



AIRPORT MANUAL

LINATE

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AEROPORTO DI MILANO LINATE



Aerodrome Emergency Plan

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FOREWORD

This “Aerodrome Emergency Plan”, adopted by ENAC by means of a specific Ordinance, constitutes the fundamental act of planning and coordination of the measures to be adopted with regard to emergencies arising from aircraft accidents involving Milan Linate Airport.

The coordination activity of public entities is carried out in advance by ENAC through the adoption of this Plan, verifying the correct distribution of tasks and responsibilities of the various entities involved, which will have to adopt consistent procedures to ensure the effective application of the provisions of the Plan.

The Airport Operator ensures the convening of the Aerodrome Emergency Committee to share and illustrate the scenario of the drills, evaluate the results, agree on any updates and revisions of the Plan.

The value of proper planning is determined by its adequacy in ensuring the purpose of minimizing the effects of an emergency or accident, in particular with regard to saving lives and maintaining airport operations at the highest level possible.

These objectives are achieved by ensuring prompt intervention and adequate coordination of the various players involved in rescue operations, establishing precise functions for each airport Agency and Service.

The set of objectives highlighted are achieved by:

- defining, for each player involved, precise roles and duties;
- designating the authority coordinating operations;
- defining the tools to facilitate speedy resumption of airport operations.

The typical emergency management scheme therefore envisages three main successive phases:

- knowledge and communication;
- rescue operations;
- post-rescue operations.

Of fundamental importance for the timeliness and effectiveness of rescue operations is precise and orderly exchange of information between the various players involved. Consequently, the need to pay utmost attention to the States of Emergency notification phase and observance of communication flows is paramount.

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LEGISLATIVE REFERENCES

- ICAO – Airport Service Manual (Doc 9137-P1-E) Part 1: *Rescue and Fire Fighting*;
- ICAO – Airport Service Manual (Doc 9137-AN/898) Part 7: *Airport Emergency Planning*;
- Reg. EU No 139/2014 and its Implementing Rules EASA;
- EU Regulation No 996/2010 of the European Parliament on the investigation and prevention of accidents and incidents in civil aviation and as amended and supplemented;
- Royal Decree 30/03/1942, No. 327 and subsequent revisions: *Navigation Code*;
- Law no. 225 of 24/02/1992: *Establishment of the National Civil Protection Service*;
- Legislative Decree no. 139 of 08/03/2006. *Reorganization of the National Fire Brigade Corps*;
- Ministerial Decree 13/02/2001: *Criteria for organising emergency medical services in disasters*;
- D.P.C.M. Directive of the Presidency of the Council of Ministers of 27 January 2012 – Civil Protection Department: Amendments to the Directive 2 May 2006: *“Guidelines for emergency coordination”* and subsequent amendments;
- Council of State’s judgements no. 5943/2013 and no. 661/2015;
- ENAC Circular APT 18A dated 30/01/2008: *Airport emergency plan*;
- ENAC Circular GEN 05 A dated 12/10/2018: “Plan to assist the victims of aircraft crashes and their families”;
- Regional Law no. 16 of 22 May 2004: *“Consolidating act on civil protection”*;
- Province of Milan – Civil Protection and GEV Sector: Provincial Emergency and Civil Protection Plan (02-2013);
- Prefecture of Milan: Plan for the proper management of the dead from catastrophes;
- AIP – Italy AD2 LIML;
- Airport Regulations of Linate Airport, adopted by current Ordinance issued by D.A.L. ENAC;
- ENAC – SEA Agreement.

