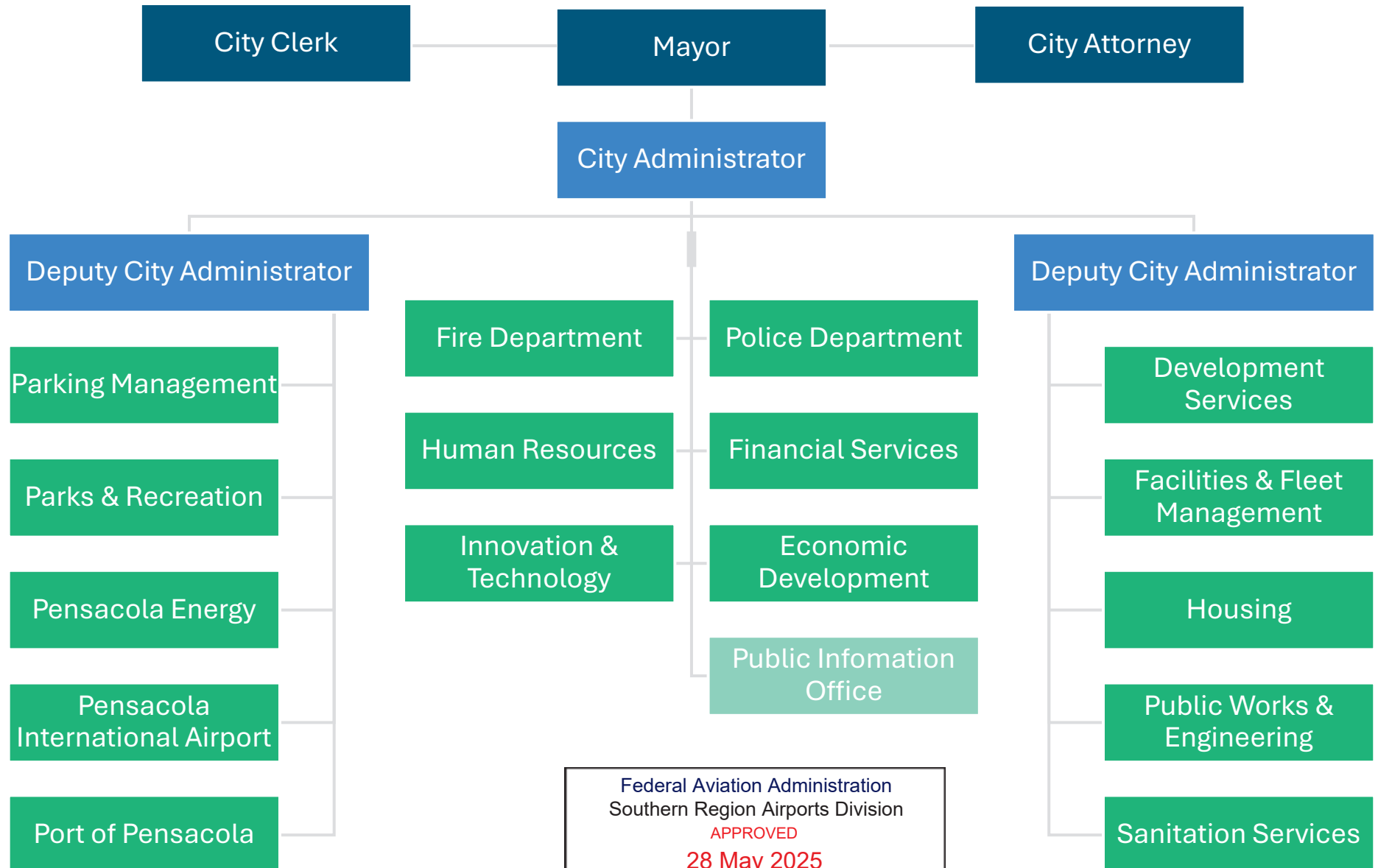
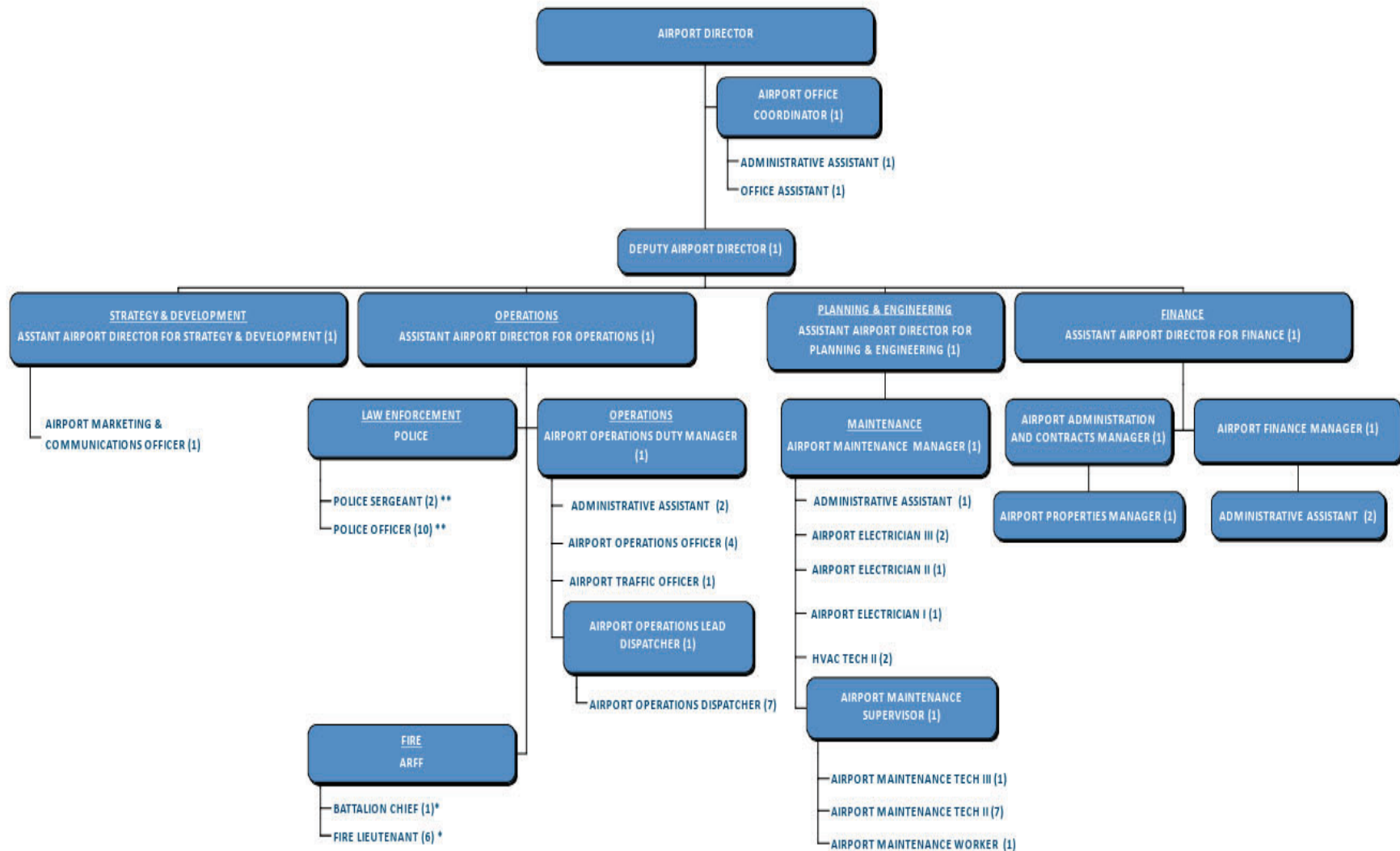




CITY OF PENSACOLA DEPARTMENTAL ORGINIZATIONAL CHART



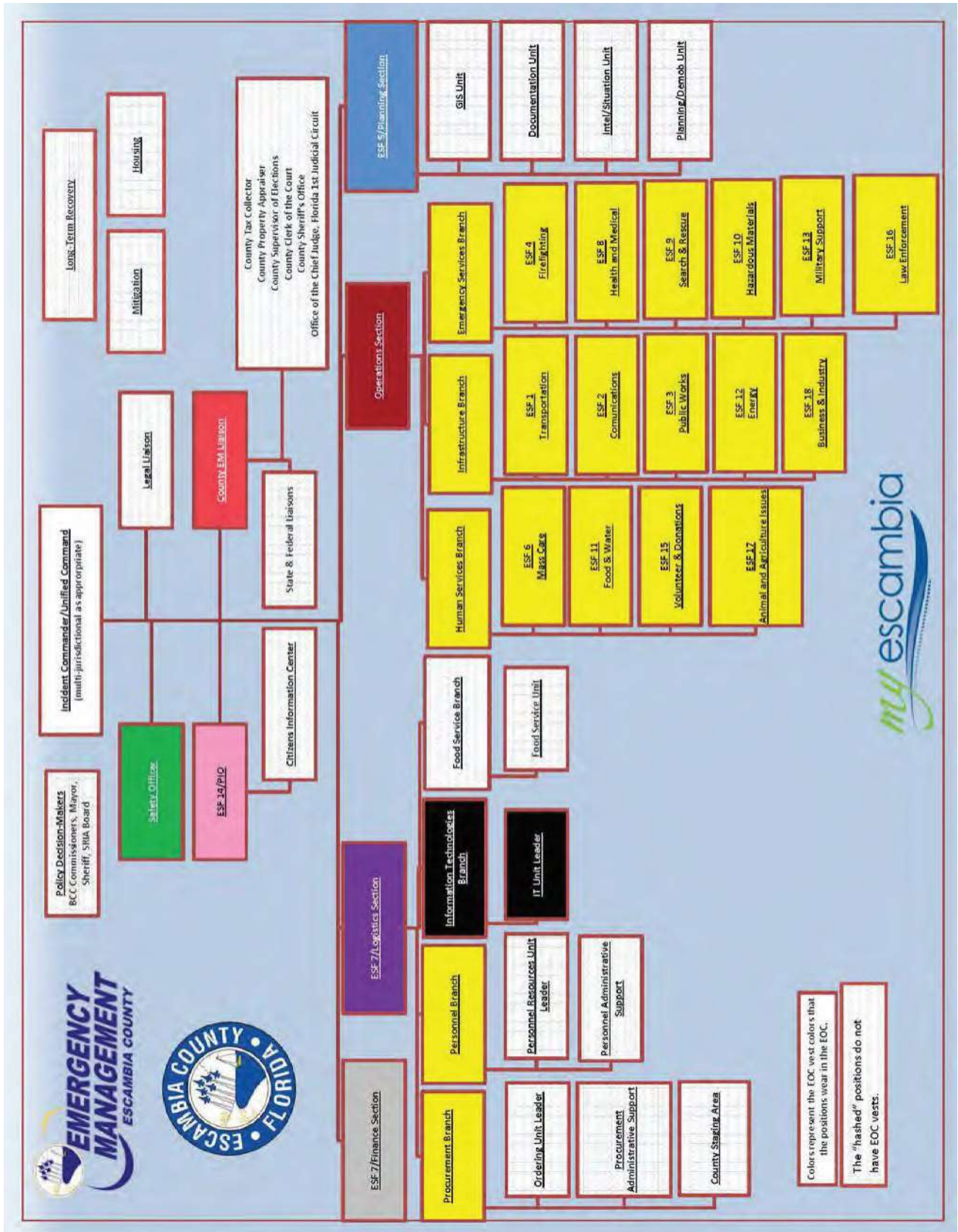
Federal Aviation Administration
Southern Region Airports Division
APPROVED
28 May 2025
MF
Inspector



April 2025

Federal Aviation Administration
Southern Region Airports Division
APPROVED
28 May 2025
MF
Inspector

APPENDIX C EOC/ICS STRUCTURE



PENSACOLA AIR TRAFFIC CONTROL TOWER
PENSACOLA TERMINAL RADAR APPROACH CONTROL
PENSACOLA INTERNATIONAL AIRPORT

LETTER OF AGREEMENT

Effective: December 17, 2018

SUBJECT: AIRPORT EMERGENCY PROCEDURES

1. **PURPOSE:** This agreement provides procedures to be utilized to the extent practical in the event of an accident, emergency, medical emergency, security incident or potential emergency on or in the vicinity of the Pensacola International Airport.
2. **CANCELLATION:** The Pensacola Air Traffic Control Tower, Pensacola TRACON, Pensacola Gulf Coast Regional Airport, and Transportation Security Administration Letter of Agreement, dated July 1, 2011 is cancelled.
3. **SCOPE:** In the event of an aircraft accident, medical emergency, security incident or potential emergency on or in the vicinity of the Pensacola International Airport, Pensacola Air Traffic Control Tower (Tower) or Pensacola Terminal Radar Approach Control (TRACON) shall alert the Pensacola Aircraft Rescue and Fire Fighting Station (ARFF) or the Airport Operations Center (AOC) when any of the following personnel requests such action:
 - a. The air traffic control specialist on duty in the Tower or TRACON.
 - b. The pilot of the aircraft concerned.
 - c. The operator of the aircraft or his representative.
 - d. A representative of the airport management.

The amount of equipment and number of personnel responding to the emergency shall be determined by the ARFF or AOC.

4. **RESPONSIBILITIES:** When the Tower is open (normally 0530L to 2300L), the Tower shall alert ARFF or AOC of emergencies. When the Tower is closed (normally 2300L to 0530L), TRACON shall alert ARFF or AOC of emergencies. Notification of the ARFF in circumstances of Alert One, Alert Two, or Alert Three shall constitute notification of Pensacola Fire Department (PFD) dispatcher and Pensacola Airport Management.

5. **ALERT DEFINITIONS:**

- a. **Alert One:** An aircraft approaching the airport is in minor difficulty; i.e., a feathered prop on a multi-engine aircraft, oil leak, etc.
- b. **Alert Two:** An aircraft approaching the airport is in major difficulty; i.e., engine on fire, faulty landing gear, no hydraulic pressure, etc.
Note: This is the minimum alert for an air carrier aircraft emergency.
- c. **Alert Three:** An aircraft accident has occurred on or near the airport.
- d. **Medical Alert:** An occupant on board an aircraft is in need of medical assistance requiring an ambulance.
- e. **Security Alert:** A security incident has taken place on board an aircraft or is observed on the airfield in which law enforcement response is needed.

6. **NOTIFICATION PROCEDURES FOR ALERT ONE, TWO, THREE:**

Responsibilities for alerting are as follows:

- a. **Tower Operational:**
 - (1) Tower shall activate the aural alarm.
 - (2) ARFF Incident Commander (IC) shall advise Tower on the 800 MHz radio that they are ready for information. (This normally will take 30 to 45 seconds from the time the aural alarm is activated.)
 - (3) Tower shall provide the ARFF IC on the 800 MHz radio the following details concerning the emergency:
 - (a) Alert status (one through three)
 - (b) Runway
 - (c) Type aircraft
 - (d) Nature of emergency
 - (e) Position or estimated time of arrival
 - (f) Number of persons on board
 - (g) Fuel remaining
 - (h) Any pertinent remarks

- (4) ARFF emergency equipment operator(s) will notify Tower on 121.9 MHz when the equipment is staffed and ready for response.
 - (5) Subsequent changes in alert status or additional information (alert one to alert two) will be forwarded to the ARFF emergency equipment operator(s) on 121.9 MHz. ARFF emergency operators will forward this information to PFD dispatcher.
 - (6) In the event ARFF emergency equipment is out on the airport property and not at the station, Tower shall give all emergency alert notifications on 121.9 MHz. ARFF emergency equipment operators shall forward this information to PFD dispatcher.
- b. Tower Closed:
- (1) TRACON shall activate the aural alarm.
 - (2) ARFF Incident Commander (IC) shall advise TRACON on the 800 MHz radio that they are ready for information. (This normally will take 30 to 45 seconds from the time the aural alarm is activated.)
 - (3) TRACON shall provide the ARFF IC on the 800 MHz radio the following details concerning the emergency:
 - (a) Alert status (one through three)
 - (b) Runway
 - (c) Type aircraft
 - (d) Nature of emergency
 - (e) Position or estimated time of arrival
 - (f) Number of persons on board
 - (g) Fuel remaining
 - (h) Any pertinent remarks
 - (4) ARFF emergency equipment operator(s) will notify the TRACON on the 800 MHz radio when information is received and equipment is staffed and ready for response.

- (5) Subsequent changes in alert status or additional information (alert one to alert two) will be forwarded to the ARFF emergency equipment operator(s) and PFD dispatcher on the 800 MHz radio.
- (6) When the Tower is closed, the discrete emergency frequency will be 119.9 MHz.
- c. In the event an Alert Three is called or an emergency is elevated to Alert Three status on the airport, the Pensacola International Airport shall be closed until reopened by a designee of the Pensacola International Airport Management. Pensacola International Airport Management shall be responsible for issuing a Notice to Airmen (NOTAM) stating the airport is closed and for canceling the NOTAM when the airport is reopened. Pensacola International Airport Management shall ensure all appropriate airport and emergency response personnel are informed prior to reopening any movement areas.

7. **NOTIFICATION PROCEDURES FOR MEDICAL ALERT AND SECURITY ALERT:**

Responsibilities for alerting are as follows:

- a. Tower Operational:
 - (1) Tower shall use AOC direct line (436-5016).
 - (2) Tower shall provide the AOC the following details concerning the emergency:
 - (a) Alert status (medical or security)
 - (b) Location of aircraft or anticipated landing runway
 - (c) Type aircraft
 - (d) Position or estimated time of arrival
 - (e) Any pertinent remarks or details
 - (3) Tower shall utilize the 800 MHz radio on "Airport Police" frequency if direct line is inoperable.

b. **Tower Closed:**

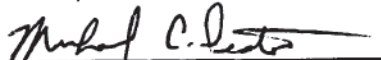
- (1) TRACON shall use AOC direct line (436-5016).
- (2) TRACON shall provide the AOC the following details concerning the emergency:
 - (a) Alert status (medical or security)
 - (b) Location of aircraft or anticipated landing runway
 - (c) Type aircraft
 - (d) Position or estimated time of arrival
 - (e) Any pertinent remarks or details
- (3) TRACON shall utilize the 800 MHz radio on "Airport Police" frequency if direct line is inoperable.

8. **NOTIFICATION OF AGENCIES OR PERSONNEL:** It shall be the responsibility of Pensacola International Airport to provide any other notification of agencies or personnel that may be required in accordance with the Airport Emergency Plan and/or Security Program.

9. **GENERAL:**

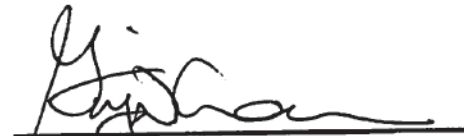
- a. During published hours of the Tower, emergency equipment/vehicles are not authorized to enter any taxiway or runway without authorization from ground on 121.9 MHz. Light signals are only authorized for those emergency vehicles that encounter radio difficulty. An authorized vehicle with a functioning radio must escort all other vehicles. Should the airport be closed because of an ALERT THREE (on airport), emergency equipment/vehicles will continue to obtain authorization from ground control (during hours of Tower operations) to enter any taxiway or runway.
- b. If the ARFF Incident Commander or an airport management representative determines that he/she needs emergency equipment/vehicles without radio frequency 121.9 MHz to respond to the scene, he/she may request control of the airport. Ground will approve this request as soon as possible. After the request is approved, the requirement for emergency equipment/vehicles to obtain authorization from ground control to enter any taxiway or runway is suspended until the airport is reopened by airport management.

- c. Tower shall check the 800 MHz radio, the aural alarm, and AOC direct line as soon as possible after 0800L and 1600L each day. The TRACON shall check the 800 MHz radio, the aural alarm, and AOC direct line as soon as possible after 2200L each day.
- d. The telephone (850) 436-5016 or (850) 436-5111 (AOC direct lines) will be used as backup equipment if the 800 MHz radio is inoperative.


Michael C. Deaton
Air Traffic Manager
Pensacola ATC Tower


Daniel E. Flynn
Airport Director
Pensacola International Airport


Gary H. Martin
Acting Air Traffic Manager
Pensacola TRACON


Ginny Cranor
Fire Chief
Pensacola Fire Department

APPENDIX E**AIRPORT MANAGEMENT TASK STATEMENTS (SOP's)****A. Airport Director**

The Airport Director is responsible for the overall development and approval of policy and operational guidelines in support of activities associated with emergency situations or incidents at the Airport. In general, the Director is responsible to ensure control, direction and information is given to airport personnel, responding emergency units, general public and news media. The Director is responsible for the overall management of emergency situations at the Airport unless delegated to other parties. In fulfilling this role, the Director will normally direct emergency response activities from the Airport Emergency Operations Center or on-site command post.

B. Airport Deputy Director

The Airport Deputy Director assists the Airport Director with the overall management of emergencies, and will assume all duties in the absence of the Airport Director, and can serve as the Operations Section Chief in the absence of the Assistant Director of Operations.

C. Assistant Airport Director(s)

Either the Assistant Airport Director-Operations, the Assistant Airport Director-Finance or the Assistant Airport Director-Planning and Engineering is responsible for directing and coordinating activities in support of emergency operations, and assisting the Airport Director and Deputy Director. Provides liaison between Airport Director/Airport Emergency Operations Center (AEOC) and on-site command post. When the AEOC is activated, the Assistant Airport Director-Operations acts as the Operations Section Chief, and the Assistant Airport Director Planning and Engineering acts as Planning Section Chief. In the absence of the Airport Director or Deputy Director, the Assistant Airport Director Planning and Engineering will assume the duties of Airport Director. All positions review emergency directives and procedures and make recommendations as necessary.

D. Airport Operations Manager(s)

The Airport Operations Manager is responsible for directing and coordinating activities in support of emergency operations and assisting the Airport Director, Assistant Director(s) or Planning and Development Manager until relieved. The Airport Operations Manager will coordinate emergency response activity, manage the operating environment of the airfield, including opening or closure of movement area surfaces, and issuing appropriate NOTAMs. The position will also assist in making appropriate notifications to other agencies such as FSDO, NTSB and Emergency Management. The Operations Manager will assist in identifying site security needs, wreckage preservation/documentation, and general

APPENDIX E

representation of Airport Management to include directing emergency equipment to pre-designated staging areas and preparing various buildings/rooms for emergency operations. Notifies maintenance division as required. In fulfilling this role, the Airport Operations Manager will normally direct activities from the on-site command post, or from varying locations in the vicinity of the scene and/or the airfield.

E. Airport Operations Officer(s)

The Airport Operations Officer will assist the Operations Duty Manager(s) in all critical roles, and/or function in lieu of an Operations Duty Manager(s) when assigned.

F. Airport Operations Center (AOC)

The Airport Operations Center is located on the second level of the terminal complex. The center is staffed 24 hours a day and is responsible for communications and monitoring all activities at the airport. This center will notify all airport management personnel and monitor all incidents and document all communications during an emergency at the airport.

G. Airport Maintenance

Airport Maintenance is responsible for directing and coordinating all airport maintenance personnel, vehicles and equipment needed to restore any airport services or utilities that may be damaged. Makes immediate and long-term assessment of airport facility damage incurred as a result of a disaster or accident.

H. ARFF

The ARFF Lieutenant on duty is responsible for the direction and control of Aircraft Rescue and Firefighting (ARFF) operations. The Lieutenant shall coordinate all airport fire department manpower, vehicles and equipment responding to civil emergencies or incidents on the Airport. The Lieutenant on duty shall assume the position of ARFF Commander for on-site command and control of fire. In the event of an emergency requiring additional response by the Pensacola Fire Department, the Lieutenant shall serve as Airport Fire Ground Commander, until relieved by a senior City of Pensacola Fire official, under the incident command response system.

I. Pensacola Police Department - Airport Section

The senior Pensacola Police Department - Airport Section official present shall initiate site security, provide immediate liaison support to mutual aid police agencies such as Pensacola

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Police Department and Escambia County Sheriff's Office. Upon arrival the Airport, the Police Supervisor will assume law enforcement authority related to the incident. The Police Supervisor will also function as principle liaison with all other law enforcement agencies to include federal, state and local entities such as TSA, FBI, Customs, BATF, Highway patrol and FDLE.

APPENDIX F

AIRPORT MASTER CONTACT LIST EMERGENCY PHONE NUMBERS

A. Pensacola International Airport

Administration Office (after hours - Airport Operations Center / Police)..... (850) 436-5000

Airport Director Personal Cell..... (619) 587-9317
Matt Coughlin Mobile..... (850) 377-1301

Airport Deputy Director Personal Cell..... (901) 270-1169
Roy Remington Mobile..... (850) 631-1697

Asst. Airport Director - Planning & Engineering Personal Cell..... TBD
VACANT Mobile TBD

Asst. Airport Director - Operations Personal Cell..... (850) 723-7103
Carter Mansfield Mobile (850) 530-0154

Assistant Airport Director - Finance Personal Cell..... (850) 496-9498
Laura Amentler

Assistant Airport Director - Strategy & Develop Personal Cell..... (216) 956-6917
Todd Payne Mobile..... (850) 631-1986

Airport Operations Manager Personal Cell.....(870) 740-8121
Charles “Jeff” Skelton Mobile..... (850) 530-3022

Airport Police Supervisor –
Sgt, Darlene Bloodworth Mobile(448) 228-7865
Sgt, LaRenzo Bryant Mobile(850) 529-3727

Maintenance Manager - Personal Cell..... (515) 491-7690
Anthony “Tony” Howard Mobile..... (850) 324-8028

Maintenance Supervisor - Levi Treadaway Mobile..... (850) 857-2068

ARFF Station – (Station #7).....911 or (850) 436-5020

Airport EOC (Large Conference Room) phone numbers and corresponding titles:

Incident Commander..... (850) 436-5146
Public Information Officer..... (850) 436-5147
Operations Chief..... (850) 436-5148
Fire & Rescue Director..... (850) 436-5149
Law Enforcement..... (850) 436-5150
Medical & Health..... (850) 436-5151

Logistics Chief..... (850) 436-5152
Airline Liaison..... (850) 436-5153

Non-Emergency Airport Fire Dispatch..... (850) 595-1212
Non-Emergency Airport Police Dispatch..... (850) 435-1845

FAA Air Traffic Control Tower	(850) 266-6910
FAA TRACON	(850) 266-6921
FAA SSC Tech Ops	(850) 266-6801
FAA Eastern Service Area Washington Hub (ESAWH)	(703) 724-4288
FAA Regional Communications Center	(404) 305-5180
FAA Flight Standards District Office Birmingham, AL	(205) 876-1300
Federal Bureau of Investigation (FBI) – (duty hours).....	(850) 432-3476
– (after hours)	(904) 248-7000
Federal Bureau Alcohol, Tobacco and Firearms	(850) 549-2500
Transportation Security Administration (TSA)	
Office of Federal Security Director (FSD)	(850) 436-7101 / (850) 293-6605
National Transportation Safety Board (NTSB)	(202) 314-6000
Nuclear Regulatory Commission (NRC)	(301) 816-5100
Radiation Control, Florida DOH	(407) 297-2095
United States Coast Guard Office	(850) 453-8282
SAR	(850) 453-8282
U. S. Secret Service	(205) 731-1144

Parks & Recreation(850) 436-5670
Public Works / Streets..... (850) 435-1755
Police Department..... 911 or (850) 435-1845
Police Department Criminal Investigation Division (850) 435-1965
Emergency Medical Response911
Fire Department 911 or (850) 595-1212

Sheriff's Office 911 or (850) 436-9620
Bomb Disposal - State Fire Marshall.....911
 - Day.....(850) 453-7803
 - After Hours..... (850) 245-1402
 - 24 Hours(John Bell cell phone).....(850)-232-3437
Emergency Communications Center/Medical Services911 or (850) 471-6300

Escambia Search and Rescue 24 Hour Contact (850) 393-4311
 Department of Public Safety/Escambia County
 Division of Emergency Management (850) 471-6300
 Florida Department of Health (FDOH) ESF-8..... (850) 595-6500

Emergency Services (850) 983-4610
Emergency Management (850) 983-5360

Gulf Breeze Police Department General info (850) 934-5121
 Dispatch (850) 934-4050
 Gulf Breeze Fire Department Office (850) 934-5133

Division of Emergency Management Watch Office (850) 815-4001
 Department of Health Regional Emergency Response..... (850) 699-4228
 Department of Health Radiation Control(407) 297-2095 or 800-320-0519
 District 1 Medical Examiner Office (850) 332-7200
 Fish and Wildlife Conservation Commission 24-hour dispatch (888) 404-3922
 Florida Highway Patrol..... (850) 484-5000

American /Envoy Operations..... (850) 438-4722
 Station Manager – Laura Coleman..... (850) 434-3035
 General Manager/Envoy – Watsen Jean-Gilles..... (786) 213-6501

Contour Airlines / Trego-Dugan – Layla Khaled.....(850) 529-5272

Delta Air Lines Operations.....	(850) 439-6124
Station Manager – Darrien Holland.....	(314) 409-2978
Operations Manager – Pape Diallo.....	(614) 962-1011
Unifi Station Manager - Jess Armuelles	(334) 453-0613

Regional Manager- Britt Hinkle..... (941) 929-5288
PrimeFlight General Manager – Alex Chesnut..... (346) 786-8366

Southwest Airlines Operations..... (850) 483 5630
 Station Manager- Adam McKee (740) 253-1243
 Unifi Station Manager - Jess Armuelles (334) 453-0613

APPENDIX F**Spirit Airlines**

Station Manager- Rosalba Cancelolmo..... (787) 904-7518
 PrimeFlight General Manager – Alex Chesnut..... (346) 786-8366

United Operations/Swissport..... (850) 434-5290
 Station Manager--Michelle Warren..... (850) 206-9271

TSA Security – TSA (Checkpoint)..... (850) 436-7206

I. Fixed Base Operators

Pensacola Aviation Center.....(850) 434-0636
 Innisfree Jet Center(850) 436-4500

J. United States Navy

Naval Air Station Pensacola, Base Operations(850) 452-2431
 Naval Air Station Whiting Field, Base Operations.....(850) 623-7475

K. Utilities

Florida Power and Light (FPL)..... (850) 505-5063 (24 hour number)

ECUA..... General Customer Service (850) 476-0480
 Emergency Hotline (850) 476-5110

Pensacola Energy and Sanitation Services Administration (850) 474-5300
 Dispatch.....(850) 474-5307

Cox Cable(24 hour customer service) (850) 478-0200

AT&T.....(800) 829-1011 (24 hour customer service)

L. Hospitals / Air Ambulance

Baptist Hospital.....(850) 434-4011
 Baptist Hospital Life Flight Helicopter.....(850) 434-4555
 Ascension Sacred Heart Hospital.....(850) 416-7000
 Santa Rosa Medical Center(850) 626-7762
 Naval Hospital Pensacola(850) 505-6601
 HCA Florida West Hospital.....(850) 494-4000
 Florida AIRHeart Air Ambulance Dispatch(866) 730-1400

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AUTHORITIES AND REFERENCES

Pensacola International Airport Certification Manual (ACM)

Pensacola International Airport Security Program (ASP)

Escambia County Comprehensive Emergency Management Plan

14 CFR Federal Aviation Regulations

1. 139.315 – Aircraft Rescue and Firefighting: Index Determination
2. 139.317 – Aircraft Rescue and Firefighting: Equipment Requirements
3. 139.325 – Airport Emergency Plan

Advisory Circulars

1. AC 150/5200-31 – Airport Emergency Plan
2. AC 150/5210-2 – Airport Emergency Medical Facilities and Services
3. AC 150/5210-22 – Airport Certification Manual

Title 49: Transportation (NTSB)

NTSB 830

Mutual Aid Documentation

FAA ATCT Letter of Agreement

Pensacola International Airport Spill Prevention Control and Countermeasure Plan

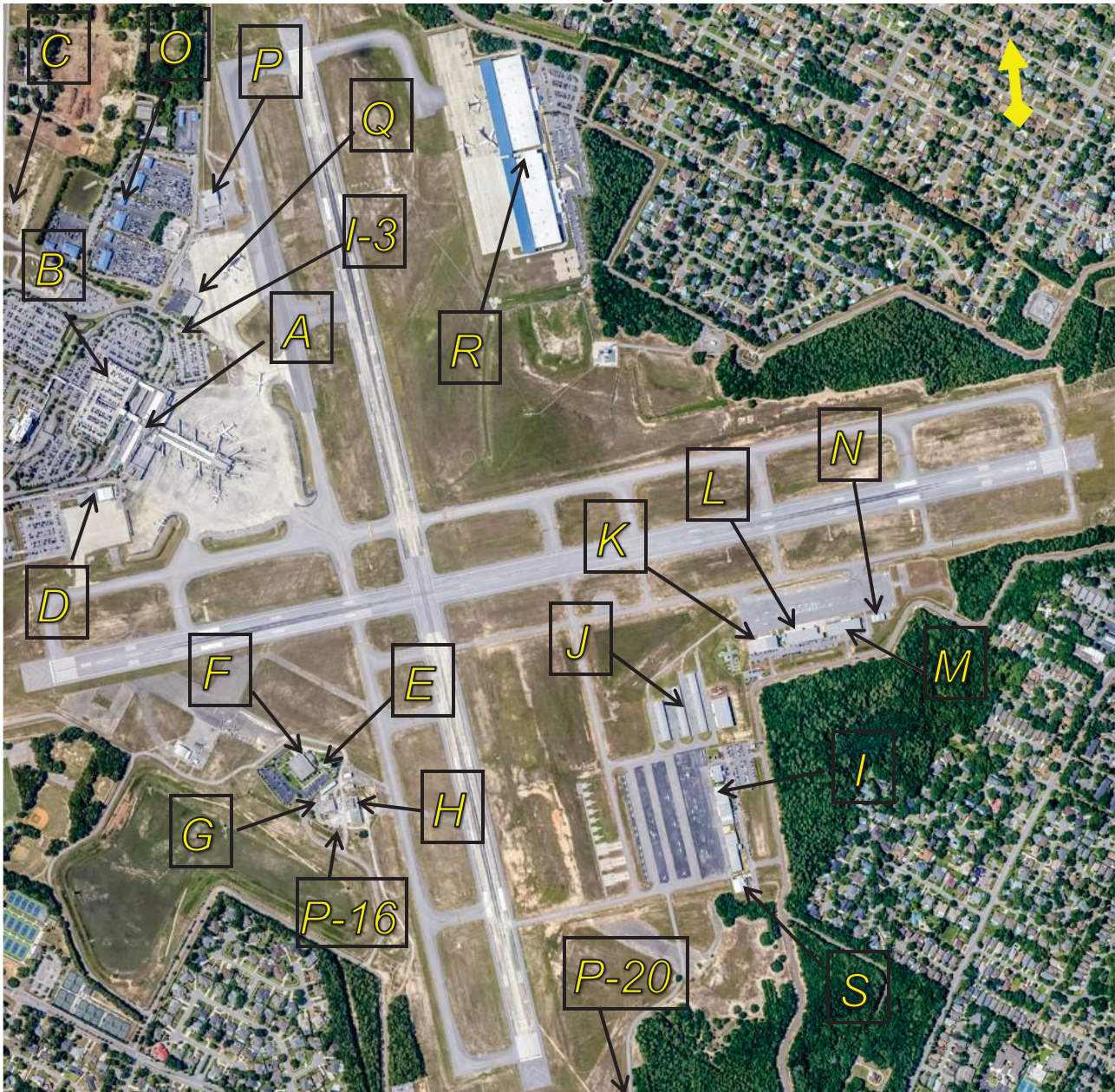
Pensacola International Airport Storm water Pollution Prevention Plan

NFPA 407

All these references and authorities were used to construct the Airport Emergency Plan.

