

AIRPORT RESPONSE

KEY CONSIDERATIONS:

- Stage at gate 15 unless directed otherwise. Airport OPS may open the gate and escort you. If no OPS or Enforcement personnel available to open the gate(s), MFR Knox keys will open gate 15 and gate 37 (Commerce Drive).
- DRIVE IN WHITE LANES ONLY TO START WITH, ARFF will direct you beyond that when appropriate.
- Activate your emergency lights when inside the fence.
- BC2 and 8104 carry a portable radio with MFR tower and Aircraft COMMs capability.
- The tower has a Red / Green light gun. They may shine it at you to provide visual indication of when it is safe to move around the airport (see explanation under terminology).

PROTOCOLS:

1. When dispatched switch to **MEDFORD PRIMARY**.
2. **INSIDE Gate 15** is the primary staging area for all AIRCRAFT emergencies at the RVIA.
3. **Once inside gate 15** turn right and stage in the large open area. If you Knox into any gates, make sure the gate(s) close behind you!
 - **Do not access the property to tour or visit without first contacting ARFF for an escort.**
4. Once at the scene place your apparatus in a tactically beneficial position and **DO NOT BLOCK THE CRASH TRUCKS** – they must be mobile. Additionally, **always assume that the crash trucks can't see you**. Their visibility is very limited and they will be moving rapidly with little regard for you and your apparatus whereabouts.
5. **EMS calls ON AIRCRAFT:** Park at the front entrance of the terminal unless directed by ARFF.
6. If dispatched to an ems or fire call in a building on the airport property, proceed to that building specifically via routes **outside the fence** whenever possible. **Hanger fires** will generally be accessed from **inside** the fence via gate 15.
7. Crews are encouraged to listen in on tower and ground aviation channels (via provided radio or scanner app etc.) but talking on these channels is not allowed.
8. **Respond into the scene from staging when directed by ARFF resources.**
9. ARFF will likely pass IC to a BC when 7951 is not on scene. The ARFF Captain will be the point of contact for the BC and Captains for aircraft specific information.
10. Remember the pilot "owns" the aircraft until he/she deplanes. After that the ARFF "owns" it. The ARFF must be included in all decisions because of FAA and NTSB regulations. Include them in all planning whenever possible.
11. Airport Enforcement **can** open gates and drive in the white vehicle lanes. They **cannot** drive on runways or taxiways.

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TERMINOLOGY:

1. **ANCHORED IN:** ARFF apparatus no longer needs to be mobile. Additional hose lines can be connected to and from the crash trucks at this point only.
2. **RECOVERY MODE:** Emergency is stable but the aircraft cannot be moved until released by the FAA and NTSB. Once authorized by the FAA and NTSB the aircraft can be "recovered". Mutual aid companies may be released at this time.
3. **Commercial Aviation Aircraft:** Generally multi-seat aircraft operated for hire to transport passengers or cargo (non-military).
4. **General Aviation (GA):** All civilian aviation operations other than scheduled air service (primarily private aircraft).
5. **Light Gun Signals** (Light gun kept in the tower for visual direction if radios are down):
 - Steady **Green** – Clear to cross, proceed, or go
 - Steady **Red** – Stop
 - Flashing **Red** – Clear the taxiway/runway
 - Flashing **White** – Return to your starting point; this is generally where you started before entering the movement area (the yellow and yellow checkered line).
 - Alternating **Red** and **Green** – Exercise extreme caution

Alert Levels	
Alert 1	An aircraft that is known or <u>suspected</u> to have an operational defect that should not normally cause serious difficulty in achieving a safe landing. Examples of Alert I incidents include dash warning lights with no other indicator of aircraft problem, engine power fluctuations, minor icing, poor or no communications, low fuel, or other circumstances or events that meet the intent of this section.
Alert 2	An aircraft that is known or is <u>suspected</u> to have an operational defect that affects normal flight operations to the extent that there is danger of an accident. Examples of Alert II incidents include engine failure, hydraulic or electric power failure, active fire, inoperable landing gear, structural damage including damage to windows or doors, heavy icing, or other circumstances or events that meet the intent of this section.
Alert 3	An aircraft incident or accident that has occurred on or in the vicinity of the airport. The primary example of an Alert III is any aircraft crash. An Alert III also includes brake fires, fires on-board <u>occupied</u> aircraft that are on the ground, and other occupied aircraft incidents or accidents.
Alert 4	All other emergencies that cannot be categorized above, including aircraft incidents that do not meet the definition of accidents but that may include significant damage to the aircraft. Examples of Alert IV incidents include emergency medical service (EMS) incidents, both within aircraft, and at or near the airfield, structure fires, fuel fires, aircraft fires such as APU and GPU fires, hazardous materials spills, vegetation fires, and other emergencies.

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Response Plan – All Alerts from above get a first alarm to start and will be upgraded by ARFF / IC.

1st Alarm	1 ARFF, 1 engine, 1 BC, 2 law, 1 Mercy unit, 1 Mercy Sup, RVIA OPS & Security
2nd Alarm	4 engines, 1 Tender, 1 BC, 1 law, 1 Mercy unit & Hospitals notified
3rd Alarm	2 engines, 1 tender, 1 ECSO rep, FDBC, and Jackson Co. Emergency MGMT.
4th Alarm	2 engines, 1 PIO

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