V.1.6 2022

BIKF

Aerodrome Emergency Plan

isavia

Content

IMPORTANT!

This document is a rewrite of the Icelandic version made by Civil Protection department of the National Police, Isavia and Local Police.

This version of the AEP may be different from the Icelandic version where this occurs the Icelandic version is the leading document. It may not be updated in the same way as the Icelandic version.

The original Icelandic version can be found at:

http://www.almannavarnir.is/utgefid-efnis/flugslysaaaetlanir/

1.0 Introduction

Aerodrome emergency plan covers the organization and management of operations in the wake of an accident in or near Keflavik airport. It is prepared by the National Civil Protection agency and Isavia. In cooperation with the Sudurnes Police, local civil protection, all other stakeholders were consulted.

Objectives of the plan is to minimize the effect of an emergency at or near the airport with a coordinated response of all stakeholders. Particularly in the respect of saving lives and maintain aircraft operations. The plan is built to list the primary actions but does not include definite actions of all responders. The Incident commander can decide on altered working arrangements with regard to the conditions and circumstances of the emergency.

Sudurnes Police Commissioner in cooperation with the National Police Commissioner (Civil protection department) and Isavia are responsible for the function of this plan and these identities work together to update and maintain the plan. Civil Protection department is responsible for editorship of the plan. The plan is updated as often as necessary but at least once every three years.

An exercise circle is in place and reviewed each year. The circle plans for a full-scale exercise at least every 2 years, aircraft accident exercise and illegal operation exercises take turns in the exercise circle. Table top exercises is planed every year.

All responders that are part of this plan are to have in place and maintain SOP´s regarding their role in the plan. Under section 8 in this plan responders and their roles are listed.

The plan is in accordance with agreements and regulations regarding the Icelandic Incident command system (SÁBF).

KEF airport emergency plan is based on law no. 82/2008 on civil protection, article 132 of the Aviation Act no. 60/1998 and article 6 of the Police Act no. 90/1996.60/1998 and article 6 of the Police laws no. 90/1996.

2.0 Topographical information

2.1 Keflavik Airport

Airport location

Keflavik International Airport (BIKF) is in Reykjanes peninsula, 1.76 nm. Southwest of the town of Keflavik.

ARFF services

- CAT 7 from 1900 - 0500 hrs. and CAT 8 from 0500 - 1900 hrs.
- 9 ARFF persons on duty 24/7
- Maximum response time 180 sec.
- 2x 6x6 10.000l ARFF vehicles, 2x 4x4 6000l ARFF vehicles.

The airport:

The area around the airport consists of residential and public areas with dolerite or gray basalt hills and lava fields, which are hard to cross. Fortunately, paths and simple roads are common in the lava fields. Part of the approach lies over sea.

Runways:

Keflavik International Airport has two runways 01/19 and 10/28. These numbers are magnetic directions.

Length of runways: Runway 01/19 is 3054 meters long. Runway 10/28 is 3,065 meters in length.

Width of runways: Runway 01/19 is 60 meters in width. Runway 10/28 is 60 meters in width.

Safety area: Runway safety area is 120 meters wide and 90 meters long.

Approach: All approaches to runways are obstacle free. Good approach equipment is at the airport.

Surface and strength: Runway 01/19 PCN 73 F / A / W / T asphalt is machine grooved. Runway 10/28 PCN 80 F / A / W / T machine grooved.

Coordinates: Coordinates airport are under. International Standard (WGS-84) 635906N, 0223620W.

Altitude: Height of the airport is 171 feet (threshold of runway 28). The surface curvature is 66.1 m, 216 feet.

General information:
The airport is classified as Class 4E from ICAO (International Civil Aviation Organization) which means that runways are at least 1800 meters long and 60 meters wide. It creates the possibility to receive all the planes flying in the world today. Also, airports of class 4E must be able to receive 30 aircraft per hour. The airport is open around the clock every day of the year as well as aircraft services.

The airport has a unique position to serve both civil aviation and military, and is operated by Isavia.
Icelandair and Play air using the airport as a hub. Two peaks are at the airport, early in the morning and again in the afternoon.

2.2 Type of aircraft frequently using KEF airport:

Type	PAX(Max)	Crew	Total
B757	240	8	248
B737	162	7	169
A320	179	6	185
A321	220	7	227
MD90	172	6	178
B747	524	14	538
B767	350	9	359
B777	500	12	512
Antonov 124	120t	18-20	
A319	144	6	150
A330	330	7	337
Q400	75	4	79

2.3 Roads in the area

- Road 41	Reykjanesbraut	Paved Road
- Road 43	Grindavíkurvegur	Paved Road
- Road 44	Hafnavegur	Paved Road
- Road 45	Garðskagavegur	Paved Road
- Road 420	Vatnsleysustrandarvegur	Paved Road
- Road 421	Vogavegur	Paved Road
- Road 423	Miðnesheiðarvegur	Paved Road
- Road 425	Nesvegur	Paved Road
- Road 427	Ísólfsskálavegur	Mostly Paved Road
- Road 429	Sandgerðisvegur	Paved Road
- Road 4506	Garðskagavegur (Ósabotnavegur)	Paved Road

2.4 Towns inside of operational area of the airport

Town: Population ca:

Sudurnes, pop 27.300

Municipality of Grindavík	3.500
Municipality of Reykjanesbær	19.700
Municipality of Suðurnesjabær	3.600
Municipality of Vogar	1.300

2.5 Building/place and their role in the plan (Icelandic acronyms for building/place)

Regional operation Coordination (AST)	Building Fálkavellir 19, Keflavik airport
National Coordination Center	Skógarhlíð 14, 105 Reykjavík
Resource Staging Area (MÓT)	Car Park near building 782. Keflavik airport
Sudurnes Hospital and Health Center	Skólavegi 6, Reykjanesbæ
The National University Hospital of Iceland	Fossvogi, 108 Reykjavík
Casualty assembly area (SSS)	Building 822(20d) , Keflavik airport
Family member assembly area (SSA)	Red cross regional office, Smiðjuvellir 8, Reykjanesbær.

2.6 Emergency gates

Emergency gate	#19	Resource Staging Area
Gate	#09	Near Terminal (Gullnahlidid)
Emergency gate	#11	North of runway 19
Emergency gate	#12	East of runway 28
Gate	#18	North of old terminal (Silfurhlid)
Emergency gate	#20	(Háaleitishlað 6)
Emergency gate	#23	(Stapafell)
Emergency gate	#25	West of runway 10

3.0 Definitions

3.1 Activation

The Aerodrome Emergency Plan (AEP) is activated in three emergency phases:

A) Uncertainty phase, Alert phase and Distress phase.
B) Three different levels of scope or size, defined by the colors Green, Yellow and Red indicate the size of civil protection measures i.e. number of units activated. This also shows the need for coordination. The scope is defined based on persons on board the aircraft in question.

The activation of the AEP is in most cases after a consultation of the air traffic controllers in the KEF airport tower or Reykjavik ACC and the aircraft captain. (If the aircraft is still in flight). Thus, the air traffic controller in the Tower alerts:

A) ARFF resources at the airport
B) Airport operation Centre
C) 112 center for further activation of other resources
D) National Police communication Centre
E) JRCC

The identities that are allowed to activate the AEP are:

• Keflavik Airport Tower

• Sudurnes Police

• Reykjavik ACC

• National Coordination Centre

When the AEP has been activated the airport is essentially under the control of the Regional Coordination Centre. Which decides if further resources are deeded.

3.2 Other AEP´s and links to the central AEP

Other AEP 's at KEF airport:

A) Illegal operations plan (SEC plan).
B) Infectious disease plan.
C) Evacuation plan for KEF airport terminal.

The SEC plan is a separate and a classified plan, but in case of mass casualty incident involving SEC operations the AEP is activated.

The Infectious disease plan has the similar link to the central AEP.

Evac plan for the terminal will be used in all cases where rapid Evac of the terminal is needed and setup is more in the form of SOP for the terminal staff.

3.3 UNCERTANTY PHASE

Definition:

A situation wherein uncertainty exists as to the safety of an aircraft and its occupants.

Green

Scope where daily or standby resources in the district respond to the incident without increased preparedness. Benchmark is 5 or less persons on board the aircraft.

Yellow

Scope where daily or standby resources in the district respond to the incident with selected additional resources responding. Benchmark is 6-55 persons on board the aircraft.

Red

Scope where daily resources in the region need outside assistance to respond to the situation. Benchmark is that 56 or more are on board the aircraft. The need for coordination is great.

Response:

All resources listed in section 4.1 of this AEP have a role in the AEP as shown.

3.4 ALERT PHASE

Definition:

A situation wherein apprehension exists as to the safety of an aircraft and its occupants.

Green

Scope where daily or standby resources in the district respond to the incident without increased preparedness. Benchmark is 5 or less persons on board the aircraft.

Yellow

Scope where daily or standby resources in the district respond to the incident with selected additional resources responding. Benchmark is 6-55 persons on board the aircraft.

Red

Scope where daily resources in the region need outside assistance to respond to the situation. Benchmark is that 56 or more are on board the aircraft. The need for coordination is great.

Response:

All resources listed in section 4.1 of this AEP have a role in the AEP as shown.

3.5 DISTRESS PHASE LAND

Definition:

A situation wherein there is reasonable certainty that an aircraft and its occupants are threatened by grave and imminent danger or require immediate assistance**.**

Green

Scope where daily or standby resources in the district respond to the incident without increased preparedness. Benchmark is 5 or less persons on board the aircraft.

Yellow

Scope where daily or standby resources in the district respond to the incident with selected additional resources responding. Benchmark is 6-55 persons on board the aircraft.

Red

Scope where daily resources in the region need outside assistance to respond to the situation. Benchmark is that 56 or more are on board the aircraft. The need for coordination is great.

Response:

All resources listed in section 4.1 of this AEP have a role in the AEP as shown.

3.6 DISTRESS PHASE MARINE

Definition:

A situation wherein there is reasonable certainty that an aircraft and its occupants are lost or have crashed at sea.

Green

Scope where daily or standby resources in the district respond to the incident without increased preparedness. Benchmark is 5 or less persons on board the aircraft.

Yellow

Scope where daily or standby resources in the district respond to the incident with selected additional resources responding. Benchmark is 6-55 persons on board the aircraft.

Red

Scope where daily resources in the region need outside assistance to respond to the situation. Benchmark is that 56 or more are on board the aircraft. The need for coordination is great.