Time Zone used throughout the AEP is CST, unless otherwise specified.

APPENDIX H – Building Locations



A	PASSENGER TERMINAL
B	PARKING GARAGE
C	FUEL FARM
D	VACANT
E	FAA AIR TRAFFIC CONTROL TOWER
F	FAA TRACON
G	AIRPORT MAINTENANCE BUILDING
H	ARFF
I	PENSACOLA AVIATION CENTER (PAC)
J	PAC T-HANGERS

K	SKYWARRIOR
L	INNISFREE JET CENTER
M	BLUE AIR
N	PENSACOLA NAVY FLYING CLUB (PNFC)
O	RENTAL CAR FACILITY
P	AIR METHODS
Q	AIR CARGO BUILDING
R	ST ENGINEERING MRO FACILITY
S	CUSTOMS AND BORDER PROTECTION

Federal Aviation Administration
Southern Region Airports Division

APPROVED
28 May 2025
MF
Inspector

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NEWS MEDIA CONTACT LIST

AP/Pensacola Bureau

P.O. Box 12710
Pensacola, FL 32574-2710
Phone: (850) 438-4951
Fax: (850) 438-0720
Email Miami@ap.org

Pensacola News Journal

2 North Palafox ST
Pensacola, FL 32502
Phone: (877) 424-0028 Customer Service
Phone: (850) 435-8500 Main News Contacts
Frequency: Daily
Deadline: 10 days prior to event
Circulation: 60,000 daily / 80,000 weekend
Managing Editor: Lisa Nellessen-Savage lnelless@gannett.com
Digital Coach: Brandon Giron cgirod@pnj.com
Content Editor: Kevin Robinson krobinson4@gannett.com
City Government Accountability Reporter: Jim Little
jwlittle@pnj.com
Escambia County Government Accountability Reporter: Mollye Barrows
mbarrows@gannett.com
News@pnj.com
News Phone: (850)435-8500

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RADIO STATIONS

Sports Talk 99.5
Hallelujah 100.3
TK101
107.3
WKSJ 95
LITE MIX 99
96.1 THE ROCKET
NEWS RADIO 710

Cumulus

WCOA 1370 AM
JET 100.7 FM
WMEZ 94.1 FM
WRRX MAGIC 106.1
WXBM Hot Country 102.7

Cumulus Media
6565 North W Street
Pensacola, FL 32505
Phone: (850) 478-6011
Fax: (850) 478-3971
Format: ALL
ATTN: Press Releases: News Dept. Ryan Andrew
Program Director: Ryan Andrew
email: Ryan.andrew@cumulus.com
Promotional Director: Terry Michaels
email: terry.michaels@cumulus.com
email: press@cumulus.com

WTKX TK 101
6485 Pensacola Boulevard
Pensacola, FL 32505
Phone: (850) 473-0400
Fax: (850) 473-0907
Format: Rock
ATTN: Press Releases: Steve Powers
Station Manager: Steve Powers
Email: stevepowers@iheartmedia.com
News Email: news@ccmobile.com

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WKSJ 94.9 FM

555 Broadcast Drive, 3rd floor
Mobile, AL 36606
Phone: (251) 450-0100
Fax: (251) 479-3418
Format: Country
ATTN: Press Releases: Steve Powers
Station Manager: Steve Powers
Email: stevepowers@iheartmedia.com
News Email: news@ccmobile.com

WMXC Lite Mix 99.9

555 Broadcast Drive, 3rd floor
Mobile, AL 36606
Phone: (251) 450-0100
Fax: (251) 479-3418
Format: Adult Contemporary
ATTN: Press Releases: Steve Powers
Station Manager: Steve Powers
Email: stevepowers@iheartmedia.com
Email: marybooth@iheartmedia.com
News Email: news@ccmobile.com

WRKH 96.1 The Rocket

555 Broadcast Drive, 3rd floor
Mobile, AL 36606
Phone: (251) 450-0100
Fax: (251) 479-3418
Format: Classic Rock
ATTN: Press Releases: Steve Powers
Station Manager: Steve Powers
Email: stevepowers@iheartmedia.com
News Email: news@ccmobile.com

WPNN 790 AM

3801 N. Pace Boulevard
Pensacola, FL 32505
Phone: (850) 433-1141
Fax: (850) 433-1142
Format: Talk
ATTN: Press Releases: Rob Williams
Station Manager: Scott Schroeder
Email: rob@talk103FM.com

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WYCT Cat Country 98.7

7251 Plantation Road
Pensacola, FL 32504
Phone: (850) 494-2800
Fax: (850) 494-0778
Format: Country
ATTN: Press Releases: News Rooms
Station Manager: Mary Hoxeng
e-mail: news@newsradio1620.com

TELEVISION STATIONS

WALA TV-10 Fox

1501 Satchel Paige Dr.
Mobile, AL 36606
Reception Desk Phone: (251) 434-1010
Newsroom Phone: (251) 434-1040
Station Manager: Eric Duncan, eric.duncan@fox10tv.com
News Director: Randy Merrow, randy.merrow@fox10tv.com

WEAR TV-3 ABC

4990 Mobile Highway
Pensacola, FL 32506
Phone: (850) 456-3333
Fax: (850) 455-8972
Station Manager: Jared Willets, 850-456-3333 x7202
Anchor/Reporter: Tanner Stewart, datstewart@sbgtn.com
ATTN Press Releases: Sue Straughn, sstraughn@wear.sbgnet.com
News@wearTV.com (will go to everyone in case the 2 people are out)

WKRG TV-5 CBS

555 Broadcast Drive
Mobile AL 36606
Phone: (251) 479-5555
Fax: (251) 473-8130
News Director: Chris Best
ATTN Press Releases: producers@wkrg.com
email: producers@wkrg.com news5@wkrg.com
News Hotline: (251)662-3002

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WJTC/UTV44

661 Azalea Road
Mobile, AL 36609
Phone: (251) 602-1500
Fax: (251) 602-1550
email: local15@local15tv.com
News Hotline: (251)602-1558

WHBR CTN Channel 33

6500 Pensacola Boulevard
Pensacola, FL 32505
Phone: (850) 473-8633
Fax: (850) 473-8631
Station Manager: David Mayo
ATTN Press Releases: David Mayo
email: dmayo@whbr.org

WSRE TV-23 PBS

1000 College Boulevard
Pensacola, FL 32504
Phone: (850) 484-1200
Fax: (850) 484-1255
Business hours: 7:30 -4:00pm
Station Manager: Robert Culkeen
ATTN Press Releases: Community Calendar
Director of Operations: Eric Fundin
Phone: (850) 484-1230
email: info@wsre.org

APPENDIX J**TERMINAL EVACUATION PLAN****PURPOSE**

The purpose of this plan is to develop a team effort to calmly evacuate the airport terminal building in the event of an emergency event (i.e. fire, bomb threat, active shooter); to identify city and tenant personnel to assist airport police in the evacuation process; and to identify a muster area for employees and the public a safe distance from the building.

NOTIFICATION

When it has been determined that an incident has occurred or is likely to occur that might place the traveling public and airport employees in an unsafe condition, the general alarm will be through the **Airport's fire alarm** system.

If it is determined that the airport will be evacuated, Airport Operations or Pensacola Police - Airport Section will make a pre-determined page over the fire alarm system. It is important that tenants who have access to the airport paging system allow the standard message to be broadcast and not activate their respective paging stations.

**Pensacola Police - Airport Section
shall ensure the terminal building is evacuated.**

FIRST LEVEL EVACUATION

Once an evacuation has been declared, no person (except fire/police personnel) shall reenter the terminal building until the "all clear" is given.

Tenant supervisors must account for all duty employees in the terminal building. Employees may take time to secure cash drawers, but should not spend time taking additional steps to secure their area or remove property or possessions. Employees shall immediately go to the nearest exit and leave the building.

APPENDIX J**Ticketing Area**

There are 5 exits (5 sets of sliding glass double doors) in the ticketing area. All persons shall exit the building by the nearest exit. Airport and airlines employees in this area will assist with the evacuation and ensure that people remain a minimum of 300 feet away from the terminal building. Persons shall exit to the left and walk southwest to the Airport Administration vehicle parking area, or exit the main terminal using the main crosswalk and enter to the west side of the parking garage.

Traffic officers will ensure that pedestrians remain clear of arriving fire/medical apparatus. Traffic officers will also assist in preventing any persons, other than police and fire personnel, from reentering the terminal building until the "all clear" is given by the fire department.

The Pensacola Police Department will assist in traffic and crowd control at the entrance to the terminal building.

Baggage Claim Area

There are 4 exits (3 sets of sliding glass doors and one set of emergency exit doors) in the baggage claim area. All persons shall exit the building by the nearest exit. Airport, airline and rental car employees in this area will assist with the evacuation and ensure that people remain a minimum of 300 feet away from the terminal building. Persons shall exit to the right and walk towards the cargo building.

Traffic officers will ensure that pedestrians remain clear of arriving fire/medical apparatus. Traffic officers will also assist in preventing any persons, other than police and fire personnel, from reentering the terminal building until the "all clear" is given by the fire department.

First Level Lobby

Those persons located in the first level lobby will evacuate through the main airport doors from the building. Airport, airline and rental car employees in this area will assist with the evacuation and ensure that people remain a minimum of 300 feet away from the terminal building. Persons shall exit to the right and walk towards the cargo building, or exit the main terminal using the main crosswalk and enter to the west side of the parking garage.

APPENDIX J**SECOND LEVEL EVACUATION**

Once an evacuation has been declared, no person (except fire/police personnel) shall reenter the terminal building until the "all clear" is given.

Tenant supervisors must account for all duty employees in the terminal building. Employees may take time to secure cash drawers. Employees shall immediately go to the nearest exit and leave the building.

Second Level Lobby

All persons occupying the second level lobby will exit through the skybridge or by means of the first level main doors. Employees, including OHM, Paradies and the USO will immediately walk to the nearest exit and leave the building. Airport, airline and tenant supervisors in this area will assist with the evacuation and ensure that people stay a minimum of 300 feet away from the terminal building. Individuals are to proceed to the second call station on the west end of the center walkway on the 1st level of the parking garage.

The exit at door #219 (located next to the Airport Badging Office) will be used to exit only when necessary. In this event, assistance of badged personnel will be required to gather individuals.

Screening Checkpoint

Once the determination has been made to evacuate the building and the announcement has been broadcast over the paging system, the STSO (Supervisor – Transportation Security Officer) or other TSA manager will cease all screening and will close the two gates – one at the entrance to the checkpoint and the other at the exit to the checkpoint (located next to the private screening office). TSA personnel shall assist any individuals at the screening checkpoint to an exit point. All TSA personnel at the checkpoint will evacuate the building and exit through the skybridge or front terminal doors and will report to the TSA-designated mustering area at the west end of the parking garage. (see **Attachment A**).

Exit Lane

The Airport will be responsible for securing the gate at the exit lane.

Airport Administration

All persons located in the airport administration offices will exit the building through one of the two fire exit stairwells at the south end of the terminal building. Persons are to then proceed to the Administration parking lot to the west

APPENDIX J**CONCOURSE**

Airport, airline and tenant supervisors in this area will assist with the evacuation and ensure that people stay a minimum of 300 feet away from the terminal building. When available, primary exit/egress from the Sterile Area (Concourse) will be the exit lane to the sky bridge or by means of the first level main doors.

If the main concourse exit lane is not usable, then the gate doors will be opened for exit. All ground security coordinators (GSC) will be responsible for manning their respective concourse exits and assisting, directing and escorting the public and employees to the designated mustering areas. Tenant supervisor must account for all duty employees in the terminal building. All persons evacuating into the Secured Area will have a mustering area designated as follows:

North side (Gates 2, 4, 6, 8, 10)

To the north at the east end of the blast fence. Caution, there are marked vehicle roadway lanes for responding emergency vehicle near this location.

South side (Gates 1, 3, 5, 7, 9, 11)

To the southwest onto the South RON (Remain Overnight) south apron.

**PERSONS SHALL NOT REENTER THE TERMINAL BUILDING
UNTIL "ALL CLEAR" IS GIVEN BY THE FIRE DEPARTMENT.**

APPENDIX J

ATTACHMENT A

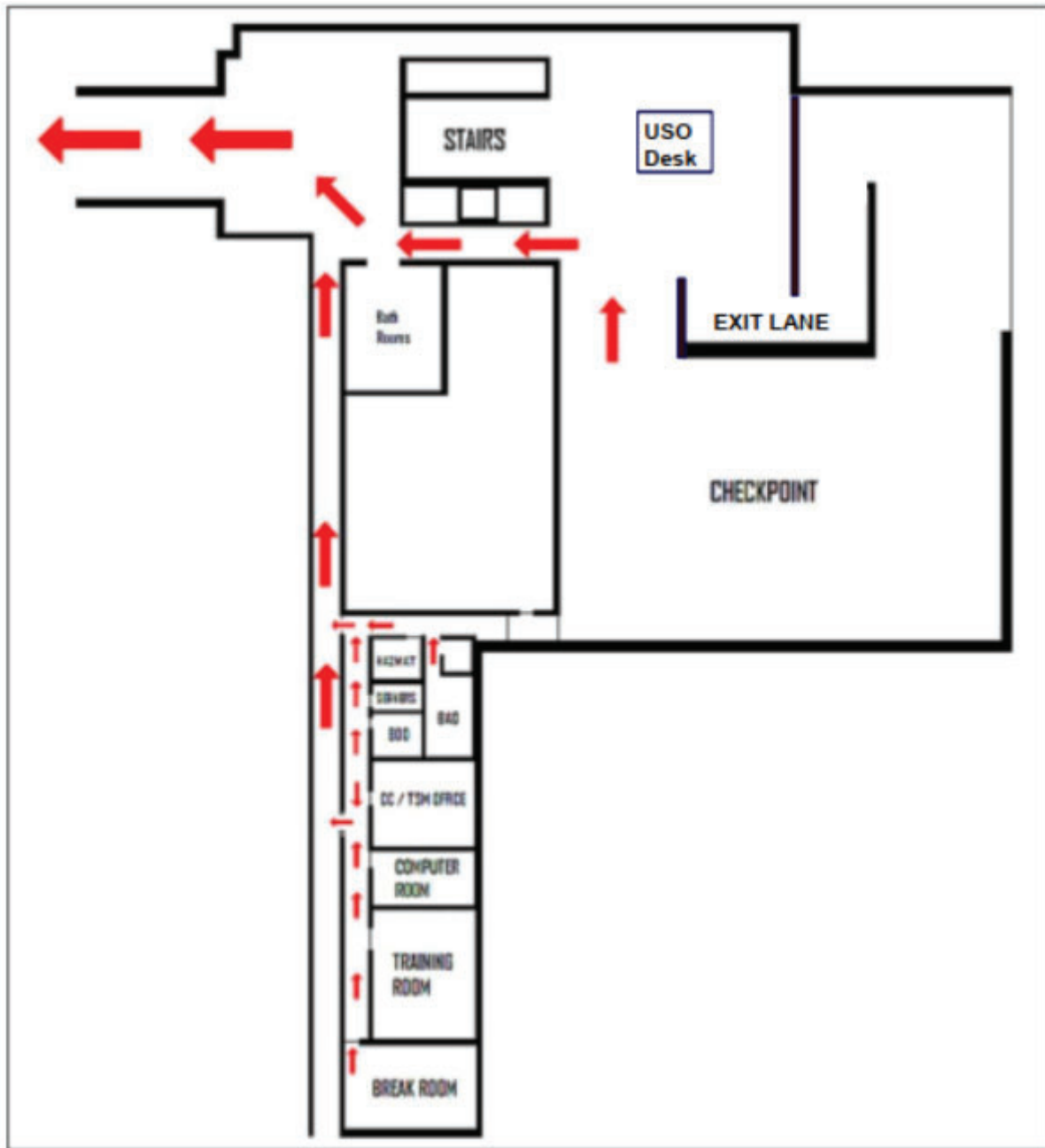


Diagram 1: Checkpoint and TSA Office Evacuation Routes

APPENDIX J

ATTACHMENT A

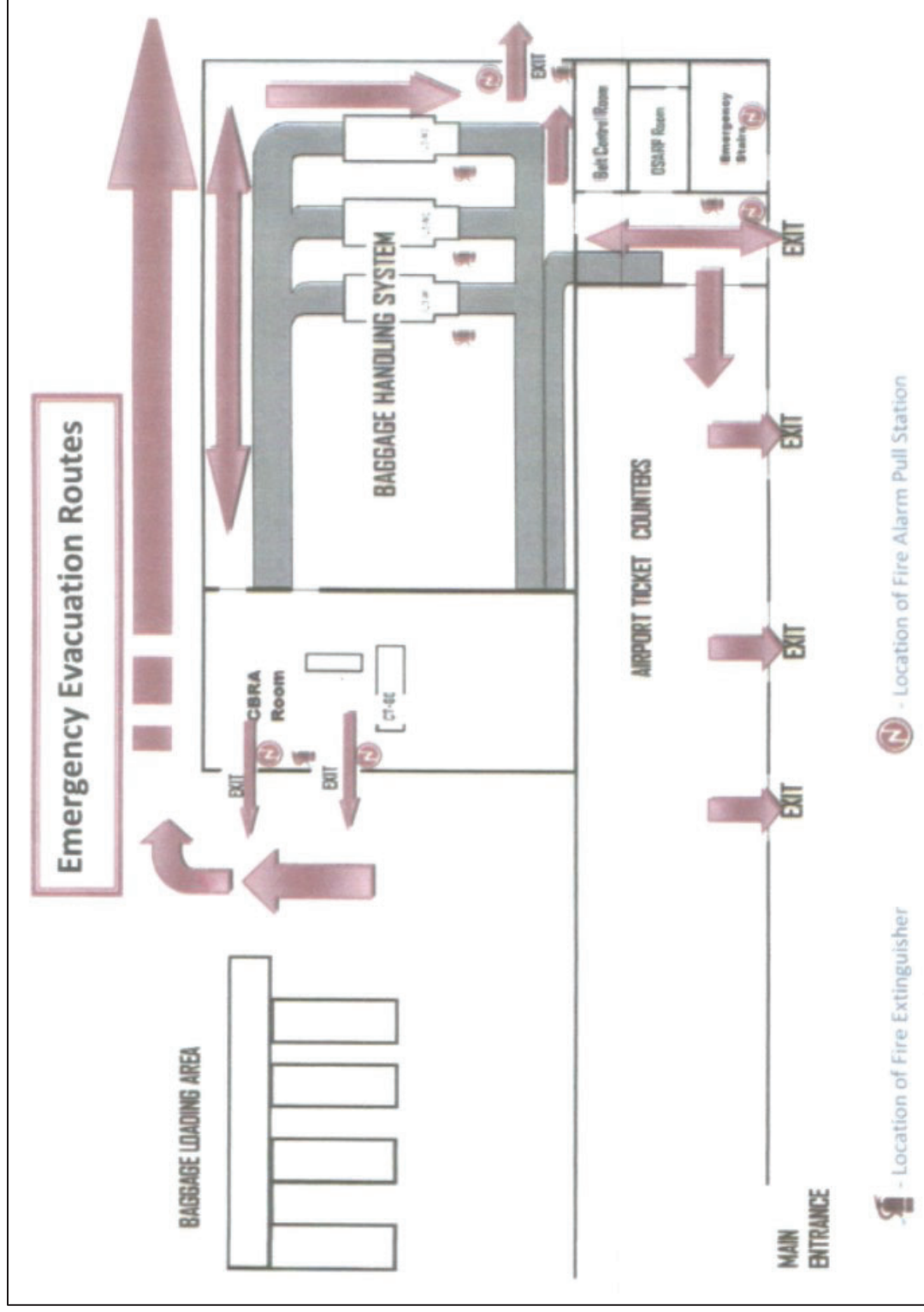


Diagram 2: Checked Baggage Screening Area Evacuation

APPENDIX J

ATTACHMENT A

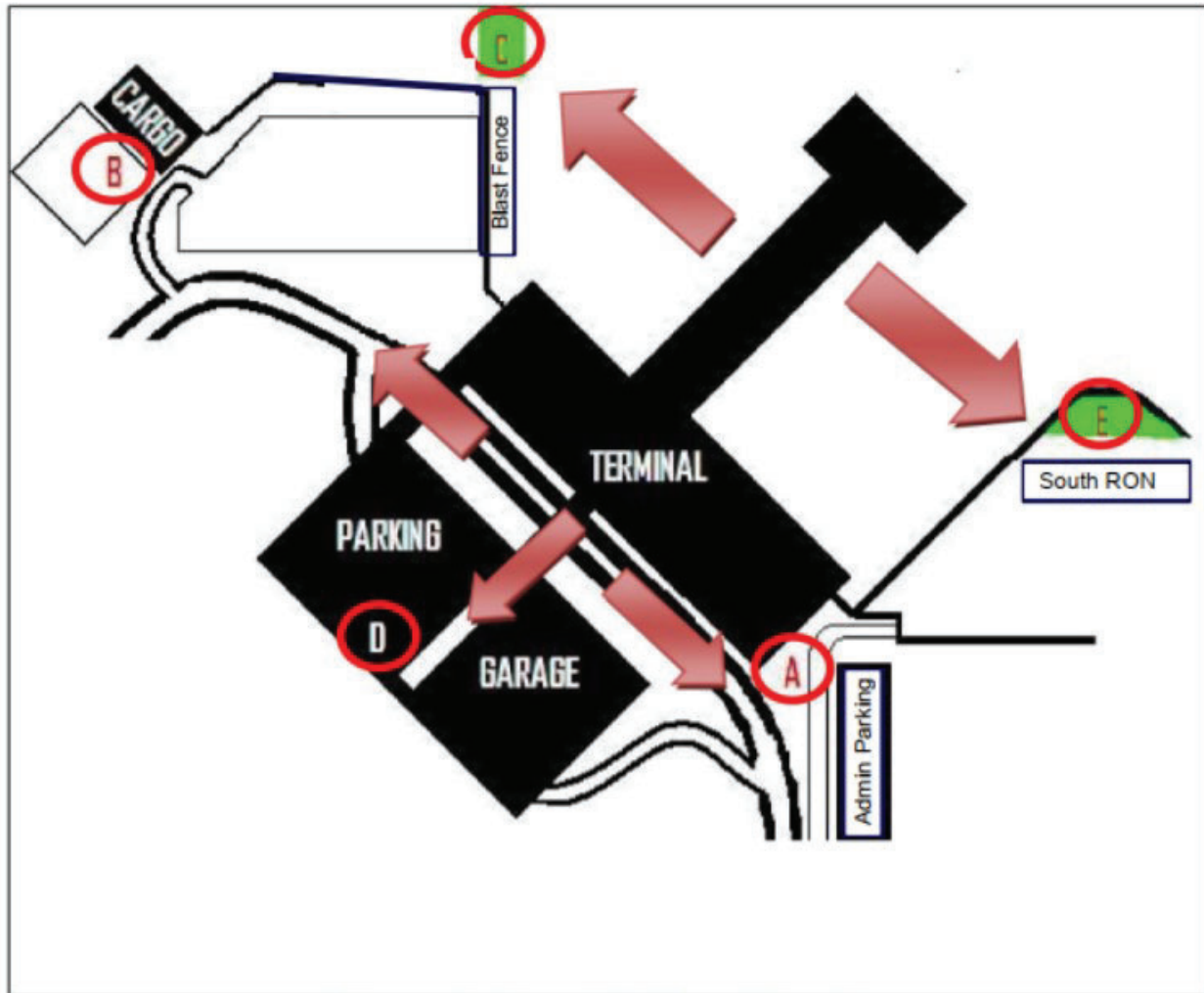


Diagram 3: Evacuation Muster Locations

APPENDIX K

MOBILE COMMAND AND DECONTAMINATION UNIT

1-TRAILER

TELESCOPING QUARTZ LIGHTS

2- Side-mounted on the trailer
60” inside pole
11.5” outside pole
1000 watts quartz lamps
Multi-directional control

AIR CONDITIONING UNITS

4- Mobile air conditioning units
Three fan speeds
Adjustable thermostat
240 volt
Four way air direction control
Exhaust control
4- Air conditioning stands which will provide the height needed to place unit in shelter windows
2- 100’ heavy duty 10/3 electrical supply lines with multiple-plug boxes for powering A/C units

L.P. SHELTER HEATERS

2- L.P. Shelter Heaters 55000 BTU each

HYGIENE SHOWER STALL

48”x 48”x72” tall
On/Off lever for showerhead
Garden hose connection
1-3 stall full restroom with shower trailer, hot/cold water, 20 AMP connection (EMA)

25 KW DIESEL POWERED GENERATOR

The generator will be a minimum of 25KW and will be diesel powered, with capacity of running for 72 hours on one tank of fuel

APPENDIX K

MOBILE COMMAND & SUPPORT UNIT

- 1- 48' Mobile Command Trailer
- 1- Satellite Communications Internet & VOIP
- 1- 20 KW onboard Generator
- 1- Radio Comm Room with UHF, VHF, 800 Trunked Radios
- 1- Additional tables and chairs available for outside OPS.
- 1- Telescoping Light Mast 4500 watts.
- 1- 30' telescoping mast with camera with recording capabilities.
- 7- 4'x8' plastic folding tables
- 25- Folding cloth chairs
- 20- Folding cloth cots
- 1- 500 gallon collapsible portable water tank
- 1- ¾ Hp 110 volt water pump with pressure tank

GENERATORS

- 1- Portable 5KW generator, gasoline powered
- 1- Portable 5KW generators, LP powered
- 1- Portable 20KW generator, LP powered
- 1- 30KW Generator support trailer with emergency lights (EMA)

RADIOS

- 2 AM transmitters (EMA)

TRAILERS

- 1 MCI equipment trailer (EMS)

VEHICLES

- 1 carryall (golf cart style) backboard patient transport vehicle (EMS)
- 1 Gator carryall 4x4 (EMA)
- 1 Dodge Dooley 4x4, UHF/VHF (EMA)

SIGNS

- 2 variable message signs (EMA)

MASS DECONTAMINATION UNIT - 1

Available through Escambia County Fire Rescue, through the Escambia County Department of Public Safety.

APPENDIX L**AIRPORT EQUIPMENT INVENTORY LIST****AIR COMPRESSORS**

Airport Maintenance : 1 stationary, 2 portable
Street Division: 2 (truck mount, towable)

AMBULANCES

Escambia County Emergency Medical Services: 46 Ambulances (increase to 56 in next 3 months)

BARRICADES

City Public Works Department (crowd control type)
Gulf Coast Traffic Engineers (barrel type)

BELT LOADERS

Southwest: 4
American/Envoy 6
Delta Global Services: 9
United: 2 (2 walk behind/1 driveable) 3
UPS: 4 (2 walkable - 2 drivable)
Frontier/GAT: 2 NO EQUIPMENT
Spirit/Prime Flight 4
Trego-Dugan: 2

BOATS

Escambia County Fire Rescue (Zodiac): 3
Escambia County Fire Rescue: 1 20' center console aluminum boat
Escambia County Fire Rescue: 2 16' center console aluminum boat
Escambia County Fire Rescue: 6 jet skies/waverunners
US Coast Guard (Shallow Water Response Boat/29' Rescue): 1
US Coast Guard (Response Boat Medium/45' Rescue): 2
US Coast Guard – Cutters – USCG *Reliance* (210'); USCG *Walnut* (225') 2 cutters
NAS FD: 1 26' Aluminum/Center Console (if needed contact EC)
Escambia Search and Rescue: 5
 18' See Ark Aluminum/Center Console
 14' John Boat Aluminum/Center Console
 23' Boston Whaler fiberglass "V" hull center console
 22' Nova Marine Rhib
 10m Welsh Alum Offshore w/ towfish
 2 Drones

Fish, Wildlife Conservation: 10
30' Fincast Offshore Patrol Vessel
29' Donzi 29' Safeboat

APPENDIX L

27' Impact
25' Contender Bay
18' Sea Ark
14' Sea Ark

26' Angler
25' Contender Bay
16' Go Devil

Pensacola Police Department: 1
Pensacola Fire Department: 2 - 24' Carolina Skiff
36' Metalcraft Fire Boat

Escambia County Sheriff's Office: 3
29' SafeBoat Aluminum "V" Hull w/ Firefighting Capabilities
30' Boston Whaler 14' Center Console Aluminum

BOOM/BUCKET TRUCKS

Airport Maintenance
65' Genie Lift 1
26' Genie Lift: 2
32' Genie Lift: 1
Street Division (Boom): 1
Street Division (Bucket): 2
UPS: 1 scissor jack, 2 fuel stands (lifts for fueling high wing acft)

BULL DOZERS

Street Division (City of Pensacola): 0

BUSES

Escambia County Transit System: Multiple

CARS / SUVs

Airport Administration (With Radios): 4 (3)
Police (With Radios): 12 (2)
Airport Operations: 2 (2)
Street Division: 1 SUV
2 Medium Duty Utility/Shuttle Trucks
1 Light Duty Utility Truck
1 Medium Duty Pick-Up

Fish, Wildlife Conservation:
9 Officers, 2 Lieutenants
Escambia Search and Rescue: 3 – two trucks and one large SUV 4X4 2 Chev 4x4 p/u, 1
F350, 1 Escursion, 1 SXS, 1 4 wheeler
Escambia County Fire Rescue: ½ ton and ¾ ton four-wheel drive trucks (16)
Escambia County Fire Rescue: ATV side-by-side four-wheel drive (1)

APPENDIX L**CARTS**

Southwest: 12
American/Envoy (uncovered): 8 (5), (covered): 22 (11)
Delta Air Lines (AC Cart): 1, (covered): 12
Delta Air Lines (Freight Cart): 4
United/Swissport: (uncovered), 0 (covered): 12
Silver Airways: 4
UPS: 1 (Covered Baggage Cart)
UPS: 17 ULD Dollies
Frontier/GAT (covered): 6 NO EQUIPMENT
Spirit/Prime Flight (covered): 9
Trego-Dugan (covered): 5

CHAIN SAWS

Airport Maintenance : 3
Pole Saw: 1
Street Division: 4

CHERRY PICKERS

Deep South Crane Rentals : Multiple 850-944-5810

CONCRETE SAWS

Street Division: 1
Escambia County Fire Rescue: 1

CRANES

Tex Edwards Company: Multiple 850-478-1000
Deep South Crane Rentals : Multiple 850-944-5810
Parks & Recreation (Truck Crane): 1

DUMP TRUCKS

Airport Maintenance (5 Yard): 1
Street Division
10 Yard: 2 2 Yard: 2
5 Yard: 2 Trash: 1
Energy Services of Pensacola (5 Yard): 1
City Public Works Department (10-12 Yard): 2

FORKLIFT

Delta/DGS: 1 forklift
UPS: 2 propane forklifts

APPENDIX L**GENERATORS**

Airport Maintenance: 2 (45 KVA) portable (tow behind) generators

HAZARDOUS MATERIALS CONTAINERS

Airport Maintenance:

Fuel Spill Cart (located in Tug Drive): 1

(30 bags dry absorbent, 6 cases boom socks, shovels, brooms, etc.)

Extra material located in generator room on concourse and under Gate 6.

