Center (JIC).

Should the need arise the KCAB Public Information Officer shall be responsible for the controlled scene access of the media. Such access must be coordinated through the EOC/AOC and the Incident Commander.

The Airport PIO shall only speak to activities the Kenton County Airport Board is responsible for. Specifically, they shall not release names of victims, speculative cause of the incident, etc.

Federal Aviation Administration
Southern Region Airports Division
Approved
Aug 17 2023
JNF
Airport Certification Safety Inspector

3.1.8.6 *Protective Actions*

Should an aircraft incident/accident threaten occupants of a facility, evacuation may be necessary. The Incident Commander may issue evacuation orders if necessary. APD personnel may enforce this order.

Occupants may be safer to stay inside rather than evacuate a facility. The Incident Commander may issue shelter in place orders. Again, APD may be used to enforce this order.

3.1.8.7 *Law Enforcement*

The APD is the primary law enforcement agency for establishing security at the Airport for an aircraft incident/accident. They shall employ mutual aid as needed with the Boone County Sheriff, Florence Police Department, State Police and other surrounding police agencies to manage access/traffic for areas in the vicinity of the Airport.

Mutual aid for police support is available from multiple surrounding agencies.

Emergency responders to the Airport utilize a First Responder Emergency Access Badge that is issued to the individuals when they are identified as a 'First Responder'. Mutual Aid responders will be escorted to the incident/accident site by Airport marked vehicles as needed. Most mutual aid responders have emergency access badges.

3.1.8.8 *ARFF*

Response to CVG for aircraft accidents/incidents by mutual aid agencies shall be to the designated staging areas. They are the North Staging located off of Clay Drive, and South Staging located at Airfield Maintenance Facility, 95 South Airfield Road.

Mutual aid agencies shall be informed of the location of any aircraft incident/accident via the Signal 500 notification from the AOC. Boone County PSCC also has this capability to notify all affected departments.

The staging areas to be utilized will be available through the Advanced Regional Traffic Interactive Management and Information System (ARTIMIS) overhead expressway signs. Directions to

Federal Aviation Administration Southern Region Airports Division Approved Aug 17 2023 JNF Airport Certification Safety Inspector
--

staging areas and physical staging areas are posted along the response route with blue signs.

Additional manpower/equipment requests from mutual aid agencies shall be through the AOC dispatcher on duty from the Incident Commander.

Mutual aid agencies shall be informed of the need to protect evidence relative to an investigation. In addition, the Airport fire, police and operations departments shall oversee all mutual aid agencies operating at the scene.

3.1.8.9 Health and Medical

On-Scene

- The purpose of on-scene medical services is to provide triage, initial medical care and transportation to health care facilities.
- Medical plans and procedures for an aircraft incident or accident are within the scope of a mass casualty/mass fatality event for Cincinnati/Northern Kentucky International Airport.
- Area hospitals and emergency medical crews and teams are notified of a mass casualty event through the AOC dispatcher or through the Boone County PSCC dispatcher on duty.
- Mutual Aid fire departments will provide ambulance transport units.
- Disaster Committee doctors will respond and assist.
- The Medical Branch Director, an ARFF Officer, shall appoint a Transportation, Triage, Routing and Rehab Officer.

Hospitals

- The Greater Cincinnati Hospital Council is a consortium of hospitals in Southwest Ohio, Northern Kentucky and Southeast Indiana. This organization is a member of the CVG Disaster Committee and coordinates all hospital efforts.
- There are multiple hospitals that have signed agreements with the KCAB to provide treatment to patients from an Airport incident. These hospitals are located throughout the tri-state area of Kentucky, Indiana and Ohio.
- Communications with area hospitals is facilitated by activation of the Disaster Net initiated by the Hamilton County Communications Center and operated by University Hospital. Coordination of victim transport will be accomplished between the Routing Officer and the Disaster Net Operator. The network is automatically opened on a Signal 500, 4th Alarm.

Federal Aviation Administration
Southern Region Airports Division
Approved
Aug 17 2023
JNF
Airport Certification Safety Inspector

3.2 Terrorism Incidents/Bomb Threats

3.2.1 Purpose

Bomb threats by their nature indicate the very real risk potential for the loss of life as well as significant property damage. Therefore, all bomb threats received at CVG, regardless of who receives them, shall be taken seriously.

Specific information regarding these incidents is Sensitive Security Information (SSI). Specific information is contained in the appropriate sections of the Airport Security Program. As SSI, the information is published and distributed on a need-to-know basis only.

3.2.2 Situations and Assumptions

All terrorism threats will be taken seriously until the validity of the threat can be determined. If requested by the pilot in command, the primary isolated aircraft parking is located on the Aircraft-holding pad on Taxiway Bravo, between connectors B4 and B5. The secondary Hot Spot is located on Taxiway A, 60 feet east of the Taxiway Bravo intersection. A third location can be utilized midpoint of Taxiway C. See Appendix 3.

3.2.3 Operations

The APD works closely and in conjunction with the FBI, FAA, TSA, Cincinnati Fire Department Bomb Unit, Hamilton Co. Sheriff Hazardous Device Unit, Kentucky State Police and other entities during a confirmed threat to ensure the safety of its visitors and an efficient resolution and investigation.

APD personnel respond to threats as directed in departmental procedures 110.01D and 110.01E (filed at the ADP).

CVG receives bomb technician support from the Cincinnati Fire Department Bomb Unit, Hamilton Co. Sheriff Hazardous Device Unit and the Kentucky State Police.

CVG participates in a Cooperative Agreement with the Transportation Security Administration regarding the Explosives Detection Canine Team Program.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

3.2.4 Organization and Assignment of Responsibilities

- APD personnel respond to threats as directed in departmental operating procedures.
- ARFF personnel, upon notification of a suspicious item, respond to a pre-selected site on the AOA and stage in a standby mode.
- Cincinnati Fire Department Bomb Unit, and the Hamilton County Sheriff Hazardous Device Unit personnel respond to the scene as directed by the Incident Commander.
- As appropriate, FBI, TSA and other Law Enforcement or security entities report to the APD.

3.2.5 Administration and Logistics

APD and ARFF will respond to all bomb related calls.

3.2.6 Plan Development and Maintenance

The Airport Police Chief and Airport Operations are responsible for maintaining the Terrorist/Bomb Threat Section.

3.2.7 Authorities and References

- Airport Police Department (Procedure 110.01C – Bomb Threat HOAX)
- Airport Police Department (Procedure 110.01D – Bomb Threat on Aircraft)
- Airport Police Department (Procedure 110.01E – Bomb Threat Building)
- ARFF SOP

All these references and authorities were used to construct the Airport Emergency Plan.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

3.3 Structural Fires, Fuel Farm and Fuel Storage Areas

3.3.1 Purpose

The information contained in this section is intended to supplement the Basic Plan and Functional Section of the AEP. It defines responsibilities and describes actions to be taken in the event of a structural fire. Further, this document, in conjunction with the Basic Plan and Functional Section, forms the basis for elements to be included in functional Standard Operating Guidelines/Procedures and checklists.