Response:

All resources listed in section 4 of this AEP have a role in the AEP as shown.

3.7 Stand down or change in scope

Only the incident manager or TOWER have the authority to cancel or modify the scope levels after the AEP has been activated. The Incident manager and TOWER must collaborate on any change in scope or response levels.

Regional coordination Centre announces cancellations and changes in the danger level to Tower which announces stand down or the chance to 112 center that in return sends SMS notification. Regional operation command announces in addition the stand down order on TETRA.

3.8 Restrictions of movement

TOWER in all cases decides of any aircraft movement’s restrictions or complete stop of all movements on the airport.

3.9 Abbreviations Icelandic to English

AHS	Health Branch director
AST	Regional Coordination Centre
AVN	Civil Protection Committee (no operational responsibilities)
BF	Staging for Ambulances
BH	Personnel Staging Area
BTB	Equipment Staging Area
ETA	Estimated Time of Arrival
ETD	Estimated Time of Departure
FL	Transport Branch Director
FMR	National Police Communication Centre
GÆ	Security Branch Director
HSS	Sudurnes Health Services
IL	Inner Perimeter Security
Isavia	Isavia, Aerodrome Operator
L og B	SAR Branch Director
LSH	National University Hospital of Iceland
LÞ	Helicopter Landing Zone
MHz	Megahertz
MÓT	Resource Staging Centre
JRCC	Joint Rescue Coordination Centre
ACC	Area Control Center (KEF TOWER)
RKÍ	Icelandic Red Cross
RNSA	Icelandic Transportation Investigation Committee
SÁBF	Icelandic ICS
SLY	Scene of the incident
SSA	Family Assistance Area
SSL	Mortuary
SSS	Casually Clearing Station
SST	National Coordination Centre
TWR	Tower
VHF	Very High Frequency
VST	On scene, Joint Command
VÞS	Branch directors
YL	Outer perimeter security
VS	On Scene Commander

4.0 Callout

The following identities execute callout procedures:

Air traffic controller in tower alerts following:

- ARFF resources at the airport
- Hub Control Center (HCC
- 112 center for further activation of other resources
- National Police communication Centre
- JRCC

And announces activation: The emergency phase and the scope of the incident.

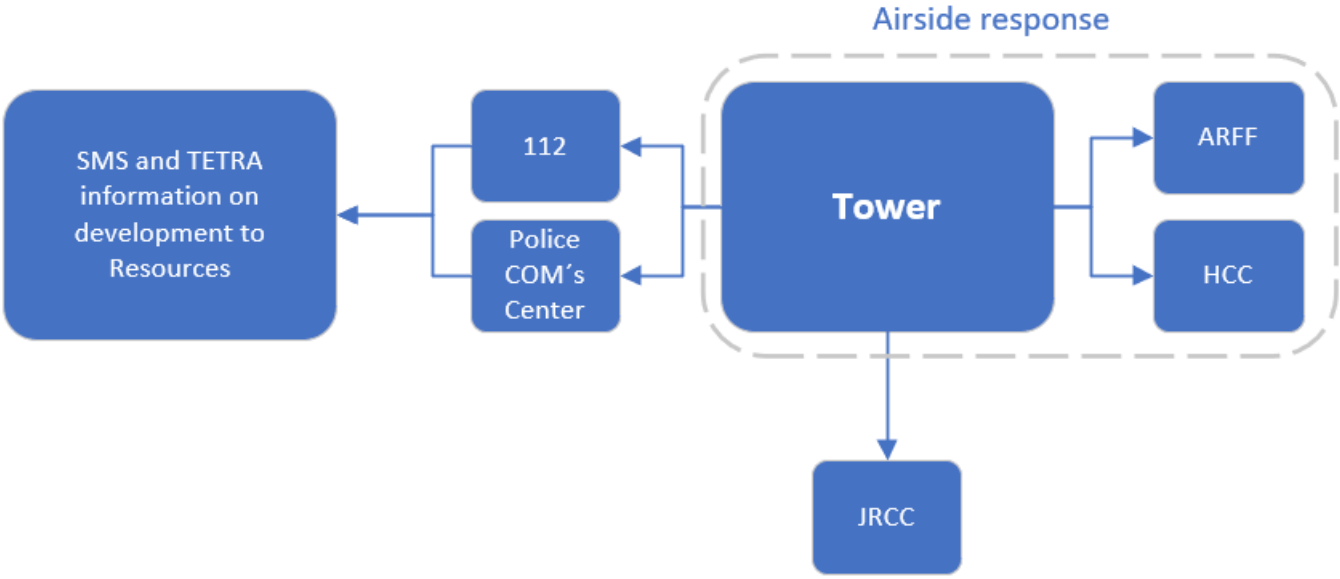
Likely event location in coordinates or grid according to map grid.

• In addition, he provides information about the event (see section 8.1).

112 and National Police Communication Centre forward information to responders and resources with SMS and on TETRA channel: Blue 2-0.

Information on the status and condition of the aircraft are relayed on TETRA channel KEF-CRASH.

(SST, AST, ACC, JRCC.)



Only the incident manager or KEF TOWER have the authority to cancel or modify the scope levels after the AEP has been activated. The Incident manager and KEF TOWER must collaborate on any change in scope or response levels.

Regional coordination Centre announces cancellations and changes in the danger level to KEF Tower which announces stand down or the change to 112 center that in return sends SMS notification. Regional operation command announces in addition the stand down order on TETRA.

4.1 Callout matrix

This is a matrix of the identities that get alerted when the AEP is activated.

Responding identity	Scope	Uncertainty phase	Alert phase	Distress phase	Distress phase (Marine)
ACC/KEF Tower	Green	Yes	Yes	Yes	Yes
	Yellow	Yes	Yes	Yes	Yes
	Red	Yes	Yes	Yes	Yes
OACC	Green	Yes	Yes	Yes	Yes
	Yellow	Yes	Yes	Yes	Yes
	Red	Yes	Yes	Yes	Yes
112	Green	Yes	Yes	Yes	Yes
	Yellow	Yes	Yes	Yes	Yes
	Red	Yes	Yes	Yes	Yes
Regional Coordination Centre	Green	No	No	Yes	Yes
	Yellow	No	Yes	Yes	Yes
	Red	Yes	Yes	Yes	Yes
On Scene, Joint Command	Green	No	No	Yes	Yes
	Yellow	No	Yes	Yes	Yes
	Red	Yes	Yes	Yes	Yes
National Coordination	Green	No	No	Yes	Yes
	Yellow	No	No	Yes	Yes
	Red	No	No	Yes	Yes
Hub Control Center	Green	Yes	Yes	Yes	Yes
	Yellow	Yes	Yes	Yes	Yes
	Red	Yes	Yes	Yes	Yes
Sudurnes Police	Green	Yes	Yes	Yes	Yes
	Yellow	Yes	Yes	Yes	Yes
	Red	Yes	Yes	Yes	Yes
Metropolitan Police	Green	No	No	No	No
	Yellow	No	Yes	Yes	Yes
	Red	No	Yes	Yes	Yes
National Police Communication Centre	Green	No	No	Yes	Yes
	Yellow	No	Yes	Yes	Yes
	Red	No	Yes	Yes	Yes
ARFF Kef Airport	Green	Yes	Yes	Yes	Yes
	Yellow	Yes	Yes	Yes	Yes
	Red	Yes	Yes	Yes	Yes
Sudurnes Fire and Rescue	Green	No	No	Yes	Yes
	Yellow	No	Yes	Yes	Yes
	Red	Yes	Yes	Yes	Yes
Grindavik Fire and Rescue	Green	No	No	Yes	Yes
	Yellow	No	Yes	Yes	Yes
	Red	No	Yes	Yes	Yes

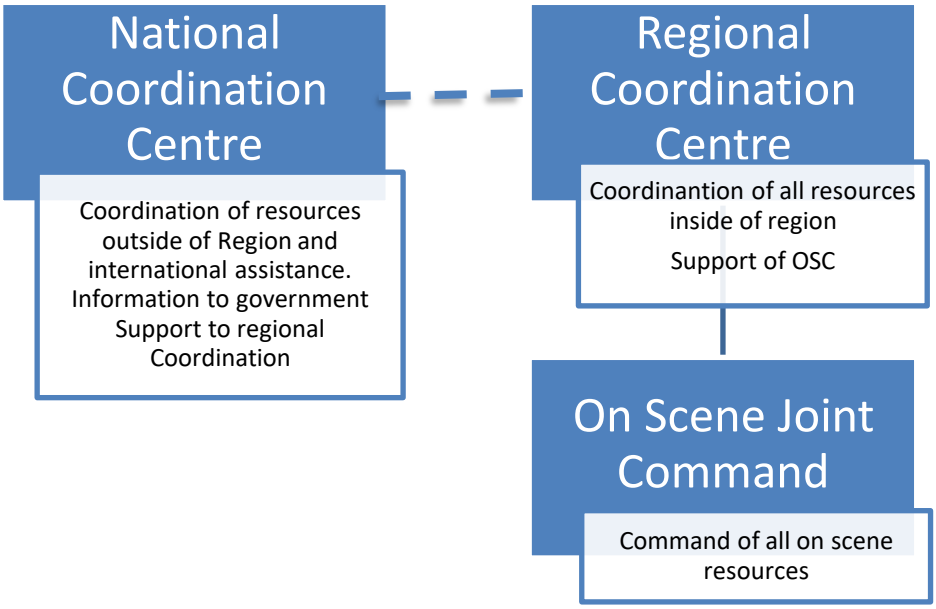
Responding identity	Scope	Uncertainty phase	Alert phase	Distress phase	Distress phase (Marine)
Metropolitan Fire and Rescue	Green	No	No	Yes	No
	Yellow	No	Yes	Yes	Yes
	Red	No	Yes	Yes	Yes
Sudurnes Health services	Green	Yes	Yes	Yes	Yes
	Yellow	Yes	Yes	Yes	Yes
	Red	Yes	Yes	Yes	Yes
National University hospital of Iceland	Green	No	No	Yes	Yes
	Yellow	No	Yes	Yes	Yes
	Red	No	Yes	Yes	Yes
ICE SAR area command Metropolitan area	Green	No	No	No	No
	Yellow	No	No	Yes	Yes
	Red	No	Yes	Yes	Yes
ICE SAR area command Sudurnes area	Green	Yes	Yes	Yes	Yes
	Yellow	Yes	Yes	Yes	Yes
	Red	Yes	Yes	Yes	Yes
ICE SAR national SAR Command	Green	No	No	No	No
	Yellow	No	Yes	Yes	Yes
	Red	No	Yes	Yes	Yes
ICE SAR rescue teams Metropolitan Area	Green	No	No	No	No
	Yellow	No	No	Yes	Yes
	Red	No	Yes	Yes	Yes
ICE SAR rescue teams Sudurnes area	Green	No	No	No	No
	Yellow	No	No	Yes	Yes
	Red	No	Yes	Yes	Yes
Sudurnes ICE SAR rescue team	Green	No	No	No	Yes
	Yellow	Yes	Yes	Yes	Yes
	Red	Yes	Yes	Yes	Yes
Sudurnes Red Cross	Green	No	Yes	Yes	Yes
	Yellow	No	Yes	Yes	Yes
	Red	No	Yes	Yes	Yes
Grindavik Red Cross	Green	No	No	No	No
	Yellow	No	Yes	Yes	No
	Red	No	Yes	Yes	No
Metropolitan Red Cross	Green	No	No	No	No
	Yellow	No	No	Yes	Yes
	Red	No	No	Yes	Yes
National office Red Cross	Green	No	Yes	No	Yes
	Yellow	No	Yes	Yes	Yes
	Red	No	Yes	Yes	Yes
Identification Commission of the National Police Commissioner	Green	No	No	Yes	Yes
	Yellow	No	No	Yes	Yes
	Red	No	No	Yes	Yes

