

**PHOENIX REGIONAL
STANDARD OPERATING PROCEDURES**

GLENDALE AIRPORT

M.P. 205.13C

Rev 12/12

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PURPOSE

The purpose of this procedure is to establish guidelines for the response of Fire Department personnel and equipment to an aircraft emergency at the Glendale Airport.

DISPATCH TERMINOLOGY

Aircraft emergencies are broken down into three categories: Alert 1, Alert 2, and Alert 3.

Alert 1: Indicates an aircraft is having minor difficulties (i.e., a minor oil leak; one engine out on a three or four-engine commercial aircraft or one engine out on a two-engine general aviation aircraft; fire warning lights; etc.) A safe landing is expected.

Alert 2: Indicates that an aircraft is having major difficulties (i.e. a positive indication of fire on board the aircraft; faulty landing gear; no hydraulic pressure; engine failure on a two-engine large aircraft; etc.) A difficult or crash landing may be expected.

Alert 3: Indicates that an aircraft has crashed on or off the airport, or there is a high probability the aircraft will crash, or the pilot has indicated that the landing gear will not work, and therefore, they will have to crash land on the airport.

GLENDALE AIRPORT RESPONSE

Alert 1: Response consists of one (1) Engine Company.

Alert 2: Response consists of two (2) engine companies (one A.L.S.), one (1) ladder company, and one (1) brush truck and one (1) Battalion Chief.

Alert 3: Response consists of two (2) engine companies (one A.L.S.), one (1) ladder company, one (1) brush truck, one (1) utility truck, one (1) foam capability (1) Battalion Chief, and a Glendale shift commander. Should the incident involve a larger aircraft, Command should request additional resources.

ALERT 1 AND 2 STAGING

Alert 1 and Alert 2 incidents all companies shall respond to the Glendale Control Tower at gate #9 and stage until the aircraft has landed. Gate #9 has preemption / opticom light and a Knox box lock is located on the fence. The Glendale Control Tower has a Fire Department radio and can communicate with fire department personnel on all hazard channels. Should a crash occur, companies would respond from the standby location, (at gate #9 - The tower) to the site of the crash.

If traveling on the runway is necessary, do so only after confirming with the Glendale Control Tower that the runway has been closed to all aircraft.

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The Glendale Control Tower is staffed Monday through Friday from 0600 hours to 2030 hours and Saturday and Sunday from 0700 hours to 1900 hours, including holidays. Airport management is on site Monday through Friday from 0530 hours to 2200 hours and Saturday and Sunday from 0700-1700. There are currently no security personnel on the premises. The point of contact is the Airport Manager, Walter L. Fix who can be reached at 623-930-4744 or 623-930-2188 or on his cell phone 623-606-2582.

ALERT 3

For Alert 3 incidents, all companies shall respond directly to the crash site.

If traveling on the runway is necessary, do so only after confirming with the Glendale Control Tower that the runway has been closed to all aircraft.

MISCELLANEOUS

- Incident command should consider additional foam / crash units if needed.
- Command should consider placement of a liaison in the control tower to assist with communication between tower and Command.
- Companies responding should request through Phoenix Fire Dispatch Center the number of passengers on board, the amount of fuel on board the aircraft, and aircraft type if possible.

