



GHA (Ground
Handling Agent)



Audit (on behalf
of customer
airline) of:



**Associated
Airport
Emergency Plan**

AEP



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Author is [Wikipedia](#) user [Andrewmarino](#) / 22 Sep 2005



GROUND HANDLING AGENT's AUDIT of PARENT AIRPORT'S 'EMERGENCY PLAN'

A TEMPLATE CHECKLIST FOR:

A **GHA's** External Audit / Operational Assessment (e.g. as conducted by an appointed GHA [*on behalf of* an associated {customer} passenger **AIRLINE**]) *on its* (i.e. said GHA's) '**parent AIRPORT's**' (i.e. the **airport** at which said **GHA** is based and at which it represents said **airline**) **Emergency Plan** (AEP)

Note 1 - It is assumed herein that the **airport** at which the associated **GHA** operates (i.e. at which the **GHA** is based and at which it represents said '**airline**' - e. g. because the latter operates to / from said **airport** but contracts said **GHA** to provide operational services [at said **airport**] on its behalf) has its own documented '**airport** emergency plan - **AEP**' - upon which the **GHA ERP** (for that airport) is (should be???) primarily based

Note 2 - All licenced / certificated commercial airports in all ICAO States (countries) **shall** (mandatory requirement) plan, resource, implement, maintain, review and exercise an associated **AEP**. Guidelines for the latter are contained in **general** format in **ICAO Annex 14 / Volume 1 / Chapter 9** - and more specifically in:

ICAO - Airport Services Manual (Doc 9137):

Part 1 - RESCUE & FIRE FIGHTING

Part 5 - REMOVAL of DISABLED AIRCRAFT

Part 7 - AIRPORT EMERGENCY PLANNING

As expanded upon in a State's own (associated) Civil Aviation Regulations etc. This template checklist (the document you are now reading) refers, in the main, to Airport Services Manual - **Part 7 only**

Doc 9137-AN/898
Part 7

AIRPORT SERVICES MANUAL



PART 7

AIRPORT EMERGENCY PLANNING

SECOND EDITION — 1991

*Approved by the Secretary General
and published under his authority*

INTERNATIONAL CIVIL AVIATION ORGANIZATION



For this audit, the concerned / involved **GHA** (airline rep) - should locate / research / document etc. all of the following information - on behalf of said customer / client airline (as referred to on page 2:

Airport Name

Airport Code (4 letter ICAO)

Airport Code (3 letter IATA)

Airport Type (Civil OR Civil / Military OR Military OR Other [specify for latter])

Type of Airport Operation (Domestic OR International OR Other [specify for latter e.g. 'Government'])

Airport Fire-fighting and Rescue Category - (use ICAO format)

Largest aircraft type *currently* operating at airport (split into passenger aircraft and cargo / other aircraft)

Include maximum seating capacity expected for passenger aircraft

Largest aircraft type (PAX / Cargo etc.) ***permitted / authorised / licensed*** to operate at airport

Include maximum seating capacity expected for passenger aircraft

Is airport considered '*remote*' regarding facilities provided by / from the '*' surrounding community'?**

***** For example - manpower availability (in general), hospitals, ambulances, customs / immigration / quarantine (CIQ), off-airport fire & rescue services, off-airport police, military, search and rescue, coastguard, transportation, local government, other essential infrastructure and resources etc.

(If answer is '**yes**' - specify the circumstances for why / how this is so and also how this might adversely impact (as appropriate) on said airport's (and thus the GHA's) emergency response plan preparation and operations)



Are there any ***** **'difficulties'** to account for re an emergency occurrence **at or near to this airport?**

***** For example - near the sea / other large body of water; within / near mountainous or otherwise 'difficult' terrain; challenging approach, landing, take-off etc. procedures (specify); natural hazards (e.g. hurricane prone; earthquake; flooding; volcano etc.), adverse political / military / security situation etc.

1. **Audit Pre-preparation** (Ignore 'Yes / No' columns as / if appropriate i.e. complete 'Remarks' column instead / additionally. This applies to each and every following checklist)

	Subject	Y	N	Remarks
1.1	** Does a viable documented AEP exist?			
1.2	'Who' owns & manages the AEP?			
1.3	Is role at '1.2' dedicated or shared?			
1.4	Does 'top management' (TM) adequately support the AEP?			
1.5	Are regular TM reviews of AEP undertaken?			
1.6	Is AEP managed as a 'controlled document'?			
1.7	Is regular review and updating of AEP evident?			
1.8	Is there an AEP 'emergency planning committee' - and, if so, how effective is it considered to be?			
1.9	Do *** AOC meetings include AEP matters. If so, how effective are associated outputs / results?			

