Guideline

ABCX AIRWAYS - Crisis Response Planning Manual

Part 1

EMERGENCY **R**ESPONSE **P**LAN

Volume 6

Station Emergency Response Plan

ASM

means

Airline Station Manager

by acronymsandslang.com

This series of guideline & guideline / template documents has been designed to provide a strong and well researched information framework upon which aircraft operators can build reliable and high quality emergency / crisis response plans, which will deliver should the unthinkable happen - **provided**, **as always**, that the operator has done its part in the entire building process of the plan and everything else which follows on, particularly training in and exercising of the plan

Aircraft operators wishing to use the guidelines & guideline / templates to assist in the production (original or rewrite) of their own (equivalent) emergency plans, have the complete flexibility of using as much or little of the provided information - as is desired

A significant advantage of using this series of documents to prepare emergency / crisis response plans is 'standardisation' - thus alleviating the potential difficulties of having as many different plans as there are aircraft operators and airports - which e.g. can make mutual emergency response support operations between airlines (and between airlines & airports, GHAs etc.) more problematic than they otherwise ought to be in the 21st century

The *most challenging* part of *any* **aircraft operator's / air carrier's** (airline's) emergency response planning effort undoubtedly relates to preparation for the catastrophic aircraft accident type scenario - which occurs at or near to one of its *stations / regular destination airports / ad hoc destination airports* etc.

The *actual response itself* (if and when required) in such circumstances is easily the most demanding & critical component of the accident airline's *entire* emergency planning and response process

Should an aircraft accident occur at or near an airport (typically a take-off or landing airport for the accident flight) - then emergency response efforts by *others* also closely involved will be just as challenging - particularly the *accident airport*, together with any *ground handling operator / agent* which handles that airline (at that airport) for 'normal' operations services

Unfortunately, as at 2020, many airlines, airports and ground handlers (and others also) are not prepared (in many different ways) to meet this challenge

This guideline (the document which you are reading now) provides an adequate solution to all of the above provided that its requirements are:

* Studied and Understood by the Appropriate Person(s) / Organisation(s)
* Approved and 100% backed by the Appropriate Organisations' 'Top Managers'
* Budgeted, Resourced, Procured etc. - as required
* Adequately implemented by the Appropriate Person(s) / Organisation(s)
* Regularly Trained and Exercised by the Appropriate Person(s) / Organisation(s)
* Regularly Reviewed and Maintained by the Appropriate Persons / Organisations

Guideline - Instruction 1

The front cover sheet for *your own* CRPM Part 1 / Volume 6 will be found on the next page of this guideline document. You can simply 'copy & paste' it into the front (first page) of your own document

Remember to:

* Insert the name of your airline, the 'station' name & its 3 letter IATA code

* Change or remove the logo (top left of header)

* Amend the rest of the 'header & footer' text to your own requirements - as required

* Insert the number of pages in your new document - once you have completed it

* Amend the revision date to your own requirements

* Add anything else as required

Insert airline name here *xxxxxxx*

Crisis Response Planning Manual (CRPM)

Part 1 / Volume 6

Station Emergency Response Plan

Based upon a *CATASTROPHIC Aircraft Accident* type scenario

(Insert Station [Airport] Name [+ 3 letter IATA & 4 letter ICAO codes] here)

Number of pages in this document:

TBA …………

Revision No	Date	Updated by
Revision (Original)	*xx-xxx-20xx*	Station Manager / GHA *xxxxxxx*

Guideline - Instruction 2

No further information is provided here for *this* particular guideline document. Readers / users are referred instead to:

https://www.aviationemergencyresponseplan.com/catastrophic-air-accident-2/

When the above webpage opens, scroll down to near the bottom, find '**Note 2**' - and click on the link found there. The document which you will find is the one you should now refer to (i.e. use it as a guideline) in order to originate or rewrite your *AIRLINE* 'Station ERP'

The reader / user might wonder why the above has been done. The reasons are:

1. Few (if any) passenger airlines exclusively use their *own* (directly employed) staff to provide their *own* (normal business) ground handling services at *each* and *every* airport (station etc.) to which they operate. *Instead*, such airlines use (to a greater or lesser degree) the services of appropriate *ground handling operators / agents* (GHA)

