#  AIRPORT EMERGENCY PLAN

 

### Purpose

This plan provides an overview of Leadville/Lake County Airport’s approach to emergency management. Coordinated with local, state and federal agencies, it establishes procedures and responsibilities for incident response on and near the Leadville/Lake County Airport. The Airport Emergency Plan 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 the Leadville/Lake County Airport Emergency Plan. The authorized personal to activate this plan is Airport Manager, Assistant Airport Manager, Lake County Public Works Director or Lake County Public Works Assistant Director.

This AEP focuses on the special planning needs of the particular hazards that airports may encounter. It addresses the essential operational actions that must be accomplished to facilitate the successful completion of a specific response function. Some of the hazards that may require response are:

* + - * 1. Aircraft incidents and Accidents.
				2. Natural Disasters.
				3. Bomb incidents.
				4. Hazardous Materials Incidents.
				5. Structural Fires.
				6. Failure of Power for Movement Area Lighting.

Following are some of the responsibilities of different organizations that may be involved in the event of an airport emergency.

**Organization and Assignment of Responsibilities**

### 1) Air Carrier/Aircraft Operator.

* 1. Provide full details of aircraft related information, as appropriate, to include number of persons, fuel, and dangerous goods on board.
	2. Coordinate transportation, accommodations, and other arrangements for uninjured passengers.
	3. Coordinate utilization of their personnel and other supplies and equipment for all types of emergencies occurring at the airport.

### Airport Authority/Management.

* 1. Overall Scene Incident Commander. Assumes responsibility for all overall response and recovery operations, as appropriate.
	2. Establish, promulgate, coordinate, maintain, and implement the AEP.
	3. Coordinate the closing of the airport when necessary and initiate

the dissemination of relevant safety- related information to the aviation users (NOTAMS).

### Airport Tenants.

* 1. Coordinate the use of their available equipment and supplies.
	2. Coordinate the use of their manpower. The tenants usually have knowledge of the airport, aircraft, and other technical knowledge.

### Communications Services

* 1. Identify and designate private and public service agencies, personnel, equipment, and facilities that can be used to augment the airport’s communications capabilities.
	2. Identify repair capability and availability under emergency conditions.
	3. Coordinate and establish communications protocols, including frequency utilization, for use during emergency conditions.

### Emergency Management

* 1. Coordinate local Emergency Operations Plans (EOP) with the AEP.
	2. Consider role airport may have in support of local, state or regional

defense or disaster response plans.

### Emergency Medical Services.

* 1. Provide emergency medical services to the airport during emergency conditions to include triage, stabilization, first aid, medical care, and the transportation of injured.
	2. Coordinate planning, response and recovery efforts with at Vincent Hospital, Law Enforcement and Leadville/Lake County Fire-Rescue Department, Airport operator, etc.

### State or Local Environmental Agency.

* 1. Provide response and recovery support for environmental and other hazardous material emergencies as defined by statute.

### Federal Aviation Administration (FAA).

* 1. Certify and monitor the practices and procedures of the aviation

industry.

* 1. Provide investigation services, as necessary.

### Federal Bureau of Investigation (FBI).

* 1. Investigate any alleged or suspected activities that may invo lves

federal criminal offenses.

* 1. Assumes command in response to certain hijack and other criminal situations.

### Aircraft Rescue and Firefighting.

* 1. Manage and direct firefighting and rescue operations.

### Government Authorities.

* 1. Post- accident investigation, unlawful seizure of aircraft, bomb threats and bombings may fall into jurisdiction other than that of the airport authority.

### Hazardous Materials Response Team.

* 1. Coordinate response and recovery support for hazardous material emergencies as defined with Leadville/Lake County Fire-Rescue Department.

### Health and Medical.

* 1. Coordinate overall planning, response, and recovery efforts with

Hospital, EMS, Law Enforcement, and Leadville/Lake County Fire-Rescue Department, Airport operator, etc. to ensure practicality and interoperability.

### Hospital.

* 1. Coordinate the hospital disaster plan with the airport and community EOP.

### Mutual Aid Agencies.

* 1. Coordinate and integrate emergency services into the AEP through

mutual aid agreements and Standard Operating Procedures (SOPs).

* 1. In some locations there are regulations or laws governing mutual

aid activities and agreements.

### National Weather Service.

* 1. Provide related technical support information in support of emergency response and recovery operations.
	2. Assist with alert and warning processes, particularly with weather related emergencies.

