Emergency Preparedness of the Chinggis Khaan International Airport

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Airport Operations Manager
1. BRIEFLY ABOUT THE AIRPORT

2. AIRPORT EMERGENCY PLANNING

3. AIRPORT RESPONSE TO THE PUBLIC HEALTH EMERGENCY
1. BRIEFLY ABOUT THE AIRPORT
Some facts about the Airport

• The “Chinggis Khaan” international airport is the main air gate to the capital city of Mongolia, where live over 1/3 of its population.

• The airport has 8 regular international destinations /Berlin, Moscow, Irkutsk, Beijing, Khukh Khot, Seoul, Tokyo, Hong Kong/
Some facts about the Airport

- There are over 6000 employees at the airport from which approximately over 2000 employees are working at any given time.
- The airport is located 15 km southwest of city center, with prevailing wind from northwest.
- The airport is open for all kinds of traffic, regular, charter, VIP, emergency, general aviation, and also some minor military flight operations.
Traffic volumes

PASSENGERS 32.9%

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AIRCRAFT MOVEMENT 30.7%

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CARGO 39% /TONNE/

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Airlines operating at the airport

- MIAT: 41%
- AIRCHINA: 11%
- AEROFLOT: 5%
- KOREAN AIR: 13%
- EZNIS: 15%
- AEROMONGOLIA: 13%
- OTHER: 2%
2. AIRPORT EMERGENCY PLANNING
The Airport Emergency Plan was first developed and approved in 2000 by order #367 of DG MCAA.

Then it was renewed in 2006 by order #396 of DG MCAA (the second edition).

The second edition was amended 2 times in 09.04.2008 and 23.06.2010.
Objective of the Plan

Main objective of the plan is to provide coordinated response to emergency by:

• allocating the roles and responsibilities of agencies involved,
• establishing a command and coordinating structure,
• and also giving information on initial general course of action for considered types emergency at the airport,
• requiring a provision of facilities needed for emergency.
AEP is developed in compliance with following national and international documents

- National Regulations
  - Disaster Law of Mongolia
  - Fire Prevention Law of Mongolia
  - Health Law of Mongolia
  - Civil Aviation Law of Mongolia
  - Civil Aviation Rule, Part 139
  - Decree #358, 2011/11/07 of Minister of Health

- International Regulations
  - Annex 14 – Aerodromes
  - PANS –ATM, Doc4444
  - International Health Rule 2005
Use of AEP

• AEP is a open structure document, where main text is about command, coordination, and communication.

• Emergency types and their respective general course of actions are written as different chapters, and detailed instructions can be added as Appendixes to the AEP.

• Involved agencies are required to develop their own detailed emergency procedures according to the AEP’s allocation of responsibilities and general course of actions. And these procedures are evaluated and accepted by Airport Authority.

• The Airport Authority has appointed an officer in charge of maintenance of AEP.
Types of Emergency

Code 1 – Aircraft Accident on the Airport
Code 2 – Aircraft Accident off the Airport
Code 3 – Standby Emergency
Code 4 – Structural Fire
Code 5 – Fuel Spill and Dangerous Goods Emergency
Code 6 – Bomb Threat to Aircraft
Code 7 – Bomb Threat to Building
Code 8 – Hijacking
Code 9 – Public Health Emergency
Code 10 – Natural Disaster
Command

• According to Disaster Law of Mongolia article 27.1.2, Airport Authority established a Airport Emergency Staff to organize and manage emergency response activities.
Command
Airport Emergency Staff

- AES is composed of following officials:
  - Airport Director General as chairman
  - Airport Deputy Director for Security as vise chairman
  - General Manager for Airport Operations as coordinator for business continuity
  - Head of RFFS as coordinator for Rescue and Fire Fighting
  - Head of Airport Police as coordinator for security and protection of the scene
  - Chief Engineer as coordinator for support operations
  - Head of Financial Division as coordinator for supply operations
  - Head of Border Protection Dept as coordinator for border clearance
  - Head of Border Specialized Inspection Department
  - Head of Customs Dept
  - Airline Representative
Command
Airport Emergency Staff

- Apart from regular member of AES, officials of involved government agencies can participate and act as member of AES. Which are most commonly:
  - Civil Aviation Authority of Mongolia
  - Ministry of RTUD
  - Ministry of Health
  - National Emergency Management Agency
  - District Emergency Management Department
  - Metropolitan Police Department
  - Central Intelligence Agency
  - National Center for Communicable Disease
Command
Airport Emergency Staff

• Depending on type and scale of emergency, the chairing role and responsibility can be transferred voluntarily as follows:
  • For Code 1, 3, and 5 to the MCAA official;
  • For Code 2, 4 to the NEMA or District Emergency Management Department;
  • For Code 6, 7, 8 to the Airport Police or Metropolitan Police or CIA;
  • For Code 9 to the Border Specialized Inspection Department;
  • For Code 10 to the MCAA or District Emergency Management Department;
Command
Specialized groups
• In order to effectively handle emergency situation, the airport has 7 Specialized Groups /according to Disaster Law Act 27.1.2/:
Command
On-scene Commander (OSC)

- On-scene Commander is the commanding and coordinating body of the emergency situation at the site.
- Depending on type and scale of emergency and also availability of properly trained personal, the OSC can be:
  - For Code 1, 2, 3, 4, 5, 10 – initially Shift Leader of RFFS, then transferred to Deputy Director of Operations;
  - For Code 6, 7, 8 – initially Shift Leader of Airport Security Service, then transferred to Airport Police;
  - For Code 9 – initially Shift Leader of Border Specialized Inspection Department, then to her superior officer;
Coordination

In order to coordinate all the activities during an emergency situation, AEP considers 4 elements:

- **Rendezvous Point**: Fixed location specified in AEP, where off-airport agencies report in, and receive further instructions. Operated by ASS.