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DEFINITIONS

Airport	<i>Aerodrome / Airport</i>	A defined area on land or water, including any buildings, installations, and equipment, intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft.
Alert	<i>Local Standby</i>	Condition in which there is reason to doubt the safety of an aircraft and its occupants.
Landing area	<i>Landing Area</i>	Part of the movement area intended for aircraft take-off or landing.
Customs Area	<i>Customs Area</i>	Airport area subject to the supervision and control of the Customs and Finance Police. Also referred to as airside.
Manoeuvring Area	<i>Manoeuvring Area</i>	That part of an airport used for take-off, landing and for ground movements of aircraft, excluding parking aprons and any other part used for aircraft shelter or maintenance.
Movement Area	<i>Movement Area</i>	That part of the airport for aircraft ground movements, including the manoeuvring area, aprons and any part used for aircraft shelter or maintenance.
Rescue and first care area	<i>Care Area</i>	Area in which initial treatment is provided to the injured.
NORIA area	<i>Check Point</i>	Includes evacuation noria (large noria) for the movement of medical vehicles from the AMP to hospitals and vice versa and rescue noria (small noria) for the recovery of victims from the site of the event to the AMP.
Collection area	<i>Collection / Rendezvous Area</i>	Area in which the injured are initially gathered and sent to TRIAGE.
Safety Area	<i>Safety Area</i>	Area immediately surrounding the area of the accident, commensurate with the magnitude of residual danger, to be kept clear.
Runway End Safety Area	<i>Runway End Safety Area (RESA)</i>	An area symmetrical about the extended runway centre line and adjacent to the end of the strip primarily intended to reduce the risk of damage to an aeroplane undershooting or overrunning the runway.
Triage Area	<i>Triage Area</i>	Area in which Triage operations are carried out.
First Aid Areas	<i>First Aid Areas</i>	Areas near the scene of the accident identified according to need for the collection, dispatching, first aid and transportation of the injured.
ATC authorization	<i>Clearance</i>	Authorisation that commits an aircraft to operate under certain conditions required by an air traffic control agency. For convenience, the term air traffic control clearance is frequently abbreviated to clearance whenever used in the appropriate circumstances.
Users Committee	<i>Users Committee</i>	Association representing Airlines and Airport Operators.
Emergency Operations Centre (EOC)	<i>Emergency Operations Centre (EOC)</i>	Collegial body established for coordination of activities in order to minimise the effects of an emergency, particularly with regard to "opening" the airport to external rescue services, as well as maintain the highest possible level of airport operations. It meets at the Crisis Room of the Airport Coordination Control Centre. It corresponds to the Emergency Operations Centre formed by the airport entities involved in the solution of any crisis concerning Linate airport.

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Triage Director	<i>Triage Director</i>	Doctor or nurse assigned with coordination of triage operations.
Emergency Medical Services Director (EMSD)	<i>Emergency Medical Services Director</i>	Airport Health Service Doctor responsible for on-site management of all medical interventions. Initially it coincides with the doctor of PSA, later replaced by the doctor of SSUEm 118.
Emergency	<i>Emergency</i>	Situation in which there is certainty of the state of danger of the aircraft and its occupants.
Air Traffic Control Unit	<i>Air Traffic Control Unit</i>	A generic term that can identify, in relation to the area or Controlled Airspace, an Area Control Centre – ACC, an Approach Control Office – APP and a Control Tower – TWR.
Emergency drills	<i>Emergency Drill</i>	Simulation of an accident or an emergency in order to verify an emergency plan and analysis of the results in order to improve the effectiveness of the plan
Airport Operator	<i>Airport Operator</i>	Company which by virtue of a law or agreement operates, in whole or in part, an airport.
Handler		Any company providing one or more categories or subcategories of ground handling services to third parties.
Accident	<i>Accident</i>	An event associated with the operation of an aircraft which, in the case of a manned aircraft, occurs between the time when a person boards with the intention of making a flight and the time when all persons who have boarded with the same intention disembark or, in the case of a remotely piloted aircraft, it occurs between the time when the aircraft is ready to move in order to make a flight and the time when it stops at the end of the flight and the main propulsion system is switched off, at which time: a) a person sustains serious or fatal injury as a result of being inside the aircraft, or comes into direct contact with any part of the aircraft, including parts detached from the aircraft, or is directly exposed to jet fuel, except where the injury is due to natural causes, self-inflicted or caused by other persons, or is sustained by stowaways hiding outside areas normally accessible to passengers and crew; or b) the aircraft suffers structural damage or failure which compromises the structural strength, performance or flight characteristics of the aircraft and generally requires major repair or replacement of the damaged item, except for engine failure or damage to the engine when the damage is limited to the engine itself (including cowlings or accessories), propellers, wing tips, antennae, probes, anti-slip fins, tyres, braking devices, wheels, fairings, panels, landing gear doors, windshields, aircraft trim (such as small dents or holes), or minor damage to main rotor blades, tail rotor blades, landing gear, and damage caused by hail or bird impact (including holes in the radome); or c) the aircraft has disappeared or is completely inaccessible.
Serious incident	<i>Serious Incident</i>	An incident associated with the use of an aircraft whose circumstances reveal that there was a high probability of an accident occurring between the time when, in the case of a manned aircraft, a person boards with the intention of flying and the time when all persons who boarded with the same intention disembark or between the time when, in the case of a remotely piloted aircraft, the aircraft is ready to move to make a flight and the time when it stops at the end of the flight and the main propulsion system is switched off.
Apron	<i>Apron</i>	A defined area, on a land aerodrome, intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, fuelling, parking or maintenance.
Aircraft stand	<i>Aircraft Stand</i>	A designated area on an apron intended to be used for parking an aircraft.