### National Transportation Board (NTSB).

* 1. Conduct and control all accident investigations involving civil

aircraft, or civil and military aircraft, within the United States, its territories and possessions.

### Law Enforcement/Security.

* 1. Manage law enforcement resources and direct traffic control and

law enforcement operations.

### Public Information/Media

* 1. Gather, coordinate and release factual information.

### Public Works/Engineering.

* 1. Manage public works resources and direct public works operations

(e.g. road maintenance, debris/trash removal, etc.).

* 1. Coordinate with private sector utilities (e.g. power, gas and water) on shutdown and service restoration.

 **SITUATION AND ASSUMPTIONS**

The Airport Emergency Plan addresses the following hazards:

1. Aircraft incidents and accidents
2. Terrorism incidents
3. Structural fires, fuel trucks and fuel storage areas
4. Natural disasters
5. Hazardous materials incident
6. Sabotage, hijack and unlawful interference with operations
7. Failure of power for movement area lighting
8. Crowd Control

This AEP may be implementing for other hazards that may occur.

Assumptions

This AEP was produced based on the following assumptions:

1. Accidents and natural disaster can occur at any time on or around Leadville/Lake County Airport.
2. These incidents can occur with no or very advance warning.
3. This AEP will be implemented to guide response efforts to minimize loss of life and property damage.

## PLAN DEVELOPMENT AND MAINTENANCE.

* + 1. **General.** Personnel should periodically review AEP policies, procedures, and related information. Training that covers changes in policies, procedures, resource availability, etc. should be provided to ensure that all personnel stay familiar with current information.
		2. **Schedule of Review.** A schedule should be developed for reviewing each part of the AEP. A suggested schedule for some of the key elements is:
			1. Telephone numbers contained in the AEP should be reviewed quarterly for

accuracy by actually calling the individuals/organization listed. Changes should be noted, particularly in the procedures of the individual(s)/organization(s) tasked with making the calls during an emergency.

* + - 1. Radio frequencies used in support of the AEP should be tested at least

monthly.

* + - 1. Emergency resources should be inspected routinely.
			2. Personnel assignments to include descriptions of duties and

responsibilities should be reviewed semi-annually.

* + - 1. Mutual aid agreements should be reviewed annually or as specified in the

agreement.

* + - 1. Off-airport activity should be reviewed on an on-going basis. Maintain open dialogue with off-airport agencies, such as utilities, public works

departments, etc. to learn of activity that may affect the airport’s emergency response effort, i.e. road construction and closures, major utility work, etc.

### Training Drills and Exercises

An important part of the plan maintenance and validation comes from the overall training, drill and exercise program. As training, drills, and exercises are conducted, it is important that a functional critique/feedback program be in place.

# SPECIFIC HAZARDS

**Aircraft Incidents and Accidents.**

### Definitions:

**Aircraft Accident.** Any occurrence associated with the operation of an

aircraft that takes place between the time a person boards the aircraft with the intention of flight and the time such person has disembarked, in which a person suffers death or serious injury as a result of the occurrence or in which the aircraft receives substantial damage.

**Aircraft Incident.** Any occurrence associated with the operation of an aircraft that is not considered and “aircraft accident.”

### Incident Classification System:

**Level 1**. Accident **may** happen. Landing Gear Problem. A situation or emergency exists

or is perceived to exist, that may result in an incident or accident. This includes situations where it is not known if an incident or accident emergency has actually occurred.

**Level 2.** An aircraft is known or suspected to have an operational defect that affects normal flight operations to the extent that there is danger of an accident.

**Level 3.** An aircraft accident has occurred on or in the vicinity of the Airport.

### Response:

Once it has been determined that an airport/aircraft emergency exists, the following agencies and individuals will be notified.

1. **Lake County Dispatch** : 911, 719-486-1249
2. **Airport Operations Manager**: Work: 719-486-0307,

After Hours: 719-293-5110.

1. **FAA Operations Center: 877-487-6867**.

4) **Public Works** Work: 719-486-0259,

After Hours: Brad Palmer 719-207-1380 or Michael Irwin 719-207-1628.

### The Airport Manager

Responsible for all areas of the Airport and areas of approach off Airport property used by aircraft for landing at the Leadville/Lake County Airport. Airport Staff will coordinate with all agencies involved to ensure the quick and efficient response to the emergency.

### Level 1 Classification Response:

The Aircraft Rescue Fire Fighter (ARFF) personnel should be advised of the following information if known:

1. Type of aircraft.
2. Type and amount of fuel.
3. Number, or potential number, of passengers and crew.
4. Nature of emergency.
5. Type and/or amount and location of cargo.
6. Number of injured passengers on board.