3.3.2 Situation and Assumptions

ARFF is responsible for all fires on the CVG including structural and fuel farm fires. ARFF staffs four ARFF vehicles, two engine companies, two advanced life support ambulances, and a Command Vehicle. Mutual aid agreements are in place with all mutual aid Fire Departments. ARFF operates an interoperable radio system with all surrounding agencies. Fire fighters are trained and certified as structural fire fighters, Airport fire fighters, and emergency medical technicians and paramedics.

ARFF is housed in two fire stations on the Airport. Airport fire vehicles/personnel are dispatched through the AOC. The water supply system for the CVG is supplied through the local municipal water company. All facilities on the Airport are provided with fire hydrants. Some areas of the Airport are provided with supplemental water for fire suppression. All hydrants and connections are compatible with mutual aid agencies. Additionally, a booster pump system is maintained by the Airport to increase water pressure and flow if needed.

3.3.3 Operations

ARFF is responsible for all fire protection on the Airport. Mutual aid is available from all surrounding fire departments.

The EOC is activated at the discretion of the Incident Commander. Activation of the EOC may be needed to support sustained operations in fire suppression, during the investigation or for Airport recovery.

The sequence of actions for most incidents is:

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

- Upon notification, emergency agencies respond to the incident
- Initiate life saving measures first (alarm, evacuate, rescue)
- Initiate fire suppression/extinguishment
- Facilitate investigation.
- Assist/coordinate recovery

Structural Fire Training is based upon the State of Kentucky minimum qualifications for a certified state fire fighter. In addition, emergency medical care training is provided consistent with State of Kentucky criteria.

3.3.4 Organization and Assignment of Responsibilities

3.3.4.1 *ATCT*

- If involved in a fire emergency, inspect FAA owned/operated maintained facilities for damage and operability.
- Provide information and directions to aircraft operators, as appropriate.
- Provide necessary air and ground traffic control support for emergency response activities, as necessary.

3.3.4.2 *Airport Operator/Owner*

- Provide notification to appropriate agencies through the AOC.
- Implement protective actions for the public and employees.
- Coordinate response activities with Airport tenants and local jurisdictions through the AOC or EOC.
- Coordinate/provide media releases and other interface with the media.
- The EOC shall be activated as directed by the Incident Commander.

3.3.4.3 *ARFF*

- Respond to alarms/fires in accordance with established policies, procedures and guidelines.
- Provide fire suppression and rescue activities involving Airport structures.
- Determine need to evacuate, or perform other public protective action, for the occupants of any facility impacted by the fire.
- Apply appropriate firefighting agents to any fire involving fuel, if requested by the Incident Commander.
- Provide any needed EMS support.
- Request additional mutual aid units as need.

3.3.4.4 *APD/Security*

- Provide crowd and traffic control, as needed.

Federal Aviation Administration Southern Region Airports Division APPROVED Jul 07 2021 NBL Airport Certification Safety Inspector
--

- Provide continued law enforcement and security services on the Airport, as needed, including those prescribed in the Airport Security Program required by 49 CFR part 1542, Airport Security.

3.3.4.5 *Airport Operations*

- Close affected surface areas by NOTAM.
- Monitor any continued air operations to ensure compliance to Part 139.
- Inspect areas of involvement on the AOA for Part 139 compliance prior to reopening.
- Assist with any recovery coordination/access.
- Respond to affected ramp area to assist with any evacuations to the airside or assist with any aircraft movement to facilitate the emergency response.

3.3.4.6 *Airport Maintenance / Planning & Development*

- Assist/provide critical services, including utility support (activation/cut-off).
- Provide safety inspections, as needed.
- Assist in facility restoration.

3.3.4.7 *Airport Public Information/Community Relations*

- Interface with the media, as conditions warrant.
- Provide news releases relative to the Airport's operational capability.
- Assist with the interface with other Airport tenants.

3.3.4.8 *Airport Tenants*

- Provide assistance in accordance with established agreements.
- Follow procedures listed in Kenton County Airport Emergency Response Plan (electronic application).

3.3.5 Administration and Logistics

General support requirements for structure fires are normally within the scope of general fire department duties.

Support for fuel farm or fuel storage area fires may require additional administrative tasking relative to tracking of personnel and expenses. Reimbursement for such expenses may be sought.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

3.3.6 Plan Development and Maintenance

The ARFF Chief, Chief of APD and Airport Operations are responsible for coordinating revisions of this section.

3.3.7 Authorities and References

- Adopted NFPA Fire and Building Codes per International Fire and Building Code
- 49 CFR part 1542
- 29 CFR 1910.120
- National Fire Protection Association Codes and Standards as prescribed by other statutes

All these references and authorities were used to construct the Airport Emergency Plan.

3.3.8 Unique Planning Considerations

3.3.8.1 *Alerts and Warnings*

- Fire alarm systems are found in most facilities at CVG.
- The AOC is a Primary Alarm Monitoring Center and E911 center. The AOC uses a 800 MHz radio system to notify emergency responders to respond via public address speaker systems in fire stations and radios.
- Commercial and cell phone users on the Airport who call 911 will be connecting with the AOC or Boone Co. 911 dispatch. If transferred to Boone Co. dispatch, the call will be forwarded to the AOC. The AOC dispatcher will in-turn enter the information in the computed-aided dispatch (CAD) and the Emergency response organizations will be notified via alerting systems.
- Significant events on the Airport are broadcasted via the Mass Notification System to identified agencies/personnel. This includes electronic mail to all Airport personnel if needed. In addition, NOTAMs may be distributed.
- Visual fire alarm indicators are provided in the terminal and other public facilities for fire alarm notification to the hearing impaired as prescribed by Fire and Building Codes.

3.3.8.2 *Emergency Public Information*

- Calling for emergency assistance at the Airport is achieved by calling 911 or 859-767-3123 from an internal Airport telephone.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

This information is provided at public telephones and in publications throughout the Airport.

- Evacuation procedures and maps are provided for all public facilities as prescribed by Fire and Building Codes.
- Pre-scripted public address system announcements which provide guidance to the public, are incorporated in the fire alarm system within the terminal as prescribed by Fire and Building Codes.

3.3.8.3 *Protective Actions*

- Generally speaking, evacuation is the normal protective action for occupants of a building involved in a structure fire.
- Evacuation procedures for Airport buildings are consistent with NFPA and Kentucky State Fire Codes.
- Evacuation plans shall be posted in public facilities by KCAB.

3.3.8.4 *Foam Supply*

- If the foam supply on hand at the incident scene is not adequate, Incident Command should begin to assemble a larger supply. This shall be obtained from:
 - Cincinnati Fire Department
 - Wright Patterson AFB
 - Lexington ARFF Fire Department
 - Emergency Purchase from vendors
 - If large foam supplies are needed, the cost of foam can be recovered from the companies involved or their insurance companies

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

3.4 Natural Disasters - Severe Weather, Tornado and Floods

3.4.1 Purpose

The information contained within this section defines the responsibilities and describes actions to be taken in the event severe weather is forecast for, or occurs, at the Airport.