Responding identity	Scope	Uncertainty phase	Alert phase	Distress phase	Distress phase (Marine)
Icelandic transportation investigation committee	Green	Yes	Yes	Yes	Yes
	Yellow	Yes	Yes	Yes	Yes
	Red	Yes	Yes	Yes	Yes
Isavia terminal staff	Green	No	Yes	Yes	Yes
	Yellow	No	Yes	Yes	Yes
	Red	No	Yes	Yes	Yes
Ground Services	Green	No	Yes	Yes	Yes
	Yellow	No	Yes	Yes	Yes
	Red	No	Yes	Yes	Yes
Flight operators	Green	No	No	No	No
	Yellow	No	Yes	Yes	Yes
	Red	No	Yes	Yes	Yes
Airport security	Green	Yes	Yes	Yes	Yes
	Yellow	Yes	Yes	Yes	Yes
	Red	Yes	Yes	Yes	Yes
Icelandic Coast Guard air branch	Green	No	Yes	Yes	Yes
	Yellow	No	Yes	Yes	Yes
	Red	No	Yes	Yes	Yes
JRCC Iceland	Green	Yes	Yes	Yes	Yes
	Yellow	Yes	Yes	Yes	Yes
	Red	Yes	Yes	Yes	Yes

In Section 8 roles of each identity is listed.

5.0 Command structure

5.1 Basic elements of the command structure



5.2 Regional Coordination Centre

Coordination at the regional level. In a state of an emergency the responsibility and over all command is in the hands of the Local Police Commissioner. He heads the Regional Coordination Centre where there are representatives from various responders, local government and other stakeholders like liaison from the airline and or the service provider of the airline. Regional CC works with the National Coordination Centre. The role of the regional CC is among other things the organization of rescue and relief work.

The local Police Commissioner nominates the On-Scene Commander (OC) but the overall command of the incident is the Police Commissioner or his deputy (IC).

Local Coordination Centre representatives:

- Sudurnes Police Commissioner or his deputy – **INCIDENT COMMANDER**
- Rep from Isavia for terminal operations
- Chief Superintendent or his deputy
- Rep. from Isavia ARFF operations
- Rep. from ICE-SAR area command area 2
- Rep. from Sudurnes Red Cross
- Rep. from Sudurnes health services
- Rep. from Sudurnes Civil Protection committee
- Rep. Keflavik tower
- Rep. Sudurnes Fire Rescue Services

Local CC must additionally consider personnel for these tasks:

- Telephone reception
- Documentation and information management
- Communication
- Rep. from Airline must be present at the Local CC

Common tasks for the Local CC:

• Management, coordination and prioritization of overall operations within the operation area
• Reassessment of danger level and scope
• Communication to OC
• Communication with the tower, JRCC, ACC
• Activation of additional resources outside of the scope at the AEP
• Over all communications and other communication within the operation area
• Communication with hospitals within the operation area
• Communication with the media (see sector 5.8)
• Communication with relative staging area (SSA)
• Ensure, in consultation with the operator / ground handling that the passenger list is correct
• Inform the staff at Keflavik airport
• Ensure the involvement of the ID committee
• To ensure the handover of scene to police and Transportation investigation committee after the rescue phase is over
• The use of ICS (SÁBF) through the command structure

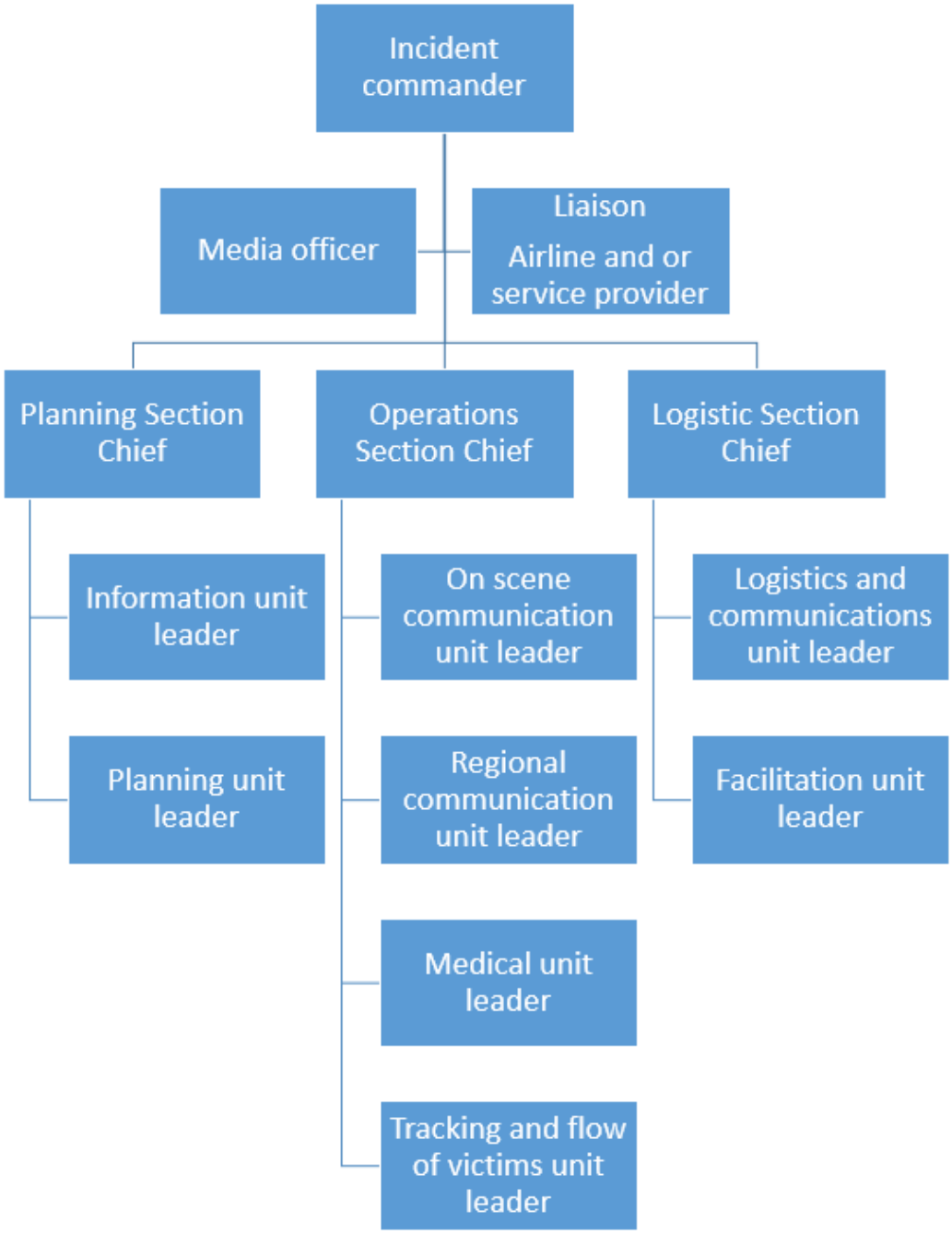
Residence of the Local CC:

Main: Fálkavöllur 19, 235 Keflavik Airport

Backup: Meeting room Airport operations building 795, airside.

5.3 Command structure Regional CC

IC can change this setup according to needs.



5.4 On Scene Joint Command

Command and coordination on the scene is in the hands of the OC appointed by the Sudurnes police Commissioner or his deputy.

The OC is usually from the local police. He must have training and experience in OC management.

The on scene Joint Command team is composed of representatives from:

- Sudurnes Police, Chef Inspector **on Scene Commander**
- Sudurnes Fire Rescue Services
- Aircraft Rescue and Firefighting KEF airport, Shift operation manager on duty
- ICE-SAR area command area 2

The OC shall divide tasks between members of the management team for according to need.

The OC must appoint people to victim registration, communications and other functions as needed.

Important tasks of the OC team.

- Total Control and coordination of any actions on scene in accordance with the command structure and in mandate of the Sudurnes Police Commissioner
- The person who is appointed operational section chef must communicate with the subordinates (branch directors), see next section. Preferably be mobile (have a car at your disposal to go on different sites of the scene and various work areas)
- Set in place a communication plan
- To ensure communications with the Operations

Location of OC team:

Keflavik airport Mobile command vehicle, with good overview of the scene.

Alternatively, ICE-SAR Mobile command vehicle

5.5 Operation Branch Directors

Various identities work is at each operation area there for it is necessary for the Branch Directors to coordinates their work, Branch directors are middle managers who manage and coordinate work on the ground on behalf of the OC.

Branch	Identity staffing the post	Operational area
SAR Branch director	KEF Airport ARFF	On Scene
Triage Branch director	Sudurnes Health services	Casually Clearing Station
Security Branch director	Sudurnes Police	Mobile
Transport Branch director	Sudurnes Police	Mobile

The first tasks of all of the Branch directors is to:
• Contact OC and get instructions and information and ensure communication with OC.
• Get overview of the resources (personnel and equipment) and assess further need of resources.
• Appoint the group leaders and delegate as needed.