### Level 2 Classification Response:

1) ARFF personnel should be provided with the same information as above plus any additional details that will allow preparation for likely contingencies. Lake County dispatch should advise Airport Staff of the applicable Law Enforcement or Fire Department’s radio talk group or provide a radio patch to facilitate efficient response coordination. A full response should be made with the emergency equipment manned and positioned with engines running and all emergency lights operating so rapid response to the incident / accident site can be accomplished.

*2)* Standby locations on the Leadville/Lake County Airport should be accessed through the Terminal Apron gate and responding units should position themselves in such a manner as to have a clear view of the runway and taxiways. The person in charge of response equipment (incident command) should anticipate the aircraft’s rollout and station emergency response vehicles some distance up wind from the rollout area.

1. Communication with the aircraft by Airport Staff (on Unicom frequency) and passed to the Law Enforcement or Fire Department. This provides a safety factor for rollout and should an emergency require, the vehicle could be on the move to the aircraft stopping point from an upwind direction.
2. The ARFF vehicle shall move on a fast parallel course to the aircraft once it is apparent that the aircraft is going to pass the Standby position.

### Level 3 Classification Response:

* 1. Full ARFF procedures should be put into effect. All pertinent updated information should be relayed by the Airport Staff and or dispatching agency to responding emergency units and include the location of the accident using direction and distance from the SRE, modular or hangars, thresholds, mid-field, street/road intersections or landmarks (creeks, businesses, etc).
	2. When complete aircraft related information is not available, the ARFF personnel should anticipate the worst situation and prepare accordingly.
	3. Notify the FAA Operations Center of conditions at the site, particularly if such conditions could interfere with flight operations. Airport Staff should issue applicable NOTAMS and ensure appropriate Unicom advisories are communicated.

If the accident involves personal injury/death, the wreckage cannot be moved or disturbed until so authorized by the FAA Duty Officer. (See Emergency Notification List).

Following FAA authorization, the wreckage may be moved away from the runway/taxiways system so as to facilitate the timely reopening of the Airport. The aircraft owner is responsible for removing the damaged aircraft. The Airport FBO and Lake County Public Works shall assist as required in this recovery process (see contact list).

Following removal of the wreckage, an Airport Operations representative shall inspect the runway/taxiways pavement surfaces for damage/debris, and if satisfactory, the Airport reopened to air traffic.

The Lake County shall bill all cost for the recovery and removal of aircraft from the operational areas of the airport, allowing the airport to return to normal operations, to the owner/operator of the involved aircraft.

### Airport Staff

Airport Staff shall locate the aircraft owner / operator if pilots or passengers are unable to communicate:

* + 1. Airport Staff will check with FBO’s for any parties that might have been waiting for or associated with the aircraft.
		2. Airport Staff will check with FAA Operations Center to determine if a Flight Plan exists for the aircraft and obtain related pilot information.
		3. If the aircraft tail number is readable / known, Airport Staff can use the internet

to quickly determine the owner /operator: [www.landings.com](http://www.landings.com/) ; click on “Databases” at top of screen; click on “A/C Registration US” (if of US registry, N); click on “Basic Search”; type in aircraft’s tail number; click on “Send Query”.

* + 1. Airport Staff will inform the operator of the aircraft it is their responsibility to

notify the nearest National Transportation Safety Board Field Office as soon as possible. [Denver Regional Office, 4760 Oakland Street Suite 500, Denver CO 80239, (Phone) 303-373-3500, (Fax) 303-373-3507 Hours 7:30am-4:00pm]

### An aircraft accident or any of the following listed incidents occur when:

1. Flight control system malfunction or failure;
2. Inability of any required flight crewmember to perform normal flight duties as a result of injury or illness;
3. Failure of structural components of a turbine engine excluding compressor and

turbine blades and vanes;

1. In-flight fire; or
2. In flight collision of aircraft;
3. Damage to property, other than the aircraft, estimated to exceed $25,000 for repair (including materials and labor) or fair market value in the event of total loss, whichever is less.
4. For large multi-engine aircraft (more than 12,000 pounds take-off weight): a.)In-flight failure of electrical systems which requires the sustained reliance

on the sole remaining hydraulic or mechanical system for movement of flight control surfaces;

b.) Sustained loss of the power or thrust produced by two or more engines;

c.)An evacuation of an aircraft in which an emergency egress system is utilized.