Escambia County Fire Rescue: 1 Haz Mat Truck / with 75 trained technicians

Escambia County Fire Rescue: 1 Mass Decontamination Trailer

JACK HAMMERS

Deep South Crane Rentals: 2

850-944-5810

Escambia County Fire Rescue: 2 Jack Hammers

Escambia County Fire Rescue: 4 Ajax Metal Cutting Tools

Escambia County Fire Rescue: Technical Rescue Team – 50 staff

JACKING EQUIPMENT

Pensacola Aviation (Up to 12,000 lbs.): Multiple

Tex Edwards Company: Multiple

850-478-1000

Escambia County Fire Rescue: Paratech Struts / assorted sizes (16)

Escambia County Fire Rescue: Paratech Air Bags / assorted sizes (12)

Escambia County Fire Rescue: Rescue Tripod (1)

Escambia County Fire Rescue: Hydraulic and Battery Powered TNT Rescue Tool Sets (20)

K-LOADERS

UPS: 3

LAVATORY TRUCKS

American/Envoy: 2

Unifi: 1 truck, 1 cart (RJ Only)

United/Swissport: 1 lav cart, 1 de-ice truck

Silver Airways: 1 small lav buggy (small ACFT only)

Spirit/Prime Flight: 1 lav cart

Trego-Dugan: 1 lav cart

LIGHT CART

Airport Maintenance: 2

Energy Services of Pensacola: 1

300 watt light stand (1)

400 watt halogen light stand (1)

Escambia Search and Rescue: 1

UPS: 4 Portable Light Units

APPENDIX L

LIGHTED X's (RUNWAY CLOSURES)

Airport Maintenance: 4 LED @ 50 gallons each; 2 Incandescent @ 30 gallons each

LIGHTED MESSAGE BOARD

Airport: 2

Gulf Coast Traffic Engineers

MEGAPHONES

Airport Operations: 0

PENSACOLA FIRE DEPARTMENT

ARFF Trucks (With Radios): 3

ARFF BC (With Radio): 1

Engines (With Radios): 2

Engine: 4

Ladder Trucks: 2

Heavy Rescue: 1

Staff Vehicles: 8

PORTABLE LIGHT GENERATORS

Airport Maintenance: 3 small portable generators

Energy Services of Pensacola: 4

PORTABLE STAIRS

Southwest: 0

American/Envoy: 2 (1 for Embraer)

Delta Air Lines: 1

United: 0

UPS: 3 (B757/A300/B767)

Spirit/Prime Flight: 1 (2)

Trego-Dugan: 0

PORTABLE WELDERS

Airport Maintenance (225 amp): 1

Gas Powered Welder 10000 watt: 1

Wire Welder: 1

Energy Services of Pensacola: 1

Deep South Crane Rentals: 2

Port Division: 1

Escambia County Fire Rescue : Oxy/Acetylene Torch (2)

POWER UNITS

American/Envoy : 2 (1) GPU / 2 Air Start / 1 PCA

Delta Airlines : 1 GPU / 1 Air Start

Delta Airlines : 1 GPU

APPENDIX L

United/Swissport: 1 GPU / 1 Air Start / 1 PCA
Silver Airways: 1 GPU (28V only)
UPS: 2 GPU / 1 Air Start
Spirit/Prime Flight: 1 GPU / 1 Air Start/ 1 PCA
Trego-Dugan : 0

PUMPS

Airport Maintenance (2" Trash Pump): 1
Street Division: 6
US Coast Guard (Salvage Pumps): 5 (w/ 1 on ea. Boat)

PUSH BACK TUGS

Southwest: 1
American/Envoy: 4 (3)
Delta Air Lines: 2
United/Swissport: 2
Frontier: 0, NO EQUIPMENT
Spirit/Prime Flight: 1 (2)
Trego-Dugan : 1

RADIOS

Airport (FAA Frequencies): 10
Airport (Airport Admin) Frequency: 13
Escambia Search and Rescue (EMS, Police, Fire)
Civil Defense, Coast Guard Frequencies): Multiple

SWEEPERS

Airport Maintenance
Tennant 8410D Scrubber/Sweeper: 1
Sweeper attachment for Caterpillar: 1

TOW BARS

American/Envoy: 8 = 2: 175 / 2: CRJ7/900 / 2: A319/320 / 2: 737
Southwest 2 (737)
Delta: 7 = 2 (MD-88), 1 (A319/A320), 1 (B-727/737), 1 (B-757), 1 (CRJ 70-seater)
United: 3 (ERJ), 4 (CRJ), 2 (EMB 175) 1 (A319)
Silver Airways: 2 (1 for Saab, 1 for ATR)
UPS: 2 (A300)
Frontier: 1 (A319/320/A321)
Spirit/Prime Flight: 1 (2) (A319/320/A321)
Trego-Dugan: 2 (A220, E190/195); and 2 (CRJ200/ERJ 135/145)

TUGS

TRACTORS

TRAILERS

TRUCKS

L-7

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APPENDIX L

Street Division (Misc. Special): 4
US Coast Guard: 2 Chevy Silverado's; 1 van
FAA SSC Tech Ops (VHF Equipped): 6
UPS: 1 pick-up truck
Escambia Search and Rescue:
 4x4 with winches (EMS and ESAR Radio): 3
 Mobile Command Post (30' RV w/ Generator): 1
MCI Quick Response Vehicle (EMS): 1
Escambia County Mobile Command Post
Pensacola Aviation (Van): 2
Pensacola Police (Command Post Vehicle w/ Radio): 1
Pensacola Police (Crime Scene Van): 1
Esc Co. Sheriff's Office (Command Post Vehicle w/ Radio): 1
Esc Co. Sheriff's Office (Crime Scene Van): 1
City Public Works Department: Multiple

APPENDIX M

Tenant Phone List

AEROTERM

610 S.W. 34th Street Suite 102
Fort Lauderdale, FL 33315
Office: 443-321-2644
Reg Sr. Prop Mgr: Tom Mathews
Cell: 407-415-5865
tmathews@realterm.com
Property Coord: Dinorah Yenkenes
dyenkenes@realterm.com
Gulf Coast Building Contractors:
Michael Ritz
Office: 850-438-5416
Cell: 850-637-6260
Michael.Ritz@gcbc.biz

AIR METHODS

LifeFlight 1 Pensacola
AirLife 12 Pensacola
Okaloosa MedFlight Niceville
AirHeart Marianna
Area Mgr FL/AL Line:
Jackie Evans
jacqueline.evans@airmethods.com
Cell: 251-236-0649
Local Contact: Donald Klein (Craig)
Office: 850-469-2396
Cell: 850-377-5677
Donald.klein@airmethods.com

ALAMO [Car Rental]

See NATIONAL CAR RENTAL / ALAMO / ENTERPRISE

AMERICAN AIRLINES / ENVOY

American Airlines

Ops: 850-438-4722*
Ticket Counter: 850-438-4850*
Ticket Counter Fax: 850-439-0852*
Baggage Claim: 850-434-1771
General Mgr.: Laura D. Coleman
Office: 850-434-3035*
Cell: 850-207-3523*
Laura.Coleman@aa.com
Admin: Jean Chappellear
Jean.Chappellear@aa.com
Office: 850-470-0235*
Cell: 602-524-0633*

Envoy

General Mgr.: Watsen Jean Gilles
Office: 850-470-0463*
Cell: 786-213-6501*
Watsen.gilles@aa.com
Station Admin Super: Priscilla Baker
Office: 850-898-8615
priscilla.baker@aa.com
Cust Svc Coord: Laquita Hurd
Office: 850-436-4850
Laquita.hurd@aa.com
Maint.: See PSA / AMERICAN AIRLINES MAINT.
Skycap: See UNIFI

AMERICAN RENT-A-CAR (EXECUTIVE CAR RENTAL)

Shop: 33 Service Center Rd – 32504
Counter: 850-505-3131
Customer Care: 813-344-4359
Local Manager: John Norlock
Cell: 313-580-5920
John.norlock@americanrentacar.com
Branch Manager: Doug Wilson
Douglas.wilson@americanrentacar.com
Manager: Mark Waad
mark@americanrentacar.com
Manager: Zakiya Ahmed
zakiya.ahmed@americanrentacar.com
COO: Zubair
Cell: 248-854-8527

AVIONICS SOLUTIONS LLC

Program Mgr: Ismael "Ish" Segura
Cell: 850-637-4134
24 hr. Contact Number: 850-291-0177
isegura@airline-mx.com

AVIS / BUDGET

Shop: 22 Service Center Road -32504
Avis
Counter: 850-433-5614, 850-433-5615
Toll Free: 800-331-1212
Ops Mgr: Miles Burden
850-208-1845
Miles.burden@avisbudget.com
NW FL District Mgr. Anthony Collison
850-380-5982
anthony.collison@avisbudget.com
Budget
Counter: 850-432-5499
Toll Free: 800-527-0700
Toll Free: 800-729-5377
Avis/Budget Fax: 850-435-9046*

BLUE AIR TRAINING LLC

Facility Manager: Richard Douglas
Main Line: 888-258-3447 x. 103
Cell: 850-865-5446
Richard.douglas@blueairtraining.com

BREEZE AIRWAYS & CONTOUR AIRLINES / TREGO-DUGAN AVIATION

Station Mgr: Layla Khaled
Layla.khaled@trego-dugan.com
Trego-Dugan Aviation
Region Mgr: Jolisa Darcy
Cell: 509-714-9344
Jolisa.darcy@trego-dugan.com

CUSTOMS & BORDER PROTECTION

4121 Maygarden Rd – 32504
Port of Pensacola, FL
Office of Field Operations:
William M Brown, Port Director
Office: 850-433-3205 Ext.1001
Cell: 850-258-5637*
william.m.brown@cbp.dhs.gov

DAIFUKU (formerly ELITE LINE SVCS)

Site Mgr Daifuku ELS: Robert Wilson
Cell: 850-426-8864
RWilson@daifukuna.com
Duty Phone: 850-503-0337

DELTA

Ops: 850-439-6124*
Ticket Counter: 850-439-6136*
Office: 850-439-6133*
Cell: 850-293-8082*
Station Manager: Darrien Holland
Cell: 314-409-2978*
darrien.holland@delta.com
Operations Manager: Pape Diallo
Cell: 614-735-0801*
Pape.diallo@delta.com
Baggage Service Office: 850-439-6148*
Baggage Service Inquiries: 404-209-3043 or 800-325-8224
Cargo: 850-439-6139*
Delta Baggage Control (Lost/Found): 800-325-8224
Skycap and Ramp: See UNIFI

DOLLAR RENT-A-CAR

See HERTZ / DOLLAR/ THRIFTY

ENTERPRISE [Car Rental]

Desk: 850-432-0110
Toll Free: 800-261-7331
Branch Mgr: Annabell Parke
251-458-7049
QTA Super: Austin Feltman
478-293-8781
Austin.feltman@em.com
Reg. Vice President: Steve Koetteritz
Stephen.E.Koetteritz@ehi.com
See also NATIONAL CAR RENTAL / ALAMO

ENVOY

See AMERICAN AIRLINES / ENVOY

EXECUTIVE CAR RENTAL

See AMERICAN RENT A CAR

FAA - SYSTEM SUPPORT CENTER

4240 Airfield Road - 32504
Office: 850-266-6800*
Fax: 850-266-6851*
Manager: Stephen Reisch
Office: 850-266-6801*
Cell: 843-754-2018*
Stephen.G.Reisch@faa.gov

FAA – TOWER CAB

4230 Airfield Rd. - 32504
Tower: 850-266-6930*
Air Traffic Mgr: Jeremy Ehlers
Office: 850-266-6933*
Cell: 850-532-2480
Jeremy.ehlers@faa.gov
Supervisor: Shawn Lesser

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Southern Region Airports Division

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28 May 2025

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APPENDIX M

Tenant Phone List

Office: 850-266-6948
Cell: 850-818-8780
Shawn.Leeser@faa.gov
Supervisor: Stewart Bohannon
Office: 850-266-6932
stewart.l.bohannon@faa.gov
Tower Cab Fax: 850-266-6870*
Office Fax: 850-266-6936*
ASOS/ATIS: 850-436-4799* (weather station observation for pilots)

FAA – TRACON/Administration

4240 Airfield Road. - 32504
Air Traffic Mgr.: Alisa Barnes.
Office: 850-266-6901
FAA Cell: 850-390-1936*
Cell: 850-384-8333*
Alisa.R.Barnes@faa.gov
Secretary: 850-266-6902
Office: 850-266-6900*
Main Fax: 850-266-6912*
Operations Mgr. VACANT
Office: 850-266-6903*
Ops Mgr. Watch Desk: 850-266-6920*
Radar Room Fax: 850-266-6924*
Supervisor Watch desk (24hr.): 850-266-6921*

FLIGHTLINE GOLF

3000 Spanish Trail - 32503
Phone/Fax: 850-469-1358
Owner: Randall Wells

FLORIDA CLEANING SYSTEMS INC.

Site Manager: Jason Arboledo
Cell: 850-815-9887
jarboledo@fcsfacilityservices.com
Airport Ops Manager: Jackie Tanon
Cell: 407-398-5610
jtanon@fcsfacilityservices.com
VP of Operations: Danny Mendez
314-710-0548
DMendez@FCSFacilityServices.com
Corp Address: 131 S Country Club Rd.
Lake Mary, Florida 32746

FRONTIER AIRLINES / PRIMEFLIGHT / GAT

Frontier Airlines
Chat: 801-401-9000
PNS ATO: 850-786-2473*
PNS BSO: 850-466-0973*
PNS Gate: 850-418-6445*
Ticket Counter 1: 850-786-2437*
Ticket Counter 2: 850-308-5839*
Overseer: Terry (Terence) Swanson
terence.swanson@flyfrontier.com
Chat: 801-401-9000
ACS Regional Mgr N FL Britt Hinkle
Cell: 941-929-5288*
britt.hinkle@flyfrontier.com
Sr Mgr Arpt Strat/Affairs David Kuhns
Cell: 561-774-3662*
david.kuhns@flyfrontier.com

Primeflight

Gen Mgr Primeflight: Alex Chesnut
Cell: 346-786-8366
Office: 850-760-0310
Other: 402-350-9166
Alex.chesnut@spirit.com
Wchesnut@primeflight.com
Acting Reg VP Primeflight: Erica Brown
Cell: 443-202-7771
ebrown@primeflight.com
Cust. Svc Super (above the wing): Becky Cohut
Cell: 850-291-9738*
Teah.brown@primeflight.com
Super (below the wing): Deandre Simmons
dsimmons@primeflight.com
GAT
GM: Dustin Reddin
Cell: 850-225-5335
Dustin.reddin@wearegat.net

GAT

See FRONTIER AIRLINES / PRIMEFLIGHT / GAT

HERTZ / DOLLAR / THRIFTY

Shop: 44 Service Center Rd. – 32504
Shop: 850-857-0508*
Hertz
Main: 850-432-2345
Toll Free: 800-654-3131
Fax: 850-432-4176*
Gen Mgr: Joshua Potters
504-416-4515
jpotters@hertz.com
Sr. Ops. Mgr. Eric Cousin
Phone: 504-912-3493
eric.cousin@hertz.com
Dollar
Counter: 850-434-5432
Toll Free: 800-800-4000
Toll Free: 800-800-3665
Thrifty

HYATT PLACE PENSACOLA AIRPORT

2468 Skye Way - 32504
Main: 850-483-5599
FAX: 850-483-5598
General Mgr. Alicia Augustine
aaugustine@innisfreehotels.com
Asst Gen. Mgr. Liz Rhodes
LRhodes@innisfreehotels.com

INNISFREE JET CENTER (FBO)

4343 Maygarden Rd. – 32504
Front Desk: 850-436-4500
Fax: 850-436-6500
csr@innisfreejetcenter.com
President: Bill Hudgens
billhudgens@pensacolaaviation.com
Line Mgr: Gerald Erickson, Jr.
Cell: 850-910-5456
manager@innisfreejetcenter.com

Customer Svc Mgr. Katie Hill
Office: 850-434-0636
paccustserv@pensacolaaviation.com
Unicom: 122.85

JANI-KING OF PENSACOLA

Regional Manager: Matt Pinardo
Office: 850-479-8815
Cell: 850-776-0601
mpinardo@janikinggcr.com

LAZ PARKING

2500 Airport Blvd. - 32504
Toll Plaza: 850-435-8767
Manager Duty Cell: 850-964-0107
Supervisor Duty Cell: 850-964-0199
Gen Mgr PNS: Tyler Madden
Cell: 561-613-2571
tmadden@lazparking.com

NATIONAL CAR RENTAL / ALAMO

Shop: 66 Service Center Rd - 32504
850-478-6741*
National / Alamo / Enterprise
Area Manager: Mark Hermecz
Office: 850-478-6741*
Cell: 205-542-1228*
Fax: 855-828-0250*
Mark.d.hermecz@em.com
Facility Manager: Desiree Polanco
Office: 850-969-4116
Cell: 231-492-6671
Desiree.L.Polanco@em.com
National
Desk: 850-432-8338
Toll Free: 877-222-9058
Office: 850-478-6741*
Alamo
Desk: 850-434-5676
Toll Free: 877-222-9075

OHM CONCESSIONS

2430 Airport Blvd. – 32504
Office: 850-434-6032
Airport OHM Mgr: Amanda Carrubba
Cell: 941-268-5289
amanda.carrubba@ohmgroup.com
Beach House
Store: 850-470-0189
Gen Mgr: Brandi Hebold
Cell: 850-324-9336
brandi.hebold@ohmgroup.com
Chick-fil-A
Store: 850-434-6033
Gen Mgr: Roy Walters
Cell: 984-275-7174
roy.walters@ohmgroup.com
Einstein Bagel
Store: 850-470-0189
Gen Mgr: Matthew Larsen
Cell: 850-960-9558
matthew.larsen@ohmgroup.com

APPENDIX M

Tenant Phone List

PARADIES GIFT SHOP

Shop: 850-429-1923 (CNBC)

Manager: Eileen Young

Office: 850-433-9316*

Cell: 813-892-7689*

eileen.young@paradies-na.com

PENSACOLA AIR FLIGHT SCHOOL AND AIRCRAFT RENTALS

4343 Maygarden Rd – 32504

Office: 850-316-8825

kpnsair@gmail.com

info@kpnsair.com

PENSACOLA AVIATION CENTER [FBO]

4145 Maygarden Rd. - 32504

Front Desk: 850-434-0636

Fax: 850-472-0391 (NOTAMS)

csr@pensacolaaviation.com

President: Bill Hudgens

billhudgens@pensacolaaviation.com

Manager: Charlie Hudgens

Cell: 334-300-5391

charlie@pensacolaaviation.com

Line Mgr. Chris Adamson

Cell: 850-341-7741*

Unicom: 122.95

pacline@pensacolaaviation.com

PNS NAVY FLYING CLUB

4545 Maygarden Rd. - 32504

Mailing Address: P.O. Box 10835-32524

Office: 850-434-1675

Fax: 850-434-7673 (NOTAMS)

Pres: Paul Epstein

Cell: 850-324-9222*

paul@werunwild.com

Vice Pres: David Flowers

Cell: 330-283-3005*

dflowers@davair.com

Treasurer: Bob Munoz

Cell: 850-382-0422*

Rjm123060@gmail.com

Maint Officer: Ed Burie

Cell: 850-525-7472*

Lv2fly22@gmail.com

Safety Officer: Jason Mears

Cell: 850-499-3440

Jason.mears@psglass.com

PRIMEFLIGHT

See FRONTIER AIRLINES / PRIMEFLIGHT / GAT

PSA / AMERICAN AIRLINES MAINT.

2450 Airport Blvd. Ste 300 - 32504

Base Maint Mgr: Leslie Rodgers

Office: 850-435-7864

Cell: 912-445-1033

Leslie.rodgers@psaaairlines.com

Stock: 850-435-3246

Admin/Base Coord: Christina Beagle

Office: 850-435-3244

Cell: 704-322-1051

Christina.biegel@aa.com

SILVER AIRWAYS

Ticket Counter: 850-298-8078*

Gate: 850-298-8129*

Ops: 850-391-0230*

Regional Mgr: Jess Cevallos

407-535-9014

Jessica.cevallos@silverairways.com

Operation Mgr: Javier Rowlands-Rojas

Cell: 850-516-7900

Javier.rojas@silverairways.com

Station/Skycap Sup.: Sherrie Webb

Cell: 850-377-3098

Sherrie.webb@silverairways.com

SKYWARRIOR AIRCRAFT

MAINTENANCE

4137 Maygarden Rd – 32504

Phone: 850-433-6116

Fax: 850-433-6524

President: George Sigler

Cell: 772-584-1527

gsigler@bellsouth.net

VP/General Mgr. Greg Sigler

Cell: 646-584-5837

greg@skywarriorinc.com

SKYWARRIOR FLIGHT TRAINING

4141 Maygarden Road – 32504

Office: 850-433-6115

Chief Pilot: Douglas Dobson

Assistant Chief Pilot: Gene Barton

SOUTHWEST

Ops: 850-483-5630*

Fax: 850-483-5671* or 850-483-5672*

Supervisor on duty: 850-483-5640* or 850-483-5625*

Baggage Claim: 850-483-5620 or 850-483-5600

Toll Free: 888-202-1024

Station Mgr. Adam McKee

Cell: 740-253-1243*

Adam.Mckee@wnco.com

Alex Di Battista: 850-999-3118*

alexandra.dibattista@wnco.com

Katie Moran: 850-483-5640*

Katie.Moran@wnco.com

Ben Lewis: 251-949-2686*

benjamin.lewis@wnco.com

Skycap and Ramp: See UNIFI

SPIRIT AIRLINES

Ops: 850-760-0307

Ticket Counter: 850-760-0308

Cust Svc: 855-728-3555

Sups Office: 850-760-0309

GM Office: 850-760-0310

Gate 8 Main Podium: 850-760-0311

Break Room Counter: (Local access only)
850-760-0313

Break Room Ramp: (Local access only)

850-760-0315

See PrimeFlight

Skycap: See FRONTIER / PRIMEFLIGHT

ST ENGINEERING AEROSPACE, INC.

1 Merlion Way

Pensacola, FL 32504, USA

Ops Mgr: William Stubbs

Cell: 251-545-5731

William.Stubbs@stengg.us

Sr Mgr, Facil & Security: Ricky Brown

Office: 251-438-8815

Cell: 251-214-7228

Fax: 251-438-8823

Ricky.Brown@stengg.us

THRIFTY [Rental Car]

See HERTZ / DOLLAR/ THRIFTY

TREGO-DUGAN AVIATION

See BREEZE AIRWAYS/CONTOUR

AIRLINES / TREGO-DUGAN AVIATION

TSA

Terminal office: 850-436-7105*

Fax: 850-432-2230

Security Mgr: Lynisha Smith

Office: 850-436-7201*

Cell: 850-449-0942*

Lynisha.Smith@tsa.dhs.gov

AM Shift Mgr: Samuel Young

Office: 850-436-7214*

Cell: 850-285-9644

Samuel.young1@tsa.dhs.gov

PM Shift Mgr: Purman Jackson

Office: 850-436-7210*

Cell: 850-450-0256

purman.jackson@tsa.dhs.gov

PNS/ECP/VPS Mgr: James Johnson

Cell: 850-838-6307

James.Johnson2@tsa.dhs.gov

TSA contact center: 866-289-9673

Jax: 904-380-9868

www.tsa.gov

Jacksonville Coordination Center

904-380-9868 (Incident Reporting)

jaxcoordinationcenter@tsa.dhs.gov

TSA-SCREENING CHECKPOINT

Checkpoint: 850-436-7206*

2637 Administration intercom

UNIFI

Gen Mgr. Jessica Armuelles

Office: 850-439-6142*

Cell: 334-453-0613*

Jessica.armuelles@UnifiService.com

Employment: www.dalgs.com

Skycaps: American, Delta, Delta Cargo,
Southwest, United Airlines

Ramp Svc: Delta, Southwest

Federal Aviation Administration
Southern Region Airports Division

APPROVED

28 May 2025

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Inspector

APPENDIX M

Tenant Phone List

UNITED / SWISSPORT

Ops: 850-434-5290*

Fax Ops: 850-438-4744*

Ticket Counter: 850-438-4788*

General Mgr. Michelle Warren

Cell: 850-206-9271*

michelle.warren@swissport.com

Mgr-Corp Real Est Arpt Affairs: Alicia

Mosby-Bobo

Addr: 233 S. Wacker Dr. 11th Fl WHQOU,
Chicago, IL 60606

Cell: 708-510-1132

alicia.mosbybobo@united.com

Skycap: See UNIFI

UPS

Customer Ctr: 800-742-5877

International Ship: 800-782-7892

Mike Yabut

myabut@ups.com

AM Supervisor: Tyler Hiatt

Cell: 850-221-8400

tylerhiatt@ups.com

PM Supervisor: Jennifer White

Office: 850-432-5950

JenniferWhite@ups.com

U.S. CUSTOMS AND BORDER PROTECTION

See CUSTOMS & BORDER PROTECTION

USO

2430 Airport Blvd. Suite 216 - 32504

Office: 850-607-8369

Fax: 850-542-4250

www.northwestflorida.uso.org

www.volunteers.uso.org

Center Supervisor: Nicole Boonmast

Cell: 850-377-0781

nboonmast@uso.org

Additional Contacts: Lori Mann

lmann@uso.org

Aaron Bowman

abowman@uso.org

US MAIL

Distribution Center: 850-434-9124

Nobles Station: 850-477-6871

WEATHER SERVICE

National Weather Service

Mobile, AL 251-633-6443

NOTAMS: 877-487-6867

ALL MEDIA CALLS TO:

Assist. Dir Strat./Develop.: Todd Payne
850-436-5015

City of Pensacola Public Info Officer:

Jason Wheeler

850-435-1623

APPENDIX N

PHONE and RADIO LIST

Name	Mobile #
Airport Director	850-377-1301
Airport Deputy Director	850-375-2468
Assist. Airport Director – Planning & Engineering	850-631-1697
Assist. Airport Director - Operations	850-530-0154
Assist. Airport Director-Finance	850-496-9498
Airport Administration & Contracts Manager	850-529-3087
Pensacola Police Dept Sgt	448-228-7865
Pensacola Police Dept Sgt	850-529-3727
Operations Manager	850-530-3022
AOC / Dispatch	850-436-5111
Maintenance Manager	850-324-8028
Maintenance Supervisor	850-857-2068

800 MHz. Radios

Name	Call Sign
Airport Director	Airport 1
Airport Deputy Director	Airport 2
Airport Assistant Director - Planning and Engineering	Airport 3
Airport Assistant Director - Operations	Airport 4
Airport Administration & Contracts Manager	Airport 5
Airport Operations Manager	Ops 1
Airport Operations Officer	Ops 2
Airport Operations Officer	Ops 3
Airport Operations Officer	Ops 4
Airport Operations Officer	Ops 5
AOC	Dispatch

Pensacola Police Dept Sgt	058
Pensacola Police Dept Sgt	063

APPENDIX N

Traffic Officer	851
Traffic Manager	850

Name	Call Sign
Airport Maintenance Manager	Mx 1
Airport Maintenance Supervisor	Mx 2
Airport HVAC Tech	Mx 11
Airport Electrician	Mx 12
Airport HVAC Tech	Mx 13
Airport Electrician	Mx 14
Airport Electrician	Mx 15
Maintenance Shop	Shop
Airport Maintenance Tech	Mx20
Airport Maintenance Tech	Mx 21
Airport Maintenance Tech	Mx 22
Airport Maintenance Tech	Mx 23
Airport Maintenance Tech	Mx 24
Airport Maintenance Tech	Mx 25
Airport Maintenance Tech	Mx 26
Airport Maintenance Tech	Mx 27
Airport Maintenance Tech	Mx 28
Airport Maintenance Tech	Mx 30
Maintenance Worker	Mx 29

Name	Call Sign
ARFF	Rescue 110, 111 or 112
ATCT	Tower
Tracon	Tracon
LAZ Parking	LAZ Parking
Daifuku	Daifuku
TSA Coordination Center	TSA

APPENDIX O

ARFF INCIDENT DEBRIEF FORM

DATE: TIME: PFD INCIDENT NUMBER:

ALERT CLASS AT DISPATCH: UPGRADED TO:

A/C MANUFACTURER: MODEL:

A/C ID/TAIL NUMBER: OWNER:
ADDRESS: PH:PILOT: PH:
ADDRESS:WEATHER CONDITIONS:
SOULS O/B:

WAS THE FOLLOWING INFORMATION PROVIDED WITH THE INITIAL DISPATCH?

	YES	NO
LANDING R/W OR INCIDENT LOCATION		
NATURE OF INCIDENT		
POSITION OR ETA		
NUMBER OF PERSONS (SOULS) ON BOARD		
FUEL (IN GALLONS)		
ADDITIONAL INFORMATION (IF NECESSARY)		

INCIDENT SUMMARY:



IN-WATER AIRCRAFT ACCIDENT RESPONSE PLAN

APPENDIX P of the Airport Emergency Plan

Federal Aviation Administration
Southern Region Airports Division

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24 Apr 2025

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INTRODUCTION

Pensacola International Airport (PNS) is a Small Hub U.S. Commercial Use Airport located within the city limits of the City of Pensacola, Escambia County, State of Florida and operated by the City Of Pensacola. PNS is bordered on the east by the Escambia Bay and Escambia River, and on the south by Pensacola Bay. Escambia Bay is approximately 0.7 miles from the approach end of RWY 26, and Pensacola Bay is approximately 2.7 miles from the approach end of RWY 35.

CONDITION

An aircraft has crashed in the waters surrounding Escambia and Santa Rosa Counties with the intent to promptly deploy, via mutual aid assistance, water rescue equipment and crews in support of the crash, and initial responders will follow the Water Rescue Plan as listed in the Airport Emergency Plan.

ALERT / NOTIFICATION

Initial Alert:

Regardless of the location of the incident, the initial alert procedure for an in-water accident shall be identical to that for any on-land accident. The Pensacola Air Traffic Control Tower will most likely be the first agency to become aware of the situation and shall notify the Pensacola Fire Dispatcher and the Airport Operations Center (AOC) through the use of the emergency ring down telephone. The Pensacola Fire Dispatcher shall in turn make contact with both the Pensacola Police Dispatcher and Escambia County Communications/Emergency Management.

Emergency Responder Notification:

It shall be the responsibility of Escambia County Communications/Emergency Management and the Pensacola Police Department to begin the notification of the emergency responders. Notifications shall be made in accordance with the call-out matrix.

COMMAND / CONTROL

Due to the unique nature of an aircraft accident in the waters surrounding Escambia and Santa Rosa Counties, a Unified Command structure will be used to coordinate the response as the accident will most likely involve multiple jurisdictions with multiple agencies.

1. The United States Coast Guard (USCG), in conjunction with the Florida Fish and Wildlife Commission (FWC), will be in command and control of all items related to the on-water response.

In the absence of the Coast Guard, the command and control of the on-water response will be the responsibility of the following, in descending order:

- a. Jurisdictional Fire Department
 - b. Jurisdictional Law Enforcement
2. The jurisdictional fire department will be in command and control of all items related to the on-land response in the City of Pensacola, Escambia County and Santa Rosa County jurisdictions.

Individual operational aspects of the response such as police and medical will be the responsibility of those agencies within each jurisdiction tasked with said functions. Individual operational commands will be coordinated through the Incident Command Post.

COMMUNICATIONS

Inter-Agency Communications:

Due to the large number of agencies responding to the accident, it will be of utmost importance to coordinate communications. While each agency must be able to communicate with its representatives, each agency must also be able to communicate with the other agencies. For this reason, it is essential that each primary responding agency have a representative at the Incident Command Post.

Agencies with representatives at the Incident Command Post should be as follows:

1. Airport
2. Jurisdictional Emergency Management Agency
3. Jurisdictional Fire Department
4. Jurisdictional Law Enforcement Agency
5. Jurisdictional Emergency Medical Services
6. Florida Fish and Wildlife Conservation Commission
7. United States Coast Guard
8. Aircraft Owner/Operator
9. Red Cross

Initial communications with the Coast Guard can be performed on Channel 16, 157.15 MHz.

Individual agencies will be communicating with their representatives on their respective frequencies. Cross-agency communications *must* take place through the Incident Command Post.

Aircraft Communications Landside:

The jurisdictional fire department shall be responsible for establishing a helicopter landing zone and for designating an Air Boss to coordinate the arrival, departure, loading and unloading of helicopters participating in the landside response. Note that Baptist Hospital can make available a dispatcher with a hand held ICOM radio to fulfill the role of Air Boss. **All communications between the helicopters and landing zone officer shall take place on the frequency normally used for such purposes. Note that the Communications Center for the jurisdiction will handle the communications. Meaning, Escambia County or Santa Rosa County Communications Centers will always notify the appropriate entities of what frequencies to use for airside operations.**

Aircraft Communications Waterside:

The Coast Guard shall be responsible for coordinating all aircraft participating in the waterside response. The Coast Guard, in conjunction with the Federal Aviation Administration, shall designate an aircraft working frequency to be used to coordinate all waterside aircraft activities. **Typically, waterside communication will begin on Marine Channel 16 (hailing channel) and will then switch to 83A which is a private operations channel. But again, the Coast Guard will dictate the frequencies.**

Search & Rescue Operations

The initial unit on scene shall establish the Incident Command Post and the designated Staging Area(s). This unit should assess the crash and provide the following information to both the Coast Guard and Escambia County Communications:

1. Location of the scene
 - A. Latitude and Longitude if possible.
 - B. GPS reading if possible.
2. Type of scene
 - A. Closed crash (aircraft in one piece).
 - B. Open Crash (aircraft broken up, wreckage and passengers strewn over a large area).
3. Fire hazards and fuel spillage
 - A. Is there a fire now?
 - B. Is there fuel in the water?
 - C. Will the fuel hamper the rescue attempt?
 - D. Hazardous materials.
4. Survivors
 - A. Number of persons alive or dead on the water surface.
 - B. Information on any special equipment needed.
5. Weather conditions at scene; Other Hazards
 - A. Sea conditions (rough, choppy, calm, etc...).
 - B. Wind direction and estimate of speed.
 - C. Fog, rain, etc...
 - D. Natural Features (swift currents, waterfalls, coral)
 - E. Dangerous Wildlife (sharks, alligators, jellyfish, etc.)

The initial unit on scene shall establish a waterside operations post and assume command of the situation until relieved by either the Florida Fish and Wildlife Conservation Commission or Coast Guard.

All incoming search and rescue units must report to the Staging Area for assignment.

The Incident Commander of the land-based rescue effort shall coordinate with the Incident Commander of the water-based rescue effort as to the location of the boat loading/offloading point.

INCIDENT COMMAND POST and DESIGNATED STAGING AREA(S)

The initial unit on scene shall establish the Incident Command Post and designated Staging Area(s). These two locations can be in close proximity to one another, but this is not necessary and will depend on the location of the crash site. The Staging Area will be utilized for both patients and ambulances. Any overload of patients (in a mass casualty event for example) will be called a "casualty collection point."

The Escambia County Mobile Command Trailer can be requested by the Incident Commander. This trailer is a regional asset and can cross state lines.