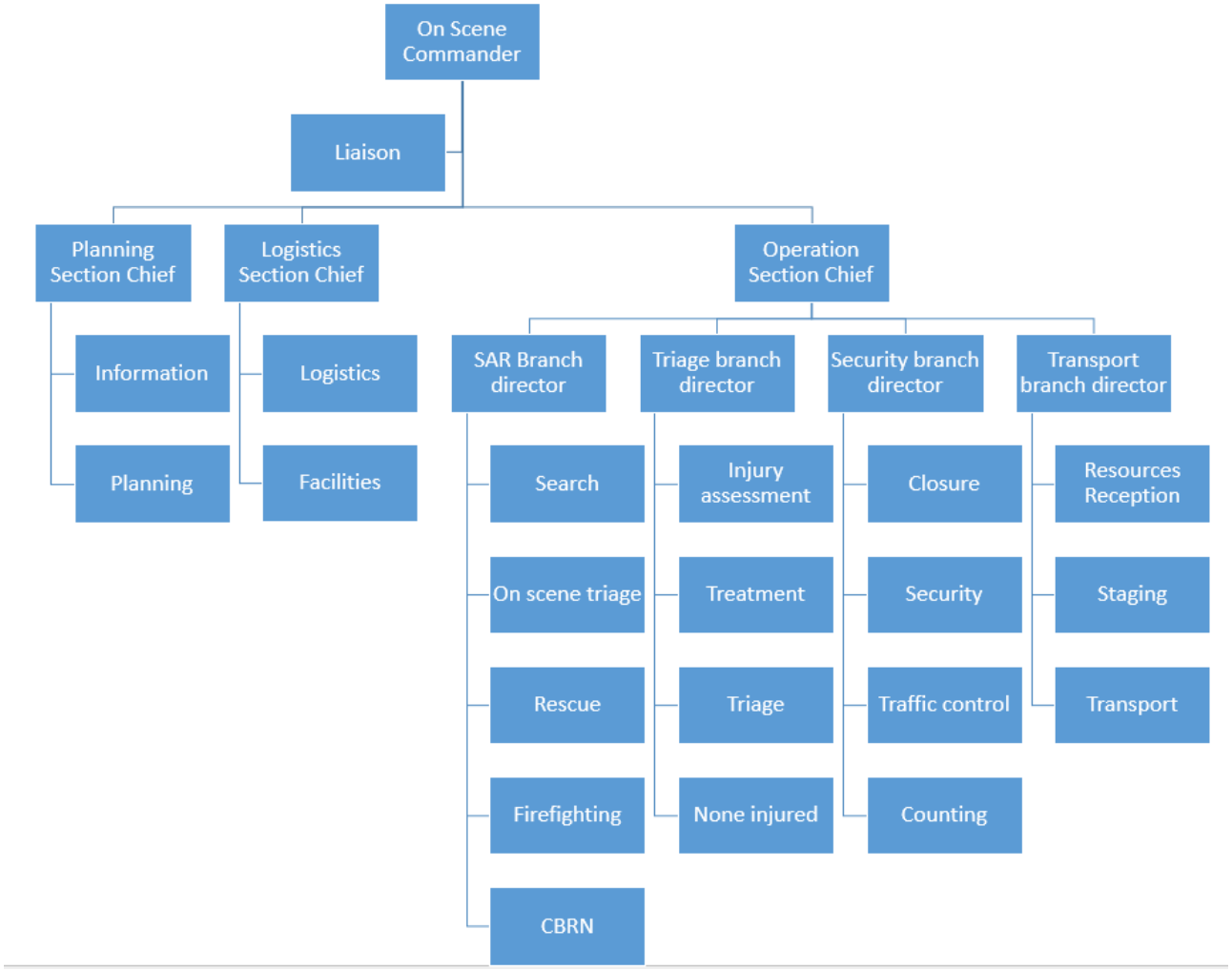
SAR branch director. Coordinates Search and Rescue efforts on Scene, including firefighting, rescue from the wreck. Moving injured from the wreckage to an on-scene triage area:
• Determine safe distance to the on-scene triage.
• Ensure communications from scene to OC and Casually Clearing Station.
• Confirm to OC the number of victims on the plane.
• Monitor the counting of victims according to triage and inform OC of need.
• Appoint group leaders in charge of loading ambulances and other transport vehicles.

Health branch director. Coordinates the activities in the Casually Clearing Station (SSS). The first task is to prepare the area for victims from the crash site. He shall also:
• Set up an injury assessment area in front if the Casually Clearing Station (SSS).
• Appoint assistants to document at the injury assessment.
• Ensure communications to SAR branch director and on scene triage team.
• Ensure communications with representatives of health authority in Local CC and National CC.

Security branch director. Coordinates traffic control on the ground and security of all operational areas on the ground. He shall also:
• Set up inner security parameter.
• Ensure that pre-determined closure posts are installed for example roadblocks and gate closure.
• Discuss with OC the need for traffic control and its implementation.
• Set up provisional mortuary.
• Ensures the counting of victims and reports to OC.
• Set up security as needed.
• Protect scene until handover to investigating elements.
• Planning of airside driving routes are the role of Airport Security in cooperation with KEF Tower. Security Branch Director needs to be informed of airside driving routes and procedures.

Transport Branch Director. Manages resources staging areas, reception area and the transport of victims. He shall also:
• keeps track of all resources and overview their usage.
• Discuss with Operations Section Chief transport needs and transport system.
• Provide resources for transport of victims from the scene to Casually Clearing Station.
• Airport Security provides information on routes within the airport.

5.6 Command structure On Scene Joint Command



5.7 National Coordination Centre

Maintaining contact with Regional CC (AST).

Support for Regional CC operations and mobilize resources outside the region as requested.

Plan and manage the transport of injured between regions and outside of country.

Coordination between jurisdictions, which involves maintaining an active contact with:

- Responding Coordination Centers.
- Related operations that are activated outside the region.
- Hospitals receiving injured.
- Government bodies that have responsibilities in the incident.
- International resources and identities involved.
- Governments of passengers involved in the incident.

5.8 Role of Isavia

Isavia operates KEF International airport.

- Airport operations Responsible for:
  - ARFF, and the AEP
  - Airport security
- Air Navigation services. Responsible for OACC, ACC/ TWR/APP
- Hub Control Center is responsible for Terminal coordination and recource support to AST and OCC

5.9 Media

Who are involved?

Four main bodes are involved.

- Sudurnes Police Commissioner/ Regional CC
- Airline operator
- Isavia (management of airport, terminal and ANS)
- National Coordination Centre
  - JRCC

In cases where JRCC are involved Icelandic Coast Guard is involved.

Media Centre is set up at Hljomahollin, Hjallavegi 2, 260 Reykjanesbaer.

National Coordinating Center handles media announcements until an Information task force is assembled which takes over the care of communication with the media in both the National CC and media Centre on the terminal 3rd floor.

It is important that representatives of these bodies coordinate regarding what information goes out to the media both until and after the taskforce is assembled. Press releases are sent out in consultation with the IC.

The main tasks:

- As soon as possible, send a press release to the media, and periodically thereafter as necessary.
- Designate one spokesperson.
- Determine the fixed time to send out information on the situation.
- If possible, should determine the place where the media can come and get information.

Access to the scene:

Media access to the scene during Rescue operations will not be allowed. Transport Accident Investigation Board (TAIB) decide on media access after the scene is handed over to TAIB. After TAIB has completed investigation, access to the scene is the responsibility of Isavia (if the incident is within the airport area) or police (if the scene is outside the airport area). Media that access the airport area must be accompanied by Isavia Airport Security. It is important that media access will not affect the operations and or investigation and all affected is shown respect.

Information about the passengers:
Information about the fate of those involved in the incident, is the responsibility of the Sudurnes Police and shall be made available to the media with the knowledge and approval of the following, as applicable:
• Sudurnes Police Commissioner.
• Airline operator.
• National Coordination Centre.

5.10 On Scene Investigation

It is important that all who work in the field, will safeguard any evidence for investigation purposes.

Investigation is divided in two main parts. One is the investigation of the Transport Accident Investigation Board (TAIB) which relate to inform the cause of the accident. The other is the Police investigation which relate any criminal act involved.

Investigations can begin parallel to the rescue phase.

TAIB is handed the scene after the rescue phase is complete.

TAIB investigators and police should contact OC or airport authorities (if the rescue phase is over) for information and assistance to access the scene.

Given the permission the owner of the aircraft and or his insurance company in cooperation with airport authority may remove the aircraft after TAIB has completed its work.

5.11 Air Bridge

After callout. National Coordination Centre is activated and immediate preparations of an air bridge are set in place. Plan is set in place to Air Evac half of the number of passengers on board or half of the capacity of the aircraft if passenger information is not available. NCC will seek information from LCC about the need of additional resources to be send from origin of the aircraft used in the air bridge. When the air bridge is in place representative from Isavia at NCC coordinates information between NCC, Tower and ACC. Tower informs LCC of departures and arrivals of air ambulances. Casualty Clearing Station must take in count and register where each victim is transported for further care.

6.0 Operational areas

This section discusses the operational areas that need to be prepared in an emergency. Operational areas are activated depending on the size of the incident.

This section also discusses the areas that have no fixed location like closures.

In general, operational areas can be divided into two groups. Assembly areas for passengers and resources involved and staging areas for resources waiting for assignments.

Assembly areas	**Staging areas**
Casualty Clearing Station (SSS)	Personnel Staging Area (BH)
Mortuary (SSL)	Equipment Staging Area (BTB)
Family Assistance Area (SSA)	Ambulance Staging Area (BF)
	Resource Staging Center (MÓT)

6.1 Resource Staging Center (MÓT)

Activity: Place where resources arrive after callout where they are registered and are assigned.

Location Land: 1) **Checkpoint at the old terminal outside gate #19**

2) Other location if needed to be determent by OC after coordination with Transport Branch Director.

3) Helicopter landing pad is at the ramp beside hanger 831 (LÞ)

Location Marine: To be determent by the OC

Management: **Transport Branch Director**

Staff: Sudurnes Police

Isavia Airport Security

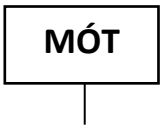
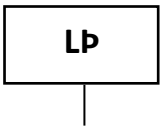
ICE-SAR Area Command area 2

If the accident is far away from Keflavik airport and it is not reasonable to the location of the operational areas in this AEP the location of theme is to be determent by the OC. The OC can use Police communication center to find the next available police resources to start the reception of resources.