3.4.2 Situation and Assumptions

This plan is written with the intent of having at least one hour between activation and imminent threat. However, severe weather may occur at any time and without warning. All activities outlined in this section are intended to be carried out only if time permits. If at any time severe weather occurs and procedures described herein cannot be safely implemented, all Airport employees are responsible for their own safety and the safety of Airport patrons to the greatest extent possible. This plan will be the guide for overall natural disaster response, with the specific type of disaster determining what the exact response will be. It is assumed virtually every Airport facility would be susceptible to some sort of damage from a natural disaster or severe weather event.

CVG owns and operates approximately 7000 acres, most of which is outside of any flood zone. There are small outer portions of the airfield that are undeveloped and are considered SFHAs, or Special Flood Hazard Areas, subject to inundation by the 1% annual chance flood. However, these areas are defined as follows:

- Zone A - No Base Flood Elevations determined
- Zone X - Areas determined to be outside the 0.2% annual chance floodplain

These areas located outside the developed zones having minimal to no impact on Airport operations. Furthermore, any areas within these zones, as with Taxiway Alpha in Flood Zone A, according to recent FEMA maps have been built to control rising water levels to include underground culverts, pipes and diversions that adequately handle any flash flooding events; whereas only a brief delay in runway activities may result.

3.4.3 Operations

In the event that any level of the Airport's Severe Weather Emergency Plan is activated, the Airport will remain responsible for the command and control of the response by utilizing NIMS

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

for response management. The APD will assume the role of Incident Commander until Unified Command is established. The highest-ranking member of the APD will act as Incident Commander. If the APD is not represented, the highest-ranking member of the ARFF will assume command.

The EOC may be fully or partially activated depending upon lead-times and/or severity of weather event.

3.4.3.1 Notification and Activation

The type of weather depends on the type of notification that employees, tenants and the public receive. The notification procedures will be explained below in the responsibilities section.

At the discretion of the COO or designee a pre-event coordination conference call to discuss the potential weather event severe weather will be generated. The agenda for the conference call is detailed below:

- Weather forecast winds and direction
- Any thinning of flight schedule
- Forecast airfield configuration
- Status of all navigation equipment
- Increase monitoring of foreign object debris (FOD)
- Potential for power outages
- Brief all employees of potential for increased FOD and reporting procedures
- Severe weather procedures and airline employee responsibilities associated with directing passengers in the event of tornado shelter needs.

Post Event Meetings/Debriefs are conducted to review possible severe weather damage.

3.4.3.2 Terminal/Concourse Relocation to Safe Areas

CVG works to develop safety procedures that are created and followed in order to provide a safe Airport and workplace. To ensure this, the movement of building occupants during severe weather will be to “safe areas” inside the facility. Safe areas are marked with a white and green placard that depict a tornado and read “Severe Weather Shelter”.

Please note that all Airport Tenants, Airline and Concessionaire employees that have Airport badges will play an integral part in a successful evacuation.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

3.4.3.3 *Evacuating the Physically Challenged or Others Who Need Assistance*

All able-bodied Airport, airline, and business partners must be prepared to assist those with disabilities, the elderly or families with small children within their area to designated shelter points. Concourse/Terminal bathrooms are identified as handicapped areas of refuge.

3.4.3.4 *KCAB Support Buildings*

KCAB employees follow the KCAB Airport Emergency Plan policy. Once notified, they are to shelter in identified severe weather shelters.

3.4.3.5 *Return to Normal Operations*

Once the severe weather threat has passed, the Incident Commander is responsible for an orderly return to normal operations.

- Notification to Airport employees will be done via an all call radio announcement, email, text message and voice mail.
- Following the Incident Commander's determination that all support personnel are in place, the AOC will make an announcement over the public address system and will update tenants via email or phone.

3.4.4 *Organization and Assignment of Responsibilities*

Airport tenants, airlines and concessionaires are responsible for training their own staff on evacuation plans for severe weather. All public areas have a notification system in place. Tenants, airline personnel and concessionaires receive notification from the Airport via the public address system and via an automated voice mail providing updates only if the weather is severe or could potentially be severe.

3.4.4.1 *Airport Operations - AOC*

- Monitors the National Weather Service, internet sites and local news channels for severe weather information.
- Works with Incident Commander to broadcast radio calls, announcements, pages and emails.
- Provides other situational updates as conditions warrant and time allows via the mass notification system and CVG ALL CALL via radio broadcast.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

- When advised by Incident Command, broadcasts initial notification of the “all-clear.”
- Coordinates storm recovery phase with incident command.

3.4.4.2 *APD*

- Provides continued law enforcement and security operations on the Airport, as needed, including those required by 49 CFR Part 1542.
- Upon activation of the EOC, a command level officer shall report to the EOC.
- Participates in the Incident Command System in accordance with established SOP.

3.4.4.3 *ARFF*

- Provides emergency medical services as needed, and as weather conditions allow.
- Participates in the Incident Command System in accordance with established SOPs.
- Assists in support operations as required. This includes, but is not limited to, passenger evacuations, searches, inspections, personnel accountability and management of displaced passengers.
- Reviews resource requirements and summon mutual aid or call back personnel.

3.4.4.4 *Emergency Operations Center (EOC)*

- May be activated in the event of severe weather if the weather event produces or is predicted to produce property damage or risk of loss of life or injury.
- Will support all facets of the event itself, from initial actions of the Incident Commander to post event recovery and investigation. They will also coordinate all on and off Airport resources and logistics.
- Will incorporate planning periods to map out all possible considerations during and after the event. Incident Command will be transferred from the initial on scene Incident Commander to the EOC when required.

3.4.4.5 *Airport Maintenance*

- Assist with or provide critical services including utility support, such as reactivation or cutoff as need.
- Assist in support operations in search,

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

inspections and accountability.

- Assist in the provision in the required resources as necessary.

3.4.4.6 *Airport Operations – Airport Operations Agents*

- Monitors changing weather conditions and notifies AOC of imminent severe weather or tornado activity which may affect airport operations.
- Upon activation of the EOC, a designated person shall report to the EOC.
- Issues appropriate NOTAM(s), if conditions warrant and permit. If conditions preclude filing of NOTAM(s), contact the ATCT for assistance.
- Coordinates airfield activities with the ATCT.
- Interfaces with, coordinates, and utilizes as needed, resources made available by Airport tenants (FBOs, etc.) including air carriers.
- Participates in the Incident Command System in accordance with established SOPs.

3.4.5 Administration and Logistics

In a severe weather event, loss of commercial power is a possibility. To help alleviate this possibility and for continuity of operations, the Airport has a number of emergency generators that can provide power to keep the Airport operational during times of severe weather. Both the airfield and terminals/concours are equipped with emergency generators.

Due to the nature of tornados, a large portion of CVG may be affected by such a storm, which may severely limit the amount and type of mutual aid resources available to the Airport. The Airport will plan to be self-sustaining at least initially if a tornado were to strike the area.

3.4.6 Plan Development and Maintenance

The Airport Emergency Manager and Airport Operations are responsible for maintaining the Natural Disaster Section.