- **Staging Area**: Designated area, where all manpower and equipments are gathered, registered, assessed and instructed before going into the scene.

- **Mobile Command Post**: Activated by On-scene Commander, and serves as operational management and control of activities on the scene.

- **Emergency Coordination Center**: Fixed location specified in AEP, where all senior management staff gathers and formulates plan of action and provision of necessary resources to the scene.
Coordination
Mobile Command Post (MCP)

- MCP is a vehicle that carries essential facilities for example communication devices to the remote site such as Isolated Aircraft Parking Position.
- Senior Officers of all agencies should be at MCP once they arrive at the airport.
- On-scene commander will prioritize the respective functions of different agencies to the scene upon consultation with Senior Officers and with ECC.
Coordination
Emergency Coordination Center (ECC)

- The ECC is place in terminal building, where Airport Emergency Staff works during emergency situation.
- After declaration of an emergency, Airport Duty Manager shall activate the ECC, and man the station with properly trained personal until Staff members arrive.
- The ECC is equipped with different types of communication devices and all necessary equipments, maps, drawings, documents to facilitate timely and effective decision making by the Staff.
Communication
Initial Notification

Airport Duty Manager or Senior Air Traffic Controller can declare Emergency at the airport. Upon declaration of emergency, notification procedure will commence in accordance with flowchart provided in AEP. Off airport agencies will be notified by telephone, on airport agencies will be notified by telephone or if available through radio communication device.
3. AIRPORT RESPONSE TO THE PUBLIC HEALTH EMERGENCY
Code 9 – Public Health Emergency

- Code 9 of Chinggis Khaan International Airport Emergency Plan deals with suspected communicable diseases in respect of notification, isolation, preventive measures for potential spread of disease and transfer of suspected person, or group of people to appropriate competent authority for further processing.
Code 9 of AEP

• AEP considers following 3 cases of identification of suspected communicable disease
  • Case 1: identification of suspected communicable disease on board of the arriving aircraft.
  • Case 2: identification of suspected communicable disease upon receiving a General Declaration Form and inspection of aircraft before disembarkation.
  • Case 3: identification of suspected communicable disease through thermo camera screening inside terminal building.
Case 1 – General Course of Action

• The ATS unit, upon receipt of information regarding suspected case of communicable disease from pilot or another ATS unit, will notify to Airport Duty Manager and Border Specialized Inspection Department (appointed Public health authority at the airport), and as soon as possible to the departure/destination ATS unit.

• After landing of the aircraft ATS unit will instruct pilot to Isolated Parking Position.
Case 1 - General Course of Action

• Border Specialized Inspection Department /BSID/ will notify to National Center of Communicable Disease, Ministry of Health, and other agencies specified in flowchart.
• BSID will begin preparation work to receive the affected aircraft at IPP.
• Senior Officer of BSIP will act as OSC. At Staging area BSIP officer will give instructions on how to prevent spread of disease and further plan of actions.
• After positioning of the aircraft, an inspector of BSIP will enter with protective suit, and inspect the suspected person, other passengers. Will handout the locator form if it is not done so by cabin crew.
Case 1 - General Course of Action

• When NCCD transport arrives, all suspected people will disembark the aircraft and border clearance procedures will be conducted near the aircraft entrance.

• After all suspected people transferred to under custody of NCCD, remaining unaffected passengers will be instructed and advised by BSID about the disease.

• Security Service shall provide inner and outer protective circle. And be ready for any disruptive behavior and enforcement.

• Airport Duty Manager, upon receipt of notification, will initiate Code 9, and will activate ECC.

• Ground handling agent will unload baggage with protective suite. And BSID will disinfect the baggage.
Case 2 – General Course of Action

• If identification of suspected cases occurs during inspection of aircraft, BSID officer will stop the operation, and notifies the case to the Shift Leader.

• Upon consultation with interested parties, Shift Leader will decide to isolate whole aircraft or just isolate affected people.

• If he decides to isolate whole aircraft then procedure will be same as Case 1,

• If he decides to isolate only affected cases then procedures will be same as Case 3.
Case 3 – General Course of Action

• If suspected case of communicable disease identified at the thermo camera screening point /inside terminal building/, the BSID officer will inform to ADM and Shift Leader immediately, and will detain suspected person.
  • ADM will, with help of Security Service, take actions to close and control exit gates of affected halls or corridor.
  • BSID inspector will lead suspected person to the Isolation room for further investigation.
Case 3 – General Course of Action

• ADM will suspend affected part of airport operation until instructed by AES
• Passengers and airport personal, inside the affected area, will be requested to fill out Locator form and properly instructed by BSID.
• Then halls and corridors will be disinfected
Test of AEP

- AEP is tested once in 2 years by full-scale exercise and yearly table top exercise.
- Last full-scale exercise was in 05 May 2011. Theme of the exercise was “Aircraft accident with suspected case of communicable disease”.
THANK YOU FOR YOUR KIND ATTENTION