****** Discontinue audit if no AEP exists - and raise the appropriate finding

******* AOC = 'Airline Operators Committee' (i.e. as [if] established at any particular airport. Note: Not all airports have AOCs)

2. **Establishment of AEP - General.** Does AEP include adequate processes / information relating to?

	Subject	Y	N	Remarks
2.1	An effective, efficient and rapid transition from normal to emergency operations			
2.2	Appropriate and associated authorisations / delegations etc. - from / by top management			
2.3	Fit for purpose assignment of emergency response accountabilities / duties etc.			
2.5	Procedures for safe continuation / return of normal operations - following an emergency			



3. AEP - Types of Emergency to be Addressed, Co-ordinated etc.

The AEP **shall** provide for the co-ordination of actions to be taken in an emergency occurring at the associated aerodrome and / or in its pre-designated vicinity etc. - including e.g. (list not exhaustive)

- Aircraft related emergencies (non- security related)
- Sabotage - including bomb threat
- Other unlawful acts e.g. aircraft hijack / terrorism
- Dangerous goods occurrences (including chemical, biological, radiation / nuclear)
- Building fires (including building evacuation)
- Natural disasters
- Public health emergencies
- Terminal evacuation etc.

(Security Related)

	Subject	Y	N	Remarks
3.1	Does the AEP include / cover all of the above emergencies (+ any others, as relevant)?			
3.2	Is there adequate evidence (e.g. documented and adequate ' mutual aid emergency support agreements ') that the required <u>co-ordination</u> has taken place - e.g. see further below (' off the aerodrome' emergencies)?			

The AEP **shall** document the co-ordination and other necessary details required - re the response / participation of the various agencies likely to be deployed / of assistance in responding to an associated (airport related) emergency. Examples include:

ON the aerodrome (list is **not** exhaustive):

- Air traffic control services
- Rescue and fire-fighting services
- Aerodrome operations & administration (including airport engineering)
- Medical and ambulance services
- Aircraft operators
- Ground handling agent(s)
- Police / security services
- Customs, Immigration and Quarantine services
- All other potentially involved airport tenants / franchisees etc.

OFF the aerodrome (list is **not** exhaustive):

- Fire, Rescue and Medical / Ambulance Services (including use of 'stretcher bearers')
- Police
- Hospitals
- Military / paramilitary
- Harbour patrol / coast guard / similar
- Search and rescue agency (ies)
- Government and local government agencies (including air accident investigation agency)
- Transport services (*continued on next page*)



- Communication services
- Public utilities e.g. water & electricity
- Faith representatives
- Voluntary organisations etc.

4. AEP - Rescue Co-ordination Centre(s) - (RCC)

The AEP **should** adequately provide for co-operation and co-ordination with the appropriate rescue coordination centre(s) - as required / applicable / available

	Subject	Y	N	Remarks
4.1	Has the above been adequately addressed?			
4.2	Deliberately Blank			

5. AEP - Further Information Required

The AEP **should** also include at least the following:

- For each type of emergency documented at 3. further above (+ any others as required) - the roles, responsibilities, accountabilities (terms of reference) etc. of each responding **on-airport** agency - including the airport's emergency operations centre and mobile command post(s) - (see also item 7 further below)
- Adequate checklists associated with the bullet point item immediately above
- Information (including currency, accuracy, review / maintenance requirements) re names and emergency response contacts (particularly 24H telephone numbers for latter if available) of all possible offices, agencies, entities, organisations and people to be contacted / consulted etc. - in the case of any particular emergency type
- Grid map(s) of the aerodrome and its immediate vicinity

Note: Similar information / resources (to that documented in the four bullet points just above) should also be provided / cross-referred to for appropriate **off-airport** agencies potentially involved

	Subject	Y	N	Remarks
5.1	Has the above been adequately addressed?			
5.2	Deliberately Blank			

6. AEP - Human Factors

The AEP **shall** observe / involve 'Human Factors' (HF) principles to ensure optimum response by all existing agencies participating in airport / airport related emergency response ops. Guidance on HF principles can be found in ICAO document '*Human Factors Training Manual*' (Doc 9863-AN/950)

	Subject	Y	N	Remarks
6.1	Has the above been adequately addressed?			
6.2	Deliberately Blank			