1. An aircraft is overdue and is believed to have been involved in an accident.

### Airport Fixed Base Operators (FBO)

1) Provide the specific or best estimate of location On/Near Airport or Closest Intersection, Landmark etc., of the emergency.

1. Call 911 or 719-486-1249 (Lake County Dispatch)

State the “ALERT / Emergency Level”; Provide information from description of ***Readiness Levels.***

1. Make Unicom Advisory Call (122.7). if a danger to other aircraft***.***
2. Contact Airport Staff :
	1. Levi Brown (C) 719-293-5110
	2. Zack Dawson (C) 303-579-4262
	3. Brad Palmer (C) 719-207-1380
	4. Michael Irwin (C)719-221-1628
3. Standby To Direct Firefighters/EMS To Accident Site.

### Fire Department

The Fire Chief or Senior Fire Department representative on the scene will be the Incident Commander and will direct all efforts of fire suppression and the rescue of individuals involved in the incident. The Incident Commander will assess the situation and ensure that adequate equipment is available for rapid-fire suppression, rescue of victims and transportation of victims to area hospitals. The Scene Incident Commander will maintain contact with the Airport Manager.

Lake County dispatch should advise Airport Staff of the applicable Fire Department radio talk group or provide a radio patch to facilitate efficient response and coordination. (i.e. directions to the emergency site / recommended access gate, etc).

### Law Enforcment / Department of Public Safety (DPS)

The Lake County Sheriff Department or Leadville Police Department will secure the area and ensure the free flow of emergency equipment into the incident scene. The Lake County Sheriff Department or Leadville Police Department will be responsible for crowd control, site security, and control of ingress and egress to the incident scene by authorized personnel. Law Enforcement personnel shall assist fire fighters in the suppression of fire and rescue of victims if requested by the Incident Commander. The accident / incident scene shall be treated as a major crime scene and secured as such.

### Public Works Department

The Lake County Public Works Department shall respond to any serious aircraft or airport incident. The Director of Public Works will assist the Airport Manager in returning the airport to normal operations in an expeditious manner. The Director of Public Works will assist in and supervise the recovery, removal or salvage of property that creates a problem on the airport and restricts aircraft operations. This shall include the removal of aircraft on runways or taxiways, removal of debris of a hazardous nature on runways and taxiways. The Lake County Public Works Department should respond with initial necessary equipment to accomplish their mission. This may include:

1. Front End Loader
2. Dump Truck
3. Flatbed Trailer
4. Sweeper
5. Adequate cables and ropes to move an aircraft.
6. Support equipment (i.e. barricades, cones, and lighting systems for night recovery operations.)

### Public Information Office

. Airport personnel or other county or city personnel should not make any statements to the news media during an emergency situation at the airport or aircraft accident scene unless previously directed. The Airport Manager, Public Information Officer and a representative from the FAA or NTSB will normally serve as the press liaison.

The AEP should include directions on dealing with press inquiries. Any County or City employees having a question concerning inquiries from the media regarding the airport or an aircraft incident shall refer the media to the Public Information Officer (PIO) or the Airport Manager.

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### Airport Tenants

Airport Tenants and their employees should be considered as a prime source of readily available equipment and manpower that may have intimate knowledge of the airport and the aircraft. They can be invaluable, especially if their background includes aircraft maintenance, medical training, or is transportation related. If utilized, on a voluntary basis only, it is imperative that these persons be deployed under supervision and assigned specific functions to avoid duplication of efforts and the possibility of disrupting the other emergency operations.

## Natural Disasters:

In the event of a natural disaster such as tornadoes, hailstorms, flooding, severe thunderstorms, high winds, or other natural disasters, the Lake County Emergency Management Plan and the Hazardous Weather Emergency Operations Plan will be followed. The NOAA weather radio should be monitored to ascertain the conditions that will affect the airport.

### Airport Manager

1. Call local Utility Companies. Use available equipment and manpower, with assistance from the utility departments to return the airport to an operational condition as soon as possible. This will ensure an additional avenue for emergency relief.
2. Establish an Operations Center (OC) in the SRE building to coordinate

any airborne emergency relief.

1. Coordinate with all military and relief flight operations for the orderly flow of air traffic.
2. Designate unloading areas and the movement from the airport of relief

supplies.

1. Provide current weather information to the Emergency Manager, Sheriff, Police Chief, Fire Chief, EOC Staff and utility departments.
2. The Airport Manager will have the option of designating a staff person to man the EOC in his absence.

## Bomb Incidents:

### Aircraft Bomb Threat Airport Manager will:

1. Establish an isolation zone on the airport and clear it of all unauthorized

personnel.