3.4.7 Authorities and References

- Police Department Operating Procedures
- Airport Shelter-in-Place Location Guide
- Airport Tenant Checklist

All these references and authorities were used to construct the Airport Emergency Plan.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

3.5 Hazardous Materials Incidents

3.5.1 Purpose

The information contained in this section is intended to supplement the Basic Plan and Functional Section of the AEP. It defines responsibilities and describes actions to be taken in the event a hazardous materials incident occurs. Further, this document, in conjunction with the Basic Plan and Functional Section, forms the basis for elements to be included in functional Standard Operating Guidelines/Procedures and checklists.

3.5.2 Situation and Assumptions

The vulnerability to a hazardous materials incident at CVG is based upon the unique industrial nature of the Airport environment. The additional international cargo mission brings along the inherent risks of known as well as unknown hazardous materials. While most hazardous materials are identified in the KCAB safety data sheet (SDS) files, the assumption is that the amount and type of material is ever changing.

ARFF will respond to all incidents involving hazardous materials on Airport property. ARFF personnel are trained to the operations level in dealing with hazardous materials.

Additional assistance for hazardous materials is available through the Greater Cincinnati Regional HAZMAT Unit. This unit can be dispatched through the Boone County PSCC. Nearest units are stationed in Hebron, Kentucky.

The EOC is activated at the discretion of the Incident Commander. Activation of the EOC may be needed to support sustained operations for a hazardous materials incident on the Airport. The EOC may also be activated in response to a hazardous materials incident near the Airport which poses a risk to the Airport population.

3.5.3 Operations

ARFF shall respond to all hazardous materials incidents. ARFF action may be taken for fuel spills in accordance with Standard Operating Guidelines and commensurate with training. If the situation dictates, a HAZMAT emergency response team shall be requested

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

to assist with the mitigation of the incident.

Recovery actions shall only be accomplished by qualified personnel/companies in accordance with the KCAB Senior Manager of Safety and the Manager of Environmental Compliance and Health and Safety.

All incoming mutual aid units and first response agencies shall respond to the designated staging area and await assignment or instructions by the Incident Commander.

Mutual aid agreements are in place with all tri-state Fire Departments. In addition, state assistance may be obtained through Boone Co. Emergency Management.

3.5.4 Organization and Assignment of Responsibilities

3.5.4.1 *Airport Operations - AOC*

- Monitors the National Weather Service, internet sites and local news channels for severe weather information.
- Works with Incident Commander to broadcast radio calls, announcements, pages and emails.
- Provides other situational updates as conditions warrant and time allows via the mass notification system and CVG ALL CALL via radio broadcast.
- When advised by Incident Command, broadcasts initial notification of the “all-clear.”

3.5.4.2 *ATCT*

- Will comply with all letters of agreements
- Provide relevant information (fuel, persons-on-board, composite hazardous cargo) and directions to aircraft operators.
- Provide necessary air and ground traffic control support for emergency response activities.

3.5.4.3 *ARFF*

- Respond to fuel spills and other hazardous materials incidents in accordance with established policies and levels of training.
- Provide response and recovery support in accordance with level of training and established Airport policies, procedures or guidelines.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

- Determine need for, and initiate as needed, local HAZMAT Response Team response.
- Assist in Alert and Warning process in the event a Protective Action is required.
- Provide on-scene emergency medical services in accordance with established plans, procedures or guidelines.

3.5.4.4 *APD/Security*

- Assist with scene security as requested by the Incident Commander.
- Assist in Alert and Warning process in the event a Protective Actions is required.
- Provide for overall traffic control, including coordination with mutual aid law enforcement agencies.
- Assist with AOA escort services.
- Provide crowd control.
- Provide continued law enforcement and security services on the Airport, including those required by 49 CFR Part 1542, Airport Security.

3.5.4.5 *EOC Manager*

- The EOC shall be activated as directed by the Incident Commander.
- Participate in response and recovery operations as training levels permit.
- Provide emergency support services, as requested, through the EOC.
- Prepare for, and accomplish, return to normal operations.
- Coordinate Protective Actions.

3.5.4.6 *Airport Operations – Airport Operations Agents*

- Issue NOTAMs as required.
- Conduct airfield inspections.
- Coordinate operations with the ATCT.
- Monitor, and coordinate as required, other concurrent Airport activities.
- Interface with, coordinate, and utilize resources made available by Airport tenants.
- Participate in EOC operations.

3.5.4.7 *Airport Maintenance Departments*

- Assist/provide critical services, including utility support (activation/cut-off).
- Assist in the implementation of protective actions (e.g., shutting off air circulation

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

systems for affected facilities if in-place sheltering is recommended).

- Provide safety inspections.
- Provide sanitation services for extended operations.
- Assist in the provision of required resources.
- Participate in EOC operations.
- Assist in facility restoration.

3.5.4.8 *Finance/Administration*

- Provide budgeting, payment and cost recovery support.
- Provide procurement services.
- Provide personnel services.
- Participate in EOC operations.

3.5.4.9 *Public Information and Community Relations*

- Interface with the media, as well as any emergency response organization on-scene public relations personnel.
- Provide news releases relative to the Airport's responsibilities and activities.
- Participate in EOC operations.
- Draft and distribute Airport media releases, when appropriate.

3.5.4.10 *Aircraft Operator or Designated Representative*

- If an aircraft is directly involved in the incident, the aircraft operator or designated representative should do the following:
 - Provide on-scene support, as requested by the Incident Commander.
 - Participate in EOC operations.
 - Provide for timely news releases.

3.5.4.11 *Airport Tenants*

- May provide assistance voluntarily with coordination.
- Follow the directions of the Incident Commander.

3.5.5 Administration and Logistics

General support requirements for hazardous materials incidents is normally within the scope of general fire department duties.

Support for hazardous materials incidents may require additional administrative tasking relative to

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

tracking of personnel and expenses. Reimbursement for such expenses may be sought.

3.5.6 Plan Development and Maintenance

ARFF Chief, Manager, Environmental Compliance, Airport Emergency Manager and Airport Operations are responsible for maintaining the Hazardous Materials Incident Section.

3.5.7 Authorities and References

- 40 CFR Part 311
- 49 CFR Part 1542
- 29 CFR 1910.120
- National Fire Protection Association Codes and Standards as prescribed by other statutes.

All these references and authorities were used to construct the Airport Emergency Plan.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

3.6 Sabotage, Hijack and Other Unlawful Interference with Operations

3.6.1 Purpose

Specific information regarding these incidents is Sensitive Security Information (SSI). Specific information is contained in the appropriate sections of the Airport Security Program. As SSI, the information is published and distributed on a need-to-know basis only.

3.6.2 Situations and Assumptions

- For those persons or groups who may wish to do damage to aircraft or Airport property by means of sabotage or interference, the Airport has taken measures to prevent or seriously hinder these attempts.
- The sabotage of civil aircraft engaged in interstate operations is a Federal offense (airlines and air taxis). Other sabotage of civil aircraft will be handled by local investigation.
- Perimeter fencing and Security Camera are CVG's most basic measures.
- Combined with this are around-the-clock perimeter inspections by APD. APD personnel are also continually patrolling Airport property and other Airport controlled/owned locations. The Airport Security Coordinator also completes inspections of the AOA, perimeter and public facilities.
- The Airport Security Coordinator sends out Security Directives to the Security Coordinators when they are received from the TSA.