To facilitate the response to a potential in-water incident, set locations have been chosen for use as possible emergency responder staging areas. The criterion used to select staging areas consists of:

1. Vehicular access to the shoreline.
2. Water depth at shoreline to facilitate boat operations for the loading and unloading of emergency responders and survivors.
3. Availability of vacant areas for triage, vehicle staging and helicopter operations. If the crash/accident is weather related, helicopters may not be able to fly as they are VFR rated and cannot fly below minimums.

The following locations may be used for staging areas:

- Escambia Bay
- Pensacola Bay
- Escambia River
- Bayou Texar

See the following pages for descriptions, photos and maps of the staging areas in these locations.

Escambia Bay

Floridatown Boat Ramp
3900 Floridatown Road
Pace, FL 32571

N 30 34.850 W 087 9.693

Single double wide concrete ramp with
Loading dock on Escambia Bay.



Archie Glover Boat Ramp
2306 N 14th Avenue
Milton, FL 32583

N30 32.111 W 087 07.415

Two lane wide concrete boat ramp located
NE end of I-10 bridge across Escambia Bay



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Southern Region Airports Division

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Escambia Bay

Garcon Point Boat Ramp

South end of Garcon Point Road off SR 191
Garcon Point, FL

N30 26.683 W 087 06.092

Single concrete Santa Rosa county boat ramp
On canal with access to Escambia Bay. Located
At northwest end of the Garcon Point bridge.



Pensacola Bay

Seventeenth Street Boat Ramp
17th Street at the Railroad Trestle
(Northwest end of the 3 mile bridge)
Pensacola, FL

GPS: N 30 25.180 W 087 11.614

Two separate single lane concrete boat ramps on the northwest end of Three Mile Bridge across Pensacola Bay. Most people use the northern most ramp, not as steep. The east ramp approach is designated paved parking area for 14 vehicles with trailers.



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Pensacola Bay

Wayside Park Boat Ramp

SW corner of 3 mile bridge on Hwy 98
Gulf Breeze, FL

GPS: N 30 22.348, W 87 10.657

Wide single lane concrete ramp with boarding dock on Pensacola Bay at the southeast end of the Hwy 98 three mile bridge. Paved parking area for 36 vehicles with trailers. Allows quick access to the three mile bridge on Pensacola Bay.



Shoreline Park Boat Ramp

Shoreline Drive (SR 399)
Gulf Breeze, FL

GPS: N 30 21.074 W 087 10.472

City of Gulf Breeze park has two lane paved boat ramp with boarding docks on Santa Rosa sound, west of the Pensacola Beach Bridge. Paved parking for 43 vehicles with trailers. Additional facilities include a pier into Santa Rosa Sound, boardwalk, picnic tables, bathroom.



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Pensacola Bay

Bayou Texar Boat Ramp

Stanley Avenue & Cervantes Street
Pensacola, FL 32503
City of Pensacola ramp

GPS: N 30 25.575 W 087 11.177

Two lane wide concrete boat ramp with boarding docks on Bayou Texar, just west of the Hwy 98 three mile bridge. Must go under the Cervantes Street bridge to access Pensacola Bay and the gulf (check vertical clearance).



Bayview Park Boat Ramp

Entrance to boat ramp area: Osceola Avenue and East Mallory Street Pensacola, FL 32503
Published Address for park is:
2000 East Lloyd Street
Pensacola, FL 32503

850-436-5190

Hours; Daylight - 11pm unless posted otherwise

GPS: 30° 25'55.99" N 87° 11'18.81" W
(Waters edge at ramp 1)

GPS: 30° 25'58.83" N 87° 11'15.69" W
(Waters edge at ramp 2)

GPS: 30° 26'00.92" N 87° 11'14.84" W



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(Entrance to ramp area)

Escambia River

Swamp House Boat Landing
10421 N Davis Highway (Hwy 90)
Pensacola, FL 32514

(850) 478-9906

GPS: N 30 32.820 W 87 11.773

Private ramp open to the public.
One single lane concrete ramp and
one double lane concrete ramp.

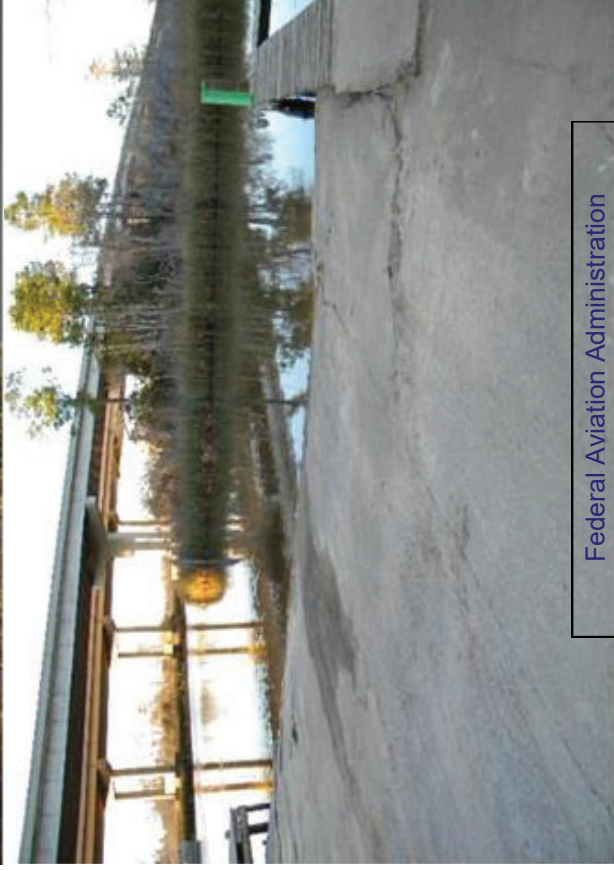


Smith's Fish Camp Boat Ramp
(Blue Gill Bait & Tackle)

3509 Smiths Fish Camp Road
Pensacola, FL 32514

(850) 494-6651

N 30 32.822 W 087 11.686



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Southern Region Airports Division

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Escambia River

Jim's Fish Camp Boat Ramp

3100 Hwy 90
Pace, FL 32571

850-994-7500

N30 34.512 W 087 11.045

Two single lane concrete boat ramps on the Escambia River.



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PUBLIC INFORMATION COORDINATION

In order to keep the public informed as to the status of the rescue operations, public affairs coordination is extremely important between all responding agencies. The jurisdictional fire department, jurisdictional emergency management agency, and the affected aircraft owner/operator shall be the primary agencies responsible for press releases and the coordination of press conferences.

VOLUNTEER COORDINATION

Unaffiliated volunteer organizations and vessels shall be discouraged from involvement in the emergency response. However, the public will typically be first on scene and it is important to communicate with them via Marine Channel 16 and the 911 system to advise of the designated Staging Area. Note the fact that boaters on scene who offer assistance/pick-up victims may make it difficult to get an accurate count of survivors/deceased. The Incident Commander or his/her designee shall brief 911 dispatch on how to handle calls from unaffiliated volunteers (where to take survivors / deceased).

DUTIES AND RESPONSIBILITIES

Specific agency duties and responsibilities shall consist of the following:

FAA Air Traffic Control Tower:

1. Notify the Pensacola Fire Department using the Initial Alert Procedures. Specify the location of the crash site if available.
2. Provide additional information as it becomes available (type of aircraft, SOB, etc...)
3. Contact the ROC (Regional Operations Center) in Atlanta
 - a. ROC to contact FSDO
 - b. FSDO to contact NTSB

Fire Department:

1. Pensacola Fire Department will immediately notify Pensacola Police Department dispatchers and Escambia County Communications so the appropriate agencies can be notified.
2. The jurisdictional fire department will respond to the scene as dispatched and implement the Incident Command System.
3. Assist in locating downed aircraft and disseminate information to responding agencies.
4. Communicate damage assessment when possible:
 - a. Closed crash (aircraft in one piece)
 - b. Open crash (aircraft broken up, wreckage and passengers strewn over a large area)
 - c. Fire or fuel laden water
 - d. Number of persons alive or dead on the water surface
5. Designate the staging area for all responders.
6. As appropriate, notify Escambia County Communications or Santa Rosa County Communications as to location of staging area(s).

Fire Department (continued):

7. Under the Incident Command System, the highest ranking fire department officer may assume command of the land-based portion of the rescue effort until such time as relieved by a more senior fire officer and command is passed off to appropriate person.
8. Establish Incident Command post.
9. Anticipate the need to activate boat assets from agencies other than the Florida Fish and Wildlife Conservation Commission and Coast Guard (USCG has a 45' boat as well as a 24' shallow draft). Agencies with boat assets include:
 - a. Pensacola Fire Department – “Fire Boat 1”
 - b. Pensacola Police Department
 - c. Gulf Breeze Fire Department
 - d. Escambia County Sheriff's Department
 - e. Escambia Search and Rescue
 - f. Navy (at NAS Pensacola one boat used for parasail towing available)
 - g. The City of Pensacola – Port
10. Anticipate the need to use LifeFlight, AIRHeart, or other helicopter support to locate the exact location of the downed aircraft and search crash area. Other helicopter support includes: the Navy and the Coast Guard.

Note: These units must be requested before they will be activated.
11. Coordinate with commander of water-based rescue effort as to location of landing point to bring passengers, pick up rescuers, etc.
12. The Incident Commander or Officer-In-Charge shall request additional equipment, supplies, and personnel, as needed.
13. Establish appropriate landing zone for helicopter support if needed.
14. Assign a landing zone officer to coordinate the arrival and departure of helicopter support.
15. Coordinate with the jurisdictional emergency management agency and the affected aircraft owner/operator for the control of the media and release of information.
16. Anticipate the need to contact the railroad operators to prevent trains from disrupting the rescue effort.

EMERGENCY COORDINATION - LAND BASED RESCUE

Escambia County Communications:

1. Escambia County Communications shall immediately notify the following agencies regardless of the jurisdictional location of the accident:
 - a. United States Coast Guard
 - b. Escambia County Sheriff
 - c. Santa Rosa Emergency Management and Communications
 - d. Florida Highway Patrol
 - e. Escambia County Emergency Management Staff
 - f. Escambia County Public Information Officer
 - g. Appropriate County Fire Department (if accident appears to be outside of Pensacola City limits yet within Escambia County)
 - h. Pensacola International Airport Management Staff
 - i. Red Cross
 - j. United States Navy, Air Force, Army (for known military aircraft)

Escambia County Communications shall notify the above agencies through either the activation of the automated callout system or, should any of the agencies not be on the system or should the system fail to operate, by manual telephone calls in accordance with the attached call-out matrix.

2. Notify responding agencies of designated staging area as the information becomes available.
3. Provide responding agencies with all known information (type of aircraft, souls on board, etc...)
4. Respond to the designated staging area if within Escambia County to support command/communication post for rescue effort.

Santa Rosa County Communications:

1. Notify the appropriate responding agencies.
 - a. Santa Rosa Emergency Management Staff
 - b. Santa Rosa Sheriff
 - c. Appropriate Santa Rosa County Fire Departments
 - d. Santa Rosa County Emergency Medical Services
2. If the accident is within Santa Rosa County jurisdiction, coordinate with Escambia County Communications for the notification of responding agencies as to the location of the designated staging area as information becomes available.
3. Provide responding agencies with all known information (type of aircraft, SOB, etc...)
4. Respond to designated staging area if within Santa Rosa County to support command/communication post for rescue effort.

Escambia County Emergency Management (if within Escambia County jurisdiction):

Provide resources necessary for rescue operations.

Santa Rosa Emergency Management (If within Santa Rosa jurisdiction):

Provide resources necessary for rescue operations.

EMERGENCY COORDINATION - WATER BASED RESCUE

(See AEP Appendix F: Emergency Phone Numbers; and Appendix L: Airport Equipment List)

Florida Fish and Wildlife Conservation Commission:

(NOTE: FWC can typically have their four (4) boats available in 45 minutes.)

1. Assist in locating downed aircraft and disseminate information to responding agencies.
2. Communicate damage assessment when possible.
 - a. Closed crash (aircraft in one piece)
 - b. Open crash (aircraft broken up, wreckage and passengers strewn over a large area)
 - c. Fire or fuel laden water
 - d. Number of persons alive or dead on the water surface
3. The highest ranking FWC officer assumes command of the water based portion of the rescue effort until such time as relieved by a more senior FWC officer or the senior Coast Guard officer, whichever arrives first.
4. **A Florida Fish and Wildlife Conservation Commission representative must report to and remain at the Incident Command post.**
5. Request additional law enforcement equipment, supplies and personnel, if needed, through the Incident Command Post.
6. Establish safety zone in order to stop, direct and otherwise control unauthorized boats so they will not interfere with rescue operations.
7. If possible, conduct an initial head count of casualties and pass on to commander of land based rescue effort.
8. If an area has not already been designated, coordinate with commander of land based rescue effort as to location of landing point to bring survivors, pick up rescuers, etc.
 - a. In the event of an airline incident, (and with Coast Guard) coordinate with airline representative for the number of POB (passengers on board) understanding airlines have up to 4 hours to provide this information.
9. Assist with transport of survivors, rescuers, etc.
10. Coordinate with Coast Guard for the continued protection of the crash site.
11. Coordinate with Coast Guard to manage any environmental hazards (i.e. fuel spills) and/or navigation hazards.

United States Coast Guard:

(NOTE: The initial response time for the Coast Guard is 15-30 minutes for boat support from the Pensacola facility. The initial response time for helicopter support is within 60 minutes (conditions/situation permitting) from the facility in New Orleans. If a large aircraft is involved, the District Commander will respond from the New Orleans facility.)

1. Coast Guard will immediately notify and coordinate with the Florida Fish and Wildlife Conservation Commission of the accident and will provide them with all known information.
2. The primary actions will be to preserve life and protect the scene. The cutter can be deployed and stay on station for several days to allow the NTSB and FAA to conduct their investigation.
3. Respond to location of downed aircraft.
4. Assume command of the water based rescue effort.
5. **A Coast Guard representative must report to and remain at the Incident Command Post.**
6. Establish operations post for water based rescue effort.
7. Request additional equipment, supplies and personnel, if needed, for waterborne activities, through the Incident Command Post.

United States Coast Guard (continued):

8. Establish safety zone in order to stop, direct and otherwise control unauthorized boats so they will not interfere with rescue operations.
9. Anticipate the need to utilize helicopter support in searching crash zone and lighting crash zone. To this end, will activate Coast Guard airborne units, both fixed and rotary wing, and shall coordinate all airborne support over crash zone.
10. Coordinate with the land-based commander for the transport of survivors, rescuers, etc.
 - a. In the event of an airline incident, (and with FWC) coordinate with airline representative for the number of POB (passengers on board) understanding airlines have up to 4 hours to provide this information.
11. Ensure the continued protection of the crash site.
12. Coordinate with the FAA and NTSB for any accident investigation.
13. Coordinate the removal of the wreckage when released by the FAA and NTSB.
14. Coordinate with the commander of the land-based rescue effort, the jurisdictional emergency management agency, and the affected aircraft owner/operator for the control of the media and release of information.
15. Coordinate with FWC to manage any environmental hazards (i.e. fuel spills) and/or navigation hazards.

Law Enforcement:

1. Pensacola Police Department will immediately notify Escambia County Emergency Medical Services, and, as appropriate, other law enforcement agencies (i.e. Escambia County Sheriff's Office, Gulf Breeze Police Department, etc.)
2. Assist in locating crash site and disseminate information to responding agencies.
3. Communicate damage assessment when possible.
 - a. Closed crash (aircraft in one piece)
 - b. Open crash (aircraft broken up, wreckage and passengers strewn over a large area)
 - c. Fire or fuel laden water
 - d. Number of persons alive or dead on the water surface
4. Respond to the designated staging area. Determine law enforcement's initial response level for the incident.
5. Jurisdictional law enforcement agency assigns an on-scene law enforcement commander to handle all law enforcement aspects of landside rescue efforts.
6. **On-scene law enforcement commander must report to and remain at the Incident Command Post.**
7. Control the routes of ingress and egress to the staging area via land routes in all directions.
8. Stop, divert and otherwise control all unauthorized vehicles, media/press and spectators so that they will not interfere with rescue operations. Coordinate with the Incident Commander for routes to the Incident Command Post, Staging Areas, etc. as well as road closures.
9. Pensacola Police Department shall provide additional law enforcement support at the Pensacola International Airport as coordinated with the Airport Security Coordinator.
10. Law enforcement agencies with boat assets and/or divers shall provide crash site security assistance and rescue assistance as requested by the Florida Fish and Wildlife Conservation Commission and Coast Guard.

Law Enforcement (continued):

11. As requested, assist the Florida Fish and Wildlife Conservation Commission and Coast Guard with the maintenance of a water based security perimeter in order to stop, direct and otherwise control unauthorized boats so they will not interfere with rescue operations.
12. Coordinate with the Coast Guard for the continued protection of the crash site.
13. Jurisdictional crime scene unit respond to crash site and provide video and still photography of the initial crash site at the scene.
14. Anticipate the need to contact the Medical Examiner's office in the event of fatalities.
15. Coordinate with the Coast Guard and Medical Examiner for the recovery and removal of the dead from the crash site.
16. Request FBI Disaster Team from Washington, D.C. as soon as possible.
17. Crime Scene unit shall assist Field Disaster Team as requested. Record the site, process and mark bodies as removed from site, package and record personal effects and photograph bodies.
18. Request additional law enforcement equipment, supplies, and personnel, if needed, through the Incident Command Post.

Medical:

1. Notify mutual aid agencies (based on souls on board and location of aircraft).
 - a. LifeFlight, AIRHeart, for helicopter support
 - b. Escambia County EMS
 - c. Lifeguard Ambulance (Santa Rosa EMS)
 - d. Navy EMS / Gulf Coast EMS
 - e. MedStar Ambulance (Baldwin County EMS)
 - f. Okaloosa County EMS
 - g. Atmore EMS
2. Notify Baptist Hospital LifeFlight and Florida AIRHeart to activate hospital communication centers. Note that the Communications Division is always activated in the event of an incident.
3. Respond to the designated Staging Area and assign a medical staging officer to track incoming medical units.
4. Assign an on-scene medical branch director to handle all medical aspects of rescue efforts. At first, this individual will typically be the on-duty supervisor who may be relieved by the director or other officer when he/she reports to the scene.
5. **On-scene medical commander must report to and remain at the Incident Command Post.**
6. Establish a decontamination area prior to triage for initial decon. A second and more thorough decon will occur at the hospital.
7. Establish a triage area and assign a triage officer to assemble a triage team to evaluate incoming patients and direct the movement of casualties from the boat landing point to the treatment area. The triage area should be in close proximity to the boat landing area.
8. Establish a treatment area(s) and assign a treatment officer to supervise the initial treatment of incoming patients and re-triage if necessary. Established treatment areas shall include areas for critical patients, moderate patients, minor and walking wounded and fatalities.

Medical (continued):

9. Treatment officer shall coordinate the movement of all non-injured victims to a holding area where clergy, mental health and owner/operator will coordinate the further care of these people.
10. Through the Incident Command Post, coordinate with the commander of the land-based rescue effort to establish a holding area for all non-injured victims.
11. Establish a transport area for outgoing patients and assign a Transport Officer to track and assign outgoing patients to transport units (ambulance or helicopter) and to keep an accurate bed count. Transportation of casualties to be coordinated with LifeFlight communications center and AIRHeart Communications.
12. Coordinate with the jurisdictional fire department landing zone officer / Air Boss, LifeFlight and Coast Guard Search & Rescue for the loading and transport of casualties via helicopter.
13. Request LEO support at the hospitals.
14. Request an Airline / Aircraft representative to assist with the identification of victims and with families.
15. Request assistance from ESF-8 (Health & Medical) to coordinate the transport of burn victims.
16. When and if possible, record the names of casualties as they are assembled.
17. Coordinate with the Red Cross for the collection and dissemination of casualty names and hospital assignments.
18. Coordinate with law enforcement and Medical Examiner for the removal of the dead.
 - a. Law enforcement will typically provide general information about fatalities.
 - b. The Medical Examiner will send an Evaluation Team first.
 - c. The Medical Examiner operates out of Sacred Heart Hospital.
 - d. If there are a high number of fatalities, the Medical Examiner will need to request refrigeration trucks and utilize other cooler areas such as Andrews.
19. For longer events, EMS to rotate shifts as appropriate between 911 call responders / on-scene / resting.

Baptist Hospital LifeFlight and Florida AIRHeart:

1. Activate communications center and notify participating hospitals of situation.
2. Obtain "beds available" from participating hospitals and relay to on-site medical personnel.
3. Notify United States Coast Guard Search & Rescue of situation.
4. Respond to designated landing zone if so requested. (Anticipate the need to be used to locate downed aircraft or to search the crash scene.)
5. Comm center coordinate with on-scene medical transport officer to direct ambulance crews and helicopter crews as to which patients they are to take to which hospitals.
6. Transport casualties to hospitals as may be directed by medical transport officer.
7. Request LEO support for scene security and traffic control (including the area between the Staging Area and the LZ).
8. For refueling operations, LifeFlight refuels on site (hospital). AIRHeart refuels at airport.
9. Pilots can work 14 hours total duty day with 8 hours of flight time.

Airport:

1. Establish on-airport command center to coordinate on-airport activities. Unless otherwise denoted, the on-airport command center will be located in the Large Conference Room in the administration offices of the terminal building.
2. The Airport Director or his/her designated representative will be in charge of all on-airport non-emergency activities related to the incident.
3. Work with the FAA to initiate a TFR (temporary flight restrictions) over the scene.
4. Ensure notification of the aircraft owner/operator.
 - a. If an airline incident, coordinate with the airline representative for Go Team members arrival and anticipate the need to possibly park a charter aircraft.
5. Coordinate with the commander of the land-based rescue effort for the transportation of the senior aircraft owner/operator representative to Incident Command Post.
6. Coordinate with the aircraft owner/operator and Red Cross for the establishment of a private holding area for individuals with friends/relatives on the affected aircraft.
7. Anticipate the need for additional law enforcement support at Airport and coordinate with local law enforcement agencies for such. Officers may be needed at:
 - a. On-Airport command center
 - b. Security checkpoint
 - c. Friend/Relative holding area
 - d. Entrance road/parking lot
 - e. General Aviation Buildings
8. Coordinate with aircraft owner/operator and Red Cross for the dissemination of casualty information to waiting friends/relatives and transportation of friends/relatives to hospitals.
9. Coordinate with the commander of the land-based rescue effort for the transport of incoming aircraft owner/operator, FAA and NTSB personnel to Incident Command Post.
10. To the extent possible, remain in contact with the commander of the land-based rescue effort to keep apprised of the situation.
11. If possible, continue normal airport operations.
12. Mutual aid may not be available in the event of a mass casualty incident. Keep current with the situation and NOTAM close the airport if mutual aid is not available.
13. Have a fuel truck(s) available to refuel Florida AIR Heart

Aircraft Owner/Operator:

1. Respond to the on-airport command center as designated by the Airport Director.
2. Coordinate with the Airport Director for the transportation of the senior aircraft owner/operator representative to the Incident Command Post.
 - a. An airline's initial "Go Team" members could be on scene within an hour.
 - b. An airline's "Go Team" will generally be fully in place in 6-8 hours.
 - c. An airline's "Go Team" will assume the majority of the responsibility for the incident (particularly communications) as airlines do not have enough local staff to handle a mass casualty event.
 - d. "Go Team" members can arrive via vehicle, commercial aircraft or charter aircraft.
3. As it becomes available, provide further information regarding souls on board the aircraft, names thereof, cargo, etc. to the commander of the land-based rescue effort.
 - a. NOTE: In the event of a commercial airline incident, only the airline's corporate office can provide the number of passengers on board (POB) or give the permission to others to provide that information. Airlines have up to four hours to provide this information. With an airline crash, the passenger manifest is immediately locked down in the computer system.
4. Coordinate with the Airport Director and Red Cross for the establishment of an on-site private holding area (Friends & Family or FAF) for individuals with friends/relatives on the affected aircraft.
 - a. Friends & Family area will typically be the Public Conference Room.
 - b. Airlines will use this area to "sort" individuals to determine whether or not they actually have family/friends on board.
 - c. If determined family/friends on board, individual will be moved to the off-site FAF.
 - d. Coordinate with Law Enforcement for security of the FAF.
5. Coordinate the relocation of waiting friends/relative to the off-site private holding area.
 - a. Coordinate with the Airport for the use of shuttle busses if necessary.
6. In conjunction with Red Cross provide assistance to waiting friends/relatives.
7. Coordinate with Airport Director and Red Cross for the dissemination of casualty information to waiting friends/relatives and transportation of friends/relatives to hospitals.
 - a. Due to HIPPA regulations, hospitals will not provide victim information to the airline but typically will provide this information to the Red Cross.
 - b. Airline to make arrangements for staff member to be at hospital(s).
8. Coordinate with the Airport Director for the transportation of incoming aircraft owner/operator personnel to the Incident Command Post.
9. Coordinate with the FAA and NTSB for any accident investigation.
10. Coordinate with the Coast Guard for the removal of the wreckage when released by the FAA and NTSB.
 - a. For an airline incident, corporate airline employees will coordinate.
11. During recovery phase, airline reps will be at hotel.
 - a. Establish a communications center at the hotel.
 - b. Assign an airline rep to each affected family.

Red Cross On Scene:

1. Respond to the designated staging area.
2. Coordinate with clergy, mental health and owner/operator for the care of uninjured people.
3. Coordinate with the on-site medical personnel for the collection and dissemination of casualty names and hospital assignments.
4. Provide assistance to rescue personnel as needed.

Red Cross At Airport

1. Respond to on-airport command center.
2. Coordinate with the aircraft owner/operator and airport director for the establishment of a private holding area for friends/relatives awaiting the arrival of the affected aircraft.
3. Coordinate with aircraft owner/operator and airport director for the dissemination of casualty information to waiting friends/relatives and transportation of friends/relatives to hospitals.
4. In conjunction with aircraft owner/operator, provide assistance to waiting friends/relatives.

INFORMATION TRACKING SHEET

Location of Incident: _____

Location of Staging Area(s): _____

Entrance Route: _____

Exit Route: _____

Boat Landing Area: _____

Aircraft Type / Owner: _____

Souls on Board: _____ N-number: _____

Scene safety:

Is scene safe to enter without protective gear? _____

Fire? _____ Fuel? _____

Other Hazmat? _____

Landside Command:

Incident Commander: _____

Law Enforcement Commander: _____

Medical Commander: _____

Florida Fish and Wildlife Conservation Commission Rep: _____

Coast Guard Rep: _____

Emergency Mgmt Rep: _____

Aircraft Owner Rep: _____

Red Cross Rep: _____

Public Information Coordinator: _____

Waterside Command:

Incident Commander: _____

Fish and Wildlife Conservation Commission Rep: _____

Aviation Operational Freqs: _____ Landing Zone: _____ SAR: _____

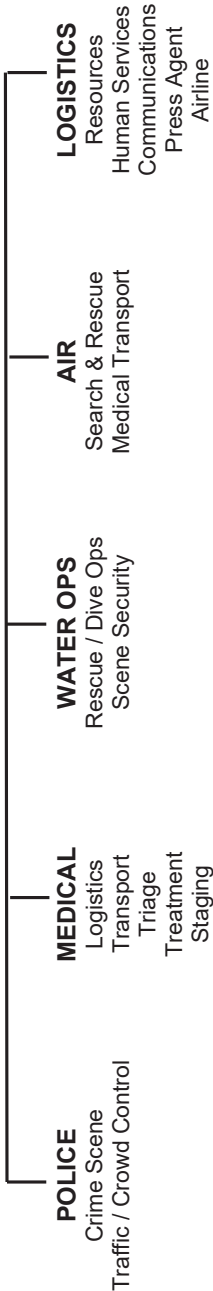
If airline accident, notify aircraft owner representative when flight crew found.

Notes: _____

APPENDIX P

COMMAND AND CONTROL MATRIX

Pensacola Fire Department (Incident within City of Pensacola) and Coast Guard
Jurisdictional Fire Department (Incident in Escambia County) and Coast Guard
Jurisdictional Fire Department (Incident in Santa Rosa County) and Coast Guard



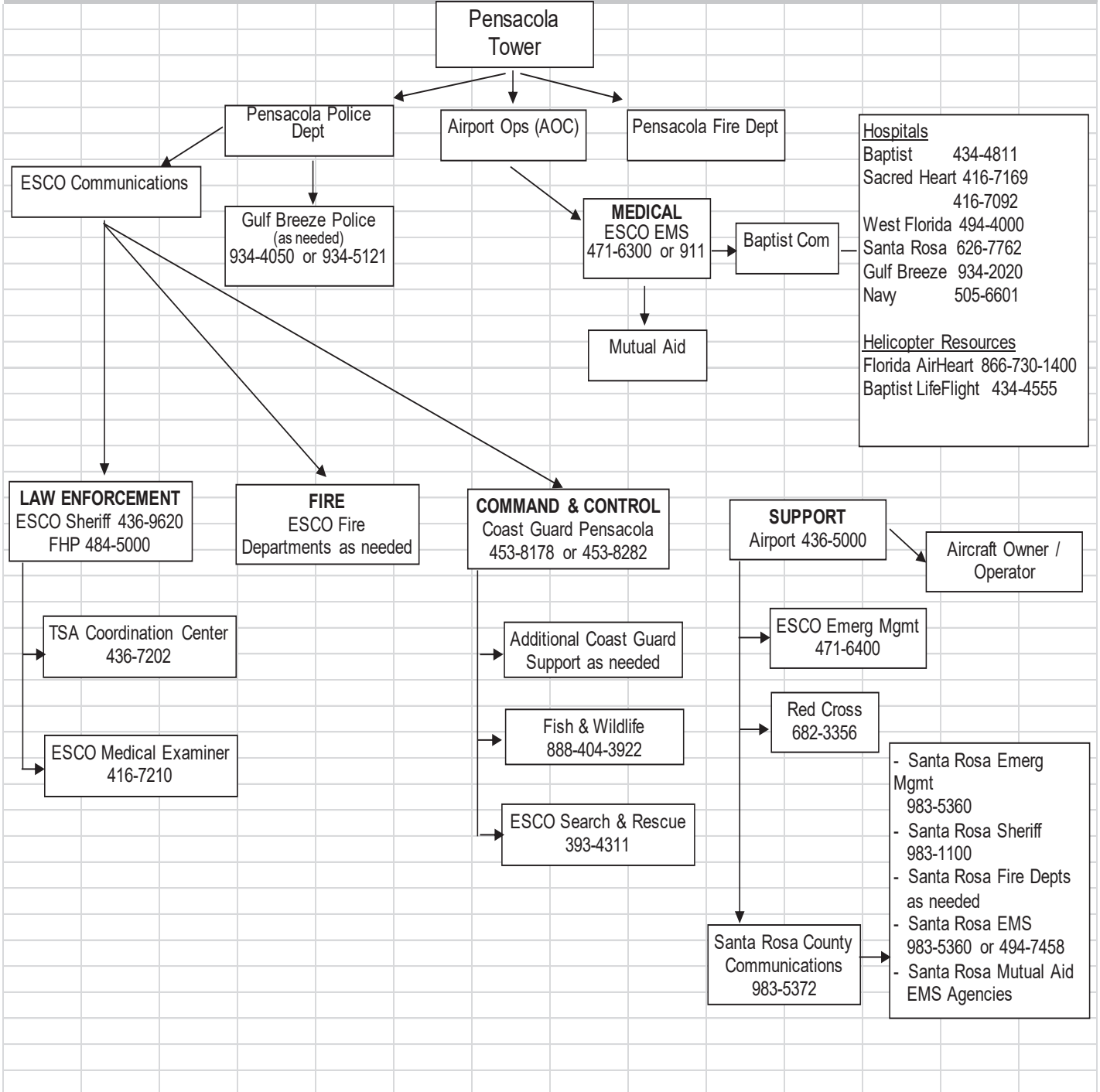
Incident Location	Police	Medical	Water Ops	Air
City of Pensacola	Pensacola Police	Escambia County EMS	Marine Patrol /Coast Guard	Coast Guard SAR /EMS (transport)
Escambia County	Escambia County Sheriff	Escambia County EMS	Marine Patrol /Coast Guard	Coast Guard SAR /EMS (transport)
Santa Rosa County	Santa Rosa County Sheriff	Santa Rosa County EMS	Marine Patrol /Coast Guard	Coast Guard SAR /EMS (transport)

NOTE: The above command / control structure is for informational purposes only. It is not intended to serve as the only possible command / control Structure and may be expanded or reduced depending upon the size and complexity of the incident.