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Runway	<i>Runway</i>	A defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft.
Advanced Medical Post (AMP)	<i>Advanced Medical Post</i>	Area for the selection and medical treatment of victims, located on the outer edge of the safety area or in a central area in relation to the event. It can be either a structure (tents or containers) or an area dedicated to the task of collecting victims, concentrating first aid resources and organising medical evacuation of the injured.
Rendezvous Point	<i>Rendezvous Point</i>	Established place of reference to which rescue vehicles and personnel go to be dispatched to the scene of the accident or elsewhere.
Crisis Room	<i>Crisis Room</i>	Emergency operations centre. EOC headquarters.
Sanitary supplies	<i>Sanitary Supply</i>	Also called "Intangible Supplies". Minimum medical supplies, according to the airport category, which must be kept and maintained for ready use by the Airport Health Service.
Perimeter Road	<i>Perimeter Road</i>	Service road adjacent to the airport fence.
Service Road	<i>Service Road</i>	Internal airport road for circulation of vehicles for maintenance of airport facilities.
Vehicles Circulation Road	<i>Vehicles Circulation Road</i>	Apron area, suitably marked, for the circulation of vehicles, buses and special vehicles.
Control Tower	<i>Control Tower</i>	Agency established to provide the air traffic control service at an airport.
Triage	<i>Triage</i>	Process of subdivision of survivors of an accident into severity classes depending on injuries suffered and treatment and/or evacuation priorities.
Customs Passage	<i>Customs Passage</i>	Point of access to the Customs Area at the Airport.
Airline/Carrier	<i>Airline</i>	Any entity authorised to transport passengers, mail, cargo by air from/to the airport in question.
Airport Fire Brigade	<i>RFFS Rescue and Fire Fighting Service</i>	Airport Rescue and Fire Fighting Service provided by the Ministry of Interior – Department of Fire Brigade, Public Rescue and Civil Defence.

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ACRONYMS

ACC	Area Control Centre
ACES	Airfield and Civil Electrical Systems
ACP	<i>Advanced Command Post</i>
ADM	<i>Airport Duty Manager</i>
AFA	<i>Airport First Aid</i>
AMP	<i>Advanced Medical Post</i>
ANSV	<i>National Flight Safety Agency</i>
AOC	<i>Airlines Operators Committee</i>
APP	<i>Approach Control Service</i>
ARC	<i>Aerodrome Reference Code</i>
ARP	<i>Aerodrome Reference Point</i>
CC	<i>Carabinieri</i>
C.O. PdiS-F	<i>Border Police Operations Room</i>
COP	<i>West Apron Operational Coordination</i>
EOC	<i>Emergency Operations Centre</i>
EMSD	<i>Emergency Medical Services Director</i>
ENAC AD	<i>National Body for Civil Aviation Airport Division</i>
ENAC DO	<i>National Body for Civil Aviation Operations Division</i>
ENAV	<i>Italian Air Navigation Service</i>
GDF	<i>Finance Police</i>
LERP	<i>Local Emergency Response Plan</i>
NOTAM	<i>Notice to AirMen</i>
SIPEM	<i>Italian Emergency Psychology Society</i>
SOREU 118	<i>Regional Emergency Operations Room</i>
TRD	<i>Technical Rescue Director</i>
VVF	<i>Fire Brigade</i>

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PART 1 – GENERAL PROVISIONS

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1.1 **PURPOSE AND SCOPE OF APPLICATION**

This “**Aerodrome Emergency Plan**” sets out the operational activities aimed at responding in an organised manner to possible emergencies arising from an event that affects the Milan Linate Airport and has an impact on an aircraft and/or its occupants.