Tasks:

Registration of all rescue, local type, size and Call sign	Police
Confirmation assigning assignments to resource and the location where to go	Police
Inform the resources of the routes and route markers used	Isavia Security

Map Icon:

Resource Staging Center	**Helipad**
	

6.2 Resource staging areas (BF, BH and BTB)

Activity: Locations where resources await further orders or while them are at rest. From there, the resources are sent their assignments. All resources are registered in coordination with MÓT. Staging areas can be inside or outside of the inner perimeter.

Location land ops: 1) Car park by the old terminal by side MÓT

2) Other location if needed to be determent by OC after coordination with transport branch director

Location Marine ops: To be determent by the OC

Management: **Transport Branch Director**

Staff: Sudurnes Police

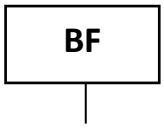
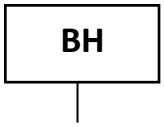
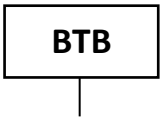
ICE-SAR Area Command Area 2

Isavia Security

Tasks:

Supervision and control of resources at staging area	Police/ICE-SAR
Task assignments to resources	Police/ICE-SAR
Document equipment at the staging area	Police/ICE-SAR
Send resources to task location	Police/ICE-SAR
Escort resources airside from staging area to operational areas.	Isavia Security

Map Icon:

Ambulance staging area	Personnel staging area	Equipment staging area
		

6.3 Second staging area (YBF, YBH and YBTB)

Activity: Resources outside the Sudurnes jurisdiction wait further instructions in the Alerting Phase. Resources are tasked from there by LCC.

Location: 1) Aluminum smelter Straumsvík.

2) To be determent by the LCC

Management: National Police Communication Center staff trough NCC

Staff: Metropolitan Police

ICE-SAR Area Command Area 1

Tasks

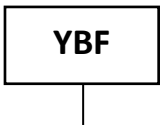
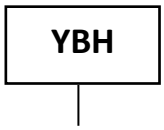
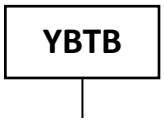
Supervision and control of resources at second staging area	Police/ICE-SAR
Task assignments from LCC to resources	Police/ICE-SAR
Document equipment at the second staging area	Police/ICE-SAR
Send resources to task location	Police/ICE-SAR

Description:

Metropolitan Police organizes and manages the second staging area.

ICE-SAR Area Command Area 1. Assists the Police with registration and information to ICE-SAR resources.

Map Symbols:

Second Staging Area	Second Personnel Staging	Second Equipment Staging
		

6.4 Incident site/Scene (SLY)

Activity: Firefighting and fire protection, Rescue, Triage, first aid and preparation for transport of injured to Casually Clearing Station, HAZMAT control, Search, investigation.

Location land ops: Incident site and vicinity.

Location Marine ops: Incident site and vicinity.

Management: **SAR Branch Director**

Other Management: At arrival of Triage team on scene, Triage leader takes over operations of triage and the preparations for transport to Casualty Clearing Station.

Staff: KEF airport ARFF

Sudurnes Fire Rescue services

Sudurnes Police

Ambulance services from Metropolitan Fire and Rescue

Triage Team from Sudurnes Health services

Triage Team from National University hospital

Ambulance services from Sudurnes Fire and Rescue

ICE-SAR Rescue Teams area 1.

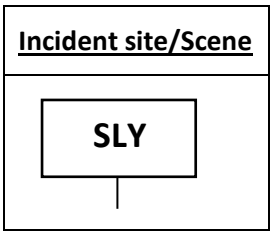
ICE-SAR Rescue Teams area 2

Tasks

Firefighting and HAZMAT	KEF ARFF/Sudurnes FR
Lifesaving efforts	ARFF/Triage teams/EMT/Rescue Teams
Search and Rescue	KEF ARFF/Sudurnes FR/Rescue teams
Transporting injured from wreckage to safety	KEF ARFF/Sudurnes FR/Rescue Teams
Search of incident area	Rescue Teams
Clearing and cleaning	KEF ARFF
Triage	Triage teams/EMT/Rescue Teams
Care of injured	EMT/Rescue Teams
Management of Ambulance loading	Triage team leader
Ambulance loading	EMT/Rescue Teams
Victim Tracking	Security Branch Director/Police
Transportation to Casually Clearing Station	EMT/Rescue Teams

In the area investigation from both TAIB and Police is taking place. These groups do not fall under the control of the SAR branch Director. But follow their own procedures regarding investigation.

Map Symbol:



6.5 Casualty Clearing Station (SSS)

Activity: Place where the injured are assembled for injury assessment, registration, care and priorities for further transport. There are also loading and unloading of ambulances. Orders are given of destination of further treatment and patient tracking.

Location land ops: Building 822(20d)

Location Marine ops: To be determent by IC

Management: **Medical Branch Director**

Other Management: Triage team leader manages injury assessment, and directs all medical treatments and priorities in the Casualty Clearing Station.

Staff: Triage Teams

EMT

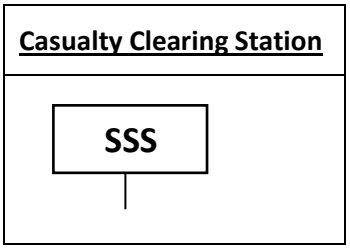
Rescue Teams

Red Cross

Tasks:

Injury assessment	Triage Team
Registration at arrival and departure	Police
Prioritize transport to hospital	Medical Branch Director/Doctor
Decision on destination of hospital care and supervision of transport	Medical Branch Director/Doctor
Care and preparation for transport	EMT/Rescue Teams
Loading and unloading of ambulances	Rescue Teams
Transport of walking wounded to waiting area	Red Cross/Rescue Teams
Operation in waiting area for walking wounded and collaboration with Medical Branch Director	Red Cross

Map icon:



6.6 Mortuary (SSL)

Activity: Place where human remains are collected and Identification of human remains is conducted.

Location land ops: Hanger 831

Location Marine ops: To be determent by IC

Management: Security Branch Director

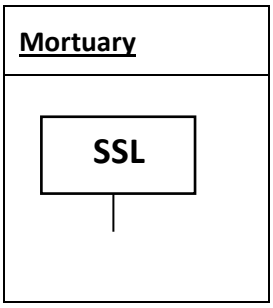
Staff: Sudurnes Police

National Police Forensic identification team

Tasks

Setting up temporary mortuary	Sudurnes Police
Identification of human remains	National Police Forensic identification team
Documentation and reports	National Police Forensic identification team/Police
Responsibility for providing facilities	Sudurnes Police
Determination of death/Discontinuation of Care	Doctor

Map Icon:



6.7 On scene Security

Activity: Restriction of personnel and or traffic for specific area(s). Protection of scene and security at operation areas. Traffic control plan and tracking of victims.

Management: **Security Branch Director**

Inner Security parameter: Inner security parameter is the restricted area around the scene. It is defined by Security Branch Director and the OC

Other Security parameter: Outer security parameter is the restricted area around the airport or it vicinity defined by Security Branch Director and the IC

Airside driving: In order to continue Airport operations, where appropriate traffic is restrict/managed. Plans regarding driving inside the airport area are made in cooperation between Police and Airport Security.

Staff: Sudurnes Police

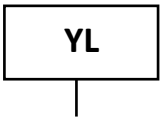
Rescue Teams

Isavia Airport Security

Tasks

Setting up inner security parameter	Police
Protection of scene for the purpose of investigation	Police
Traffic control and restrictions inside the airport area	Police/Rescue Teams
Mortuary Security	Police
Operation areas Security	Police
Law enforcement and protection on scene	Police
Law enforcement and protection at Casualty clearing station	Police/Rescue Teams
Outer security parameter	Police/Rescue Teams
Traffic control from resource staging area to scene	Isavia airport security

Map symbol:

Inner Security parameter	**Outer security parameter**
Defining area restricted for all other than EMS, Fire and Rescue and Search and Rescue	Defining area controlled by OC
	

6.8 Family assembly area (SSA)

Activity: Place where family of passengers is assembling to get information and comfort and support. Also, used to unite uninjured passengers with their families.

Location: Smiðjuvellir 8, 260 Reykjanesbær. Suðurnes Red cross

Command: Local Coordination Centre.

Other: Red Cross team leader is in charge of operations in the family assembly area on behalf of the Local CC and coordinates with Local CC regarding the assembly area. Bus from terminal provided my Isavia

Staff: Red Cross

Trauma units

Clergy

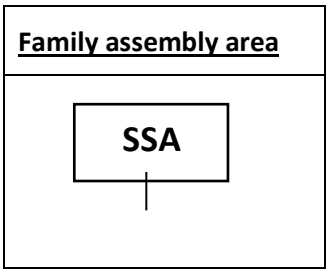
Representative from Isavia Terminal operations

Airline operator/Service provider

Tasks

Briefing to families	Red Cross/Operator/Service provider
Registration of families and relationship to passenger	Red Cross
Counseling, comfort and support	Red Cross/Clergy/Counseling services
Unite uninjured passengers with families	Red Cross
Facilitation	Isavia
Services for foreign citizens	Red Cross/Operator/Service provide/Ministry for Foreign Affairs/Consulates/Embassy

Map Icon:



6.9 Victim registration and tracking

Activity: Census and registration of passengers with the aim to be able to track the whereabouts and overview of victims at any given time. Security Branch Director or his deputy is responsible to gather reports and inform the Incident Commander and the Local Coordination Centre about the overall count of victims and their whereabouts.

Location Scene, in and out of Casualty Clearing Station and any victim that crosses outer security parameter where part of the Triage card is left behind.

Command: **Security Branch Director**

Staff: Sudurnes Police

Rescue Teams

Map icon: **TALNING**

On scene
Where Triage takes place. Everyone in the incident is triaged and tagged with a triage card, identifying individuals according to their medical status as green, yellow, red or black.

Preliminary counting
Simple count takes place when victims are transported from the scene. Gives a simple overview how many are left at the scene.