1. Passengers will leave baggage and cargo on the aircraft. All persons should be detained until cleared by the designated law enforcement

personnel.

1. Notify the Bomb Squad and Law Enforcement by telephone (911 or

719-486-1249) requesting assistance.

1. Notify the person (s) or firm in ownership of the aircraft.

### Building Bomb Threat

Should anyone receive a bomb threat directed towards any airport building, structure, or an aircraft, the person receiving the call should contact 911 immediately, and notify the Airport Manager. Use the FBI (Bomb Data Center), “Bomb Threat” checklist by asking the caller the following questions.

1. When is the bomb going to explode?
2. Where is it right now?
3. What does it look like?
4. What kind of bomb is it?
5. What will cause it to explode?
6. Did you place the bomb?
7. What is your address:
8. What is your name?
9. Note the exact wording of the threat.
10. What is the sex, race, and age of the caller.
11. What was the length in time of the call?
12. What was the number at which the call was received:
13. List the time and date received.
14. Was the caller’s voice familiar? If so, who did it sound like:
15. Was the caller’s voice calm, angry, excited, slow, rapid, soft, loud,

laughter, crying, normal, distinct, slurred, nasal, stutter, lisp, raspy, deep, ragged, clearing throat, deep breathing, cracking, disguised, accent, familiar, or whispered?

1. Did you hear any background sounds?
2. Was the threat language well spoken, foul, irrational, incoherent, taped or

read like a rehearsed message?

### The Airport Manager shall take the following action:

* 1. Notify the tenant of the building, if any, and direct all persons to be evacuated a minimum of 500 feet from the threatened building. Also, consult Emergency Response Guide for evacuation procedures. Ensure a tenant familiar with the building will meet with authorities to assist in identification of building contents during the bomb search.
	2. Notify emergency 911 or 719-486-0259, and inform them of the situation.

The Lake County Law Enforcement and Fire Department will dispatch appropriate units to the scene. A search of the premises will be conducted by utilizing occupants of the premise familiar with the building. This search will be conducted under joint incident command with the Law Enforcement and Fire Department. Should a suspicious package or device be discovered during the search the Bomb Squad will respond to dispose of the package or device.

* 1. Ensure all personnel and vehicles are kept a minimum safe distance of 500 feet from around the building. Divert flights over the building with a suspicious package or device.

## Section 4 Radiological / Hazardous Materials Emergencies

This emergency situation involves the possible spillage of radiological or hazardous material on a commercial, military or private aircraft in flight. The following action shall be taken.

### Airport Manager

* + 1. Upon notification from the pilot or other responsible person (s) the Fire

Department will be notified by telephone (911 or 719-486-1249) and a request for fire equipment will be placed.

* + 1. Upon landing the pilot will be directed to an isolation zone. Fire equipment and ARFF vehicle will remain up wind of the isolation zone.
		2. A perimeter will be established around the area with a 1500-foot

minimum distance from the aircraft.

* + 1. Only rescue crews and authorized personnel will be permitted within the

perimeter if radioactive smoke borne or wind carried particles are present.

* + 1. Close doors and windows of buildings in the area where blowing smoke

borne or other particles are present. **Evacuate area.**

* + 1. Determine if an actual spillage has occurred. If the radioactive container

or hazardous material container is found to be unbroken, the alert will be canceled. The material will be held in custody until proper disposal instructions are received.

* + 1. If a spillage has occurred, the Fire Department and the senior fire official on scene will take charge and become the incident commander. Fire Department shall direct all containment and cleanup operations.

## Section 5. Structural Fire:

This emergency situation involves fires occurring at or in airport buildings such as SRE, modular or hangars.

### Airport Manager

1. Call 911 or 719-486-1249. (Lake County Dispatch).
2. Take protective actions for employees and public.
3. Evacuate area according to evacuation plan.
4. Coordinate response activities.
5. Control access to facility until it has been inspected and/or will not impede with emergency response organizations.
6. Coordinate news releases, if necessary.

### Airport Staff/ Maintenance

1. Assist with critical services including utility support (activation/cutoff) as needed.
2. Provide safety inspections.
3. Assist in restoration of facility.

### Tenants

Provide assistance on voluntary basis or in accordance with established agreements.

### Fire Department

The Fire Chief or Senior Fire Department representative on the scene will be the Incident Commander and will direct all efforts of fire suppression and the rescue of individuals involved in the incident. The Incident Commander will assess the situation and ensure that adequate equipment is available for rapid-fire suppression, rescue of victims and transportation of victims to area hospitals. The Scene Incident Commander will maintain contact with the Airport Manager.