In the event that the accident involves a General Aviation aircraft, the Operator will take the appropriate coordination actions, according to the indications provided by the parties involved in the rescue operations aimed at managing post-rescue operations in such a way as not to significantly penalize the airport’s operations, with particular reference to the following points: 1.8.2, 2.3.3.7, 2.3.4.7, 2.3.8.5.

In the event of an aircraft taking off from Milan Linate, or directly involved in an aircraft accident during the route, the Operator, in coordination with Enac Airport Division, shall establish the possible activation of the assistance plan for air accident victims and their families.

In order to evaluate the routes to be followed outside the airport to ensure the intervention of the rescue services, the Manager has carried out, together with the Fire Brigade, the evaluation of the area that extends for one thousand meters from the runway threshold.

For areas outside the airport grounds, the intervention procedures established by the Provincial Emergency and Civil Protection Plan (02-2013) of the Province of Milan – Civil Protection and GEV Sector apply in any case.

Emergencies of a type other than aircraft accident and medical emergency declared by an aircraft arriving at the airport, i.e. emergencies deriving from natural events or related to the performance of human activity, including illegal/terrorist acts for which reference is made to the “Leonardo da Vinci” Plan, are not addressed.

1.2 **PROCEDURE FOR APPROVAL AND PUBLICATION OF THE PLAN**

The Aircraft Accident Plan:

- a. is submitted to the sharing of the Aerodrome Emergency Committee, during a specific coordination meeting, prior to the subsequent fulfilment of ENAC’s responsibilities, aimed at the inclusion in Attachment 1 Chapter 19 of the Airport Manual, approved by the Operations Department and subsequent adoption by Airport Ordinance.
- b. is subject to minor changes that do not require approval by the Operations Department as defined in the SMS manual par. 2.2.10 regarding the change management procedure of the Airport Manual. Such changes are in any case evaluated and approved in advance by the Aerodrome Emergency Committee, as well as corrections or amendments to the Emergency Plan proposed to the Airport Operator by each entity involved.
- c. It is the responsibility of each entity identified by this Plan to keep and maintain up-to-date the copies in its possession.

Each airport Agency or Service involved in emergency operations shall promptly communicate to the Airport Operator, which shall ensure drafting of the update and dissemination, any changes regarding:

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- a) telephone numbers;
- b) contacts with external organisations;
- c) equipment and vehicles available;
- d) managers of sectors involved in operations;
- e) any other information that may impact on the procedures provided for in the Emergency Plan.

1.3 **PLAN DOCUMENTS**

The Aircraft Accident Plan covers the following aspects:

- a) Responsibilities, role and functions of the entities involved in the Plan (ref. par. 1.4)
- b) Type of expected events (ref. par. 1.5)
- c) Advanced Command Post (ACP) (ref. par. 1.7.3) and Emergency Operations Centre (EOC ref. par. 1.8.1)
- d) Information relating to names and telephone contacts in emergency (ref. Attachment A2)
- e) 2 grid map of the Airport:
 - A1 Airport Perimeter
 - A1 bis Airport Boundary Territory.

1.4 **RESPONSIBILITIES, ROLES AND FUNCTIONS**

The Agencies, entities and airport service operators indicated below are assigned specific roles, functions and duties:

- ENAC (AD): adopts the emergency plan for events of an aeronautical nature. If necessary, orders that aircraft or other means of transport, which are located at the airport, are made available for rescue operations. Coordinates public authorities and the Emergency Operations Centre (EOC) when presided.
- Airport Operator (SEA SpA): SEA SpA, holder of the Airport Certificate No. IT.ADR.0007 pursuant to EU Regulation no. 139/2014 in accordance with the Agreement stipulated and signed with the ENAC on September 4, 2001, manages Milan Linate (and Malpensa) Airport.

It prepares, in coordination with the other Entities involved, the Emergency Plan and within the scope of rescue procedures, provides rescue operations with the organisational resources, infrastructures and equipment identified for this purpose.