7. AEP - Command & Control etc. Operations

A fixed (airport sourced / managed) emergency operations centre (**EOC**) and (plus) a forward / mobile command post(s) (**MCP**) **should** be available for rapid deployment / use - during an airport related emergency

The **EOC** **should** be a part of / embedded in the aerodrome's (fixed location) facilities - and is responsible for the overall coordination / general direction (command, control, co-ordination and communication - C4) of the response to an **on-airport** emergency

The **MCP** **should** be an appropriate, mobile facility - capable of moving rapidly to / near to the site / location of an emergency, as required - and should undertake the local (on-site) co-ordination and general direction (delegated command and control etc.) of those other agencies (both from on-airport and off-airport) responding to the emergency - **at** that site / location (*if on-airport*)

An appropriately qualified / experienced etc. person **should** be assigned to assume command & control etc. of the EOC and another (appropriately qualified / experienced) person to assume delegated command and control etc. of any airport deployed MCP

Similar considerations *might* apply to **off-airport** emergencies. However, in such circumstances the appropriate off-airport agency/ies will typically assume **overall** command & control accountabilities

	Subject	Y	N	Remarks
7.1	Have all of the above been adequately addressed?			
7.2	Deliberately Blank			

8. AEP - Operational Communications

Adequate and reliable communication systems / procedures - linking the EOC / MCP and other participating agencies, **should** be provided - as consistent (and pre-planned for) with the particular requirements of the aerodrome and the 'off-airport' situation / resources 'on the day'. Both on and off-airport emergency situations should be considered / accounted for

	Subject	Y	N	Remarks
8.1	Has the above been adequately addressed?			
8.2	Deliberately Blank			



9. AEP - Aerodrome Emergency Exercises

The AEP **shall** contain procedures for periodic testing (*exercising*) of the adequacy of the 'plan' and for reviewing / responding to the results, in order to improve effectiveness / efficiency etc. of the 'response'. The procedures shall include / apply to all participating agencies and associated equipment - as appropriate to the AEP exercise schedule and associated objectives

The AEP **shall** be **tested** (*exercised*) by conducting:

- A full-scale aerodrome emergency exercise at intervals not exceeding two to three years and
- A series of targeted (*modular*) emergency exercises in the intervening year(s) - so as to ensure that any deficiencies identified during full-scale exercises are corrected /managed - and / or likewise after an actual emergency - and / or as per an associated exercise schedule

The purpose of full-scale exercises is to ensure the adequacy of the 'entire' AEP to cope with different types of emergencies - as selected for each, particular exercise. The purpose of partial exercise is as per the second bullet point just above

	Subject	Y	N	Remarks
9.1	Has the above been adequately addressed?			
9.2	Deliberately Blank			

10. AEP - Emergencies in 'Difficult' Environments

The AEP **shall** include the ready availability of (and co-ordination with) appropriate specialist rescue services - so as to be able to jointly respond to emergencies - in circumstances where an aerodrome is located close to water and / or swampy areas (or other 'terrain' considered to be 'difficult' e.g. mountains, desert, city centre etc.) - and where a significant portion of approach or departure flight operations takes place over such areas

	Subject	Y	N	Remarks
10.1	Has the above been adequately addressed?			
10.2	Deliberately Blank			



11. AEP - Securing of + Access to / from Accident Location (*On*-airport)

The AEP **should** specify / provide adequate processes, procedures, information, resources (including maps / diagrams) etc. re the identification, securing and marking of + access (to / from) an **on**-airport accident location. Typically included might be (list is not exhaustive or detailed):

- Crash Gates (together with adequate signposting details - both on and off-airport)
- Rendezvous Point(s) - RVP (together with adequate signposting - both on and off-airport)
- Staging Areas / Equipment Loading Areas (+ adequate signposting - both on and off-airport)
- Escort Procedures
- Establishment of inner & outer cordons plus other associated / required marking measures
- Positioning of Mobile Command Post and other responding mobile resources
- Set-up & marking out of access / exit routes (including lighting as required)
- Set-up & marking out of **ground** ambulance loading point(s)
- Set-up & marking out of **air** ambulance loading point(s) etc.
- How off-airport emergency services might best access / depart from the airport, using a number of different (but realistic) scenarios - as required

Similar considerations should be included (with required modifications) for **off-airport** emergencies

	Subject	Y	N	Remarks
11.1	Has the above been adequately addressed?			
11.2	Deliberately Blank			

12. AEP - Facilities Required at Accident Location (*On*-airport)

The AEP **should** specify adequate processes, procedures, information etc. for establishment of appropriate, temporary facilities at / near to an on-airport accident site / location. Facilities include (list is typical only - i.e. it is **not** exhaustive / is representative **only**):