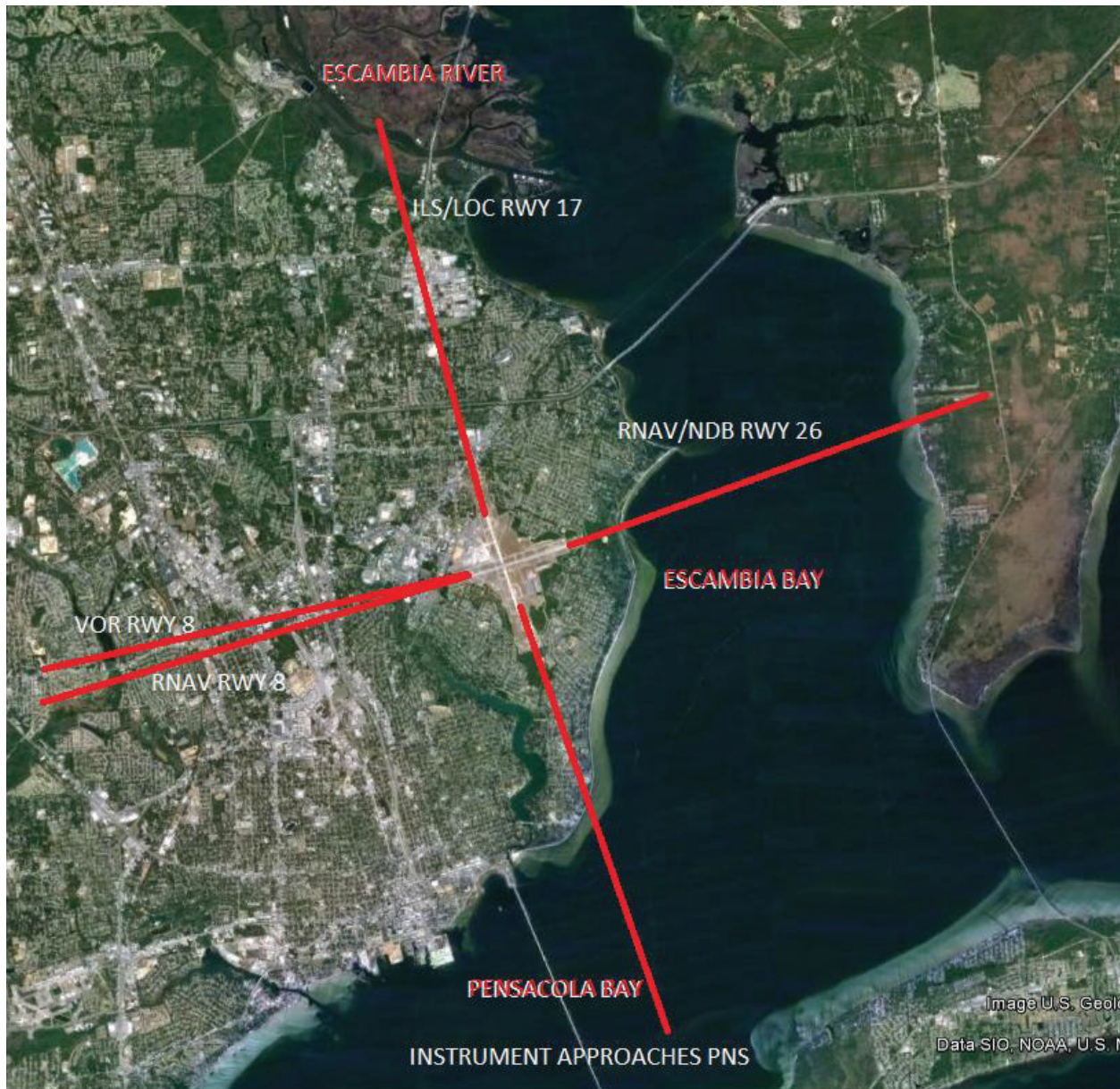
Federal Aviation Administration
Southern Region Airports Division
APPROVED
24 Apr 2025
MF
Inspector

IN WATER INCIDENT CALL-OUT MATRIX

In-Water Incident Call-Out Matrix

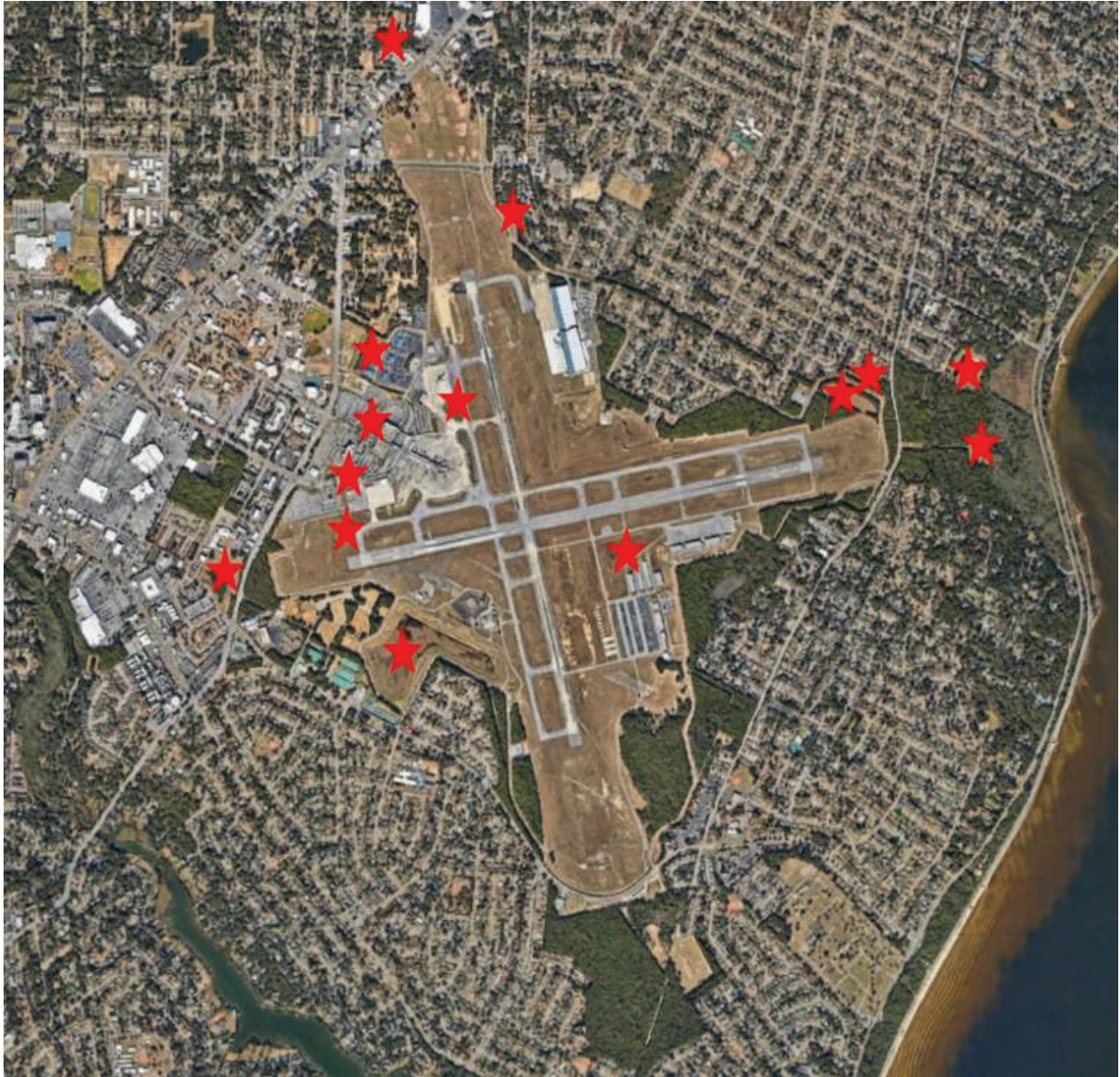


PNS RUNWAY APPROACHES
Large Bodies of Water
Pensacola Bay includes Escambia Bay



PNS Property Detention Ponds*

14 Detention Ponds



***These are detention ponds, not retention ponds. Requirement is no standing water 48 hours after design storm and dry between storms**

****Due to the nature of detention ponds, average depth and average temperature cannot be determined as they are not designed to hold water**

Legend

- Streets
- Detention Ponds
- Airport 2 Mile Buffer

1. Escambia Bay
(part of Pensacola Bay)
2. Pensacola Bay
Avg Depth 1.5 m (6m in channel; Avg Temp 29C)
3. Bayou Texar
Avg Depth 2m
Avg Temp 22.7C



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F-28

0 0.42 0.85 Miles

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PENSACOLA

1/28/2025

FLORIDA'S FIRST & FUTURE



APPENDIX Q**FUEL SPILL PLAN****TABLE OF CONTENTS**

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Federal Aviation Administration
Southern Region Airports Division

APPROVED

28 May 2025

MF
Inspector

APPENDIX Q - FUEL SPILL PLAN

1. **Purpose:**

The information contained in this Fuel Spill Plan is intended to supplement the Basic Plan, Functional Sections and Hazard Specific Sections of the Airport Emergency Plan. This Plan defines the responsibilities and describes the actions to be taken in the event of fuel spill at the Pensacola International Airport.

2. **Situation and Assumptions:**

This section describes the situations pertaining to fuel spills at the Pensacola International Airport:

- A. Fuel spills may occur anywhere on Airport property and may include vehicles, aircraft or fuel storage tanks. Procedures for all spills are basically the same.
- B. A spill is defined as the unauthorized release of a flammable liquid from its vessel into an area not meant for it. Classifications of spills by size are shown on **Exhibit A**.
- C. Anyone observing a fuel spill shall promptly notify the Airport Operations Center (AOC) by telephone at 850-436-5111/5112. The AOC will notify the City of Pensacola Fire Department dispatch.
- D. If notification to the AOC is not successful, individuals observing a fuel spill shall notify the City Fire Department through the 911 system.
- E. Pensacola Fire Department provides the primary response services through either structural stations for spills located outside of the perimeter fence or in the fuel farm (until such time as the fuel farm may be relocated inside the contiguous perimeter fence), or through the ARFF station for spills located inside the perimeter fence.

3. **Operations:**

This section explains the Airport's overall approach to fuel spills.

- A. Primary responsibility for activating the fuel spill response plan falls on the entity discovering the spill.
- B. Only personnel with a direct involvement in the spill clean-up will be allowed in the area.
- C. Once notified of a fuel spill, all affected airlines or fuel providers shall be prepared to implement their individual response plans.
- D. Personnel should be prepared to take steps to minimize impacts on the surrounding area through the use of containment devices.
- E. A coordinated response involving Fire, Airport Operations, Police, Fueling Operator and Airline/Aircraft Owner personnel is required to protect health and safety and mitigate affects on the Airport and environment, and all activity shall be coordinated through an on-scene command post.
- F. Airport Operations is tasked with coordinating the overall response activities.

APPENDIX Q - FUEL SPILL PLAN

- G. All information regarding the closure or re-opening of any area shall be routed to the Airport Operations Center (AOC).
- H. The priority of response activities shall be as follows:
 - 1. Take measures for the protection of human life and well being
 - 2. Take measures for the protection of equipment and environment and to contain the spill
 - 3. Take measures to stop the flow of material
 - 4. Take measures to clean up the material

4. Organization and Assignment of Responsibilities:

A. Pensacola Fire Department/ARFF

- 1. The senior fire official shall act as the overall Incident Commander for any fuel spill until it is determined that the threat of fire has been effectively minimized.
 - For fuel spills located within the perimeter fence, ARFF shall respond and assume Incident Command.
 - For fuel spills located outside of the perimeter fence or within the fuel farm (until such time as the fuel farm may be relocated inside the contiguous perimeter fence), PFD structural units shall respond and assume Incident Command.
- 2. Direct the movement of all personnel and equipment.
- 3. If necessary, secure the spill area.
- 4. In conjunction with the Airport Operations Department representative and the airline representative, direct the evacuation of personnel and passengers from aircraft or vehicles that might be located in the spill area.

B. Airport Operations Department

- 1. Before entering a scene, contact Pensacola Fire Department or ARFF to determine safety.
- 2. Respond to the on-scene command post as established by the ARFF or Pensacola Fire Department Incident Commander and check in.
- 3. Coordinate all activities from the on-scene command post.
- 4. If the leak is coming from the fuel farm tanks or from a mobile tender, refer to the respective Spill Prevention Control Countermeasure Plan (SPCC) (plans are good for 5 years):
 - Pensacola Aviation Center SPCC dated January 23, 2024
 - Innisfree Jet Center SPCC dated January 26, 2024
- 5. Be prepared to direct the clean-up effort in the event the spill is not the responsibility of a fueling operator or an airline.
- 6. Assess the situation and determine if protective booms need to be placed to assist in containing the spill and to prevent material from entering storm water inlets. Refer to **Exhibit C** for storm water system diagrams.

APPENDIX Q - FUEL SPILL PLAN

7. If the spill has entered the storm water system, coordinate with Airport Maintenance to isolate the affected portion of the system and place protective booms at any outfalls. Refer to **Exhibit C** for locations of outfalls.
 8. If the spill has entered a portion of the storm water system that goes off Airport property, contact the City Engineer and the City Public Works Director. Contacts can be found in **Exhibit B**.
 9. If necessary, request the Airport's fuel spill cart be moved to the scene.
 10. If directing the overall clean-up efforts in the absence of a fueling operator, airline or other responsible party, assess the need for an outside contractor to assist with the clean-up and recovery effort and make contact with the same. Contacts can be found in **Exhibit B**.
 11. Ensure that Escambia County Emergency Management has been notified, and if necessary, the Florida Department of Environmental Protection. Note, this is normally the responsibility of the entity responsible for the spill but Airport Operations should ensure that it is accomplished. Contacts can be found in **Exhibit B**.
 12. Maintain the Airport's fuel spill cart.
- C. Pensacola Police - Airport Section
1. Respond to the on-scene command post.
 2. As needed, assist with the evacuation of personnel from the fuel spill area.
 3. As needed, assist with the establishment of an exclusion zone around the fuel spill area.
 4. In the event of a large spill affecting an aircraft parked at the passenger terminal, assist with the evacuation of any portion of the terminal as may be needed.
 5. As needed, assist with re-directing traffic/vehicles around the fuel spill area or exclusion zone.
- D. Fueling Operator
1. Stop all fueling operations
 2. Notify the Airport Operations Center
 - Advise dispatcher of a fuel spill
 - Provide the specific location of the fuel spill
 - Provide the type of product which the spill consists of
 - Provide the approximate volume of the fuel spill
 3. Evacuate all personnel from the fuel spill area until the fire department deems it safe.
 4. Do not create additional ignition sources
 - Do not start non-running equipment
 - Do not shut down running equipment
5. The primary response person shall report to the on-scene command post

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as established by the ARFF or Pensacola Fire Department Incident Commander and check in.

6. Coordinate all activities from the on-scene command post.
 7. If the leak is coming from the fuel farm tanks or from a mobile tender, implement the measures contained with the respective Spill Prevention Control Countermeasure Plan (SPCC):
 - Pensacola Aviation Center SPCC Dated November 15, 2015
 - Innisfree Jet Center SPCC Dated July 1, 2013
 6. Assume primary responsibility for clean-up efforts if the spill was the result of fueling operations.
 7. Prior to the commencement of clean-up activity, coordinate with the ARFF or Pensacola Fire Department Incident Commander for the approach to the activity and necessary protective actions.
 8. Assess the need for an outside contractor to assist with the clean-up and recovery effort and make contact with the same. Contacts can be found in **Exhibit B**.
 9. If necessary given the size of the spill and given the contents of the SPCC, notify the appropriate regulatory agencies.
 - All spills regardless of size: Notify Escambia County Emergency Operations at 850-471-6400
 - Any spill greater than 25 gallons: Notify Florida Department of Environmental Protection at 850-245-3166
 10. If the spill was the result of fueling operations, arrange for the removal and disposal of all material recovered during the cleanup effort.
 11. Each fueling operator shall maintain an adequate stock of spill response material in close proximity to their fueling locations.
- E. Airline/Aircraft Operator
1. If spill is during fueling operations, work with fueling operator to stop all fueling operations.
 2. Notify the Airport Operations Center
 - Advise dispatcher of a fuel spill
 - Provide the specific location of the fuel spill
 - Provide the type of product which the spill consists of
 - Provide the approximate volume of the fuel spill
 3. Evacuate all personnel from the fuel spill area until the fire department deems it safe.
 4. Do not create additional ignition sources
 - Do not start non-running equipment
 - Do not shut down running equipment
 5. The primary response person shall report to the on-scene command post as established by the ARFF or Pensacola Fire Department Incident Commander and check in.
 6. Coordinate all activities from the on-scene command post.

APPENDIX Q - FUEL SPILL PLAN

7. Evacuate aircraft if a spill poses a hazard to the aircraft.
 8. If the aircraft is parked at a loading bridge, close gate doors.
 9. Assume primary responsibility for clean-up efforts if the spill was the result of aircraft issues.
 10. Prior to the commencement of clean-up activity, coordinate with the ARFF or Pensacola Fire Department Incident Commander for the approach to the activity and necessary protective actions.
 11. If necessary, work with Airport Operations and ARFF to request supplies from the Airport's fuel spill cart.
 12. Assess the need for an outside contractor to assist with the clean-up and recovery effort and make contact with the same. Contacts can be found in **Exhibit B**.
 13. If necessary given the size of the spill, notify the appropriate regulatory agencies.
 - Any spill greater than 25 gallons: Notify Escambia County Emergency Operations 850-471-6400, and Florida Department of Environmental Protection at 850-245-3166.
 14. If the spill was the result of an aircraft issue, arrange for the removal and disposal of all material recovered during the cleanup effort.
 15. Coordinate with Airport Operations for the relocation of the affected aircraft while awaiting maintenance and place protective booms as may be required around affected portion of aircraft while awaiting maintenance.
 16. Arrange to reimburse the Airport for any material used from the Airport's fuel spill cart.
- F. Airport Maintenance
1. As needed, respond to the on-scene command post.
 2. As needed, assist with the placement of spill containment material with the emphasis being the protection of adjacent equipment, the protection of storm water inlets (see **Exhibit C**), and the protection of soils.
 3. As needed and if the spill has entered the storm water system, isolate the affected portion of the system and place protective booms at any outfalls (see **Exhibit C**).
- G. Airport Operations Center (AOC)
- The Airport Operations Center (AOC) is located on the second level of the terminal complex. The center is staffed 24 hours a day and is responsible for communications and monitoring all activities at the airport. This center will notify all airport management personnel and monitor all incidents and document all communications during an emergency at the airport to include:

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1. Upon receipt of any call referencing a fuel spill within the AOA, ensure that ARFF is notified. Notify PFD via 911 Emergency Dispatcher if fuel spill is in the fuel farm.
2. Notify the Pensacola Police - Airport Section
3. Notify the on-duty Airport Operations personnel or initiate contact with the on-call Airport Operations personnel if after hours or on weekends.
4. Notify Airport Maintenance personnel of the spill with instructions to be prepared to provide assistance if required.
5. Notify Airport Management of the spill via e-mail.
6. Receive and record reports from spill response activities.
7. Disseminate information on the closure or re-opening of any area affected by the fuel spill to affected tenants and operators.
8. At the direction of Airport Operations, issue NOTAMS regarding affected airfield surfaces impacted by the fuel spill.
9. At the direction of the Airport Operations, assist with the notification of personnel or contractors.

APPENDIX Q - FUEL SPILL PLAN

Exhibit A

SUMMARY OF SPILL SIZES

<u>Size Classification</u>	<u>Dimensions</u>	<u>Danger Level</u>
Small	Less than 18" in any dimension	Minor
Medium	Not over 10' in any dimension, or Not over 50 square feet total	Severe
Large	Over 10' in any dimension, or Over 50 square feet total, or Dynamic	Severe

Guide for Determining Quantity of Material Spilled On Dry Concrete:

Quart covers approximately 40 square feet (5'x8')

Gallon covers approximately 140 square feet (10'x14')

Five Gallons covers approximately 700 – 800 square feet (20' x 40')

APPENDIX Q - FUEL SPILL PLAN

Exhibit B

CONTACT INFORMATION

Regulatory Agencies:

Escambia County Emergency Management:	(850) 471-6400
Florida Department of Environmental Protection:	(850) 595-8300

Fueling Operators:

Pensacola Aviation

Primary Response Coordinator	(850) 434-0636 Work
Charlie Hudgens	(334) 300-5391 Cell

Secondary Response Coordinator	(850) 434-0636 Work
Bill Hudgens	(334) 300-3518 Cell

Innisfree

Primary Response Coordinator	(850) 436-4500 Work
Jerry Erikson	(850) 910--5456 Cell

Environmental Contractors:

SWS First Response:	(850) 969-0092
	(877) 742-4215

City Contacts:

City Engineer	(850) 435-1646 Work
Public Works	(850) 530-9533 Cell

APPENDIX Q - FUEL SPILL PLAN

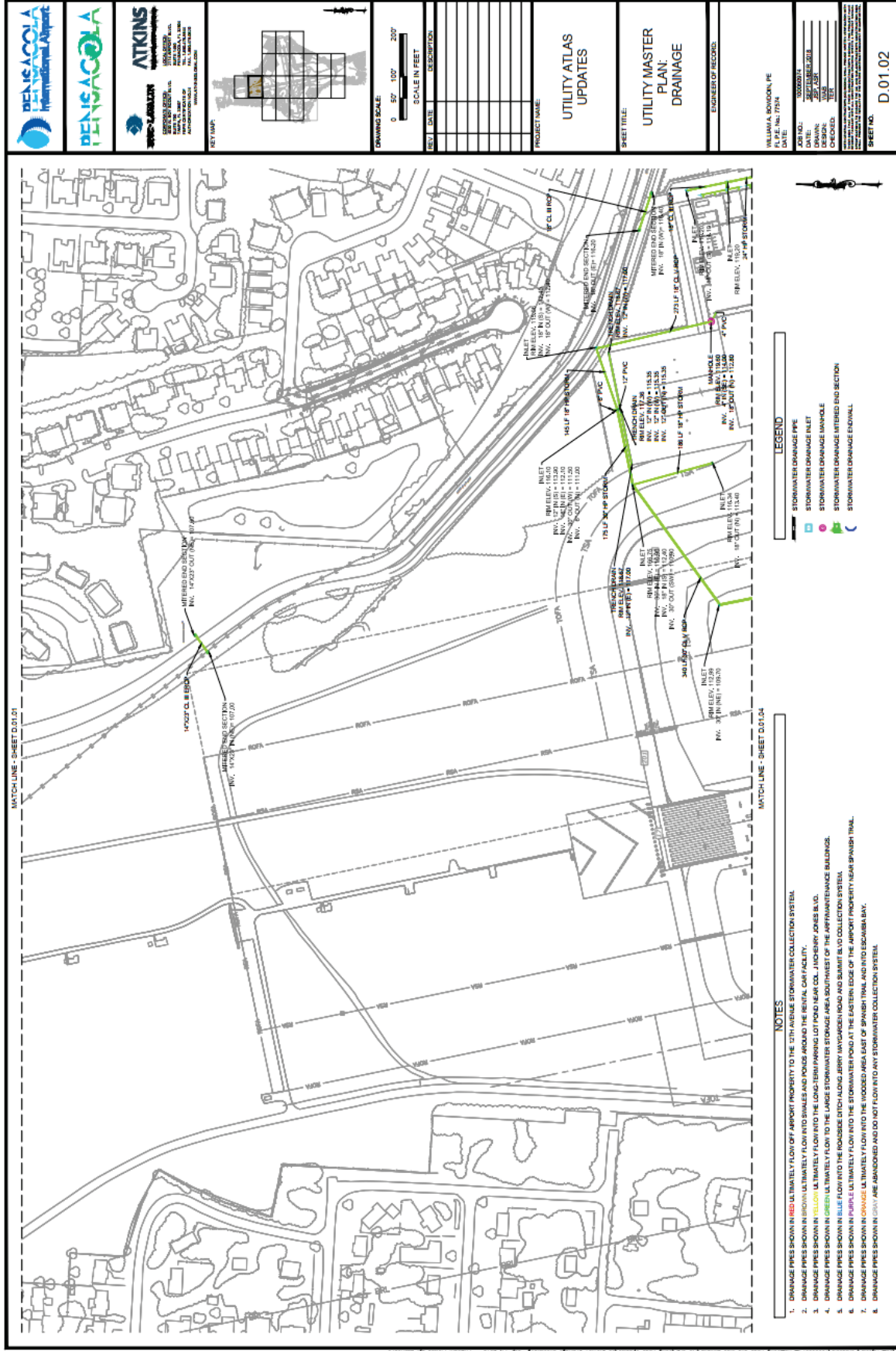
Exhibit C

AIRPORT STORMWATER SYSTEM

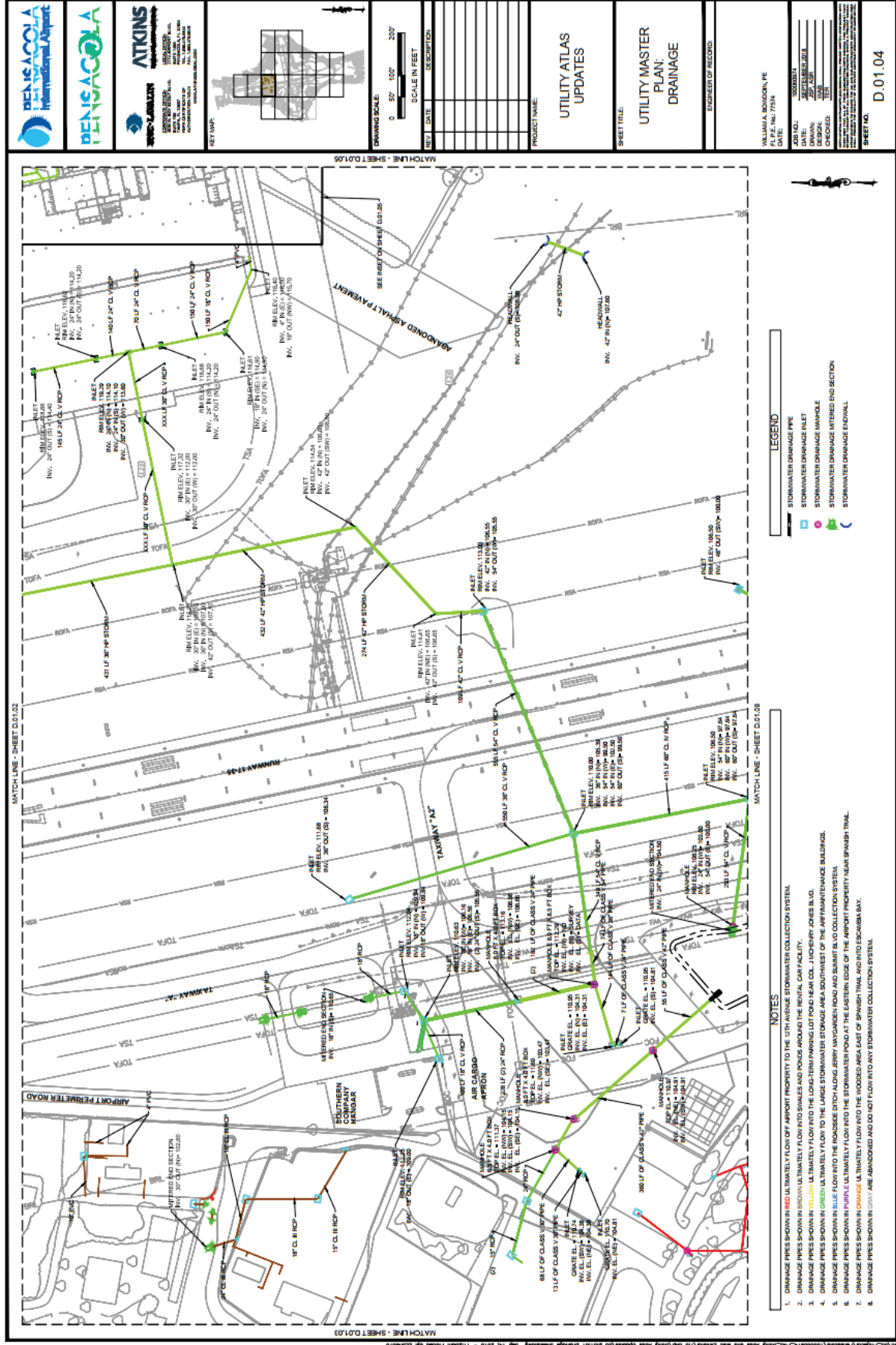
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APPENDIX Q - FUEL SPILL PLAN



APPENDIX Q - FUEL SPILL PLAN



UTILITY MASTER PLAN: DRAINAGE

PROJECT NAME: UTILITY ATLAS UPDATES

SHEET TITLE: UTILITY MASTER PLAN: DRAINAGE

ENGINEER OF RECORD: WILLIAM A. BOZON, P.E.

DATE: 10/05/2017

DESIGN: 10/05/2017

CHECKED: 10/05/2017

APPROVED: 10/05/2017

PROJECT NO.: D.01.08

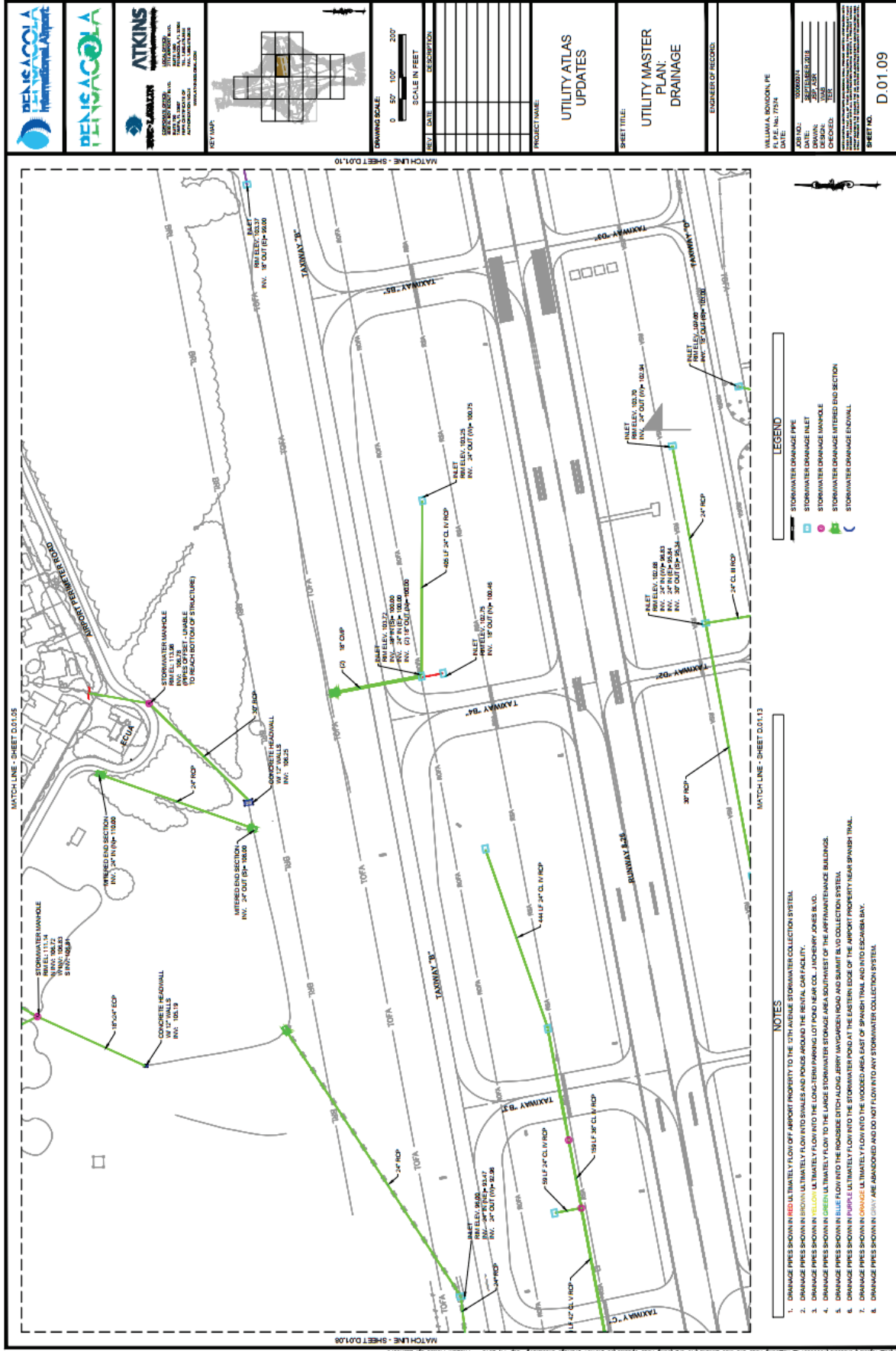
LEGEND:

- STORMWATER DRAINAGE PIPE
- STORMWATER DRAINAGE INLET
- STORMWATER DRAINAGE MANHOLE
- STORMWATER DRAINAGE INTERIOR END SECTION
- STORMWATER DRAINAGE EXTERIOR

NOTES:

- DRAINAGE PIPES SHOWN IN RED ULTIMATELY FLOW OFF AIRPORT PROPERTY TO THE 17TH AVENUE STORMWATER COLLECTION SYSTEM.
- DRAINAGE PIPES SHOWN IN BROWN ULTIMATELY FLOW INTO DITCHES AND PONDS AROUND THE RENTAL CAR FACILITY.
- DRAINAGE PIPES SHOWN IN YELLOW ULTIMATELY FLOW INTO THE LONG-TERM PARKING LOT POND NEAR COL. J. INCHERY JONES BLVD.
- DRAINAGE PIPES SHOWN IN GREEN ULTIMATELY FLOW TO THE LARGE STORMWATER STORAGE AREA SOUTHWEST OF THE AFFINANCE BUILDING.
- DRAINAGE PIPES SHOWN IN BLUE ULTIMATELY FLOW INTO THE ROADSIDE DITCH ALONG JERRY STANGOR ROAD AND SANIT BLVD COLLECTION SYSTEM.
- DRAINAGE PIPES SHOWN IN PURPLE ULTIMATELY FLOW INTO THE STORMWATER POND AT THE EASTERN EDGE OF THE AIRPORT PROPERTY NEAR SPANISH TRAIL.
- DRAINAGE PIPES SHOWN IN ORANGE ULTIMATELY FLOW INTO THE HOODED AREA EAST OF SPANISH TRAIL AND INTO ESCAMBA BAY.
- DRAINAGE PIPES SHOWN IN GRAY ARE ABANDONED AND DO NOT FLOW INTO ANY STORMWATER COLLECTION SYSTEM.