Lake County dispatch should advise Airport Staff of the applicable Fire Department radio talk group or provide a radio patch to facilitate efficient response and coordination. (i.e. directions to the emergency site / recommended access gate, etc).

### Law Enforcement/ Department of Public Safety (DPS)

The Law Enforcement / DPS will secure the area and ensure the free flow of emergency equipment into the incident scene. The Law Enforcement / DPS will be responsible for crowd control, site security, and control of ingress and egress to the incident scene by authorized personnel. Police personnel shall assist fire fighters in the suppression of fire and rescue of victims if requested by the Incident Commander. The accident / incident scene shall be treated as a major crime scene and secured as such.

**Failure of Power for Movement Area Lighting:**

This emergency situation involves failure of power for movement area lighting. **Airport Manager**

1. Notify staff and repair personnel of power outage.
2. Issue NOTAM, if required.
3. Start up generator.

# SPECIFIC AIRPORT EMERGENCIES

**Civilian Aircraft Accident/Fire/Injury**

|  |  |  |  |
| --- | --- | --- | --- |
| **Company** | **Report** | **Office** | **Cell** |
| Fire/Law Enforement | Location On/Off AirportType of AircraftEstimated number of Passengers | 911 or 486-4125 |  |
| FAA Ops Center | Report Event | 877-487-6867 |  |
| Airport Staff | **Notify in listed order** |  |  |
|  | Levi Brown | 486-0307 | 719-293-5110 |
|  | Brad Palmer | 486-0259 | 719-207-1380 |
|  | Michael Irwin | 486-0259 | 719-221-1628 |
| Gate | Direct Fire Fighters |
| Crowd Control | Keep Personnel off Ramp/Taxiways & Fire Lane |
| FSS | 877-487-6867 ISSUE NOTAM |

Civilian Aircraft Incident/ **NO** fire or injury

|  |  |  |  |
| --- | --- | --- | --- |
| **Company** | **Report** | **Office** | **Cell** |
| FAA Ops Center | Report Event | 877-487-6867 |  |
| Airport Staff | **Notify in listed order** |  |  |
|  | Levi Brown | 486-0307 | 719-293-5110 |
|  | Brad Palmer | 486-0259 | 719-207-1380 |
|  | Michael Irwin | 486-0259 | 719-221-1628 |
| Gate | Direct public works responders |
| Crowd Control | Keep public clear of incident |
| FSS | 877-487-6867 ISSUE NOTAM |

Military Aircraft Accident/Fire/Injury

|  |  |  |  |
| --- | --- | --- | --- |
| **Company** | **Report** | **Office** | **Cell** |
| Fire/Law Enforcement | Location On/Off AirportType of AircraftEstimated number of Passengers | 911 or 486-4125 |  |
| Military  | Report Event | HAATS: 970-524-7702Fort Carson:  |  |
| FAA Ops Center | Report Event | 877-487-6867 |  |
| Airport Staff | **Notify in listed order** |  |  |
|  | Levi Brown | 486-0307 | 719-293-5110 |
|  | Brad Palmer | 486-0259 | 719-207-1380 |
|  | Michael Irwin | 486-0259 | 719-221-1628 |
| Gate | Direct Fire Fighters |
| Crowd Control | Keep Personnel off Ramp/Taxiways & Fire Lane |
| FSS | 877-487-6867 ISSUE NOTAM |
| **LAKE COUNTY RESPONDERS WILL FOLLOW THE DIRECTION OF MILTARY PERSONNEL ON SCENE** |  |

Military Incident/ NO fire or Injury

|  |  |  |  |
| --- | --- | --- | --- |
| **Company** | **Report** | **Office** | **Cell** |
| FAA Ops Center | Report Event | 877-487-6867 |  |
| Military | Report Event | HAATS: 970-524-7702Fort Carson: |  |
| Airport Staff | **Notify in listed order** |  |  |
|  | Levi Brown | 486-0307 | 719-293-5110 |
|  | Brad Palmer | 486-0259 | 719-207-1380 |
|  | Michael Irwin | 486-0259 | 719-221-1628 |
| Gate | Direct public works responders |
| Crowd Control | Keep public clear of incident |
| FSS | 877-487-6867 ISSUE NOTAM |
| **LAKE COUNTY RESPONDERS WILL FOLLOW THE DIRECTION OF MILTARY PERSONNEL ON SCENE** |  |