2. The guideline document found at the end of the link (as per the above) has been produced to guide *GHAs* in how to originate or upgrade *their own* Station ERPs - which are fundamentally based (to a greater or lesser degree) on the **airport emergency plan** (**AEP**) for the airport at which any particular GHA operates / serves. This is the way that it must be

3. Whilst any *particular* GHA station ERP is based on the requirements of the appropriate (parent airport) **AEP** - there **MIGHT** (repeat 'might') be *very limited* opportunities for client airlines of that *particular* GHA to request that the latter provides *additional* ERP related services specific to those airlines' own ERP requirements - for that *specific* station

Why such 'very limited' opportunities? Because e.g. if the particular GHA serves many, different airlines at the specific station (airport) - and 'permits' each such airline to input their own, specific ERP requirements (each will typically be different from the other) into the associated airline / GHA contract (standard ground handling agreement - SGHA) - the result would be a 'nightmare' for the GHA to manage administratively and operationally and, more importantly, would not work at all well (if at all) during associated, actual (real) emergency / crisis response operations

The above 'problem' could be alleviated to some extent if **ALL** *airports* in the world used a standard AEP preparation template and **ALL** *airlines* did likewise for their ERPs. Unfortunately, the world is many, many years away from such possibilities e.g. as at 2020 many (too many) airports, airlines and GHAs still have zero or extremely limited AEP / ERP capabilities - no matter that the international and national 'rules and requirements' stipulate otherwise

4. For reasons given above, the author (and owner) of this series of Guideline etc. documents has decided **NOT** to produce a 'bespoke', specific guideline for *airlines* to use in producing their station ERPs. Instead, it is proposed that airlines use the equivalent *GHA guideline* (as linked to at top of this page) to achieve what they require. The changes required in producing an *airline* station ERP based on the *GHA Guideline* should be minimal and relatively, easily managed

Guideline - Instruction 2 / continued

A further reason is that until late 2017 the author did indeed produce 2 different guidelines on the matter - one for airlines and one for GHAs. Apart from slight wording differences (e.g. use of the word 'airline' versus the word 'GHA' etc.) - the two guidelines were almost identical. Thus it was decided that one would need to go, as both airlines and GHAs could still use the surviving guideline to produce their respective station ERPs

As we stated at the start of this 'Instruction 2' - just about every passenger airline in the world will need to use GHA provided services over most of their networks - leading to our obvious choice of retaining the GHA guideline only (but *also* using it for airlines as required - with some slight changes as required)

5. So far, so good. However, a significant problem remains - being that (as at 2020) only a *VERY* small number of GHAs had produced their own ERPs for *each* of the airports (stations) which they served. Of those that did, standards varied widely - with *most* probably being at the lower end of the 'effective and efficient' scale. So, what options do (GHA) client airlines have?

Option 1

For the very rare GHA having a good (fit for purpose) ERP - it is suggested that the client airline simply uses the GHA ERP as its 'airline ERP for that station' and negotiates (via the associated 'standard ground handling agreement' [SGHA - essentially the contract for services provided by the GHA to the airline]) to add on any other desired ERP related services not already included. If the GHA is 'co-operative' in this matter, it will typically require additional payment for providing such 'extras'

Option 2

This applies where the particular GHA has no ERP capability or where such capability is unfit for purpose. It is anticipated that (as at 2020) most GHAs fitted this description

Option 2A - It is suggested that the airline produces the appropriate 'Station ERP' *itself* - based on the independent GHA Guideline document as referred to in paragraph 2 on the previous page

In addition to using that guideline, it is essential that the airline also consults the appropriate (associated) **AEP** (if one exists - and, if it does, is it fit for purpose???) and incorporates any requirements of the latter (AEP) into the former (Station ERP)

The amount of time and effort involved should not be underestimated, particularly as the airline will probably need to do likewise at some (if not all) of its *other* stations too - e.g. one (real) major passenger airline would (in theory) need to do this 300 times (as it operated [2020] to around 300 different airports, 250 of which were *not* based in its home country)

Option 2B - find another GHA which *can* deliver what is required. Note, however, that we would be considering the same airport / station here and assuming that more than one GHA is available??? Even if this is so, the chances of the alternative GHA(s) being able to deliver 'what is required' are likely to be extremely low