3.6.3 Operations

- In the event that an aircraft is hijacked, or an aircraft is boarded by a person or persons with the intent of hijacking, all attempts will be made to protect the aircraft and its occupants.
- Should an aircraft become hijacked, the AOC will immediately notify the Airport Police Special Response Team, ATCT, KCAB COO, ARFF, FBI and TSA.
- A representative from ARFF and APD will work with the FBI, the airline involved and the FAA.

3.6.4 Organization and Assignment of Responsibilities

3.6.4.1 ARFF

- Provide support to APD as required.

3.6.4.2 Airport Operations

- Close affected areas by NOTAM.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

- Monitor any continued air operations to ensure compliance to Part 139.
- Inspect areas of involvement on the AOA for Part 139 compliance prior to reopening.
- Assist with any access/response/recovery.

3.6.4.3 *APD*

- If the Chief of APD or the Assistant Chief of APD is not on duty at the time an emergency recall occurs, the highest ranking member of the Patrol Section will be the designated officer-in-charge until relieved by higher authority.
- The Officer in charge of the Department at the time will proceed to the emergency/disaster site with any available on-duty personnel and ensure that the AOC has initiated the recall of off-duty personnel. The Officer in charge will establish the location for the Incident Command Post.
- The Chief of APD, Assistant Chief of APD, or Patrol Section Commander will notify, by phone, any other supervisory personnel needed.
- The Chief of APD or designee will respond to the Incident Command Post.
- All other personnel will respond, in uniform, to APD headquarters for assignment; all assignments will be listed on the Assignment Log form and retained for file records. Assigned duties will include, but not be limited to:
 - 1) Traffic Control
 - 2) Roadblocks
 - 3) Crash site security
 - 4) Perimeter security
 - 5) Morgue security (Field Maintenance Facility)
 - 6) Security for holding area of airline involved

3.6.4.4 *Other Police Agencies*

- All other Police units including off-duty APD will enter the Airport via Lincoln Road from Donaldson Road and precede to APD headquarters for assignment. The first units from responding mutual aid police departments will be escorted to Incident Command Post and will be used for communications with their respective departments.

3.6.4.5 *Airport Operations - AOC*

- Works with Incident Commander to broadcast radio calls, announcements, pages and emails.
- Provides other situational updates as conditions warrant and time allows via the mass notification system and CVG ALL CALL via radio broadcast.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

- When advised by Incident Command, broadcasts initial notification of the “all-clear.”

3.6.4.6 *Federal Bureau of Investigation (FBI)*

- FBI will serve lead investigating role in incidents involving air piracy, airline sabotage, attempted sabotage, bombings and bomb threats.

3.6.5 Plan Development and Maintenance

A Chief of APD, Airport Emergency Manager and Airport Operations are responsible for maintaining the protective action plans.

3.6.6 Authorities and References

- Police Department Operating Procedures
- Airport Police Department (Procedure 110.01C – Bomb Threat HOAX)
- Airport Police Department (Procedure 110.01D – Bomb Threat on Aircraft)
- Airport Police Department (Procedure 110.01E – Bomb Threat Building)

All these references and authorities were used to construct the Airport Emergency Plan.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

3.7 Failure of Power for Movement Area Lighting

3.7.1 Purpose

Kenton County Airport Board has provided a series of feeder backups and generators to maintain airfield lighting in the event of a power failure for movement area lighting.

3.7.2 Situation and Assumptions

Duke Energy supplies all primary and alternate power feeders to the Airport. Limaburg 41 and 43 feeders are located at the Limaburg Road substation. Donaldson 43 feeder is located at the Donaldson Road substation.

Vault 12 airfield lighting vault provides power to runways 18L/36R, 18C/36C and their associated taxiways. Donaldson 43 feeder is the primary feeder and Limaburg 43 is the auxiliary feeder. A manual transfer is done between the feeders if one were to fail.

There are two generators (R/W 18C/36C – 250 KW, R/W 18L/36R – 230 KW) used for backup power and start automatically if a power failure is sensed. They share a 4000 gallon diesel fuel tank and are located beside Vault 12. These generators are capable of being remotely started by the Cincinnati ATCT.

West airfield lighting vault provides power to R/W 18R/36L, R/W 27/9, and their associated taxiways. Limaburg 41 is the primary feeder. There is no auxiliary feeder.

There is one 750KW generator used for backup power and starts automatically if a power failure is sensed. It has a 2000 gallon diesel fuel tank and is located beside the West Vault. This generator is capable of being remotely started by the FAA tower.

Generators are tested on a monthly basis. Basic fluid levels are checked along with hoses, belts, battery and charging system.

Generators are serviced on an annual basis. This includes changing the oil and other fluids, checking the battery charging system, and changing any needed belts or hoses. During this time, generators are also load tested for 90 minutes.

In the event of a catastrophic failure of a feeder and generator,

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

separate electrical systems allow the other unaffected runways and taxiways to remain powered. Maintenance personnel will be contacted for emergency repairs of the affected generator.

3.7.3 Organization and Assignment of Responsibilities

3.7.3.1 *ATCT*

- Notify the Airport AOC of airfield power loss.
- Attempt to remotely start airfield generators if power fails.
- Advise aircraft of the areas affected.

3.7.3.2 *Airport Maintenance*

- Perform any needed load testing as required.
- Operate generator.
- After the emergency, determine cause of the feeder and/or generator failure and initiate repairs.
- Conduct routine and preventative maintenance.
- Conduct and document regular testing.
- Make needed repairs to the generator engine.
- Fill diesel tanks as needed.

3.7.3.3 *Airport Operations – Airport Operations Agents*

- Issue NOTAM(s) to identify and close affected areas.
- Monitor any continued air operations to ensure compliance to Part 139.
- Inspect areas of involvement on the AOA for Part 139 compliance prior to reopening.
- Assist with any recovery coordination/access.

3.7.3.4 *Airport Operations - AOC*

- Make proper notifications of an airfield outage to Airport personnel, contractors, tenants and external stakeholders.

3.7.4 Plan Development and Maintenance

The Airport Operations and Airport Maintenance Departments are responsible for coordinating revisions of this section.

3.7.5 Authorities and References

- Departmental SOPs

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

- Exhibit 18 - Responsibility for Operation of the Airport Lighting System
LOA

All these references and authorities were used to construct the Airport Emergency Plan.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

3.8 Water Rescue

3.8.1 Purpose

To promptly deploy water rescue equipment and crews in support of an aircraft accident or mutual aid assistance in or near bodies of water. There are three bodies of water which are on or within two miles of the Airport.

- Ohio River - located approximately 1.5 north of RWY 18L-36R, 18C-36C, and 18R-36L. This area of the river passes through Ohio, Indiana and Kentucky in close proximity of the Airport.
- North Detention Pond - located .32 miles north of RWY 18C, this retention pond is approximately .29 miles long and is level controlled by a retention dam with electronic gates.
- South Detention Pond - located .4 miles southwest of RWY 36C, this retention pond is approximately .38 miles in length and is level controlled by a retention dam with electronic gates.

