

Kristi Rollwagen- Emergency Programs Manager- Metropolitan Airports Commission

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- Operations Based Exercises:
  - Drill, Functional, Full-Scale
- Steps in Exercise Design
- Documentation:
  - Controller/Evaluator Handbook (C/E Handbook)
  - Exercise Plan (ExPlan)
  - Master Sequence of Events List (MSEL)
  - Exercise Evaluation Guides (EEGs)
  - After Action Report/Improvement Plan (AAR/IP)
- Crash Ex 2018

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Operations-Based Exercises			
Involves development of resources and requires introduction of plans, agreements, and priorities.			
	Goal	Environment	End State
Description	Exercise aimed at activity that uses specific equipment or function of a single agency	Single to multi-agency; includes realistic, predictable, quantifiable and verifiable functions	High-impact multi-agency; involves high-priority and critical; improving level of resources
Issues	<ul style="list-style-type: none"> <li>• Test training on equipment</li> <li>• Test new equipment</li> <li>• Practice and confirm agency roles</li> <li>• Prepare for major disasters</li> </ul>	<ul style="list-style-type: none"> <li>• Evaluate equipment</li> <li>• Emergency management</li> <li>• Centers (EOCs)</li> <li>• Assess equipment</li> <li>• Assess personnel</li> <li>• Assess resources</li> </ul>	<ul style="list-style-type: none"> <li>• Assess plans</li> <li>• Assess equipment</li> <li>• Assess personnel</li> <li>• Assess resources</li> </ul>
Characteristics	<ul style="list-style-type: none"> <li>• Immediately back</li> <li>• Back</li> <li>• Realistic but isolated environment</li> </ul>	<ul style="list-style-type: none"> <li>• Simulated</li> <li>• Realistic</li> <li>• High potential</li> <li>• Rapid response</li> </ul>	<ul style="list-style-type: none"> <li>• Validation of plans, equipment, and personnel</li> <li>• Overall</li> <li>• Overall</li> <li>• Overall</li> </ul>

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## Steps in Exercise Design

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- Step 1: Needs Assessment
- Step 2: Scope
- Step 3: Purpose Statement
- Step 4: Exercise Objectives
- Step 5: Scenario Narrative
- Step 6: Major / minor events
- Step 7: Inject Messages
- Step 8: Expected actions

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## Documentation

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## CrashEx 2018

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## Crash Ex 2018 Scenario

- Liberty Airlines (Southwest Airlines), Flight 1776, is a Boeing 737-800, enroute to MSP from Cancun (CUN) with 4 crew members and 104 passengers on board. Upon landing at MSP, the aircraft encounters some R02 after landing on 30L and turning onto Bravo Taxiway just south of the Airport Surveillance Radar (ASR). The number two engine ingests multiple pieces of metal and breaks the engine fan blades apart. Several pieces of the fan blades penetrate through the engine cowling and strike the right wing and parts of the fuselage. The engine ignites on fire and spreads to feeding fuel from the right wing. The aircraft comes to a stop off 30L Taxiway feeder and begins evacuation procedures. A passenger mistakenly opens the over wing emergency exit on the right side which introduces heavy smoke and fire into the aircraft.
- 43 fatalities
- 110 Souls on Board
- 6 Crew members (2 Pilots, 4 Flight Attendants).
- 104 Passengers (includes 1 wheelchair bound passenger, 1 blind passenger, 1 deaf passenger, 1 non-English speaking passenger and 1 passenger that died in flight w/communicable disease like symptoms).
- Cargo includes passenger baggage and various shipments of packages, there are no dangerous goods onboard.

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## Crash Ex 2018 Exercise Objectives

- **Objectives:**
- Test the coordination of mutual aid.
- Test the ability to effectively respond to a passenger with a disability, functional or access need in an aircraft incident.
- Test the new technology in the ICP, EOC, and JIC.
- Establish current information and a coordinated message between all incident support locations (ICP, EOC, JIC, Survivor Center, Morgue, JIC/Media Center) within the first two hours of the incident.
- Create an Incident Action Plan for the first operational period.
- Create an Incident Action Plan that addresses recovery issues and the continuity of operations for the airport.
- **NOTE:** the exercise was conducted during normal operations. Some of the challenges that have been identified are due to the security standards of an international airport during regular daily operations. If this had been an actual event the procedures would have been modified to accommodate the response and recovery phase of a disaster.

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## Crash Ex 2018

- **Major Strengths:**
- Ongoing development and training of MAC personnel over the past 3 years has paid off in ability to organize an EOC and develop an IAP.
- Airport Fire responded in a timely manner, established command requesting and mutual aid assistance. Quickly extinguished aircraft fire and began triage, treatment and transport of passengers. Entrance in auto process used was very successful.
- Airport Police quickly established a secure perimeter, they worked with their mutual aid partners to augment law enforcement resources at all exercise locations.
- The stand up and tear down of the Temporary Morgue, including the incorporation of Disaster Portable Morgue Unit Go trailer into the Temporary Morgue site was done in real time manner overnight. Performed field recovery operations.
- Inclusion of Disability and Functional Access Needs (DFAN) was tested in a practical manner and made significant progress in serving passengers with functional needs.
- MAC Emergency Communication Center use of on scene tactical dispatcher significantly enhance response capability and coordination.
- MSP Assist team continues to enhance the response capability of both the MAC and air carrier/tenant support.
- New emergency multi-use space in Terminal 2 significantly enhanced the ability for the air carrier and MAC to support the specific family and passenger support.

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## Crash Ex 2018

- **Major Challenges:**
- Providing vehicle escorts for EMS mutual responders in a timely fashion. Need to improve the process of emergent escort needs.
- Establishing a battle rhythm for sharing of information and communications between the ICP, EOC and JIC and JISOC.
- While technology improves there continues to be a need to develop resources available to all response centers.
- Lack of clear role relationship between the MAC and air carriers that have limited resources in the first operational periods of an aviation incident.
- Challenge of limited space in Terminal 2 during exercise to support reunification of survivors with family members.

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## Crash Ex 2018

- **Primary Areas for Improvement:**
- Key leadership positions need to assign scribes to support them.
- Increase identification of the reunification process with family members and appropriate spaces.
- Continue to identify MAC capability to recover from complex events.
- Review escort procedures and role of field maintenance and mutual aid responders incoming resources and the subsequent escort procedures to the incident site needs to be finalized between Police, Fire, ECC and Field Maintenance.
- Establishing a formal communications flow for information sharing to include a coordinated message between all incident support locations (ie: ICP, EOC, JFSOC, FRC, Survivor Center, Morgue, and JIC/Media Center).
- Plan and execute a recovery exercise that involves a focus on short-term and long-term recovery planning for the airport.
- Implementation of DFAN training across critical MAC departments.

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## Video

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Any questions?????




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Thank you!!!!




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