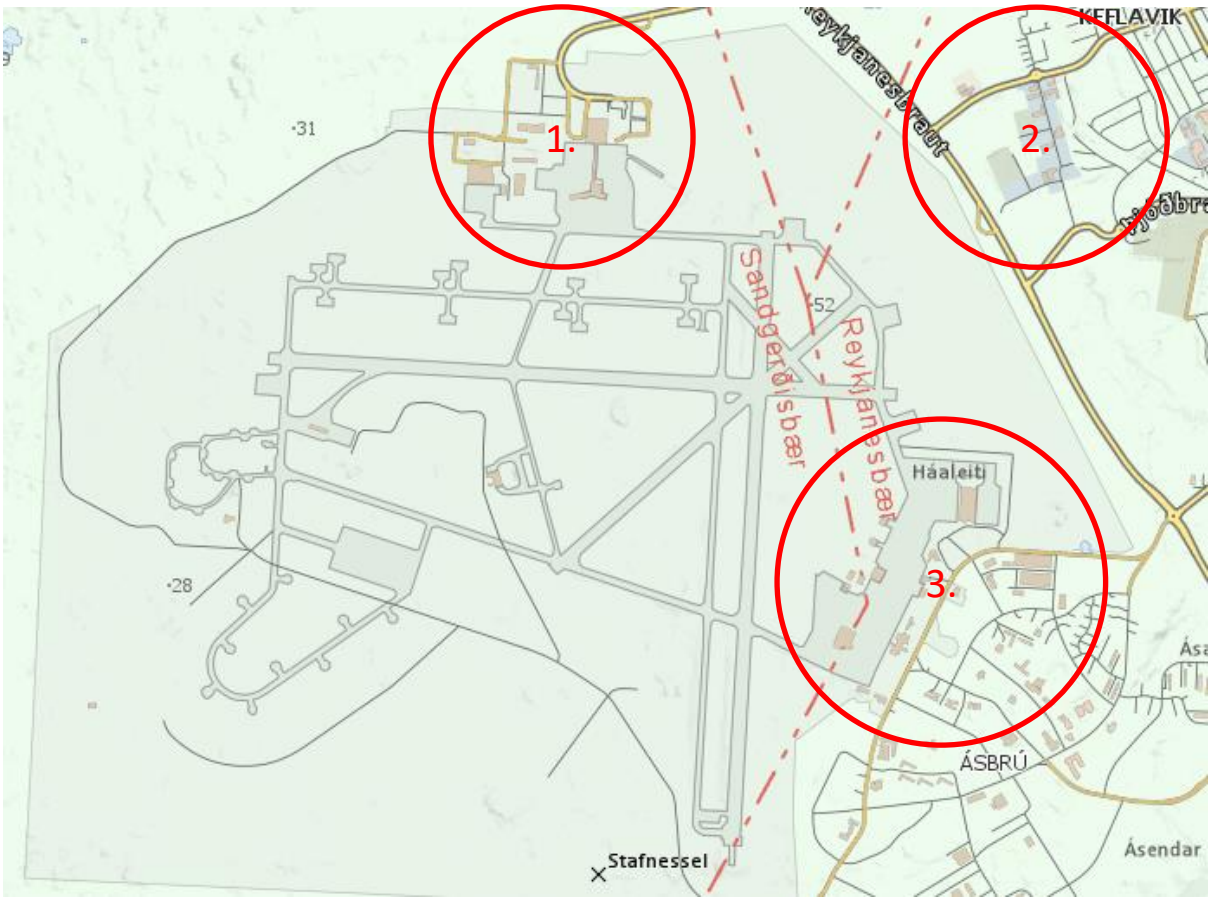
Arriving at Casualty Clearing station
Victims are counted in and out of Casualty Clearing Station.

Leaving Casualty Clearing Station
Passengers and crew need to be registered leaving the Casualty Clearing Station for further treatment.

Mortuary
Registration of any human remains.

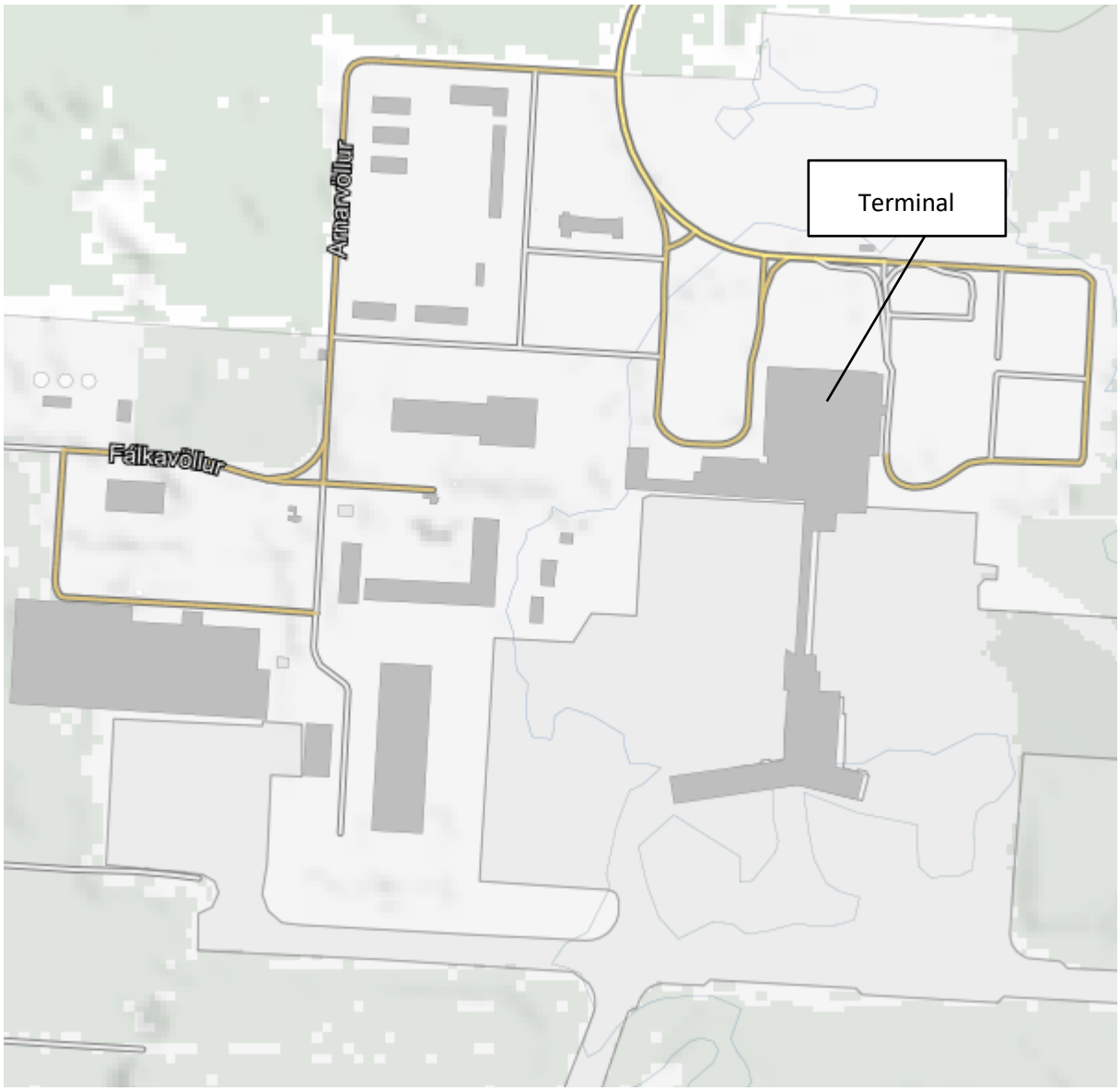
It is the responsibility of the Local Coordination Centre in cooperation with the National Coordination Centre to know the fate of persons on board the affected aircraft where they will be treated or transported.

Map of Operation areas

Overview


1	Terminal area
2	Off airport area, Reykjanesbær
3	Airport east

1. Terminal area

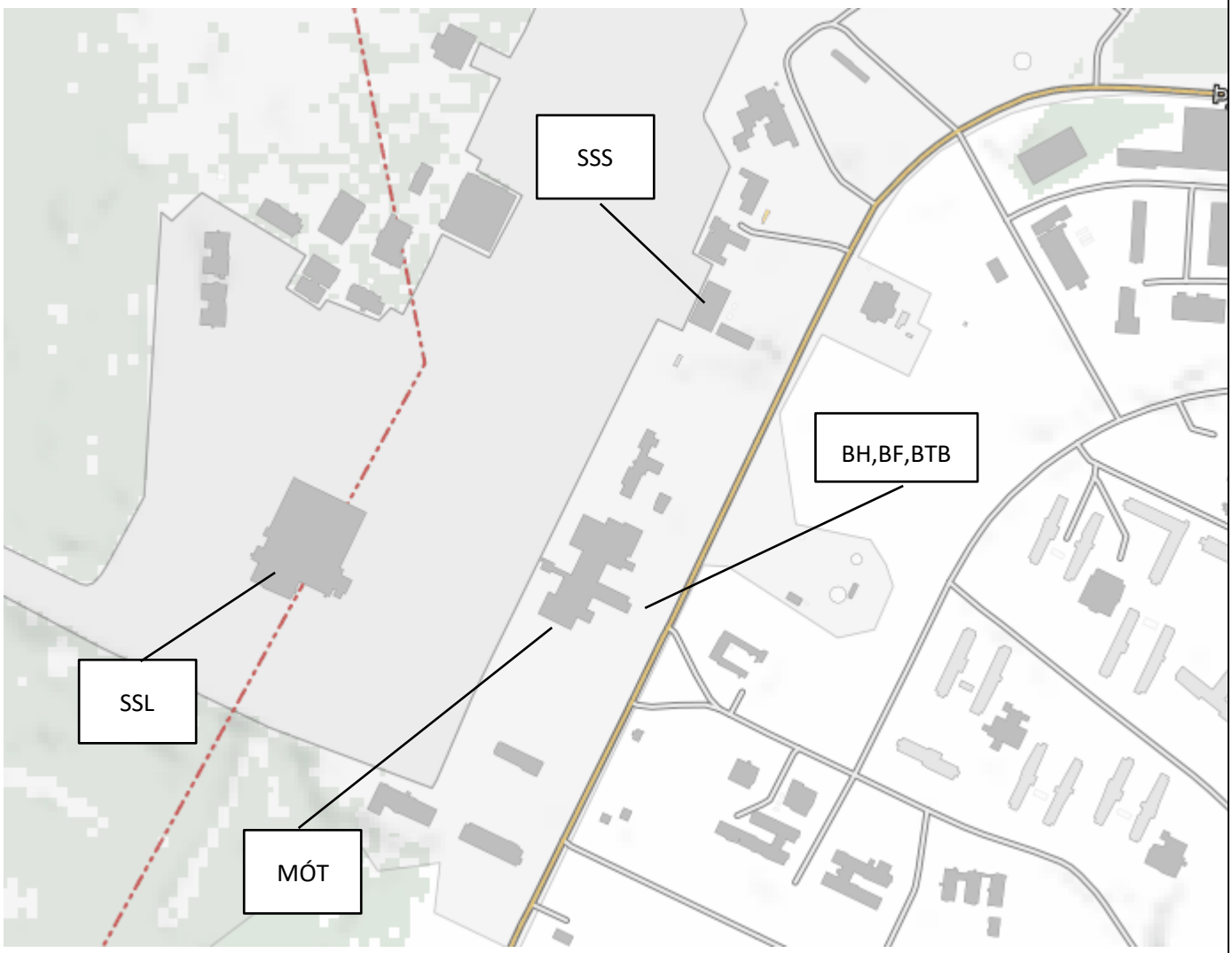


Terminal	Terminal, North building-Departures and Arrivals, parking. South building-gates