APPENDIX Q - FUEL SPILL PLAN

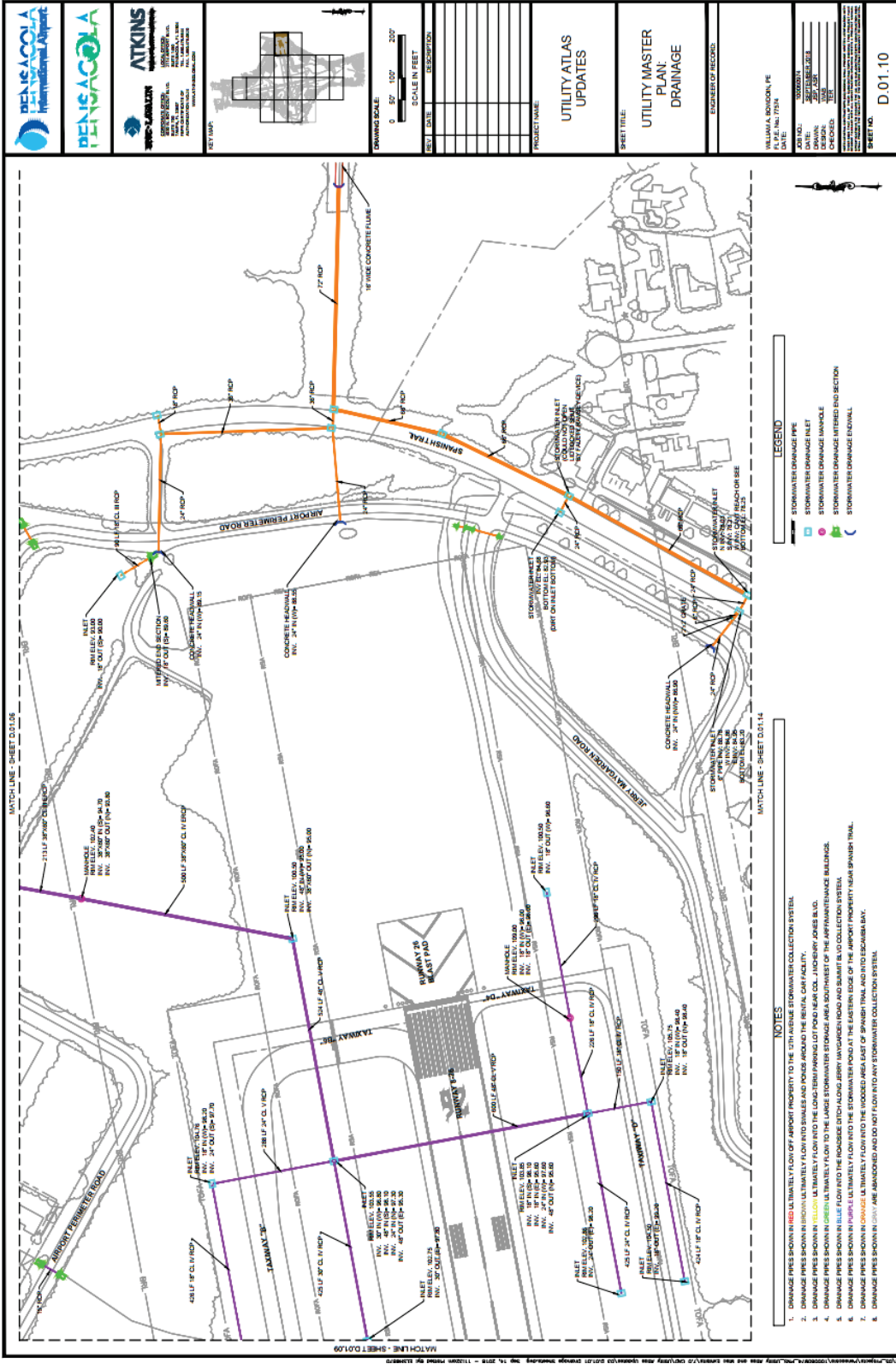


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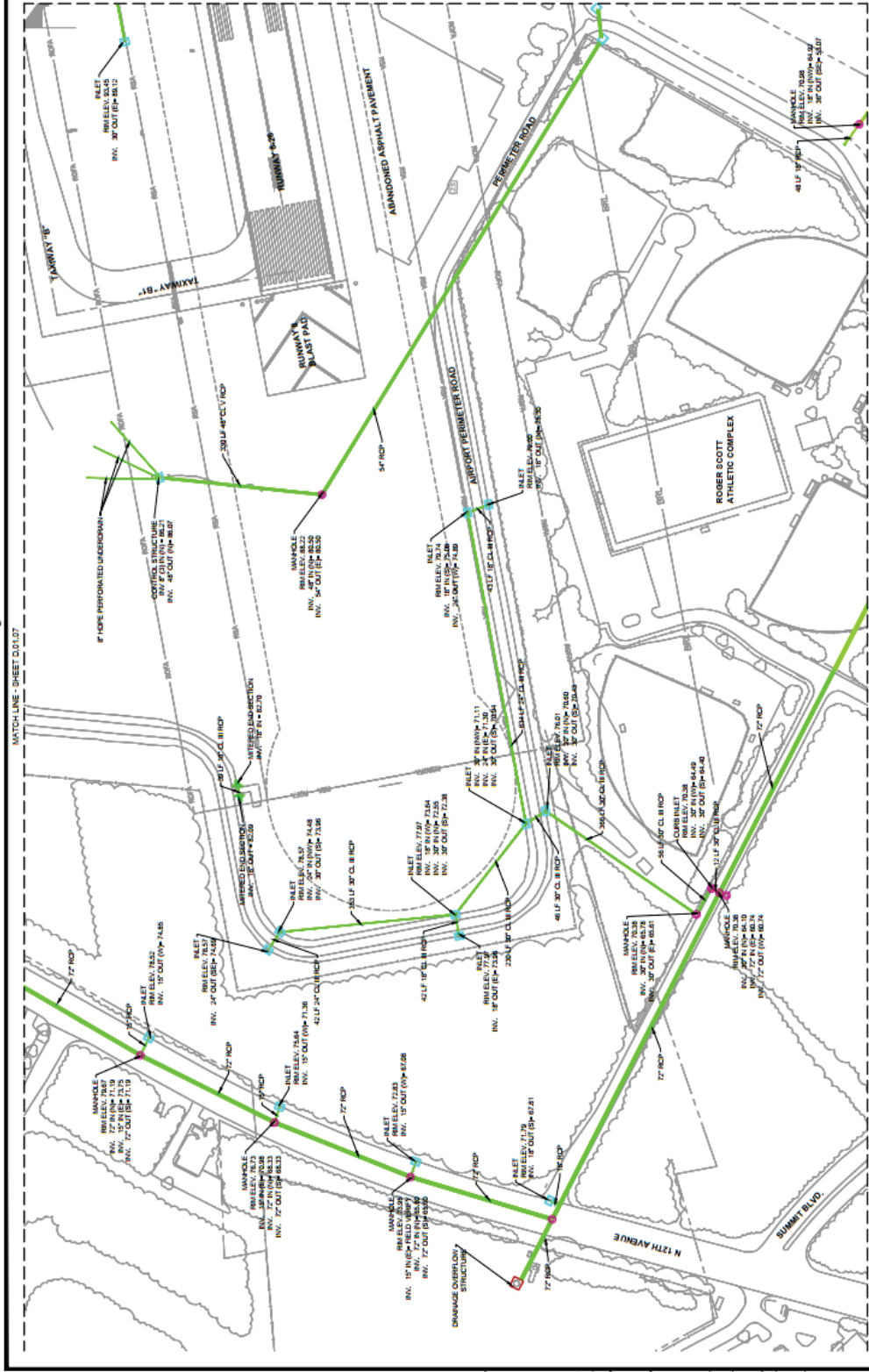
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APPENDIX Q - FUEL SPILL PLAN



APPENDIX Q - FUEL SPILL PLAN

MATCH LINE - SHEET D.01.07



MATCH LINE - SHEET D.01.15

- LEGEND**
- STORMWATER DRAINAGE PIPE
 - STORMWATER DRAINAGE INLET
 - STORMWATER DRAINAGE MANHOLE
 - STORMWATER DRAINAGE INTERIOR END SECTION
 - STORMWATER DRAINAGE EXTERIOR END SECTION

- NOTES**
1. DRAINAGE PIPES SHOWN IN RED ULTIMATELY FLOW OFF AIRPORT PROPERTY TO THE 13TH AVENUE STORMWATER COLLECTION SYSTEM.
 2. DRAINAGE PIPES SHOWN IN BROWN ULTIMATELY FLOW INTO SWALES AND PONDUS AROUND THE RENTAL CAR FACILITY.
 3. DRAINAGE PIPES SHOWN IN YELLOW ULTIMATELY FLOW INTO THE LONG-TERM PARKING LOT POND NEAR COL. JACOBSEN JONES BLVD.
 4. DRAINAGE PIPES SHOWN IN GREEN ULTIMATELY FLOW TO THE LARGE STORMWATER STORAGE AREA SOUTHWEST OF THE AFFIRMATION BUILDINGS.
 5. DRAINAGE PIPES SHOWN IN BLUE FLOW INTO THE ROADSIDE DITCH ALONG JERRY MAYGARDEN ROAD AND SUMMIT BLVD COLLECTION SYSTEM.
 6. DRAINAGE PIPES SHOWN IN PURPLE FLOW INTO THE STORMWATER POND AT THE EASTERN EDGE OF THE AIRPORT PROPERTY NEAR SPANISH TRAIL.
 7. DRAINAGE PIPES SHOWN IN ORANGE ULTIMATELY FLOW INTO THE WOODED AREA EAST OF SPANISH TRAIL AND INTO ESCAMBA BAY.
 8. DRAINAGE PIPES SHOWN IN GRAY ARE ABANDONED AND DO NOT FLOW INTO ANY STORMWATER COLLECTION SYSTEM.

PROJECT NAME: UTILITY ATLAS UPDATES

SHEET TITLE: UTILITY MASTER PLAN: DRAINAGE

ENGINEER OF RECORD: WILLIAM A. SOUDON, PE
FL P.E. No. 77524

JOB NO.: 10000001
DATE: 10/06/2021
DRAWN BY: JES, JSP
DESIGN BY: JES, JSP
CHECKED BY: JES, JSP
IN CHARGE: JES, JSP

SHEET NO.: D.01.11

SCALE: 0' 50' 100' 200'

SCALE IN FEET

DATE: 10/06/2021

DESCRIPTION:

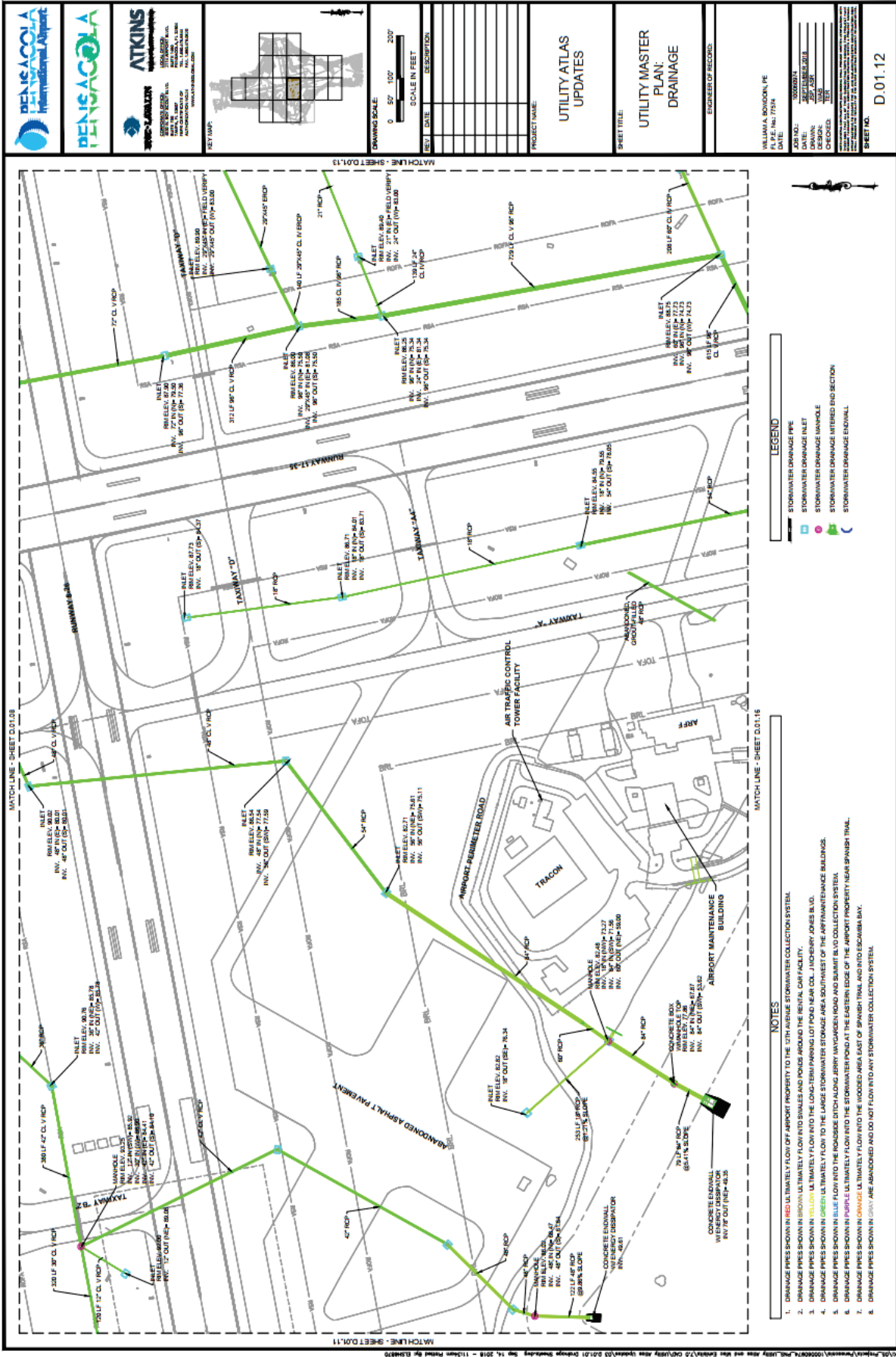
PROJECT NAME: UTILITY ATLAS UPDATES

SHEET TITLE: UTILITY MASTER PLAN: DRAINAGE

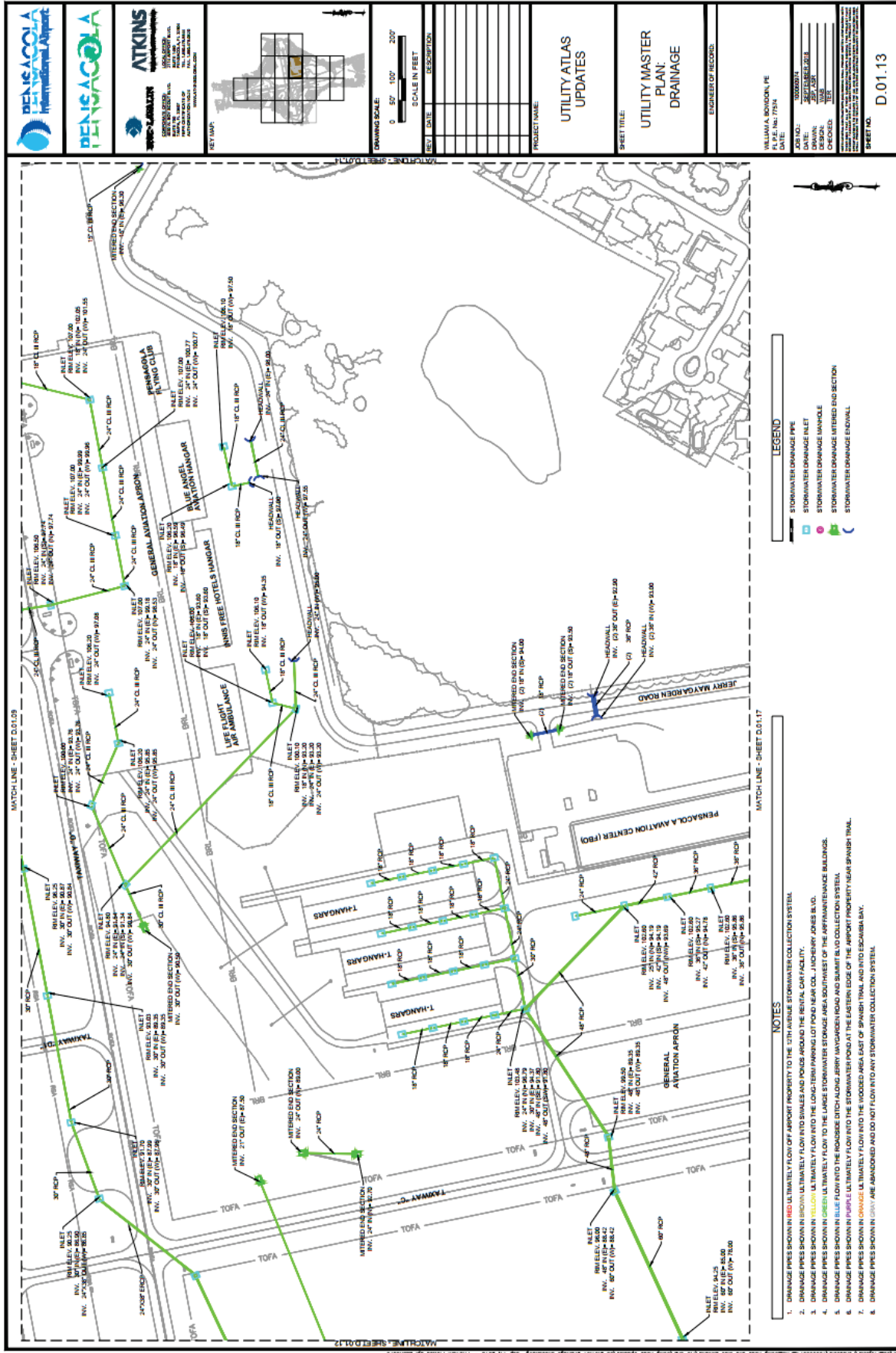
ENGINEER OF RECORD: WILLIAM A. SOUDON, PE
FL P.E. No. 77524

JOB NO.: 10000001
DATE: 10/06/2021
DRAWN BY: JES, JSP
DESIGN BY: JES, JSP
CHECKED BY: JES, JSP
IN CHARGE: JES, JSP

APPENDIX Q - FUEL SPILL PLAN

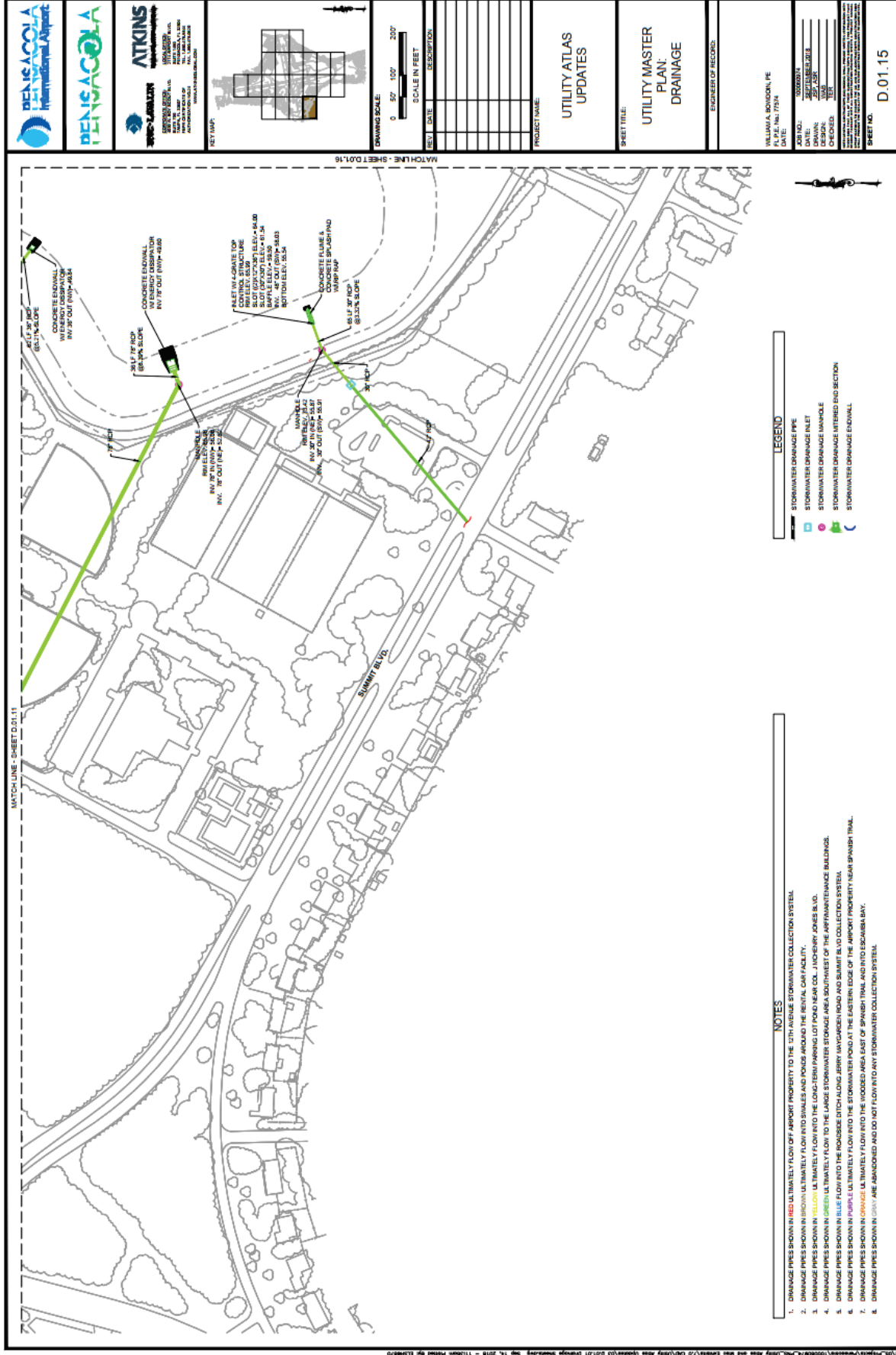


APPENDIX Q - FUEL SPILL PLAN

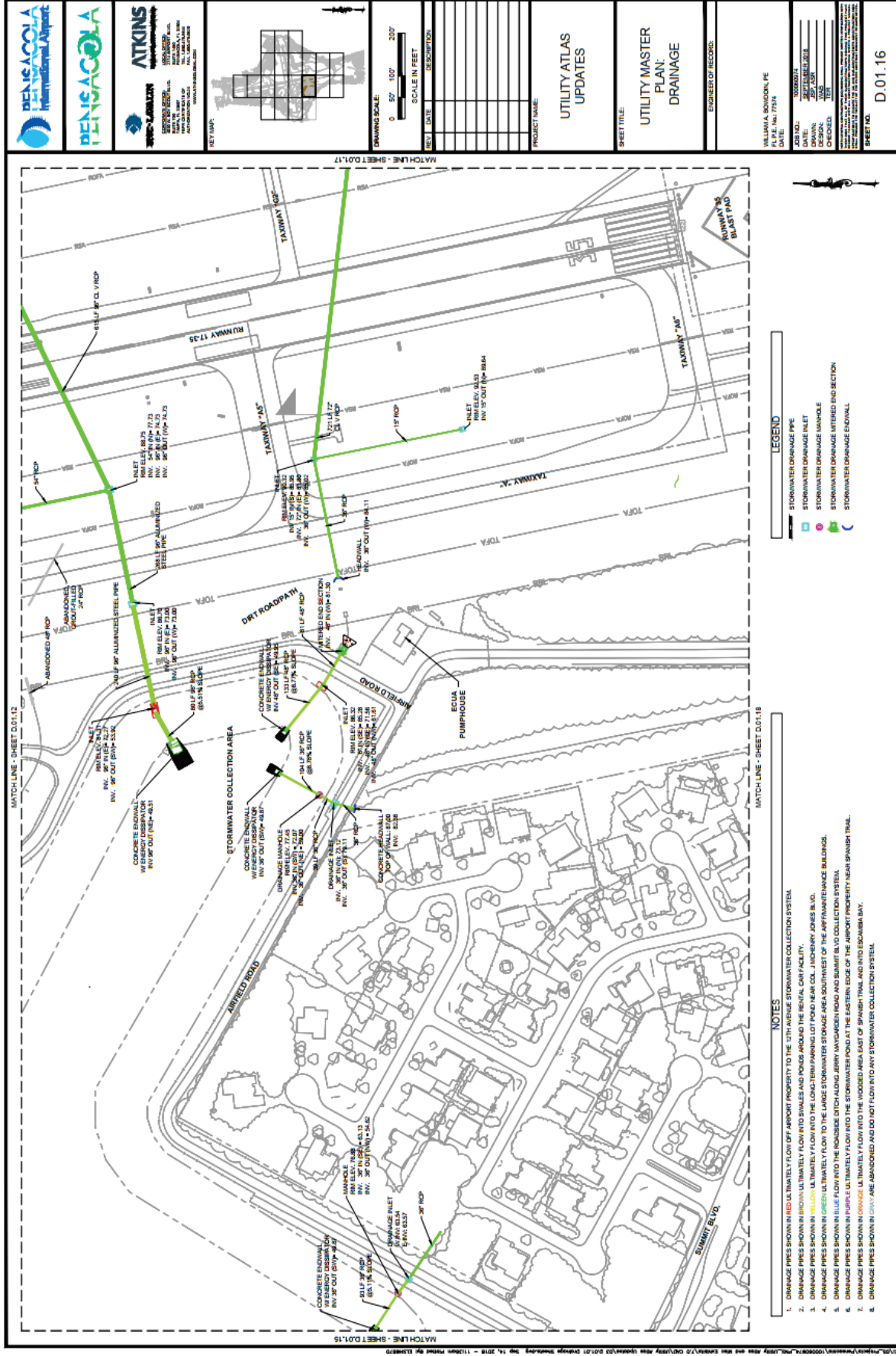


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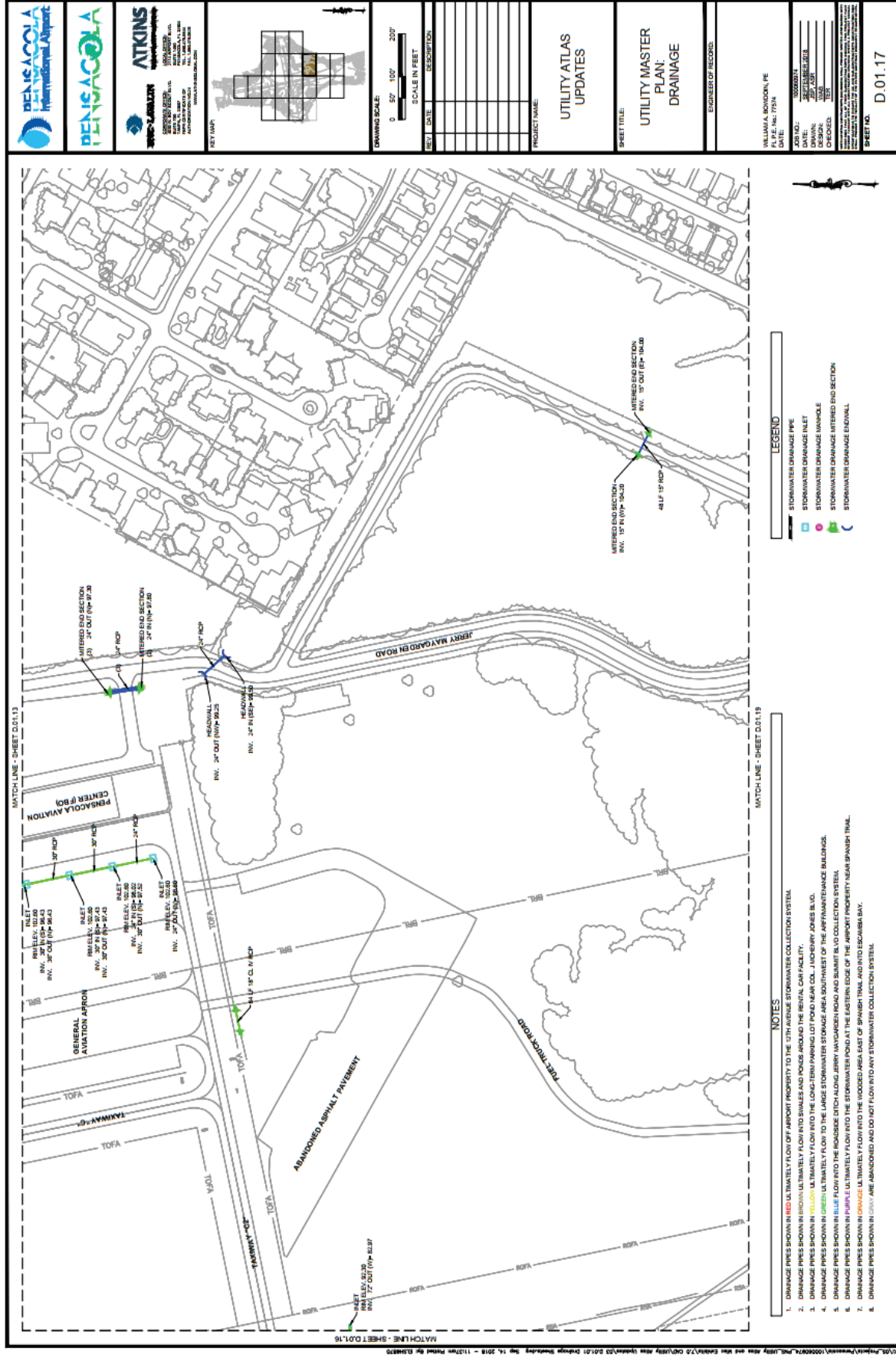
APPENDIX Q - FUEL SPILL PLAN



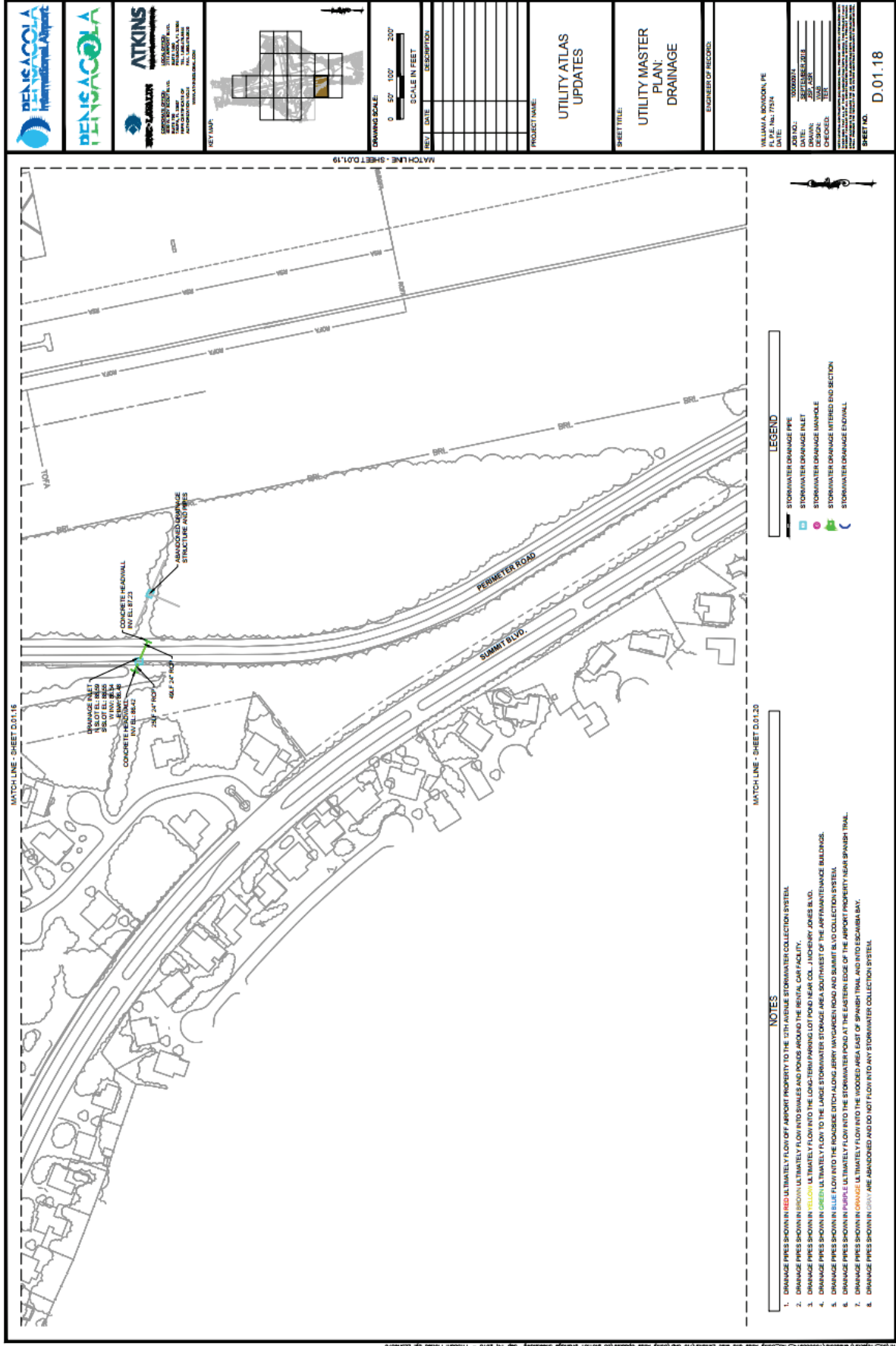
APPENDIX Q - FUEL SPILL PLAN



APPENDIX Q - FUEL SPILL PLAN

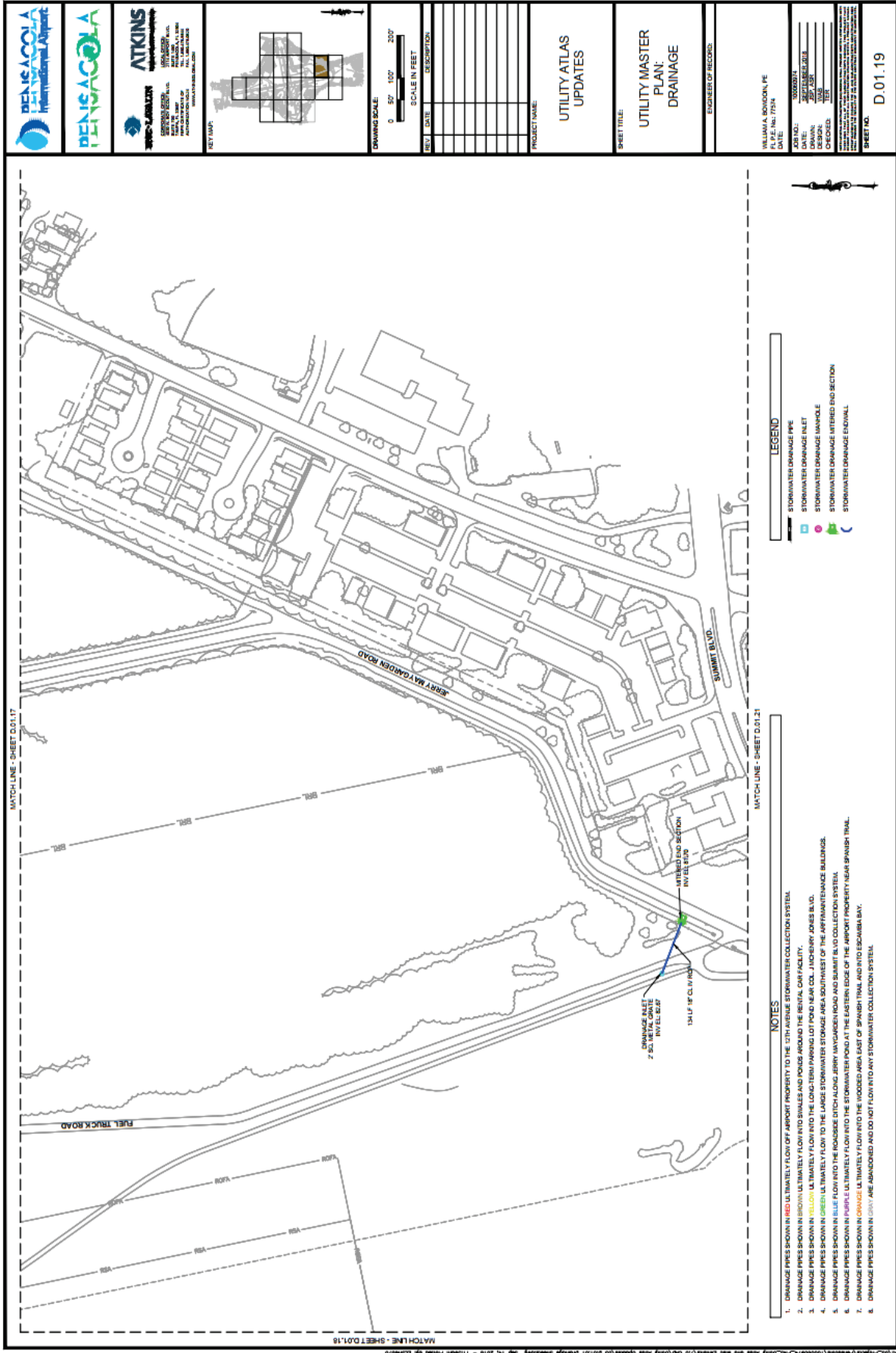


APPENDIX Q - FUEL SPILL PLAN



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APPENDIX Q - FUEL SPILL PLAN



