

- j) arrangements have been made to secure the crash debris pending release by the investigating agencies;
- k) airspace reservation co-ordination offices (air traffic flow control office), if any, have been advised of reduced airport capabilities; and
- l) if fatalities are involved, the Medical Examiner has been notified and temporary morgue facilities designated.

4.1.5.3 In conjunction with mutual aid police, the airport authority should:

- a) designate rendezvous points and staging areas for the inner and outer perimeters;
- b) assign security personnel at the staging area and/or rendezvous point to escort vehicles so as to ensure the orderly flow of emergency vehicles, particularly ambulances, to and from the accident site; and
- c) assign staging areas for escort vehicles and ambulances to ensure rapid dispatch.

4.1.5.4 After consulting with the chief fire officer in charge, the airport authority shall co-ordinate the activities of mutual aid rescue personnel and direct their activities to maximize their efforts.

4.1.5.5 The airport authority should also arrange the availability of the following services as required:

- a) portable emergency shelter for use by other than medical services;
- b) lavatories;
- c) drinking water;
- d) ropes, barriers, etc.;
- e) food service;
- f) mobile or portable lighting;
- g) portable heating system;
- h) cones, stakes, and signs;
- i) machinery, heavy equipment, extraction tools;
- j) hydraulic extraction tools and shoring materials; and
- k) communications equipment, such as megaphones, portable telephones, etc.

4.1.5.6 The airport authority will provide the initial briefing for the airport public information officer and will then co-ordinate with the public information officer of the aircraft operator involved, when appropriate, any press releases and statements to the press.

4.1.5.7 Upon concurrence of the chief fire officer, police/security chief and the medical co-ordinator, the airport authority's on-scene commander will notify all participating mutual aid organizations upon termination of the airport emergency.

Airport Security Survey Guide

Michael Seilmaier



Airport Security Survey Guide:

General aviation security increased federal oversight is needed, but continued partnership with the private sector is critical to longterm success : report to the Subcommittee on Homeland Security, Committee on Appropriations, House of Representatives. , *Practical Aviation Security* Jeffrey Price,2012-12-31 The second edition of Practical Aviation Security is a complete guide to the aviation security system from crucial historical events to the policies policymakers and major terrorist and criminal acts that have shaped the procedures in use today The tip of the spear technologies that are shaping the future are also addressed This text equips readers in airport security or other aviation management roles with the knowledge to implement the effective security programs to meet international guidelines and to responsibly protect facilities or organizations of any size Using case studies and practical security measures now in use at airports worldwide readers learn the effective methods and the fundamental principles involved in designing and implementing a security system The aviation security system is comprehensive and requires continual focus and attention to stay a step ahead of the next attack Practical Aviation Security Second Edition helps prepare practitioners to enter the industry and helps seasoned professionals prepare for new threats and prevent new tragedies Covers commercial airport security general aviation and cargo operations threats and threat detection and response systems as well as international security issues Lays out the security fundamentals that can ensure the future of global travel and commerce Applies real world aviation experience to the task of anticipating and deflecting threats The Federal Aviation Administration Plan for Research, Engineering, and Development ,1998 *Aviation Security* Stephen M. Lord,2010-08 Incidents of airport workers using access privileges to smuggle weapons through secured airport areas and onto planes have heightened concerns regarding commercial airport security The Transportation Security Admin TSA along with airports is responsible for security at TSA regulated airports To guide risk assessment and protection of critical infrastructure including airports the Nat Infrastructure Protection Plan NIPP was developed This report examined the extent to which for airport perimeters and access controls TSA 1 assessed risk consistent with the NIPP 2 implemented protective programs and evaluated its worker screening pilots and 3 established a strategy to guide decision making Includes recommend Illus **A Legal Guide to Homeland Security and Emergency Management for State and Local Governments** Ernest B. Abbott,2005 This book provides a number of windows into homeland security and emergency management law covering both the basic structure of the homeland security and emergency management system and presenting detailed analysis of specific areas such as applying for federal preparedness funds negotiating intergovernmental agreements applying for disaster assistance and managing the impact of catastrophic events **Guidebook for Managing Small Airports** James H. Grothaus,2009 *Aviation security further steps needed to strengthen the security of commercial airport perimeters and access controls : report to congressional requesters.* ,2004 **Aviation and Airport Security** Kathleen Sweet,2008-12-23 The Definitive

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Appropriations for 1998 United States. Congress. House. Committee on Appropriations. Subcommittee on Department of Transportation and Related Agencies Appropriations,1997 **Privatization and Regulation of Transport Infrastructure**
Antonio Estache,Ginés de Rus,2000-01-01 The 1990s saw an increase in the liberalisation of transport policies and a strengthening of the role of private operators and investors in transport infrastructure worldwide The search for sustained improvement in efficiency is probably secondary to the need to find additional financing but it is improvement in services that is at the core of the new role of the government in transport Governments must now become fair economic regulators of many of the privately operated transport services and infrastructures This book examines the major challenges that governments are likely to face in taking on their new role in transport *Federal Register* ,2013-02 *Department of Transportation and Related Agencies Appropriations for 2000* United States. Congress. House. Committee on Appropriations. Subcommittee on Department of Transportation and Related Agencies Appropriations,1999

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