2. Off airport area

RCC/AST	Regional Coordination Centre, Flugvellir, Reykjanesbæ
SSA	Family assembly area, Smiðjuvellir 8, Reykjanesbæ

3. Airport east



SSS	Casualty Clearing Station
SSL	Mortuary
MÓT	Recourse Reseption Centre (gate 20)
BH,BF,BTB	Recourse Staging Area

7.0 Accident at sea (Marine)

Overview

In the case of an accident at sea or the risk of a plane crashing in the sea, operations the entire organization must adapt to the location and external conditions such as the weather which can have a major impact. Chapter 7 of the AEP is particularly dedicated to emergency structure of an accident at sea.

The AEP is automatically used within a 10-mile radius from the airport to the sea, the structure of this AEP is carried out accordingly. However, circumstances such as the weather and sea conditions must be taken in account. If there is an uncertainty if the accident site is within 10 miles of the airport. The callout plan of this AEP is used.

If the accident is estimated farther from land than 10 miles, it falls under other criteria of search and rescue and other plans. It is always possible to take the decision to make use of this AEP although it is outside the scope of this AEP.

7.2 Topographical information

Much of KEF airport approaches lies over sea area:

Approach to runway 19:	From the North (over Municipality Garður)
Approach to runway 10:	From the West (over Municipality Sandgerði)
Approach to runway 28:	From the East (over Municipality Njarðvík)
Approach to runway 01:	From the South (over Municipality Grindavík)

7.3 Definitions

Same as in this AEP.

7.4 Activation

Same as in this AEP.

7.5 Command structure

The Coast Guard is responsible for and manages search and rescue of aircrafts that have crashed at sea or are missing. The Coast Guard is responsible for the location if the accident took place at sea.

Isavia is responsible for alerting service for aircraft.

This arrangement is put in place by an agreement between the Coast Guard and the National Police Commissioner.

Search and Rescue of aircrafts, the provisions of Article 132, Air Travel Act no. 60/1998. Search and Rescue at Sea Act of the Icelandic Coast Guard no. 52/2006.

7.5.1 Infrastructure of Command

The Command Infrastructure of rescue at sea depends on the location and the scope of the incident:

At sea, not far from land,	OC on land, coordination at National CC. Rescue Branch Director at Sea.
At sea, far from land,	OC on sea, coordination at National CC. Rescue Branch Director at Sea
At high sea,	Coordination at National CC, OC on sea

7.5.2 Marine based On Scene Command

Operations are located in the National Coordination Centre. Initially Coordination is in the hands of the identities that have 24/7 operation in the NCC.

Following a callout for the NCC and the operation if the NCC. Operations consisting of representatives from Local authorities, Icelandic Coastguard/Maritime Surveillance Centre. Operations works in close cooperation with 112, National Police communication Centre and National Coordination Centre.

7.5.3 Land based On Scene Command

If the distance from land so that it is possible to command the operation from land. The normal procedures apply, see. Section 5.4-5.6 of OC management. In addition, added are the representative from Icelandic Coastguard. Strive to build a structure with the SAR branch director at sea. All other organization elements are set up in line with the scope and needs of the incident. Resource assembly areas are on sea and land depending of resource type. Further location is to be decided by the OC.

Other organization setup is possible and is decided by Coastguard, Civil Protection and Local Police as needed.

7.5.4 Marine based ON Scene Command

If circumstances are such MRCC will decide who is the OC.

If scope of the incident is such that further on scene coordination is needed, such coordination is setup if possible with the identities that normally work at the OC command staff (according to this AEP) the location of this coordination is on a sea based platform.

7.5.5 Incident in the high seas

Outside of the 10-mile radius this AEP is not automatically activated. Parts or all of this AEP can be used as necessary.

7.6 Communication Marine

Initially, the communications between vessels and Coast Guard is on VHF channel 16 (Distress frequencies for ships and boats).

Maritime Distress frequency	**VHF Channel 16**

Further communication plan is subsequently determined by the OC and or incident coordination elements:

Operations SAR units	**VHF 5**
Operations other vessels	**VHF 10**
Command land/Marine	**TETRA Blue AST-2 and Repeater channel 9.**
Land based communication	**According to section 9 of this AEP**

7.7 Operational areas on land

If it is possible the operational areas are the same in case of a marine or land incident, see section 6. It important to take into account the location of the accident and how far from land it is.

Staging areas at sea are two, one on land for land based resources and one on sea for sea based resources. If sea based resources are not given a specific staging area or their involvement they sail toward the accident, notify their arrival when they approach and await further instructions from JRCC.

7.8 Operation flow

Responders make preparation regarding response, sign in via channel 16 to JRCC.

LHG / VSS will, in consultation with ATC providing boats on the way to the forum the information available on the location and extent of the accident.

Navigate toward the waiting area.

If it is decided waiting area or boats have not received specific instructions about the involvement they sail toward the accident, notify their arrival when they approach and await further instructions from JRCC.

The first boat at the scene is the OC until another one is appointed by JRCC.

8.0 Resources assignments

At this time the only assignments that are translated in the English version of the AEP are the relevant assignments to Airline operators and Service providers, traffic control and 112. Other identities have roles that are only stated in the Icelandic version.

Isavia Air Traffic Control Keflavik Tower

Isavia Air Traffic Control Reykjavik Area Control Centre

112 Center

Regional Coordination Center

On Scene Command Center

National Coordination Center

Hub Control Center

Sudurnes Police

Metropolitan Police

Police Communication Center

Isavia Keflavik Airport Rescue and Firefighting

Isavia Terminal Services

Isavia Security Services

Sudurnes Fire Rescue Services

Grindavik Fire Rescue Services

Metropolitan Fire Rescue Services

Sudurnes Health Services

Metropolitan Health Services

ICE-SAR Area Command Metropolitan Area

ICE-SAR Area Command Sudurnes

ICE-SAR National Command

ICE-SAR Rescue Teams Metropolitan Area

ICE-SAR Rescue Teams Sudurnes

Red cross Sudurnes Division

Red cross Grindavik Division

Red cross Metropolitan Divisions

Red cross National Office

National Police Commissioner Identification taskforce

Transport Accident Investigation Board

Icelandic Coastguard Air branch

Icelandic Coastguard JRCC Iceland

Icelandic Coastguard Keflavik Airport Services

Airline Operators and Service Providers

Isavia Air Traffic Control Keflavik Tower

<table>
<tr><td rowspan="3">UNCERTANTY PHASE</td><td>GREEN

YELLOW

RED</td><td>Informs listed below about activation of UNCERTANTY PHASE according to scale color green, yellow or red on TETRA-FMK-NEYÐ:
112 Center, that activates recourses according chapter 4 og this document
Isavia Airport Aircraft Rescue and Firefighting, that responds according own SOP´s
Airport Security Center, that responds according to SOP´s
JRCC Iceland that responds according to SOP´s
Police Communication Center, that responds according to SOP´S
And gives relevant information:
Reason for activation / nature of uncertanty / failure
Callsign, type of aircraft / Capasity of passangers or persons on board
Airline Operator or owner of aircraft
Estimated landing time and fuel on board up on landing
Hazardus cargo if any
Information:
Ensures information to responders (JRCC Iceland, OACC) on TETRA KEF-CRASH
Informs these when aircraft has landed
Informs of any chances in emergency phases or deactivation needed in cooperation with Regional Coordination Center if the RCC is activated.</td></tr>
<tr><td rowspan="2">ALERTING PHASE</td><td>GREEN

YELLOW

RED</td><td>Informs listed about activation of UNCERTANTY PHASE according to scale color green, yellow or red on TETRA-FMK-NEYÐ:
112 Center, that activates recourses according chapter 4 and this document
Isavia Airport Aircraft Rescue and Firefighting, that responds according SOP´s
Airport Security Center, that responds according to SOP´s
JRCC Iceland that responds according to SOP´s
Police Communication Center, that responds according to SOP´S
And gives relevant information:
Reason for activation/nature of uncertanty / failure
Callsign, type of aircraft / Capasity of passangers or persons on board
Airline Operator or owner of aircraft
Estimated landing time and fuel on board up on landing
Hazardus cargo if any
Information:
Ensures information to responders (JRCC Iceland, OACC) on TETRA KEF-CRASH
Informs these when aircraft has landed
Informs of any chances in emergency phases or deactivation needed in cooperation with Regional Coordination Center if the RCC is activated.</td></tr>
</table>