APPENDIX Q - FUEL SPILL PLAN

MATCH LINE - SHEET D.01.18



NOTES

1. DRAINAGE PIPES SHOWN IN RED ULTIMATELY FLOW OFF AIRPORT PROPERTY TO THE 5TH AVENUE STORMWATER COLLECTION SYSTEM.
2. DRAINAGE PIPES SHOWN IN BROWN ULTIMATELY FLOW INTO SHULES AND PONDS AROUND THE RENTAL CAR FACILITY.
3. DRAINAGE PIPES SHOWN IN YELLOW ULTIMATELY FLOW INTO THE LONG-TERM PARKING LOT POND NEAR COL. JACKSON JONES BLVD.
4. DRAINAGE PIPES SHOWN IN GREEN ULTIMATELY FLOW TO THE LARGE STORMWATER STORAGE AREA SOUTHWEST OF THE AIRPORT TOWER BUILDING.
5. DRAINAGE PIPES SHOWN IN BLUE FLOW INTO THE ROADSIDE DITCH ALONG JERRY WANGKAMEN ROAD AND SUMMIT BLVD COLLECTION SYSTEM.
6. DRAINAGE PIPES SHOWN IN PURPLE ULTIMATELY FLOW INTO THE STORMWATER POND AT THE EASTERN EDGE OF THE AIRPORT PROPERTY NEAR SPANISH TRAIL.
7. DRAINAGE PIPES SHOWN IN ORANGE ULTIMATELY FLOW INTO THE FLOODED AREA EAST OF SPANISH TRAIL AND INTO ESCAMBA BAY.
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DESTRUCTIVE WEATHER PLAN

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List of Exhibits

Exhibit A	Summary of Destructive Weather Types
Exhibit B	Escambia County EOC Incident Command Structure
Exhibit C	Airport Incident Command Structure
Exhibit D	FAA Hurricane Reporting Form
Exhibit E	Sample Destructive Weather Notification
Exhibit F	Preparedness and Recovery Checklists
Exhibit G	Summary of Destructive Weather Warnings/Conditions
Exhibit H	Summary of Airport's Tentative Hurricane Planned Action
Exhibit I	Maintenance Department
Exhibit J	Loading Bridge Tie-down Procedures
Exhibit K	Equipment Preparedness List
Exhibit L	Tornado Warning Procedures

1. Purpose:

The information contained in this Destructive Weather Plan is intended to supplement the Basic Plan, Functional Sections and Hazard Specific Sections of the AEP. This Plan defines the responsibilities and describes the actions to be taken in the event of pending destructive weather at the Pensacola International Airport.

2. Situation and Assumptions:

This section describes the situations pertaining to certain destructive weather threats at the Pensacola International Airport.

- A. The Pensacola area is frequently subjected to adverse weather phenomena such as lightning, thunderstorms, hurricanes and high winds. Although these phenomena are varied and of a seasonal nature, the occurrence of any one may cause severe damage to Airport facilities, injure personnel or adversely impact the mission of the Airport, its tenants and users.
- B. Escambia County, through the Escambia County Emergency Operations Center (EOC), is tasked with overall community-wide coordination for storm preparation and recovery via the Incident Command Structure (Exhibit B).
- C. Airport management is tasked with coordinating overall storm preparation and recovery activities for the Pensacola International Airport, and given the complexities involved and concurrent activities that must take place, have established an Airport Incident Command Structure (see Exhibit C).
- D. Airport Management shall coordinate the site specific storm preparation and recovery activity at the Pensacola International Airport with both the City of Pensacola and Escambia County, and shall communicate facility status and needs with the Escambia County Emergency Operations Center via:
 - The City's representative present in the EOC
 - Emergency Support Function 1 – Transportation (ESF-1)
 - Emergency Support Function 14 – Public Information (ESF-14)
- E. Airport Management shall communicate facility closure and recovery activity with the Federal Aviation Administration via the Southern Region Certification Office (see Exhibit D).

- F. Weather events such as tornados may result in little preparation time and will require immediate action on the part of the Airport staff members present. Procedures to be followed for tornado warnings are summarized in Exhibit J.

3. Operations:

This section explains the Airport's overall approach to destructive weather preparedness and recovery.

- A. Primary responsibility for activating and coordinating the Pensacola International Airport's site specific destructive weather preparation and recovery activity falls upon the Airport Director and the Assistant Airport Director – Operations.
- B. Destructive weather preparedness levels and updates shall be disseminated to all affected Airport tenants and stakeholders (see Appendix F of the AEP).
- C. Once notified of the activation of destructive weather conditions, each tenant shall implement the actions contained within their individual plans and coordinate the same with Airport Management.
- D. All information regarding the discontinuance or resumption of operations shall be routed from the individual tenants to the Airport Operations Center (AOC), and from the Airport Operations Center to the Assistant Airport Director - Strategy & Development for public dissemination via Escambia County EOC ESF-14.
- E. When the Federal Aviation Administration abandons the Air Traffic Control Tower due to high winds (55 knots/63 mph or greater), the airfield becomes uncontrolled. Additionally with high winds, the possibility of FOD on the airfield exists and the condition of the airfield becomes unknown and therefore will be formally closed for operations until after storm passage.
- F. After the passage of a tropical storm or hurricane, the Assistant Airport Director – Operations or designee shall determine when to recall tenant employees for recovery efforts.
- G. Specific recall notification procedures will be determined prior to facility closure and shall be coordinated with Escambia County EOC via ESF-1 to enable responsible parties to return to the facility. Included in the recall notification procedure will be identification requirements to allow employees to pass through any law enforcement checkpoints established after storm passage.

- H. No tenant personnel will be allowed on the facility until such time as Airport Management has provided authorization to do so.
- I. All personnel must have Airport issued identification media in order to return to the facility.
- J. Recovery priorities are based on the Preparedness and Recovery Checklists shown as Exhibit E.
- K. In the event a severe category 4 or 5 storm is forecasted to impact the immediate Pensacola area, Airport Management reserves the option to evacuate all personnel, including essential emergency personnel, to strategic areas outside the projected path. Recovery personnel will be identified and will be responsible for staging portable recovery equipment (communications trailer, generators, and supplies) into a position so that a rapid response after the storm passes is possible. Alignment with Emergency Management recovery teams can optimize travel time and other logistics.

4. Organization and Assignment of Responsibilities:

A. Airport Director

- 1. Act as the overall Incident Commander for Airport storm preparation and recovery operations.

B. Airport Deputy Director

- 1. Assists and acts as overall Incident Commander for Airport storm preparation and recovery operations in the absence of the Airport Director.

C. Assistant Airport Director - Operations

- 1. Act as the Operations Section Chief and coordinate the overall storm preparedness and recovery operations.
- 2. Prepare and disseminate destructive weather warnings in the form attached as Exhibit E.
- 3. Establish conditions of weather readiness for the Airport and all tenant activities as outlined in Exhibit G.
- 4. In the event of a tropical storm or hurricane, coordinate with the Emergency Operations Center established by Escambia County

Emergency Management for the acquisition of storm related information and the dissemination of Airport operational information.

5. Establish a recall protocol to be used in the event the telephone system is not functional after passage of the storm.
6. Coordinate the recall of personnel after a storm passage.
7. Coordinate with Assistant Airport Director – Planning and Engineering, as necessary, to evaluate the terminal building and other structures after a storm passage.
8. Utilizing the Airport Operations Manager and Airport Operations Officers, ensure that facility information and needs are communicated with the Escambia County Emergency Operations Center via the City representative in the EOC and via ESF-1, and that information is communicated with the FAA.
9. Maintain and update this Destructive Weather Plan.

D. Assistant Airport Director – Planning and Engineering

1. Act as Logistics Section Chief to lead post-storm recovery efforts as outlined in Exhibit H to include terminal facility, landside, and airfield inspections, and provide status updates to the Incident Commander.
2. Working with the Director of the Maintenance Branch, develop functional Damage Assessment Units as necessary (i.e. Terminal Public Area Unit, Terminal Tenant Area Unit, Other Building/Facility Unit, Airfield Unit, etc.) for post storm inspections and evaluations of Airport facilities and properties.
3. Coordinate with an engineering firm if/when necessary to evaluate the terminal building and other structures after a storm passage.
4. Provide updates on Airport status via WebEOC (<https://webeoc.myescambia.com/>) or other applicable software in use by Escambia County EOC.
5. Coordinate with the Operations Section Chief, relay resource requests to Escambia County EOC via WebEOC or other applicable software in use by EOC.

E. Assistant Airport Director - Strategy & Development

1. Serve as the Public Information Officer for the Pensacola International Airport.
2. Coordinate the public dissemination of all facility closure information with the City PIO, and the Escambia County Emergency Operations Center via ESF-14.
3. Coordinate with all airline and rental car firms for tenant specific service discontinuance information that is to be disseminated to the public and for the inclusion of this information on tenant specific web sites for system-wide dissemination.
4. Coordinate with the rental car firms for the dissemination of information relative to the return of vehicles until after storm passage.
5. During recovery operations, coordinate with all airline and rental car firms for information relative to the re-establishment of tenant specific services.
6. For large scale incidents requiring activation of the Airport Emergency Operations Center (AEOC), serve as the liaison to coordinate and establish a Joint Information System (JIS) and Multiagency Coordination (MAC) groups to facilitate the flow of information between Incident command, AEOC, and responding state/federal agencies... FDOT, NTSB, FBI, etc..

F. Assistant Airport Director – Finance

1. Act as the Finance/Administration Section Chief and coordinate record keeping to document all personnel time, equipment time and costs of the recovery operations.
2. Coordinate with the City Finance Department to coordinate any FEMA related record keeping requirements.
3. Coordinate with City Risk Management any insurance related requirements.
4. Brief all personnel on reporting and tracking requirements.

G. Airport Operations Manager

1. Maintain a current file of all destructive weather plans prepared by Pensacola International Airport tenants. Review each for completeness and recommend improvements as appropriate.
2. Maintain active liaison with all Airport tenant activities relative to this plan.
3. Coordinate airfield and terminal building pre-storm preparations and post-storm recovery operations with the Operations and Logistics Section Chief.
4. Coordinate with the Airport Maintenance Manager to secure the terminal building pre-storm/weather event.
5. Upon notification of the cessation of air traffic services by the FAA, issue a NOTAM to formally close the airfield.
6. Complete FAA Hurricane Reporting form (Exhibit D), or update the Airport status via the FDOT Florida Airport Database at <https://www.florida-aviation-database.com/>.
7. If necessary during recovery operations, act as Director of Airfield Operations Branch to coordinate operations and parking of aircraft supporting the community relief effort, and the establishment and operation of any staging areas established on the Airport to support the community relief effort.
8. As the Airport Security Coordinator (ASC), coordinate necessary security-related items with the TSA and Pensacola Police - Airport Section.

H. Airport Operations Officer(s)

1. Coordinate with the Airport Operations Manager for airfield and terminal building preparations and recovery operations as directed.
2. Maintain the Equipment Preparedness List (Exhibit J). Inventory all items no later than May 15th to dispose of outdated items and refresh stock as necessary.
3. Serve as Emergency Communications Coordinator

4. Verify all emergency communications elements are working prior to facility closure
5. Distribute emergency communications elements prior to facility closure.

I. Airport Maintenance Manager

1. Ensure Maintenance items (Exhibit I) are completed prior to facility closure.
2. Ensure all loading bridges are secured prior to wind speeds reaching 60 knots (69 mph), see Exhibit J.
3. Upon facility closure, as necessary, coordinate the placement of barriers at the entrance to Francis Taylor Blvd., J. McHenry Jones Blvd., the intersection of College Blvd. and the Airport loop road, and the main Airport entrance.
4. Act as Director of Maintenance Branch and coordinate with the Assistant Airport Director – Planning and Engineering (Logistics Section Chief) to develop functional groups to perform post-storm recovery efforts including terminal facility, landside, and airfield inspections as needed to return the facilities to operational status.

J. Pensacola Police - Airport Section

1. Coordinate with the Airport Operations Manager for terminal building preparations.
2. Arrange for transportation to nearest shelter for any passengers left in terminal building at discontinuance of services.
3. Staff the main Airport entrance at 12th Avenue until conditions deteriorate whereby officers cannot remain.
4. Provide for the security of the terminal building throughout the storm.
5. Coordinate monitoring the facility after storm passage and during recovery operations to ensure that only authorized personnel are coming in.
6. If necessary during facility recovery, the on-duty Sergeant will act as Director of the Law Enforcement Branch and develop functional groups

as needed (i.e. perimeter security, terminal security, etc.) to coordinate security operations for the Airport.

7. Coordinate any special security needs during facility recovery operations such as VIP arrivals/visits, and security for staging areas as established by the military or outside entities/agencies.
8. Coordinate with the Airport Security Coordinator and the TSA the re-establishment of the security checkpoint.

K. Airport Administration & Contracts Manager

1. Assist the Assistant Director Planning & Engineering role as Logistics Section Chief for Pre and Post storm preparation and recovery efforts.
2. Maintain a current file of all service contractors capable of providing specific recovery services.
3. Prior to facility closure, contact potential recovery service providers to confirm availability and recall status.
4. Liaison with Logistic Section Chief to coordinate service provider response during recovery operations.
5. If necessary, secure indoor air quality samples immediately after reactivation of all Airport owned facilities and again 30 – 60 days later.
6. If necessary, secure indoor air quality samples immediately after reactivation of all Airport owned facilities and again 30 – 60 days later.

L. Pensacola Fire Department (PFD)

1. Notify the Assistant Airport Director – Operations when conditions deteriorate to the point where ARFF trucks may no longer be used on the airfield (when wind speeds reach a sustained 45 knots (50 mph).
2. Monitor the condition of the ARFF facility and equipment.

M. Federal Aviation Administration

1. Monitor local weather conditions for the effect upon flight operations.
2. Notify the Assistant Airport Director - Operations or designee whenever any destructive weather conditions are likely in the Pensacola area.
3. Evacuate the Air Traffic Control Tower when wind speeds reach 55 knots (63 mph).
4. Coordinate the inspection of all navigational aids after storm passage.
5. Disengage the weather antenna motor when wind speeds reach 65 knots (75 mph).

N. All Pensacola Airport Tenants

1. Maintain individual plans for destructive weather, which include actions to be initiated on the setting of weather conditions listed in Exhibit A.
2. Submit a written report to the Assistant Airport Director - Operations or designee not later than 15 June each year noting that the organization's destructive weather plan has been reviewed and updated as necessary. Include a copy of any updates or changes.
3. Complete all applicable actions required by the Airport Destructive Weather Plan and as indicated in the tenant's destructive weather plan.
4. Maintain contact with the AOC as to the status of required actions.
5. Maintain contact with the Airport Operations Center as to discontinuance or re-establishment of services.
6. Maintain contact with individual employees for recall and recovery protocol.
7. Coordinate with respective central reservations centers to disseminate facility closure/cessation of activity information. Note: this is especially important for rental car firms as customers will not be allowed to return rental cars after the facility is closed.

O. TSA Screening-Operations

1. Coordinate with Airport Management for continued screening operations until facility closure.
2. During facility recovery, coordinate with Operations Section Chief for efforts towards the resumption of passenger screening.

P. Airport Operations Center

The Airport Operations Center (AOC) is located on the second level of the terminal complex. The center is staffed 24 hours a day and is responsible for communications and monitoring all activities at the airport. This center will notify all airport management personnel, monitor all incidents and document all communications during an emergency at the airport to include:

1. Disseminate destructive weather warnings and conditions of readiness to all airport departments and tenants.
2. Receive and record reports from tenant activities as required herein.
3. Contact tenants regarding information on discontinuance or re-establishment of services.
4. Update status boards providing information regarding which activities are manned or closed down, compliance with plans like tie-down of loading bridges, aircraft hangered and/or tied down on general aviation ramps, location and status of vehicles and service equipment remaining aboard PNS, number of personnel and locations aboard Airport, etc.
5. At the direction of the Assistant Airport Director - Operations, or designee, initiate the recall of employee and tenant personnel.

EXHIBIT A

SUMMARY OF DESTRUCTIVE WEATHER TYPES

Weather Type

1. Storm = 48 mph or greater

Issued for maritime and land areas to permit timely action to secure equipment such as aircraft, vehicles, ground equipment, construction material and work-stands, etc.

2. Tropical Storm Watch = Sustained winds of 39 - 73 mph

An announcement that tropical storm conditions (sustained winds of 39 to 73 mph) is possible within the specified coastal area within 48 hours.

3. Tropical Storm Warning = Sustained winds of 39 - 73 mph

An announcement that tropical storm conditions (sustained winds of 39 to 73 mph) are expected somewhere within the specified coastal area within 36 hours.

4. Hurricane, Category 1 = Sustained winds of 74 - 95 mph

Hurricane, Category 2 = Sustained winds of 96 - 110 mph

Hurricane, Category 3 = Sustained winds of 111 - 130 mph

Hurricane, Category 4 = Sustained winds of 131 - 155 mph

Hurricane, Category 5 = Sustained winds above 155 mph

Hurricane Watch

An announcement that hurricane conditions (sustained winds of 74 mph or higher) are possible within the specified coastal area. Because hurricane preparedness activities become difficult once winds reach tropical storm force, the hurricane watch is issued 48 hours in advance of the anticipated onset of tropical-storm-force winds.

Hurricane Warning

An announcement that hurricane conditions (sustained winds of 74 mph or higher) are expected somewhere within the specified coastal area. Because hurricane preparedness activities become difficult once winds reach tropical storm force, the hurricane warning is issued 36 hours in advance of the anticipated onset of tropical-storm-force winds.

5. Tornado F0/F1 = 40 – 112 mph
 Tornado F2/F3 = 112 – 206 mph
 Tornado F4/F5 = 207 – 318 mph

Tornado Watch

Issued to alert the public that conditions are favorable for the development of tornadoes in and close to the watch area. These watches are issued with information concerning the watch area and the length of time they are in effect.

Tornado Warning

Issued by local NWS offices to warn the public that a tornado has been sighted by storm spotters, law enforcement or has been indicated by radar. These warnings are issued with information concerning where the tornado is presently located and which communities are in the anticipated path.

KTS to MPH CONVERSION CHART 1 knot = 1.15077945 mph

5 Knots = 5.8 MPH	80 Knots = 92.2 MPH
10 Knots = 11.5 MPH	85 Knots = 97.9 MPH
15 Knots = 17.3 MPH	90 Knots = 103.7 MPH
20 Knots = 23.0 MPH	95 Knots = 109.4 MPH
25 Knots = 28.8 MPH	100 Knots = 115.2 MPH
30 Knots = 34.6 MPH	105 Knots = 121.0 MPH
35 Knots = 40.3 MPH	110 Knots = 126.7 MPH
40 Knots = 46.1 MPH	115 Knots = 132.5 MPH
45 Knots = 51.8 MPH	120 Knots = 138.2 MPH
50 Knots = 57.6 MPH	125 Knots = 144.0 MPH
55 Knots = 63.4 MPH	130 Knots = 149.8 MPH
60 Knots = 69.1 MPH	135 Knots = 155.5 MPH
65 Knots = 74.9 MPH	140 Knots = 161.3 MPH
70 Knots = 80.6 MPH	145 Knots = 167.0 MPH
75 Knots = 86.4 MPH	150 Knots = 172.8 MPH

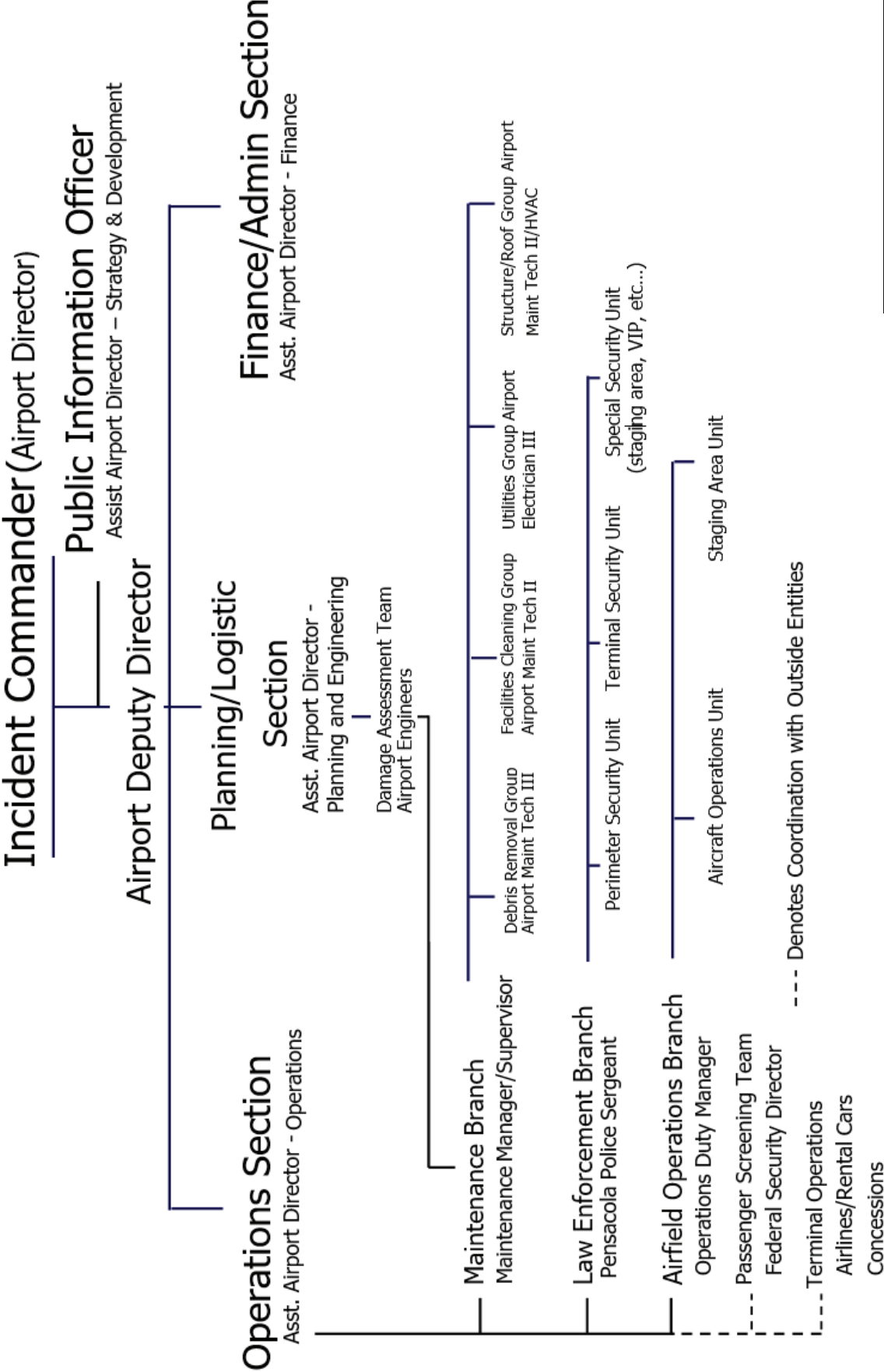
EXHIBIT B



R-15

Inspector

EXHIBIT C Destructive Weather Incident Command Structure



Federal Aviation Administration
Southern Region Airports Division
APPROVED
27 Nov 2024
MF
Inspector

Exhibit D



FAA Southern Regional Airports Division

Airfield Condition Report

Instructions for Reporting Airfield Condition

Use this form to report changes in the condition of your airfield. Submit this when disasters such as hurricanes, earthquakes, tornados, aircraft crash, etc. change the airfield condition.

Times

During a major emergency, please provide regular updates as below:

1. by 07:00 am Eastern
2. another by 15:00 pm Eastern
3. when significant changes occur

Means of submitting

Email: ASO-ARP-Hurricane@faa.gov

We prefer to get email since it gives us an electronic copy of the report.

Best option: Choose the “**Submit by Email**” button at the bottom of the form's last page. That opens a new message using your email program. The message already has the filled out PDF attached and the address filled in.

If you *cannot* access email, an option is to send a FAX to:

404-305-6730

Contacts if problems

If you have trouble submitting email or reaching the FAX phone number above, contact one of the below Airports Division people:

Airports Division (during normal business hours):	404-305-6700
Steven Hicks (Director):	404-305-6701
Nicholas LeMay, ACSI:	404-305-6718
Jim Price, ACSI:	404-305-6721

Airfield Condition Report

Airport Name: _____ LOCID: _____

Date & Time of this information: _____

1. Is the **AIRPORT** OPEN or CLOSED? If closed, when do you expect to reopen?
2. What **RUNWAY**(s) are OPEN /CLOSED?
(Summarize runway status, including basic open/closed information, as well as damage (e.g., flooding or debris). Also include any available information on ramps and taxiways. Include projected return to full operations if available).
3. What **DAMAGE** occurred at your airport?
4. Estimated **DAMAGE COSTS** - per element (for example, terminal roof \$25K, runway lights \$5K). (Summarize damage or lack thereof, as applicable, to the physical plant of (if in separate building): terminal, and support buildings).
5. Status of your **ARFF** vehicle & staffing.
(Summarize Aircraft Rescue & Fire Fighting (ARFF) capabilities; include information on ARFF crew availability, equipment, supplies, etc.)
6. **Days** of Fuel on Hand (Rough estimate is okay)
JET-A: _____
AVGAS: _____
7. Describe the status of **power** and **airfield lighting**
Describe the status of your **ENGINE GENERATORS**
Airfield (all runways?): _____
Fuel farms / FBOs: _____
Terminal Bldg.: _____
8. What are your **airport staffing** levels, operations & maintenance (% of normal level)? Operations: _____%; Maintenance: _____%
9. **NOTAMS** – Please update your NOTAMS - Coordinate with ATCT and Tech Ops.
10. What is the status of air carrier operations

Submit by Email

Exhibit E

Sample Destructive Weather Notification

Destructive Weather Alert

Tropical Storm Earl: Notification

#1 Date: 9/1/98

Time: 1040

Destructive Weather Condition: Tropical Storm Condition IV

Tropical Storm Earl is currently located at 25.4N and 92.7W and moving north at 5 knots with winds at 50 mph gusting to 60.

At this time the Escambia County Emergency Operations Center is taking a wait-and-see approach. The EOC is not yet being staffed but this may change tonight or tomorrow. The National Weather Service has indicated that a hurricane watch may still be posted for the Gulf Coast later today.

Given the proximity of the storm to our area, the Airport is going to Tropical Storm Condition IV. In accordance with the destructive weather plan, this level indicates that tropical storm force winds may be experienced within 72 hours.

All tenants should review their individual hurricane preparedness plans and be prepared to implement the same.

Destructive Weather Alert

Tropical Storm Earl: Notification

#3 Date: 9/2/98

Time: 0530

Destructive Weather Condition: Hurricane Condition 1

The National Weather Service has posted a hurricane warning for our area. As of 5:00 a.m., Tropical Storm Earl was located at 27.8N and 90.5W and moving NE at 9 mph with winds at 60 mph gusting to 70 mph. Tropical storm force winds extend 150 miles to the east of the storm. At the current rate of movement, we should experience tropical storm force winds in our area at approximately 1400 today. The storm is predicted to reach hurricane strength just prior to landfall. Landfall is currently predicted to be just west of Mobile around midnight.

Given the above circumstances, the Airport is going to Hurricane Condition I per the destructive weather plan; this condition is set when we expect tropical storm force winds within 12 hours. We will have a meeting with all tenant managers in Suite 225 of terminal at 0900 this morning. In the meantime, all tenants should begin preparing their areas for possible closure.

Exhibit F

Preparedness and Recovery Checklists

Terminal close time and airline stop times to be coordinated with the airlines.

Tenants should coordinate area preparations with Operations. As an area is prepared, the tenant should contact the Airport Operations Center (AOC). An Airport representative will then check that area for acceptability.

Emergency Operations Telephone: _____

ETA Tropical Storm Force Winds: _____

Terminal Close Time: _____

Airline Stop Times:

American:

Southwest:

Delta:

United:

Silver:

Frontier:

Spirit:

UPS:

Facility Status:

Terminal _____

Construction Areas _____

Parking Lots _____

Pensacola Aviation Center

Aircraft remaining: _____

Innisfree

Aircraft remaining: _____

Skywarrior

Aircraft remaining: _____

PNFC

Aircraft remaining: _____

Blue Air

Aircraft remaining: _____

Terminal Building Tenants:

American

OHM

Delta

Paradies

Silver Airways

USO

Southwest

Avis/Budget/Payless

United

Hertz/Dollar/Thrifty

Spirit

Enterprise/National/Alamo

ELS

Janitorial

TSA

Exhibit F
Destructive Weather Recovery Checklist

Areas to be inspected and returned to operations, in order of importance:

1. Airfield
2. Airfield Lighting System
3. FAA Facilities
4. ARFF
5. Security
6. Fuel Farm
7. Terminal
8. Airport Roadway System
9. Parking
10. Utilities

Exhibit F Destructive Weather Recovery Checklist

(Information below is gathered from each individual checklist.)

Airfield/Lighting

17/35_____

8/26_____

A_____

B_____

C_____

D_____

Lights_____

Ramp lights_____

FAA

Radar_____

ILS_____

ATCT_____

Tracon_____

ARFF

Mutual Aid:

Police_____

City Fire_____

EMS_____

Perimeter Security

Fence_____

Delivery gate _____

Perimeter Gates _____

Fuel Farm

Fence_____

Gates _____

Lighting _____

Terminal

Doors_____

Sec. System_____

Check pt._____

Loading Bridges

Airport Roadway System

Airport Loop Rd_____

Airfield_____

Francis Taylor_____

Col JM Jones_____

MayGarden _____

Service Center Rd _____

College Blvd_____

AOA Perimeter_____

Fuel Farm entrance _____

Parking Lots

Garage 1_____

2_____

3_____

4_____

Surface_____

Lot 1_____

Lot 2_____

Lot 3_____

Lot 4 _____

Utilities

Water_____

Power_____

Phone_____

Gas_____

Overflow_____

Exhibit F
Destructive Weather Recovery Checklist
AIRFIELD

Check for FOD, erosion, standing water

Rwy 17/35:

Rwy 08/26:

Twy A:

Twy B:

Twy C:

Twy D:

Twy E1:

Retention pond:

Once the airfield is inspected and cleared, it can be opened for Emergency Daytime operations

Exhibit F
Destructive Weather Recovery Checklist
AIRFIELD LIGHTING

Check for damaged bulbs, signs and lighting circuits as well as control from the Tower and Tracon.

Rwy 17/35:

Rwy 08/26:

Twy A:

Twy B:

Twy C:

Twy D:

Twy E1:

Beacon:

Tower/Tracon Control:

Vault:

Generator (include fuel status):

If the airfield is inspected, cleared, and lighting system is operational, it can open for emergency daytime and nighttime VFR operations.