- Selection, set-up and marking out of an **initial** gathering point(s) for accident victims (the uninjured, injured and dead) - typically several hundred metres upwind of accident site
- Selection, set-up etc. of **subsequent** (more specific) accident victims gathering point(s) e.g.
 - Uninjured gathering point(s)
 - Injured gathering / delivery point(s) (Triage / Casualty Clearance areas)
 - Injured (medical) treatment point(s) (Possibly combined with / part of triage etc. areas)
 - Temporary body (deceased) holding area
- Appropriate manpower, communications, security, shelter / protection (e.g. portable tents; adapted buses etc.), documentation and stationery (e.g. triage tags, log sheets), transportation, equipment (e.g. portable lighting, generators etc.), stretchers (+ stretcher bearers) / medicines / drugs, potable water - etc.

Similar considerations should be included for **off-airport** emergencies

	Subject	Y	N	Remarks
12.1	Has the above been adequately addressed?			
12.2	Deliberately Blank			



13. AEP - Welfare, Processing etc. of Uninjured Accident Victims (On-airport)

The AEP **should** specify / provide adequate processes, procedures, information, resources etc. for the establishment of facilities (at an appropriate on-airport location[s] - typically being airside - e.g. vacated departure gate(s); a large [airside] restaurant / food-court etc.) for the provision of welfare (humanitarian assistance) and processing of **uninjured accident victims** (including crew - but see note near bottom of page), from the time that they (uninjured victims) leave the (on-airport) accident location itself - until they are eventually 'cleared' (by the 'appropriate' authority/ies) to leave the airside area of the airport. Typically included here will be:

- Selection / activation / securing / manning (staffing) / equipping etc. of an appropriate and adequate (typically pre-designated) **airside** location(s) / facility(ies)
- Transportation (typically from accident location) to said location(s) / facility(ies)
- Reception and initial + subsequent processing
- Provision of appropriate types of required welfare (humanitarian assistance etc.)
- Provision of information + regular updates
- Provision of faith / religious / charity etc. type support
- Further considerations for this type of temporary, airside facility typically include:
 - Adequate location / size + otherwise being fit for purpose (e.g. not overlooking runway(s); large enough; adequate privacy etc.)
 - Adequate security
 - Adequate manpower / staffing - including trained and exercised reps for command and control, first-aid / medical, psycho-social support, other welfare matters, record keeping etc.
 - Adequate facilities (e.g. seating, toilets, catering, communications, emergency clothing, heating and / or air conditioning, child and infant facilities etc.)
 - Adequate (pre-prepared) documentation provided / used to process 'uninjured victims'
 - Adequate method of segregating / identifying the 'processed' from the 'unprocessed'
 - Police / Security, Customs, Immigration & Quarantine (Health) etc. support
 - Release procedure (Including reconciliation with baggage and other personal effects)
 - Briefing on proposed / planned re-uniting procedure **at the airport** (i.e. for re-uniting uninjured victims with associated MGFR ['Meeters & Greeters / Family, Relatives & Friends etc.] - once said victims have been cleared to leave the airside holding facility)
 - etc.

Note - Best practice dictates that (where possible / practicable / available etc.) a separate airside facility and services etc., similar to those documented just above, should be provided for **uninjured crew**

Similar considerations should be considered / adapted (by all concerned) for off-airport emergencies

	Subject	Y	N	Remarks
13.1	Has the above been adequately addressed?			
13.2	Deliberately Blank			



14. AEP - Immediate and 'Near Future' Welfare, Processing etc. of 'Meeters & Greeters / Families, Relatives & Friends' (MGFR) (**On**-airport)

Note - It has been assumed here that such MGFR live locally / relatively locally to the accident airport - and had been waiting (or subsequently arrived) at (what was to become [is]) the accident airport, in order to meet associated passengers and crew - from (what was to become [is]) the accident flight

The AEP **should** specify / provide adequate processes, procedures, information etc. for the establishment of appropriate facilities (at an appropriate on-airport / very close to airport location - typically being an appropriate airport **landside** location e.g. a large airport restaurant; an airport etc. hotel's conference room etc.) for the identification, segregation, welfare (humanitarian assistance) processing and informing etc. of **MGFR**. Typically included will be:

- Identification / segregation etc. of the **potentially involved** MGFR located at the airport - from other MGFR (potentially **not** involved) - also located at the airport
- Selection / activation / securing / manning / equipping etc. of an appropriate and adequate (airport / near airport) **landside** facility (for holding / processing the appropriate MGFR)
- Transportation (if MGFR holding facility is not readily accessible by potential MGFR)
- Reception / processing of MGFR
- Provision of all types of required welfare (humanitarian assistance)
- Provision of information + updates
- Provision of faith / religious / medical etc. support - as required
- Further considerations for the MGFR facility / services include:
 - Adequate location / size and otherwise being fit for purpose (e.g. not overlooking runway; large enough; privacy possible etc.)
 - Adequate security - physical and manpower
 - Adequate, supporting (other) manpower - including for site management, welfare, record keeping etc.
 - Adequate facilities (e.g. seating, toilets, catering, telephones / communications access, heating and / or air conditioning; facilities for children / infants etc.)
 - Adequate (pre-prepared) documentation available for MGFR processing
 - Adequate method of segregating / identifying the processed from the unprocessed
 - Medical / mental health support
 - Briefing on proposed / planned re-uniting procedure (i.e. for re-uniting MGFR with associated accident victim(s) - once latter cleared to move from airside holding facility to airport landside area)
- etc.

Note - Best practice now dictates that (where possible / practicable) a **separate** **landside** facility and services, similar to that described above, also be provided for any **MGFR** present (as related etc. to uninjured **crew**)

Similar considerations should be adapted for **off**-airport emergencies

	Subject	Y	N	Remarks
14.1	Has the above been adequately addressed?			
14.2	Deliberately Blank			



15. AEP - Immediate / Near Future **re-uniting** of **Uninjured** Accident 'Victims' with associated 'Fellow Travellers' + 'Meeters & Greeters / Families, Relatives & Friends' etc. (MGFR) (On-airport)

Note - It has been assumed here that such MGFR live locally / relatively locally to the accident airport - and had been waiting (or subsequently arrived) at (what was to become [is]) the accident airport, in order to meet associated passengers and crew - from (what was to become [is]) the accident flight

The AEP **should** specify / provide adequate processes, procedures and information etc. for the establishment and operation of an appropriate facility / facilities (at an appropriate on-airport **landside** / very close to airport location) to manage the matching and / or eventual re-uniting of **processed** and **released Uninjured** Accident Victims - with associated (surviving) fellow travellers (e.g. the hospitalised) and also with appropriate, processed MGFR. Typically included here will be (list is not exhaustive):

- Selection / activation / securing / manning & equipping of an appropriate and adequate facility to be used as a base for the **matching** process itself
- Detailed procedures for how the **matching** process will actually be conducted
- Detailed procedures for how the resulting **re-uniting** process will actually be managed
- Facility/ies(location/s) where the actual **re-uniting** will be done
- An adequate procedure for dealing with **re-uniting** - subsequent to '**self-made**' matches having already been made e.g. uninjured victim contacting waiting MGFR directly - via mobile / smart phone etc. (call, email, social media, text etc.)
- Continuation of provision of all types of on-going required welfare (humanitarian assistance) - as required
- Continuation of provision of information with updates
- Continuation of provision of faith / religious etc. support
- etc.

Similar considerations should be adapted for off-airport emergencies

	Subject	Y	N	Remarks
15.1	Has the above been adequately addressed?			
15.2	Deliberately Blank			

Note - generally speaking, an airport operator's obligations (to accident victims and their associated MGFR) cease when the latter groups of persons **leave the airport's jurisdiction** (as appropriate)

At this point (also generally speaking) such obligations might now typically be assumed by the aircraft operator (e.g. carrier airline) + other interested parties e.g. Police; local authority (government); voluntary services etc.



16. AEP - Fatalities (On-airport)

The AEP **should** specify / provide / cross refer (to) adequate processes, procedures, information etc. for the recovery and disposition of fatalities - including any pre-planned arrangements for the set-up and operation of an **on-airport** temporary body holding area and temporary mortuary / morgue - as required / available

Whilst the airport operator might initially provide a temporary mortuary facility - the handling, disposition etc. of human remains (+ personal effects) is typically **not** managed / handled by the airport or airline (typically managed by police, medical examiner / coroner, third party specialists etc.)

