



Information Article

USA - 14 CFR § 139.325

Requirements - Airport Emergency Plan

A Very Brief Overview of 'how it is typically done' in the USA



Ref: https://www.faa.gov/airports/airport_safety/part139_cert/





USA - 14 CFR § 139.325

Airport Emergency Plan

(a) In a manner authorised by the Administrator, each (airport) certificate holder must develop and maintain an **airport emergency plan** designed to minimise the possibility and extent of personal injury and property damage on the airport, in an emergency. The plan must:

- (1) Include procedures for prompt response to all emergencies listed in paragraph (b) of this section, including a communications network plan / procedures
- (2) Contain sufficient detail to provide adequate guidance to each person who must implement these procedures
- (3) To the extent practicable, provide for an emergency response with regard to the largest air carrier aircraft in the Index group required under § 139.315

(b) The plan required by this section must contain instructions for response to:

- (1) Aircraft incidents and accidents
- (2) Bomb incidents, including designation of parking areas for the aircraft involved;
- (3) Structural fires;
- (4) Fires at fuel farms or fuel storage areas;
- (5) Natural disaster;
- (6) Hazardous materials / dangerous goods incidents;
- (7) Sabotage, hijack and other unlawful interference with operations;
- (8) Failure of power for movement area lighting; and
- (9) Water rescue situations - as appropriate

(c) The plan required by this section must address or include:

- (1) To the extent practicable, provisions for medical services, including transportation and medical assistance for the maximum number of persons that can be carried on the largest air carrier aircraft that the airport can reasonably be expected to serve
- (2) The name, location, telephone number and emergency capabilities of each hospital and other medical facility + the business address and telephone number of medical personnel on the airport and / or in the communities it serves - who have agreed to provide medical assistance or transportation
- (3) The name, location and telephone number of each rescue squad, ambulance service, military installation and government agency on the airport and / or in the communities it serves - that have agreed to provide medical assistance and / or transportation





- (4) An inventory of surface vehicles and aircraft that the facilities, agencies and personnel included in the plan above [as per paragraphs (c) (2) and (3)] will provide to transport injured and deceased persons to locations on the airport and / or in the communities it serves
- (5) A list of each hangar or other building on the airport and / or in the communities it serves that might be used to accommodate / store uninjured, injured and deceased persons
- (6) Plans for crowd control, including the name and location of each safety or security agency on the airport and / or in the communities it serves - which have agreed to provide assistance for the control of crowds etc. in the event of an emergency on the airport
- (7) Procedures for removing disabled aircraft, including, to the extent practical, the name, location, and telephone numbers of agencies with aircraft removal responsibilities or capabilities

(d) The plan required by this section must provide for:

- (1) The marshalling, transportation and care of ambulatory injured and uninjured accident survivors
- (2) The removal of disabled aircraft
- (3) Emergency alarm and / or notification systems and
- (4) Coordination of airport and control tower functions relating to emergency actions, as appropriate

(e) The plan required by this section must contain procedures for notifying the facilities, agencies, and personnel who have responsibilities under the plan of the location of an aircraft accident, the number of persons involved in that accident, or any other information necessary to carry out their responsibilities, as soon as that information becomes available

(f) The plan required by this section must contain provisions, to the extent practicable, for the rescue of aircraft accident victims from *significant* bodies of water or marsh lands adjacent to the airport, which are crossed by the approach and departure flight paths of air carriers





A body of water or marshland is *significant* if the area exceeds one-quarter square mile and cannot be traversed by conventional land rescue vehicles

To the extent practicable, the plan must provide for rescue vehicles with a combined capacity for handling the maximum number of persons that can be carried on board the largest air carrier aircraft in the Index group required under § 139.315

(g) Each certificate holder must:

- (1) Coordinate the plan with law enforcement agencies, rescue and firefighting agencies, medical personnel and organisations, the principal tenants at the airport + all other persons who have responsibilities under the plan
- (2) To the extent practicable, provide for participation by all facilities, agencies, and personnel specified in paragraph (g)(1) of this section in the development of the plan
- (3) Ensure that all airport personnel having duties and responsibilities under the plan are familiar with their assignments and are properly trained
- (4) At least once every 12 consecutive calendar months, review the plan with all of the parties with whom the plan is coordinated, as specified in paragraph (g)(1) of this section, so as to ensure that all such parties know their responsibilities and that all of the information in the plan is current

(h) Each holder of a Class I Airport Operating Certificate must hold a full-scale airport emergency plan exercise at least once every 36 consecutive calendar months.

(i) Each airport subject to applicable FAA and TSA security regulations must ensure that instructions for response to paragraphs (b) (2) and (b) (7) of this section (of the airport emergency plan) are consistent with its approved airport security programme

(j) FAA Advisory Circulars contain methods and procedures for the development of an airport emergency plan that are acceptable to the Administrator

(k) The emergency plan required by this section must be submitted by each holder of a Class II, III, or IV Airport Operating Certificate no later than 24 consecutive calendar months after June 9, 2004





Class I airport = an airport certificated to serve *scheduled* operations of *large* air carrier aircraft + *unscheduled passenger* operations of *large* air carrier aircraft + *scheduled* operations of *small* air carrier aircraft

Class II airport = an airport certificated to serve *scheduled* operations of *small* air carrier aircraft + *unscheduled passenger* operations of *large* air carrier aircraft

A Class II airport **cannot** serve *scheduled large* air carrier aircraft

Class III airport = an airport certificated to serve *scheduled* operations of *small* air carrier aircraft

A Class III airport **cannot** serve *scheduled* or *unscheduled large* air carrier aircraft

Class IV airport = an airport certificated to serve *unscheduled passenger* operations of *large* air carrier aircraft

A Class IV airport **cannot** serve *scheduled large* or *small* air carrier aircraft





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Example of a **REAL** (Good Quality) **USA Type AEP**

Follow below link to view a real, modern AEP for a major airport in the USA

This is assessed as a **very good** AEP from a quality viewpoint and, whilst it necessarily complies with the national USA crisis command, control, co-ordination and communications (C4) system (known as NIMS / ICS) - is nevertheless adaptable to different C4 systems (e.g. Gold / Silver / Bronze etc.) as used in other countries

<https://dot.alaska.gov/stwdav/documents/AEP/FAI-AEP.pdf>