DISTRESS PHASE	**GREEN** **YELLOW** **RED**	Informs listed about activation of UNCERTANTY PHASE according to scale color green, yellow or red on **TETRA-FMK-NEYÐ**: • 112 Center, that activates recourses according chapter 4 og this document • Isavia Airport Aircraft Rescue and Firefighting, that responds according SOP´s • Airport Security Center, that responds according to SOP´s • JRCC Iceland that responds according to SOP´s • Police Communication Center, that responds according to SOP´S And gives relevant information: • Reason for activation/if fires are present • Location of insident site (according to grid map chapter 10 of this document) • Callsign, type of aircraft / Capasity of passangers or persons on board • Airline Operator or owner of aircraft • Estimated landing time and fuel on board up on landing • Estimated heading / runway if aircraft has not landed • Hazardus cargo if any • Informes of any movement restrictions on airport • In cooperation with Isavia security desides on driving routes to incident cite • Ensures information to responders (JRCC Iceland, OACC) on **TETRA KEF-CRASH** • Informs these when aircraft has landed • **Informs of any chances in emergency phases or deactivation needed in cooperation with Regional Coordination Center if the RCC is activated.**
DISTRESS PHASE MARINE	**GREEN** **YELLOW** **RED**	Informs listed about activation of UNCERTANTY PHASE according to scale color green, yellow or red on **TETRA-FMK-NEYÐ**: • 112 Center, that activates recourses according chapter 4 og this document • Isavia Airport Aircraft Rescue and Firefighting, that responds according SOP´s • Airport Security Center, that responds according to SOP´s • JRCC Iceland that responds according to SOP´s • Police Communication Center, that responds according to own SOP´S And gives relevant information: • Reason for activation/if fires are present • Location of insident site (according to grid map chapter 10 of this document) • Callsign, type of aircraft / Capasity of passangers or persons on board • Airline Operator or owner of aircraft • Estimated landing time and fuel on board up on landing • Estimated heading / runway if aircraft has not landed • Hazardus cargo if any • Informes of any movement restrictions on airport • In cooperation with Isavia security desides on driving routes to incident cite • Ensures information to responders (JRCC Iceland, OACC) on **TETRA KEF-CRASH** • Informs these when aircraft has landed **Informs of any chances in emergency phases or deactivation needed in cooperation with Regional Coordination Center if the RCC is activated.**

Isavia Air Traffic Control Reykjavik Area Control Centre

UNCERTANTY PHASE	**GREEN** **YELLOW** **RED**	Receives message from aircraft with little or reduced performance, which plans a landing at Keflavik Int. Airport. • Informs the tower at the Airport, which determines the level of acticvation, scale color and acticates AEP. • If the control tower at the airport is not operational OACC decides control center level of preparedness and activates aircraft accident these actication levels, scale color and activates the AEP. • Ensures effective information sharing with those responding (JRCC Iceland, KEF-TWR,) on TETRA KEF Crash.
ALERTING PHASE	**GREEN** **YELLOW** **RED**	Receives message from aircraft with little or reduced performance, which plans a landing at Keflavik Int. Airport. • Informs the tower at the Airport, which determines the level of acticvation, scale color and acticates AEP. • If the control tower at the airport is not operational OACC decides control center level of preparedness andactivates aircraft accident these actication levels, scale color and activates the AEP. • Ensures effective information sharing with those responding (JRCC Iceland, KEF-TWR,) on TETRA KEF Crash.
DISTRESS PHASE	**GREEN** **YELLOW** **RED**	Receives message from aircraft with little or reduced performance, which plans a landing at Keflavik Int. Airport. • Informs the tower at the Airport, which determines the level of acticvation, scale color and acticates AEP. • If the control tower at the airport is not operational OACC decides control center level of preparedness andactivates aircraft accident these actication levels, scale color and activates the AEP. • Ensures effective information sharing with those responding (JRCC Iceland, KEF-TWR,) on TETRA KEF Crash.
DISTRESS PHASE MARINE	**GREEN** **YELLOW** **RED**	Receives message from aircraft with little or reduced performance, which plans a landing at Keflavik Int. Airport. • Informs the tower at the Airport, which determines the level of acticvation, scale color and acticates AEP. • If the control tower at the airport is not operational OACC decides control center level of preparedness andactivates aircraft accident these actication levels, scale color and activates the AEP. • Ensures effective information sharing with those responding (JRCC Iceland, KEF-TWR,) on TETRA KEF Crash.

Airline operators and Service providers

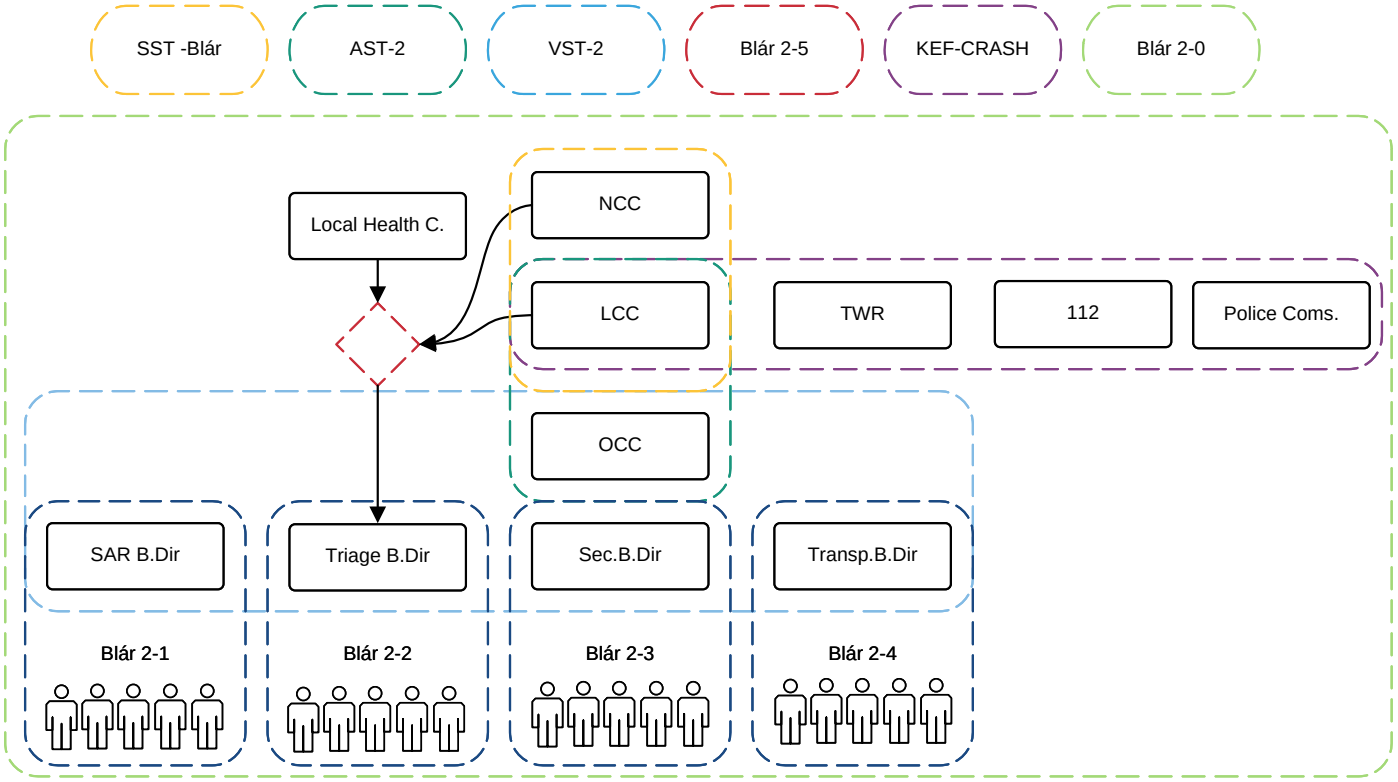
UNCERTANTY PHASE	GREEN YELLOW RED	**NO obligations in this phase**
ALERTING PHASE	GREEN	1. Airline responsible for flight, defines person to coordinate with the Local Coordination Centre. 2. Ensures the activation of airline operator's emergency plan.
	YELLOW RED	1. Airline responsible for flight, defines person to coordinate with the Local Coordination Centre. 2. Ensures the activation of airline operator's emergency plan. 3. Defined person reports immediately to the Local Coordination Centre. 4. Sends staff immediately to the family assembly area (SSA). 5. Coordinates with LCC how walking wounded are treated after assessment by health services.
DISTRESS PHASE	GREEN	1. Airline responsible for flight, defines person to coordinate with the Local Coordination Centre. 2. Ensures the activation of airline operator's emergency plan.
	YELLOW RED	1. Airline responsible for flight, defines person to coordinate with the Local Coordination Centre. 2. Ensures the activation of airline operator's emergency plan 3. Defined person reports immediately to the Local Coordination Centre. 4. Sends staff immediately to the family assembly area (SSA). 5. Coordinates with LCC how walking wounded are treated after assessment by health professionals.
DISTRESS PHASE MARINE	GREEN	1. If airline responsible for flight, define person to coordinate with the Local Coordination Centre. 2. Ensures the activation of airline operator's emergency plan.
	YELLOW RED	1. Airline responsible for flight, defines person to coordinate with the Local Coordination Centre. 2. Ensures the activation of airline operator's emergency plan. 3. Defined person reports immediately to the Local Coordination Centre. 4. Sends staff immediately to the family assembly area (SSA). 5. Coordinates with LCC how walking wounded are treated after assessment by health professionals.

Hub Control Center

UNCERTANTY PHASE	GREEN	HCC monitors developments and publishes bulletins
	YELLOW	
	RED	
ALERTING PHASE	GREEN	HCC monitors developments and publishes bulletins
	YELLOW	Receives actication from the tower: 1. Ensures monitoring on Blár 2-0, VST-2 and AST-2 2. Communicates with AST on AST-2 3. Communicates with Isavia's representative in AST 4. Requests representation from stakeholders at HCC 5. Provides all the assistance to AST 6. Issues announcements in the terminal system and Buletin notification system as required
	RED	
DISTRESS PHASE	GREEN	Receives actication from the tower: 1. Ensures monitoring on Blár 2-0, VST-2 and AST-2 2. Communicates with AST on AST-2 3. Communicates with Isavia's representative in AST 4. Requests representation from stakeholders at HCC 5. Provides all the assistance to AST 6. Issues announcements in the terminal system and Buletin notification system as required
	YELLOW	
	RED	
DISTRESS PHASE MARINE	GREEN	Receives actication from the tower: 1. Ensures monitoring on Blár 2-0, VST-2 and AST-2 2. Communicates with AST on AST-2 3. Communicates with Isavia's representative in AST 4. Requests representation from stakeholders at HCC 5. Provides all the assistance to AST 6. Issues announcements in the terminal system and Buletin notification system as required
	YELLOW	
	RED	

9.0 Communication

EMS in Iceland uses TETRA Communication in all its operations. Nine channels are used for this AEP.


SST -Blár
AST-2
VST-2
Blár 2-5
KEF-CRASH
Blár 2-0
Local Health C.
NCC
LCC
TWR
112
Police Coms.
OCC
SAR B.Dir
Triage B.Dir
Sec.B.Dir
Transp.B.Dir
Blár 2-1
Blár 2-2
Blár 2-3
Blár 2-4