3.8.2 Operations

In the event of an aircraft incident that is located in a body of water, the Airport will rely on mutual aid units to provide water rescue support. The responding ARFF IC will notify Boone County PSCC and request a water rescue response. Boone County PSCC will dispatch the Boone County Water Rescue units along with the Technical Rescue Team. If the incident is located in the Ohio River, the U.S. Coast Guard can also be notified through Boone County PSCC. There are numerous additional river boat units including Cincinnati Fire, Covington Fire and Dearborn County Indiana Fire Departments.

3.8.2.1 Response

In the event of an aircraft incident, the FAA ATCT will notify the AOC via the Crash Phone. All information will be relayed to ARFF and APD via emergency radio dispatch.

3.8.2.2 Response Agencies

All water rescue operations are the responsibility of mutual aid units.

3.8.3 Plan Development and Maintenance

The ARFF Chief and Airport Operations Department are

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

responsible for coordinating revisions of the Water Rescue Section.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

3.9 Crowd Control

3.9.1 Purpose

Crowds of people may assemble at the Airport for many reasons, including civil unrest, peaceful assembly, irregular airline operations or the result of an accident or natural disaster. A crowd could inadvertently or deliberately disrupt Airport operations.

3.9.2 Situations and Assumptions

The purpose and mental attitude of the assembly may vary considerably. The arrival or departure of popular public figures may attract crowds who will, in most cases, be good-natured and easily controlled. The arrival or departure of more controversial persons may draw groups that are hostile and prone to disorderly conduct.

Assemblies often are impromptu, particularly if a VIP is suddenly recognized. The following are a partial listing of assemblies that may happen at the Airport:

- Arrival or departure of VIPs, celebrities, athletes or other public or elected figures.
- Airline action such as major announcements or irregular operations.
- Aircraft incidents.
- Labor/Union supported strikes.

3.9.3 Operations

The APD will have the responsibility to implement measures necessary to ensure adequate crowd control procedures. APD officers shall be the primary enforcement agency but may request additional assistance from the Boone County Sheriff Office, Florence Police Department or other police agencies as deemed necessary by the Chief of APD, Incident Commander, or their designee. ARFF may be requested to preposition fire and medical response units. When possible, the APD will coordinate with the Airport operator, ATCT, ARFF, airlines, tenants and mutual aid law enforcement of anticipated demonstrations which will outline the security measures and responses to the anticipated demonstration. Additional security measures may be:

- The APD may direct the placement of physical barricades such as “bike racks” to designate restricted areas.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector

- Closing access points to the SIDA area or supplementing those access points with armed Law Enforcement Officers.
- Close or restrict entry into parking lots.
- Identify vulnerable areas, such as fuel farms, to provide extra security.
- Provide additional lighting.
- Closing or rerouting roads.

Unauthorized persons entering such restricted areas are subject to removal from the property and/or arrest.

In a disaster event, APD will provide security personnel at designated access points or staging areas in order to ensure individuals attempting to enter the site are properly credentialed or have approval from the Incident Commander.

Traffic control of the surrounding roadways and interstate highways will be handled by officers of the APD, Boone County Sheriff Office, Florence Police Department, and Kentucky State Police.

The incident will be handled using the Incident Command System and depending on the nature of the event, the Incident Commander may request the Emergency Operations Center to be activated to coordinate activities and provided a centralized Command Post.

3.9.4 Authorities and References

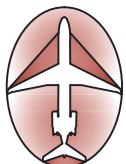
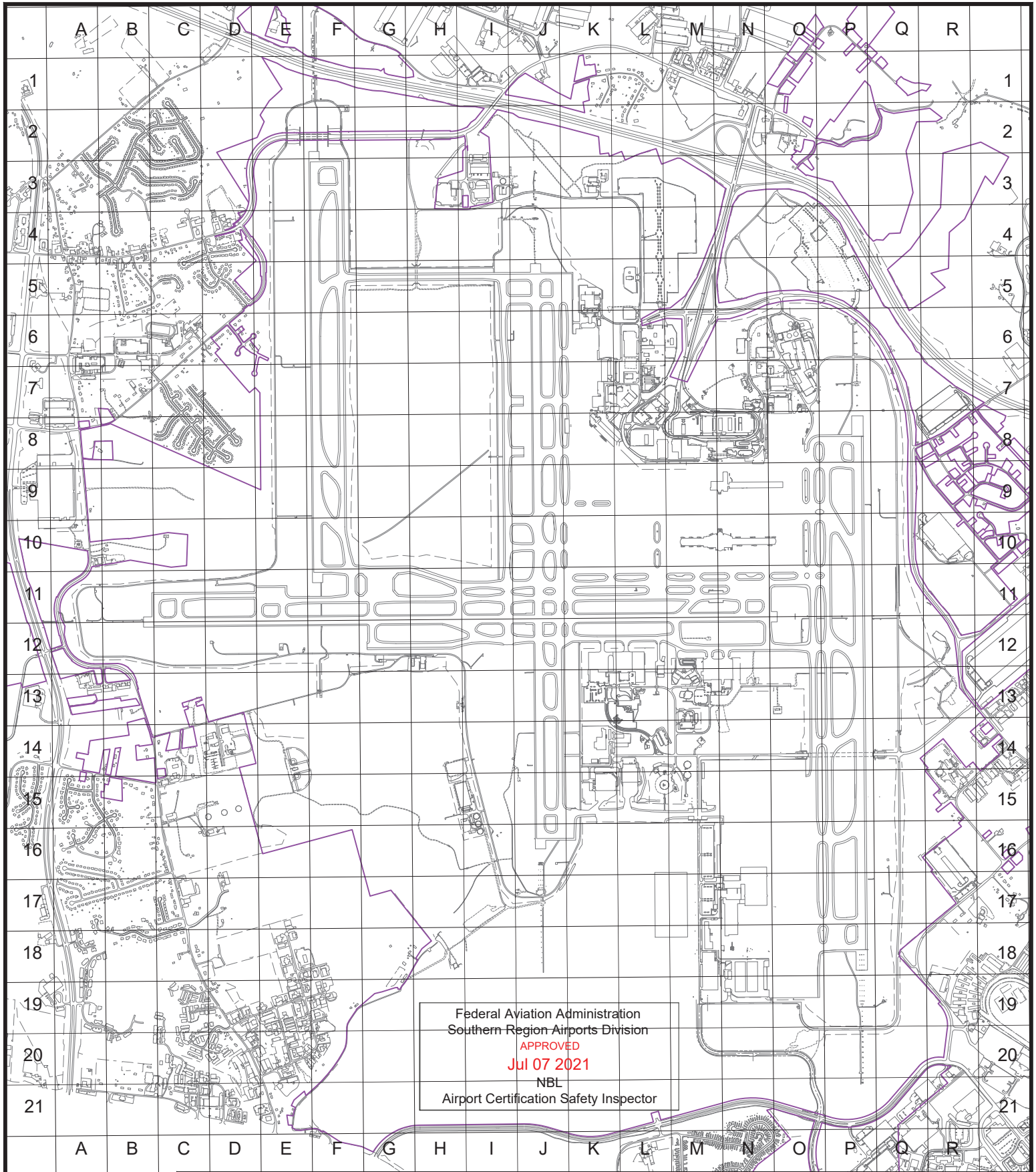
- Chapter 10, Unusual Occurrences, Cincinnati/Northern Kentucky International Airport Police Department Policies and Procedures manual.

