



Jackson Hole Fire/EMS Operations Manual

Developed by: _____

Brian Coe, Battalion Chief

Approved by: _____

Willy Watsabaugh, Chief

Title: Response Protocol for
Aircraft Emergencies

Division: 14

Article: 2

Approved: 11/19/2013

Pages: 4

PURPOSE

It is critical to the safety of citizens, visitors, and Jackson Hole Fire/EMS personnel that we have an adequate response to aircraft emergencies within our jurisdiction. The following protocol identifies the necessary resources to respond to aircraft emergencies.

Special provisions are included for response to the Jackson Hole Airport. Jackson Hole Fire/EMS will provide mutual aid to Jackson Hole Airport Fire Department in the form of apparatus and personnel to assist during an aircraft emergency at or in the area of Jackson Hole Airport.

SECTION I - DEFINITIONS

Aircraft Emergency – Broad range of possible mechanical failure to aircraft crash that could or has resulted in casualties, fire and/or environmental impacts.

Aircraft Classification – For the purpose of dispatching protocols, aircraft have been divided into 3 categories based upon the number of passengers and the amount of fuel carried.

Class	Max Passengers/Fuel	Type Examples
Small	<15 Passengers / < 100 gallons	Most General Aviation Aircraft (Piper, Cessna, Beech) single or twin engine. All Helicopters.
Medium	16-30 Passengers / 101-1000 gal.	Beech 1900, Dornier 328, EMB 120, Business Jets, Citations, Falcons, Gulfstreams or similar
Large	>30 Passengers / >1000 gallons	Regional Jets; Boeing 737 & 757, Airbus A 319/320, Large military or cargo aircraft

Alert 1 – Alert category utilized by emergency response personnel and Dispatch to indicate an aircraft that is known or suspected to have an operational defect that should not normally cause serious difficulty in achieving a safe landing. (i.e. warning light in cockpit)

Alert 2 – Alert category utilized by emergency response personnel and Dispatch to indicate an aircraft that is known or suspected to have an operational defect that affects normal flight operations to the extent that there is danger of a crash. (i.e. landing gear not down)

Alert 3 – Alert category utilized by emergency response personnel and Dispatch to indicate an aircraft crash has occurred.

SECTION II – GENERAL

Jackson Hole Fire/EMS (JHF/EMS) will respond to Aircraft Emergencies in Teton County as a coordinated effort with Law Enforcement, possibly Search and Rescue, possibly Jackson Hole Airport Fire Department and possibly Federal partners. Due to the multiple agencies and incident complexity, JHF/EMS will establish an Incident Command System (ICS) if not previously established or work within an established ICS. The Incident Commander (IC) shall be responsible for anticipating and ordering additional resources. Location, type of aircraft, number of people on board and incident growth potential should affect the type of response from JHF/EMS. The following considerations regarding resources should be made:

- Need for specialized resources (Search and Rescue, Regional Emergency Response Team, Civil Support Team, Ground Ambulance Resources, Air Ambulance Resources, etc.)
- Spill of Hazardous Materials
- Fire spread to adjacent exposures (structures and/or wildland)

If responding to the Jackson Hole Airport or to Grand Teton National Park for an Aircraft Emergency, JHF/EMS will attempt to fulfill reasonable mutual aid requests.

SECTION III – STANDARD DISPATCH

Upon notification by 911 or direct radio communication with emergency personnel, Dispatch will attempt to identify the type/model of aircraft in order to classify as Small, Medium or Large and the nature of problem in order to classify as Alert 1, Alert 2 or Alert 3. Dispatch will utilize the following guideline to initiate an appropriate response with direction from the Duty Officer and possibly from the Incident Commander.

Alert 1 (Local Standby)

Small, Medium and Large Aircraft - All units will be staffed and will Standby in quarters

Tones:	Medic Unit and Primary Response Area Station	
Apparatus:	Duty Officer	Engine
	Medic 10 or Medic 60	

Alert 2 (Full Emergency)

Small Aircraft - All units will be staffed and will Standby in quarters

Tones:	Medic Unit and Primary Response Area Station	
Apparatus:	Duty Officer	Tender
	Medic 10 or Medic 60	Rescue
	Engine	

Medium Aircraft - All resources will respond with Level II Staging implemented.

Tones:	All Department Page	
Apparatus:	Chief	Engines x 2
	Duty Officer	Tenders x 2
	Medic Units x 2	Rescue x 2

Large Aircraft - All resources will respond with Level II Staging implemented.

Tones:	All Department Page	
Apparatus:	Chief	Tenders x 3
	Duty Officer	Rescues x 3
	Battalion Chiefs	MCI Trailer
	Medic Units x 4	Support 19
	Engines x 3	

Alert 3 (Aircraft Crash)

Small Aircraft - All resources will respond with Level II Staging implemented.

Tones: All Department Page
Apparatus: Duty Officer Tender
Medic Units x3 Rescue
Engines x2

Medium and Large Aircraft All resources will respond with Level II Staging implemented.

Tones: All Department Page
Apparatus: Chief Truck
Duty Officer Tenders x 4
Battalion Chiefs Rescues x 4
Medic Units x 5 MCI Trailers x 2
Engines x 4 Support 19

SECTION I-V – AIRCRAFT EMERGENCY IN VACINITY OF JH AIRPORT

Jackson Hole Airport services both private and commercial aircraft. The following chart identifies typical types of aircraft with fuel and passenger capacities listed. The estimated casualties (injuries) section is based upon the Airport Services Manual, Airport Emergency Planning Section, with estimated 75% of a full capacity aircraft being casualties.

Aircraft Type	Passenger Capacity	Estimated Injured	20% Triage Red – Immediate	30% Triage Yellow – Delayed	50% Triage Green – Minor	Fuel Capacity (Gallons)
Boeing 757	246	185	37	56	92	11,200
Airbus A 319/320	179	134	27	40	67	6,300
Boeing 737	128-149	112	21	35	56	5,300
BAE 146	90-130	98	20	29	49	3,400
Dornier 328	33	25	5	8	12	1,130
EMB 120	30	23	5	7	11	882
Gulfstream I-V	19	14	3	4	7	4,300

Jackson Hole Airport Fire Department will have limited personnel responding in crash rescue apparatus. Per protocol, Jackson Hole Airport Fire Department will notify Dispatch of the Alert Category and call IC over the radio channel TCSO Repeat. Airport fire personnel will then lay an escape route for passengers. It will be critical for JHF/EMS to supplement both the established Incident Command Structure and the mitigation of the incident. The following recommended actions should be taken by JHF/EMS personnel:

1. Duty Officer or 1st Due Apparatus Officer will make contact with the Airport IC over TCSO Repeat to establish communications and immediate needs. Tactical radio channel will initially be ARFF repeater. *Note: Due to interference at the airport, direct frequencies will be ineffective.*
2. Establish a Staging Area with Staging Area Manager in coordination with Grand Teton National Park resources. Consider use of Gros Ventre Junction.
3. Identify a Unified Command System and Incident Command Post Location.
4. Consider need for a Public Information Officer and additional notifications to St John's Medical Center, Air Transport Medical Resources, Ground Transport Medical Resources.
5. Backfill resources in population centers to ensure 911 response to the next call.