Exhibit F
Destructive Weather Recovery Checklist
FAA FACILITIES - ATCT

Radios:

Building Utilities:

Electricity
Telephone
Water
Gas

Building Systems:

HVAC
Lighting
Elevator
Fire Protection
Alarm/Detection
Sprinkler

Weather tightness:

Interior Condition

If FAA facilities are operational, can open for emergency daytime and nighttime operations (all weather). If Tracon is operational but ATCT is closed, will need to identify this via NOTAM.

Exhibit F
Destructive Weather Recovery Checklist
ARFF

Check for personnel/vehicle readiness, capability of alerting system, capability of mutual aid organizations.

Personnel:

Rescue 110:

Rescue 111:

Rescue 112:

Alerting System:

Building Utilities:

Electricity

Telephone

Water

Gas

Building Systems:

HVAC

Lighting

Fire Protection

Alarm/Detection

Sprinkler

Mutual Aid

City Fire City Police EMS

Weather tightness:

Interior Condition:

Generator (include fuel status):

If the airfield, FAA facilities, ARFF, and security are operational, can open for 139 operations.

Exhibit F
Destructive Weather Recovery Checklist

SECURITY

Check for personnel readiness and integrity of perimeter security.

Personnel:

Perimeter Fence:

Perimeter Gates:

(If perimeter gates are chained and locked, may need to open some and get under normal control in order to facilitate recovery operations)

If the airfield, FAA facilities, ARFF, and security are operational, can open for 139 operations.

Exhibit F
Destructive Weather Recovery Checklist

FUEL FARM

Check for operational readiness.

Fenceline secure: yes / no

Gates operational: yes / no

Lighting operational: yes / no

Personnel Available:

Fuel Trucks Available:

Utilities:

Electricity

Fuel Availability

Quantity

PAC

Innisfree

Scheduled Deliveries:

Exhibit F
Destructive Weather Recovery Checklist

TERMINAL BUILDING

Building Utilities:

Electricity

Water

Telephone

Gas

Building Systems:

HVAC

Lighting

Elevators

Escalators

Fire Protection:

Alarm/Detection

Sprinkler

FIDS:

BIDS:

Bag Belts / BHS:

Jetbridge:	1	2	3	
	4	5	6	
	7	8	9	10

Lift Station:

Security: Security System_____ Checkpoint _____

Ramp Area: (Check for FOD)

Ramp Lights:

Tug Drive: (Check for FOD)

Weather tightness:

Interior Condition:

Generator: (Include fuel status)

Safety Items

Exhibit F
Destructive Weather Recovery Checklist
TERMINAL ROADWAY SYSTEM

Check for debris blocking roadway access, signage and condition of lighting.

Debris:

Roadway Lighting:

Signage:

PARKING LOTS

Check for gates, booths, debris, signage and condition of lighting.

Debris:

Lighting:

Booths:

Utilities

Electricity

Sewer

Systems

Lighting

Fee Computer

Telephone

Water

HVAC

Entrance Gates:

Exit Gates:

Signage

Exhibit F
Destructive Weather Recovery Checklist
U.S. Customs and Border Protection (CBP)

Building Utilities:

- Electricity
- Telephone
- Water
- Gas

Building Systems:

- HVAC
- Lighting
- Fire Protection
 - Alarm/Detection
 - Sprinkler

Weather tightness:

Interior Condition:

Entrance/Exit Gates:

Parking Lot

Roadway Entrance Signage:

Property Grounds / Debris

Exhibit G

Summary of Destructive Weather Warnings / Conditions

Warning/Condition	Time Until Storm Hits
Storm Condition IV	within 72 Hrs.
Storm Condition III	within 48 Hrs.
Storm Condition II	within 24 Hrs.
Storm Condition I	within 12 Hrs.
Tropical Storm Condition IV	within 72 Hrs.
Tropical Storm Condition III	within 48 Hrs.
Tropical Storm Condition II	within 24 Hrs.
Tropical Storm Condition I	within 12 Hrs.
Hurricane Watch:	Issued whenever a hurricane becomes a threat to our area.
Hurricane Warning:	Issued whenever a hurricane is expected in our area within 24 hours.
Hurricane Condition IV	within 72 Hrs.*
Hurricane Condition III	within 48 Hrs.*
Hurricane Condition II	within 24 Hrs.*
Hurricane Condition I	within 12 Hrs.*

* Time before tropical storm force winds (34 mph) are reached at the Pensacola International Airport

Exhibit H

Summary of Airport's Tentative Hurricane Planned Action

Other than tornados, hurricanes are probably the most unpredictable and destructive weather that will be experienced in the Pensacola area. Timing of planned actions depends upon many factors such as the category of storm and speed of movement. Therefore, the following are just estimated planning times of various actions that will be taken should a hurricane threaten the Pensacola area.

T-time: The estimated time in hours before tropical storm force winds are reached at the Pensacola International Airport for the indicated actions to take place.

R+time: The estimated time in hours after the hurricane's destructive winds allow for an all-clear and recovery operations are anticipated to take place.

T-time	Action
--------	--------

•T-72 hours --- Initial meeting and weather briefing. Some discussion of anticipated timelines and track forecast. Review plan specifics and begin making preparation efforts. Logistics should be in place or underway, employee schedules and tasking well understood.

•T-48 hours --- Second scheduled tenant meeting to review preparation progress and ensure coordination of details. Staff anticipates closing facility and potential times are discussed but not publicly disseminated.

•T-24 hours --- Third scheduled tenant meeting with specific guidance and commitment to terminal closure time. Final preparations being made to include cut-off for commercial flights. Media notifications begin.

•T-12 hours --- Airport terminal will be closed to public. Final storm preparations including the securing of ground equipment and jet ways in progress. Tenants must check out with Airport Operations and discuss placement of equipment. Time is necessary for forecast errors, allowance for employees to make home preparations, and provide a safe window for ground travel for passengers who cannot fly.

•T-8 hours --- Terminal building closed to all non-essential personnel. Police barricades in place. All tenants must vacate premises or notify the AOC with the specific number of people and names of who is remaining (non-terminal). Airfield is closed via NOTAM when the operating environment can no longer be guaranteed.

Exhibit H

R – Recovery Action

•R+1 hour --- Initial damage assessment of airfield operating environment and vital infrastructure begins. Communication is restored, necessary support systems readied.

•R+4 hours --- Airport maintenance staff and others arrive and widen inspections of particular components and systems. Priority goes to what is required to resume flight operations such as debris removal.

•R+8 hours --- All resources are dedicated to recovery efforts on airfield and prioritized elsewhere to minimize further damage. Some damage assessment information available through the AOC (private phone number). Tenant representatives may call and/or respond back to terminal for recovery efforts based upon actual situation. References will be made to the predefined list of tenant representatives included in the destructive weather plan.

General employees may not be allowed in. Reopen times for terminal and airfield are calculated. Deployment of support companies and contractors underway.

•R+24 hours --- Comprehensive damage assessment completed. Areas opened as conditions dictate to general employees and/or public. If repairs require closure, tenant meetings resume every 24 hours for updates and progress discussions. Media coordination of opening times – resumption of public services such as parking / rental cars ongoing.

NOTES:

- Until FAA tower controllers return, Operations will need to be prepared to direct/park relief and emergency aircraft.
- Fuel status is very important. More than likely, any relief/emergency aircraft will not be able to refuel at PNS immediately following a destructive weather incident.
- Operations to ensure the FAA Hurricane Reporting Form (**Exhibit D**) is completed and submitted.

Exhibit I
Maintenance Department

Time:	Action:	
T-72	• Verify all recall numbers. • Perform load test all emergency generators for one hour. (Terminal, Garage, Vault, ARFF) • Fuel vehicles and record odometer readings. • Fuel equipment, portable generators and all portable gas cans. • Fuel gas grill • Fill water truck • Order replacement fuel for all tanks. (Total UNL = 6300 gallons. Total DIESEL = 5130 gallons). Also include portable tanks. • Inspect and operate all maintenance equipment. • Check proper tie-down materials are available for all loading bridges • Check locks on terminal building for proper operation. • Verify all emergency supplies are on hand.	
T-48	• Conduct inventory of Destructive Weather Equipment Preparedness List materials and replenish any missing items. • Check/restock supplies of batteries and flashlights. • Conduct FOD sweep around maintenance facility. • Attach sweeper to Front End Loader. • Ensure fuel spill kit is properly secured. Park handicap ramp under south side of area "A" along wall. • Check and clean all airfield and perimeter road drains.	

Exhibit I

T-24	• Disable power and secure windsocks. • Move portable "Xs" to under Area "A" and secure. • Install storm shutters. • Store equipment in storm locations. • Two front end loaders: One front end loader in the maintenance bay; one with sweeper attachment in the Tug Drive. • Two tractors: One w/ sweeper in Tug Drive; One under Area "A" • Dump Truck in Tug Drive (enter from North end). • Move sweepers to interior of garage, 1st level. • Retrieve all trash cans and ashtrays from terminal, front of terminal, garage, Tug Drive, concourse, taxi queue, employee lot, shuttle lot and surface parking lot. • Conduct FOD sweep and notify Operations of any tenant debris that needs to take care of. • Secure signs out front of terminal building. • Fill all coolers with ice.	
Time:	Action:	
T-12	• Tie-down any unused jet ways in accordance with Exhibit J. Once winds approach 60 mph or upon direction of Assistant Airport Director for Operations, tie-down all remaining jetways. Assist airlines as needed. Secure power to all jetways. • Switch all emergency lights circuits to bypass computer at the terminal building. • Switch ALCS to fail safe mode at vault. • Disable power and controls to perimeter gates not on priority listings. Coordinate with Police to chain and lock these gates. • Seal off fresh air intake vents on all terminal HVAC units located on roof. • Top off all vehicles.	

Exhibit I

T-12	• Final check and secure of all Airport loose items that may become projectiles. Terminal small trash, smoke cans, FOD barrels, bird cannons (3). • Light cart will be moved inside Tug Drive (corner by electrical room). Smaller trailer w/ generator will be checked and moved into large maintenance hangar. • Move Bucket Truck and Front End loader into maintenance bay. • Conduct FOD sweep around all buildings. • When possible, reduce staff by 50%. Have departing personnel take 800 MHz radio. Once the storm passes, for 5 minutes, monitor "A/P Maint" on the hour plus 10 minutes and on the hour plus 40 minutes. • Assist Administration in covering all computers with plastic. • Park all Administration vehicles in the Tug Drive. • Assist Police in locking terminal and maintenance.	
T-08	• Switch Terminal, Vault and Garage to emergency power. Allow ARFF to transfer automatically. • Secure power to remaining gates. Have security chain and lock. • Park 2 vehicles under Area "A" and 2 on North side of maintenance building. • Secure remaining personnel and have them take and monitor radios on predetermined monitoring cycle. Pass-on latest recovery information. • Secure all buildings. • Assist Police as necessary.	

Exhibit I

R	TEAM "A" Evaluate! • Inspect and report status of Airfield lights. • Inspect and report status of runways, taxiways, ramp, perimeter road and fence, public roads and parking.	TEAM "B" Evaluate! • Check Terminal, ARFF, Maintenance building, Garage, all tenant buildings, Tower/TRACON.	
R+1	• Activate recall - find their status and recall all available. • Assist with rescue of injured personnel on airport property. • Clear debris from all runways, taxiways, ramps, public roads and parking. Notify Airport Operations as areas are available for use. • Can open parts of airfield for emergency daytime operations once debris is cleared. • Start repairs to runway 17/35 lights, 08/26 lights and taxiway lights. • Restore power; reset alarms to Terminal and work on HVAC systems. • Notify AOC as Airfield electrical systems are restored. • Notify Airport Operations if repairs are beyond local capabilities. • Check condition of vehicles. • Conduct emergency repairs of Terminal, FAA, ARFF and Maintenance buildings. • Notify AOC as buildings are safe for the public to enter. • Barricade off unsafe areas.		

Exhibit J



JETWAY®
Apron Drive 2 & 3 Tunnel
PLC Bridge

Section 5: Operating Procedures

2. Parking Procedures

- A. If the wind exceeds 60 mph, the bridge should be rotated so that its length points away from the wind. Try to minimize the amount of side area exposed to the wind. The bridge should be fully retracted and lowered. Wheel chocks should be used at these times.
- B. Facing the bridge away from the wind and using wheel chocks will provide adequate protection against winds up to 90 MPH. If winds exceed 90 MPH the following procedures should be observed.
 - (1) Park the bridge so that it is centered over the hurricane tie down lugs located on the apron (if provided). The bridge must be positioned so that the tie-down straps are perpendicular to the centerline of the bridge when the bridge is fully retracted and down.
 - (2) The tie-down ears are close to the cab end of the bridge. These ears are welded to the I-beams supporting the cab bubble.

↳ **NOTE:** Tie-down ears and straps are optional equipment.

- (3) 3 inch straps and hardware should be used.
- (4) All tie-down straps should be snug, not overly tight. Over tightening the straps reduces the load they can carry and might overload the bridge. Tie-down straps should be adjusted so that there are at least two wraps around the load binder slotted pin.

May 2007

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Exhibit K

Equipment Preparedness List

The following equipment/material listing will be obtained and ready as soon as possible when a hurricane watch is issued for this area. All items will be placed in the Security-Maintenance area on the ground floor under the Concourse. The list is divided into three parts: non- consumables and consumables (which the Airport will provide) and personal (which the individuals will bring/provide).

Non-Consumables:

- Flashlights
- Spare Batteries
- Water Containers
- First Aid Supplies
- Ice Chests
- Portable radios and TV (ac and dc)
- Portable/cellular telephones
- Video camera(s) and still cameras - plus film and batteries
- Plastic materials to wrap up computers and other electronic equipment.

Consumables:

The following list of non-perishable goods is not all inclusive and is subject to change.

- Water
- Energy drinks (such as Boost, Ensure)
- Powered beverages (like Crystal Light, PowerAid)
- MREs
- Various energy bars, granola bars
- Crackers, cookies, nuts, trail mix
- Cans/pouches of tuna, chicken, etc.
- Peanut butter
- Pudding, jello
- Cans of Spaghettis/Raviolis, veggies

Exhibit K

Personal:

Anyone staying at the airport during a storm needs to bring with them:

- Medicines/medications
- Games, books, magazines, etc.
- Blankets and/or sleeping bag
- Extra clothing
- Spare eyeglasses
- Special dietary needs
- Toiletries/personal items

Exhibit L

Tornado Warning Procedures

DEFINITION: Tornado Warning

Issued by local NWS offices to warn the public that a tornado has been sighted by storm spotters, law enforcement or has been indicated by radar. These warnings are issued with information concerning where the tornado is presently located and which communities are in the anticipated path.

1. Airport Operations and/or Police personnel will make the decision on implementing a weather evacuation in the event of a tornado warning specifically affecting the airport environment.
2. Information will be passed via the terminal-wide fire alarm system. Weather evacuations will be announced via a pre-programmed message that will be transmitted over all speakers, and will be followed by specific instructions.
3. During any inclement weather situation that could elevate to a tornado warning, Operations, Police and TSA supervisory personnel should have a short meeting to discuss the situation and refresh themselves on procedures to be followed should a warning condition arise.
4. Airport Dispatch should keep abreast of the weather via various computer websites (such as NOAA.gov) and advise Operations and Police personnel should warning conditions for the Airport be issued.
5. In a weather event, personnel located in the central to east areas of the concourse (past Gate 4) will be directed away from the window areas and to either the bathroom area or the central area by the food/beverage and news/gifts operation. Personnel located in the western area of the concourse (before Gate 4) and those located in the second level checkpoint and waiting area will be directed to the hallway adjacent to the pre-screening food and beverage operation. Personnel located on the first level will be directed to baggage claim. Please note these are the areas away from windows.
6. Dependent upon the wishes of the aircraft captain, personnel will be taken off aircraft and directed to one of the locations outlined above.
7. If the concourse was able to remain sterile, screening operations would begin as usual. In the event the concourse was not able to remain sterile, the concourse would be cleared and all personnel re-screened.
8. The various managers should pass the word to all employees so they know what to expect and what to do in the event we need to activate the alert system.

**APPENDIX S
EXTENDED TARMAC DELAY PLAN**

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APPENDIX S**1. Purpose:**

The information contained in this Extended Tarmac Delay Plan is intended to supplement the Basic Plan, Functional Sections and Hazard Specific Sections of the Airport Emergency Plan. This Plan defines the responsibilities and describes the actions to be taken in the event of a commercial airline aircraft, either domestic or international, with an extended tarmac delay at the Pensacola International Airport with the intent to:

- A. Provide for the deplaning of passengers;
- B. Provide for the sharing of facilities and make gates available at the airport; and
- C. Provide a sterile area following excessive tarmac delays for passengers who have not yet cleared United States Customs & Border Protection (CBP).

2. Situation and Assumptions:

This section describes the situations pertaining to extended tarmac delays at the Pensacola International Airport:

- A. Air carriers serving the Pensacola International Airport may have occasional irregular operations due to mechanical issues, weather issues, or aircraft divert issues which result in passenger aircraft being parked on the tarmac for extended periods of time.
- B. Under 49 CFR Part 259.4, an extended tarmac delay is defined as the holding of an aircraft on the ground either before taking off or after landing with no opportunities for its passengers to deplane.
- C. Air carriers may be subject to monetary penalties for not providing passengers with the ability to deplane before the expiration of the time limits imposed.
- D. For domestic flights, air carriers shall not permit an aircraft to remain on the tarmac for more than three hours:
 - Unless the pilot-in-command determines there is a safety-related or security related reason why the aircraft cannot deplane, or
 - Unless air traffic advises that returning to the gate or another disembarkation point elsewhere to deplane passengers would significantly disrupt airport operations
- E. For international flights, air carriers shall not permit an aircraft to remain on the tarmac for more than four hours:
 - Unless the pilot-in-command determines there is a safety-related or security related reason why the aircraft cannot deplane, or
 - Unless air traffic advises that returning to the gate or another disembarkation point elsewhere to deplane passengers would significantly disrupt airport operations

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- F. For all flights, the air carrier shall provide adequate food and water no later than two hours after an aircraft leaves the gate or touches down.
- G. For all flights, the air carrier shall be able to provide operable lavatory services/facilities, as well as medical attention, if needed while the aircraft remains on the ground.
- H. Each individual air carrier will have its own contingency plan for handling extended tarmac delays. The plan will outline specific trigger points for action on the part of the local station personnel. Air carriers shall provide Airport Operations with a current copy of their contingency plan.
- I. It shall be the responsibility of the local air carrier station personnel to notify Airport Operations of potential extended tarmac delay situations and to coordinate the implementation their specific contingency plans.

3. Operations:

This section explains the Airport's overall approach to extended tarmac delays.

- A. Primary responsibility for activating the extended tarmac delay plan shall fall on the affected air carrier.
- B. Extended tarmac delay updates shall be disseminated by the air carrier personnel to Airport Operations via the Airport Operations Center (AOC).
- C. Once notified of an extended tarmac delay situation, air carrier and Airport Operations personnel will jointly coordinate aspects of the response as indicated in the individual response plans.
- D. Pensacola International Airport does not own or operate any of the equipment needed to safely deplane passengers from air carrier aircraft and is, therefore, unable on its own to provide for the deplaning of passengers. Additionally airport personnel are not trained to assist in the deplaning of passengers using equipment owned or operated by air carriers or contract service providers. Pensacola International Airport will provide a list of airlines, ground handlers, fixed base operators and others who may have the necessary equipment and personnel to safely deplane passengers to airlines that have incurred excessive tarmac delays as soon as practicable after receiving requests from such airlines.
- E. Personnel should be prepared to take steps to deplane passengers.
International diverss require special consideration as further outlined elsewhere. Approximately nine of the ten gates at Pensacola International Airport are under preferential use agreements with air carriers and not fully controlled by the Airport. Only one gate (Gate 9) is not under any agreement and assigned by the Airport to air carriers on an as-needed basis. Following an extended tarmac delay situation, the order in which gates will be made available would be as follows:
 - Primary location will be at the air carrier's preferential use gate
 - Second location will be another air carrier's preferential use gate as

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- long as the use of the gate does not otherwise interfere with the preferential airline's ongoing operations
- Third location would be in a remote parking space on the south air carrier apron
 - Fourth location would be in a remote parking area other than the south air carrier apron and determined at the time by Airport Operations
- F. For those aircraft remotely parked on the south air carrier apron, badged air carrier personnel may provide food, water and lavatory service without escorts from Airport Operations personnel.
- G. For those aircraft remotely parked elsewhere on the Airport, air carrier personnel shall coordinate with Airport Operations or law enforcement personnel for escorts to the aircraft for servicing.
- H. For aircraft remotely parked in any location, in the event passengers are to be deplaned, air carrier personnel shall coordinate with Airport Operations for transportation of passengers from the aircraft to the terminal.
- I. In the case of an international divert experiencing an extended tarmac delay, a coordinated response involving air carrier, Airport Operations, Pensacola Police-Airport Section, Transportation Security Administration and U.S. Customs personnel is required to ensure the integrity of passengers and belongings.
- J. For international divers, Airport Operations shall coordinate with all parties to establish a sterile holdroom in the Gate 9 seating area, and or downstairs at gates 11 and 12 seating area. The perimeter of the area shall be staffed by airline personnel who shall ensure that no unauthorized individuals exit or enter the area and that no unauthorized items are brought into or out of the area. Any unauthorized activity shall be immediately reported to the AOC who in turn will notify Pensacola Police.

4. Organization and Assignment of Responsibilities:**A. Air Carriers**

- The senior air carrier representative shall activate the extended tarmac delay plan and shall assume the overall responsibility for response.
- Maintain active liaison with Airport Operations for the implementation of the air carrier's and Airport's extended tarmac delay plans.
- Advise Airport Operations of internal trigger points for action on the part of local station personnel.
- Obtain all items and personnel necessary for servicing aircraft in accordance with air carrier's extended tarmac delay plan.
- If necessary, request contacts from Airport Operations for the other air carriers, fixed base operations and others entities that may have equipment and personnel needed to safely service or deplane aircraft.

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- If requiring an aircraft parking location other than the air carrier's assigned preferential use gate, request a location from the Airport Operations Center and Airport Operations.
- Coordinate with Airport Operations for escorts to aircraft that may be remotely parked in locations other than the south air carrier apron.
- Coordinate with Airport Operations for the provisions of any vehicles needed to move passengers from the aircraft to the terminal. While the Airport has access to 15-passenger shuttle vehicles that are used in conjunction with the parking operation, should these vehicles not be available, it shall be the responsibility of the air carrier to bear the expense necessary for the provision of outside buses.
- For international divers, contact U.S. Customs and the Transportation Security Administration to advise them of the situation.
- For international divers, coordinate with Airport Operations to establish a sterile hold room and staff the same with air carrier personnel.

B. Airport Operations Department

- Once notified, coordinate with the senior air carrier representative to implement the air carrier and Airport extended tarmac delay plans.
- Ensure that Airport management has been notified.
- Coordinate with the air carrier to determine the aircraft parking location based on the criteria outlined in Section 3.
- Provide air carrier representative with contact numbers for other air carriers, ground handlers and fixed base operators for equipment and personnel air carrier may require to safely service the aircraft and to deplane passengers.
- For international divers:
 - Ensure that U.S. Customs and TSA have been notified
 - Coordinate with air carrier, U.S. Customs and Pensacola Police-Airport Section, for any security requirements U.S. Customs may have for parking the aircraft in general
 - Should deplaning passengers become necessary, coordinate the establishment of a sterile hold room in the Gate 9 or Gates 11 or 12 area and ensure that the air carrier handles the perimeter security of the area.
- Assist air carrier with accessing aircraft if remotely parked in a location other than the south air carrier apron.
- If transportation is needed to move passengers from the aircraft to the terminal, contact parking operator and coordinate the use of the parking shuttle vehicles.

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C. Pensacola Police - Airport Section

- Coordinate with U.S. Customs for security items related to international divers.
- As needed, assist with the establishment of a sterile hold room in the designated gate area for international passengers.
- Coordinate with U.S. Customs, TSA and air carrier in the event of any breaches of the security on the sterile hold room for international passengers.

APPENDIX S**Exhibit A ~ CONTACT INFORMATION****Regulatory Agencies:**

U.S. Customs	(850) 433-3205
TSA (PNS Coordination Center)	(850) 436-7202

Air Carriers:

American /Envoy Operations	(850) 438-4722
Station Manager – Laura Coleman	(850) 434-3035
General Manager/Envoy – Glenn Schadt	(850) 470-0463

Boutique Airlines	
Station Manager – Chris Hansen	(512) 573-3068)

Delta Air Lines Operations	(850) 439-6124
Station Manager – Christine Villatoro	(612) 212-1213

Frontier Airlines	
Regional Manager-Britt Hinkle	(941) 929-5288
Local Ops Manager- Briana Buck	(850) 377-3356

Silver Airways	
Station Manager – Evian N Medrano	(347) 288-3545

Southwest Airlines Operations	(850) 483 5630
Station Manager- Sharon Tram	(404) 376-4490

Spirit Airlines	
Station Manager- Don Hardison	(202) 253-0395

United Operations/Swissport	(850) 434-5290
Station Manager--Michelle Warren	(850) 206-9271

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Ground Handlers:

GAT Airline Ground Support	
Manager –Kandace Brewer	(904) 316-9878
Primeflight	
General Manager - Tre Porter	(850) 384-7456
Swissport	
Manager- Michelle Warren	(850) 261-7186
Unifi Operations(850) 439-6143	
Station Manager - Jess Armuelles	(334) 453-0613

Fixed Base Operators:

Pensacola Aviation	
Office	(850) 434-0636
Line Manager - Steve Giles	(850) 293-8985
President - Bill Hudgens	(334) 300-3518
Innisfree	
Office	(850) 436-4500
Manager – Gerald “JJ” Erickson, Jr	(850) 910-5456

Parking Operator:

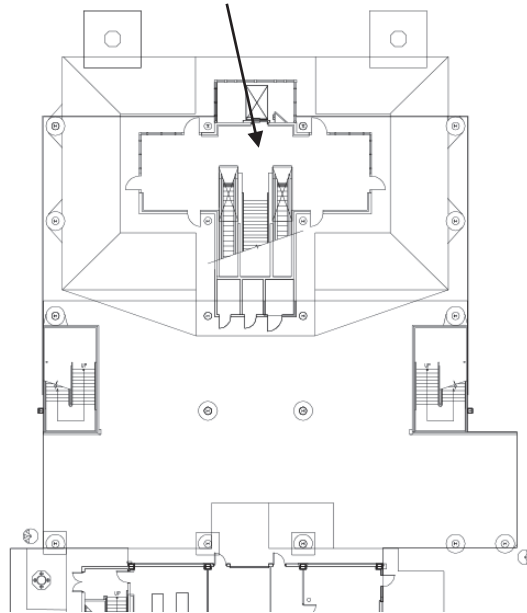
Reef Parking	
Office	(850) 435-8767
Manager - Jason Privett	(850) 377-2166

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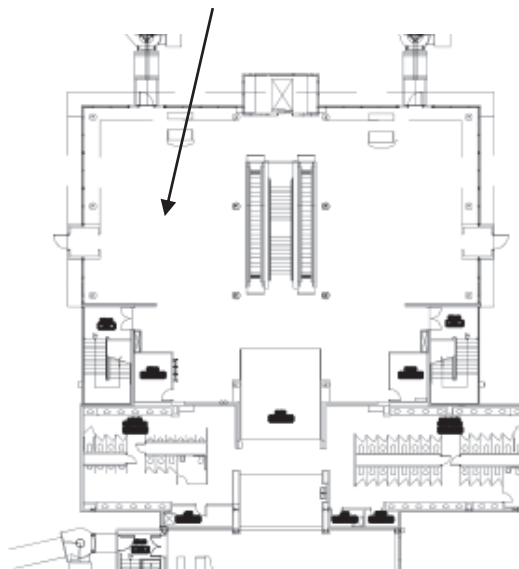
Exhibit B ~ HOLDROOM FOR INTERNATIONAL FLIGHTS

THESE AREAS WILL BE MONITORED AND MAINTAINED BY OPERATIONS AND PENSACOLA POLICE PERSONNEL AND CCTV.

GATE 11 AREA – FIRST FLOOR



GATE 8 AREA – SECOND FLOOR



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Exhibit C

**PENSACOLA INTERNATIONAL AIRPORT
EMERGENCY CONTINGENCY PLAN**

Pensacola International Airport has prepared this Emergency Contingency Plan pursuant to §42301 of the FAA Modernization and Reform Act of 2012. Questions regarding this plan can be directed to Matthew Coughlin, Airport Director at mcoughlin@cityofpensacola.com. Pensacola International Airport is filing this plan with the Department of Transportation because (1) it is a commercial airport or (2) this airport may be used by an air carrier described in USC 42301(a)(1) for diversions.

This plan describes how, following excessive tarmac delays and to the extent practicable, Pensacola International Airport will:

- Provide for the deplanement of passengers;
- Provide for the sharing of facilities and make gates available at the airport; and
- Provide a sterile area following excessive tarmac delays for passengers who have not yet cleared United States Customs & Border Protection (CBP).

Airport Information

Name of Airport: Pensacola International Airport

Name and title of person preparing the plan: Byron Burkhart, Assistant Airport Director

Preparer contact number: (850) 436-5000

Preparer contact e-mail: bburkhart@cityofpensacola.com

Date of submission of plan: May 08, 2018

Airport Category: Small Hub

Contact Information

In the event of diversion or other irregular operations events, aircraft operators should contact the Airport Operations Center at (850) 436-5000 for assistance.

APPENDIX S**Plan to Provide for the Deplanement of Passengers Following Excessive Tarmac Delays**

Pensacola International Airport does not own or operate any of the equipment needed to safely deplane passengers from air carrier aircraft and is, therefore, unable on its own to provide for the deplanement of passengers. Additionally airport personnel are not trained to assist in the deplanement of passengers using equipment owned or operated by air carriers or contract service providers. We will provide a list of airlines, ground handlers, fixed base operators and others who may have the necessary equipment and personnel to safely deplane passengers to airlines as soon as practicable after receiving requests from such airlines experiencing excessive tarmac delays at the contact number listed above.

Plan to Provide for the Sharing of Facilities and Make Gates Available in an Emergency

Three gates at Pensacola International Airport are under common use leases to air carriers and are controlled by the airport. Additionally, seven gates at Pensacola International Airport are under preferential leases to air carriers and are not fully controlled by the airport. We will direct our common use gate lessees, permittees or users to make gates available to an air carrier seeking to deplane at a gate, to the maximum extent practicable. If additional gates are needed, we will direct tenant air carriers to make preferential use gates and other facilities available to an air carrier seeking to deplane at a gate, during those time periods when the tenant airline is not using, or not scheduled to use, the gate, to the maximum extent practicable.

Plan to Provide a Sterile Area for Passengers Who Have Not Cleared United States Customs and Border Protection

Pensacola International Airport does not have international passenger processing facilities. We will coordinate with local CBP and law enforcement officials to identify suitable areas and procedures for establishing a temporary sterile area into which international passengers on diverted aircraft who have not yet cleared United States Customs and Border Protection can be deplaned. Once these efforts are complete, we will coordinate with local CBP officials to develop procedures that will allow international passengers who have not yet cleared United States Customs and Border Protection to be deplaned into these sterile areas to the extent practicable.

Public Access to the Emergency Contingency Plan

Pensacola International Airport will provide public access to its emergency contingency plan through one or more of the following means:

- Posting in a conspicuous location on the airport website (<http://www.flypensacola.com>).

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Dan Flynn

From: DOT-Tarmac-Plan-Review@dot.gov
Sent: Monday, July 23, 2012 10:31 AM
To: michael.hallock@dot.gov; Dan Flynn
Subject: Note Added for 2012 Pensacola International Airport Tarmac Delay Contingency Plan

Tarmac Delay Contingency Plan Filing System	
Alert	Note Added
Plan	2012 Pensacola International Airport Tarmac Delay Contingency Plan
Airline/Airport	Pensacola International Airport
User	Michael Hallock
Note	Your plan has been approved. We emphasize, however, that providing a sterile area, to the maximum extent practicable, following excessive tarmac delays for passengers who have not yet cleared the U.S. Customs and Border Protection (CBP) is a statutory requirement. To comply with this statutory requirement, coordination by airports with U.S. Customs and Border Protection (CBP) to identify suitable areas and procedures for establishing a temporary sterile area is critical. As such, the Department views the "to the extent practicable" language in the section of your airport's tarmac delay plan dealing with the establishment of a sterile area as referring to the existence of an appropriate sterile area and not to your coordination efforts with CBP. Our approval of your airport's plan is contingent upon that understanding
07/23/2012 11:30:54 AM	

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Dan Flynn

From: DOT-Tarmac-Plan-Review@dot.gov
Sent: Monday, July 23, 2012 10:31 AM
To: Dan Flynn
Subject: TDCPRS: Plan 2012 Pensacola International Airport Tarmac Delay Contingency Plan Approved

Tarmac Delay Contingency Plan Filing System	
Action	Submission Approved
Plan	2012 Pensacola International Airport Tarmac Delay Contingency Plan
Airline/Airport	Pensacola International Airport
Action By	Michael Hallock:
07/23/2012 11:31:00 AM	

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Daniel E. Flynn**From:** TarmacDelayEmailAccount@dot.gov [mailto:TarmacDelayEmailAccount@dot.gov]**Sent:** Tuesday, May 08, 2018 4:59 PM**To:** kimberly.hargett@dot.gov; Dan Flynn <DFlynn@cityofpensacola.com>**Subject:** Note Added for 2018 Pensacola International Airport Tarmac Delay Contingency Plan

Tarmac Delay Contingency Plan Filing System	
Alert	Note Added
Plan	2018 Pensacola International Airport Tarmac Delay Contingency Plan
Airline/Airport	Pensacola International Airport
User	Dan Flynn
Note	Plan updated with new point of contact information
05/08/2018 05:59:04 PM	