All these references and authorities were used to construct the Airport Emergency Plan.

3.9.5 Plan Development and Maintenance

The Chief of APD and Airport Operations are responsible for coordinating revisions of this section.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector



NORTH

KENTON COUNTY AIRPORT BOARD



CINCINNATI/NORTHERN KENTUCKY
INTERNATIONAL AIRPORT

AIRPORT EMERGENCY PLAN

AIRPORT GRID MAP

PROJECT NO: KCAB

CHECKED BY: JVB

DATE: 7/27/2020

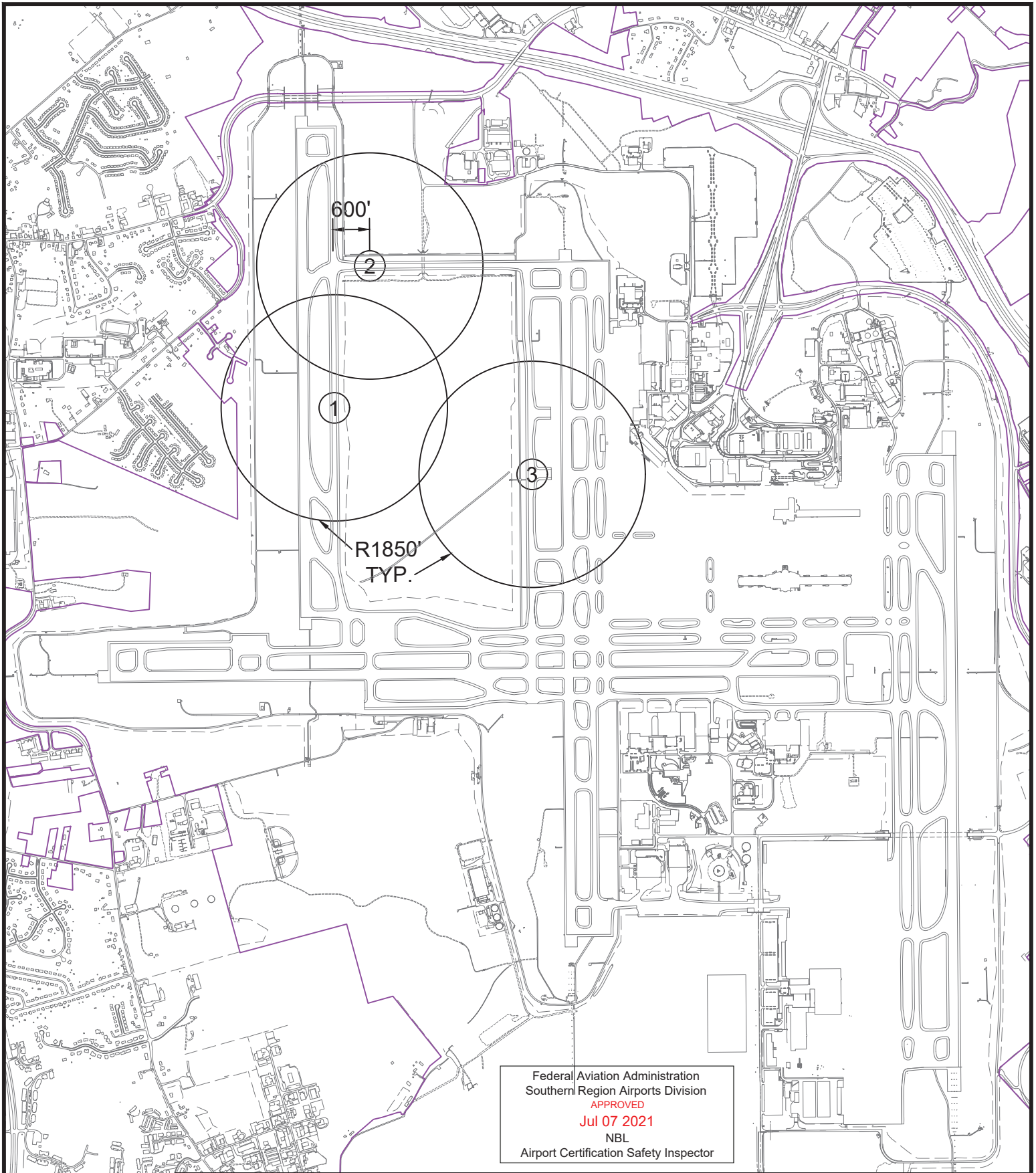
APPROVED BY: AJK

DRAWN BY: MOM

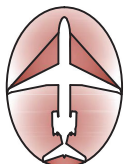
SCALE: 1" = 2,500'