Similar considerations should be adapted for off-airport emergencies

	Subject	Y	N	Remarks
16.1	Has the above been adequately addressed?			
16.2	Deliberately Blank			

17. AEP - Aircraft Removal / Recovery / Salvage Plan (On-airport)

The AEP **should** specify / provide adequate processes, procedures and information for the recovery or salvage of aircraft / aircraft wreckage

Similar considerations should be adapted for off-airport emergencies

	Subject	Y	N	Remarks
17.1	Are the implications for / requirements of aircraft operators (under the airport's aircraft removal / salvage plan) specified in the AEP or similar document (e.g. contract)?			
17.2	If the answer to 17.1 is 'yes' - what are these implications / requirements? (including associated financial matters)			
17.3	Do aircraft operators need to file an aircraft removal / salvage plan with the airport?			
17.4	Does the airport have direct or indirect access to aircraft removal / salvage equipment <u>itself</u> - other than via the accident airline? If so, specify / list this equipment and its source / location			
17.5	Has all of the above been adequately addressed?			

Note - Aircraft operator is typically responsible (operationally, financially etc.) for its own aircraft removal / salvage ops



18. AEP - Crisis Communications Plan (Media; Internal Comms; Website; Social Media etc.)

	Subject	Y	N	Remarks
18.1	Does the AEP include or cross refer to an airport Crisis Communications Plan?			
18.2	If answer to 18.1 is 'yes' - is the airport crisis communications plan 'fit for purpose'?			
18.3	If answers to 18.1 & 18.2 are 'yes' - does the airport crisis comms plan allow for potential integration with the associated (accident) aircraft operator's own crisis comms plan (if it has one) and those of potential off-airport agencies?			
18.4	Deliberately Blank			

19. AEP - Emergency Telephone Contact / Information Capability

	Subject	Y	N	Remarks
19.1	Does the AEP include adequate procedures and provide for associated logistics etc. - re how the airport will cope with the expected, very large increase in telephoned (and equivalent e.g. social media) enquiries (to it) - post a major accident at / related to the airport?			
19.2	Deliberately Blank			

20. AEP - Airport / Immediate Response Team (Manpower Capability / Resources and Deployment)

	Subject	Y	N	Remarks
20.1	Does the AEP include adequate procedures for how the airport will generate <u>near-immediate</u> manpower resources (i.e. an 'immediate response team'), in adequate numbers and disciplines / roles etc. - as required to respond effectively, efficiently and rapidly to a major aircraft accident at / near to the airport?			
20.2	Deliberately Blank			

21. AEP - Overall Fitness for Intended Purpose

	Subject	Y	N	Remarks
21.1	Has the AEP been generally based on the legal / regulatory / best practice related matters specified in the documents / by the authorities - listed (yellow highlight) on page 2?			
21.2	Overall, is this AEP considered 'fit for purpose'?			



Deliberately Blank



IMPORTANT NOTE

What has been written on pages 2 to 14 further above has been provided to facilitate a **GHA's** audit (as required / requested by an associated, **customer airline** [of that GHA] - with the latter acting on behalf of the former) - of the **AEP** of the **airport** - at which said **GHA** serves / operates / is based

By implication (or otherwise for the purposes of this, specific 'Information Article') said 'associated, **customer airline**' also serves (operates to / from) this same **airport** - **BUT** relies to a significant degree on said **GHA** providing most (if not all) associated ground services / handling for it (said airline) at said **airport** i.e. this **customer airline** is assumed herein as **NOT** 'self-handling' itself (e.g. using **its own staff** [if any] - in contrast with **GHA** staff) at this particular **airport**. It is also further assumed herein that this **airline** is **NOT** 'main / HQ based' at this same **airport**

However, if such an 'associated **customer airline**' intends to audit that same **GHA's own emergency response plan** (GHA ERP) specifically for that same **airport** (i.e. now **NOT** auditing that **airport's AEP** [via the **GHA**] **BUT** specifically auditing the **GHA's own ERP** [for that same airport] **instead and / or in addition**) - the author of this info article (i.e. the document you are reading right now) has (**separately**) produced a very comprehensive, generic guideline document for how a / any **GHA** might prepare its **own** (GHA) ERP for a specified **airport** - on behalf of its customer **airline(s)**

This latter guideline document can thus also be used as a 'knowledge / cross-reference source' for an **airline** to use in producing a separate audit checklist - which it (said **airline**) can then use to audit any associated **GHA's** ERP (for any specified **airport**) itself. Of course, this means that the **airline** concerned will need to 'do all of the work' associated with this i.e. **this** info article (the one you are reading right now) has **not** been produced for this purpose - **BUT** may, nevertheless, be found useful in such task

The guideline document referred to above can be found at:

<https://aviationemergencyresponseplansolutions.com/catastrophic-air-accident-2/>