CAD NO: ACM Exh 7 Airport Emergency Plan.dwg

EXHIBIT 7
ATT I



Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector



NORTH

KENTON COUNTY AIRPORT BOARD



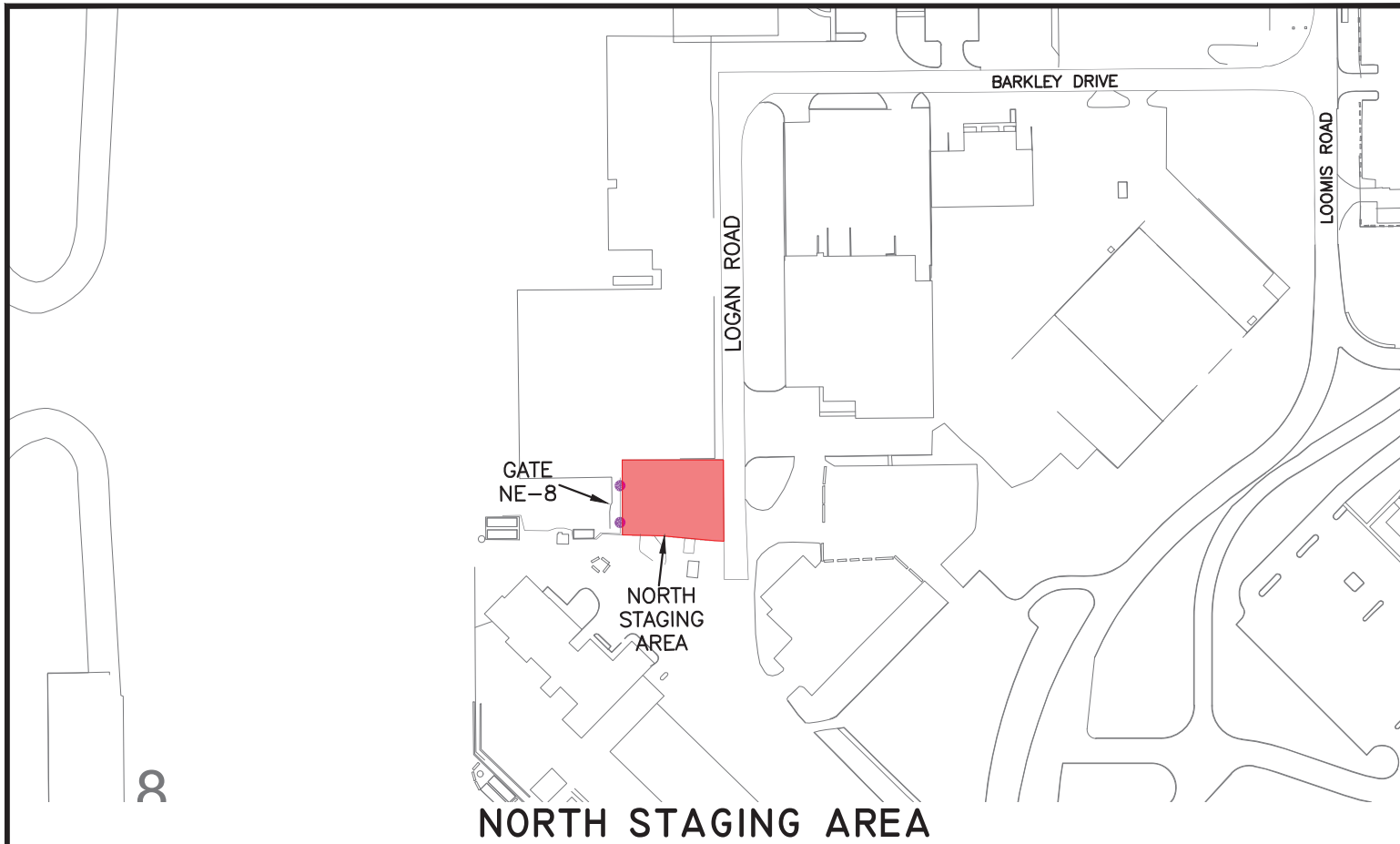
CINCINNATI/NORTHERN KENTUCKY
INTERNATIONAL AIRPORT

AIRPORT CERTIFICATION MANUAL

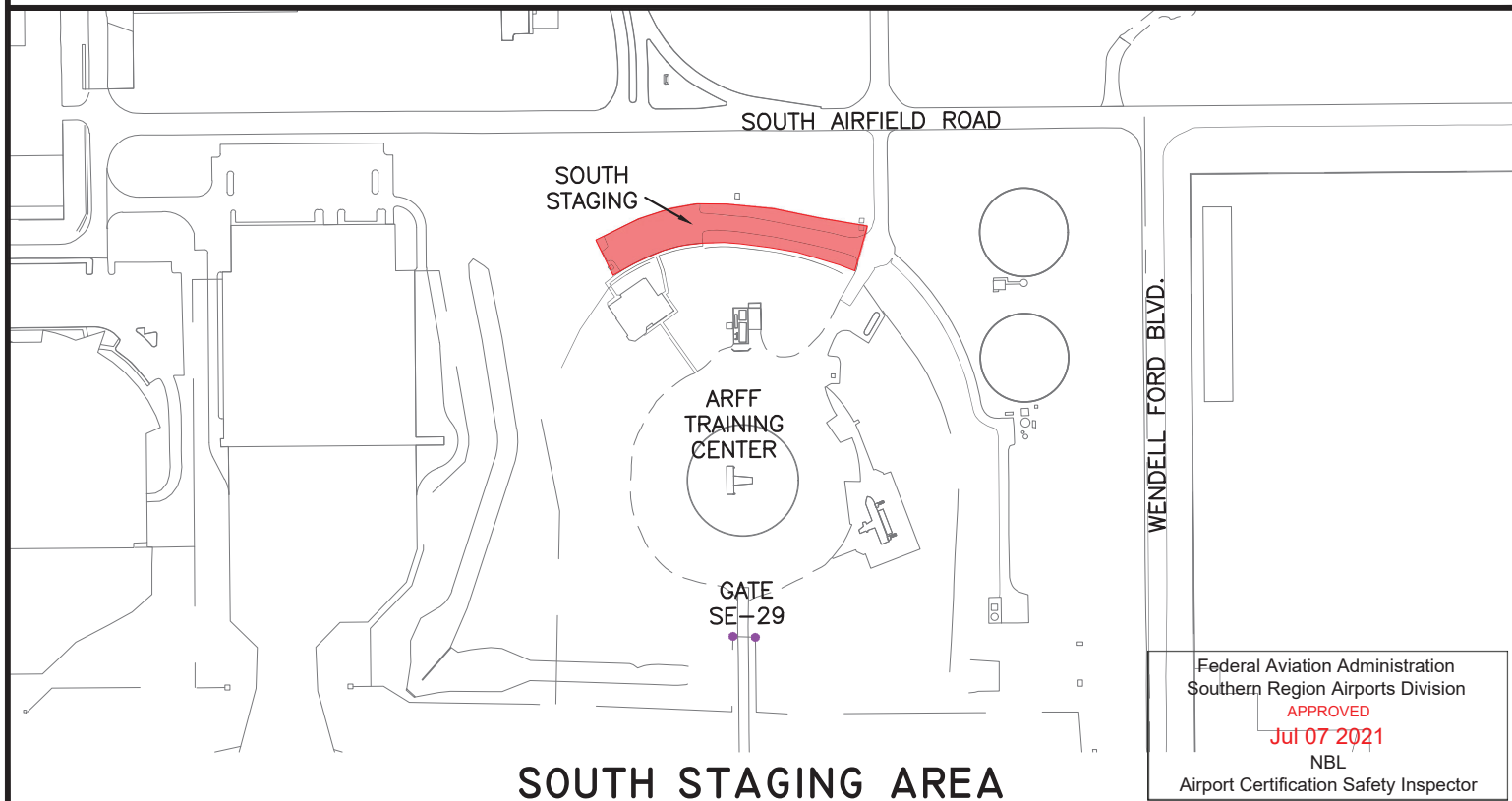
BOMB SCARE AIRCRAFT PARKING MAP

PROJECT NO: KCAB	CHECKED BY: JVB
DATE: 7/27/2020	APPROVED BY: AJK
DRAWN BY: MOM	SCALE: 1"=2,100'
CAD NO: ACM Exh 7 Airport Emergency Plan.dwg	

EXHIBIT 7
ATT 2

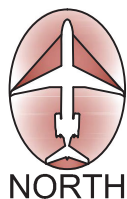


NORTH STAGING AREA



SOUTH STAGING AREA

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Jul 07 2021
NBL
Airport Certification Safety Inspector



KENTON COUNTY AIRPORT BOARD



CINCINNATI/NORTHERN KENTUCKY
INTERNATIONAL AIRPORT

AIRPORT EMERGENCY PLAN

STAGING AREA FOR MUTUAL AID

PROJECT NO: KCAB	CHECKED BY: JVB
DATE: 2/17/2021	APPROVED BY: CK
DRAWN BY: MOM	SCALE: NTS
CAD NO: ACM Exh 7 Airport Emergency Plan.dwg	

EXHIBIT 7
ATT 3