As long as EOC is chaired by Enac, it coordinates the operations of the present subjects, and collaborates with the public authorities, within the framework of power assigned by law and of the competences of each subject involved, in order to guarantee the proper performance of the tasks which the emergency plan assigns to them.

- Air traffic Control Service (ENAV – Control Tower): ensures control of all traffic in the manoeuvring area as well as any aircraft flying in the vicinity of the airport. Within the scope of emergency and rescue operations mainly carries out the task alerting and communication.

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- Rescue and Fire Fighting Service (Fire Brigade): provides, via its personnel, vehicles and equipment, rescue and firefighting services for air traffic and is responsible for technical management of the related interventions.
- Airport Health Service: provides emergency medical assistance until the arrival of external medical services (118) and provision of the intangible supplies.
- SSUEm 118 (Emergency Medical Services 118): ensures management of emergency medical services should medical needs require resources exceeding those available at the airport.
- Airlines or their representatives: provide information on aircraft involved in the emergency and personnel for post-accident operations.
- Police Forces (Border Police, Carabinieri and Finance Police): ensure presence, surveillance and public order in the areas involved, under the coordination of the Border Police Director.
- Municipal Police: directs traffic in airport areas open to the public.
- Customs: assists the Police Forces in facilitating and expediting the flow of passengers in order to vacate the Arrivals Hall and arrange accommodation and reception areas.
- Airport Health Office: ensures fulfilment of legal requirements concerning international prophylaxis related to air traffic, Public Hygiene and Health Policing.

Each entity takes full technical responsibility for its activities and is also required to put in place any other action, even if not expressly indicated, for the successful outcome of operations.

To this end, each airport Agency or Service shall adopt suitable intervention procedures, taking into account the various operating conditions, in particular the most critical ones, such as night-time and bad weather conditions.

Particular attention shall be paid to the education and training of personnel according to the Operator's Training Programme and verification of equipment, vehicles and devices.

Specifically, the representatives of the various Entities entitled to participate in the EOC, the Observer Critique Team and the management of post-rescue assistance in the areas in charge, must be adequately trained in accordance with the Operator's Training Programme.

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1.5 **EVENTS PROVIDED FOR**

STATUS	DEFINITION	ACTIONS
ALERT	Situation in which, although without the prerequisites of a State of Emergency, there is reason to believe that an aircraft is in a situation of imminent or probable danger.	PART 2 – Section 1
EMERGENCY	Situation in which there is certainty of the state of danger of the aircraft and its occupants.	PART 2 – Section 2
ACCIDENT	Situation in which an event harmful for the aircraft and/or its occupants has occurred or is presumed to have occurred.	PART 2 – Section 3

1.6 **EMERGENCY MANAGEMENT: KNOWLEDGE AND COMMUNICATION**

1.6.1 **ACTIVATION OF THE STATES OF ALERT, EMERGENCY AND ACCIDENT**

Anyone who has information concerning an accident or danger involving an aircraft and its occupants is obliged to immediately inform the **Control Tower** in order to activate emergency and rescue procedures.

The **Control Tower**, having received information concerning a state of danger or an accident of an aeronautical nature, depending on the event that has occurred, activates the electronic alarm system initiating procedures for the **States of Alert, Emergency or Accident**.

The actions of airport Agencies and Services are deemed to be automatically started once notification of the Status in progress has been acquired.

In the event that a lower state of danger passes to a higher level, communications and the actions already carried out are deemed to be valid for the purposes of subsequent procedures.

1.6.2 **ELECTRONIC ALARM SYSTEM**

Linate Airport has a computerised alarm system (hereinafter referred to as **TAM-TAM: Multimedia Remote Alarm – Multimedia Remote Alert**) suitable for notifying in a differentiated manner the various events in progress.

This system is constituted by a series of networked workstations: with two *activation units* (*master*), one located at the **Control Tower** and the other at the Airport Duty Manager and *peripheral units* (*slaves*) situated in the control rooms/offices of Agencies and Airport Operators involved in rescue operations. The master workstation can only be used by the Control Tower to start the alarm/emergency/accident states. At some *interactive slave* workstations, specifically identified, the device allows to electronically acquire this notification and thus immediately start the sequence of communications and interventions.

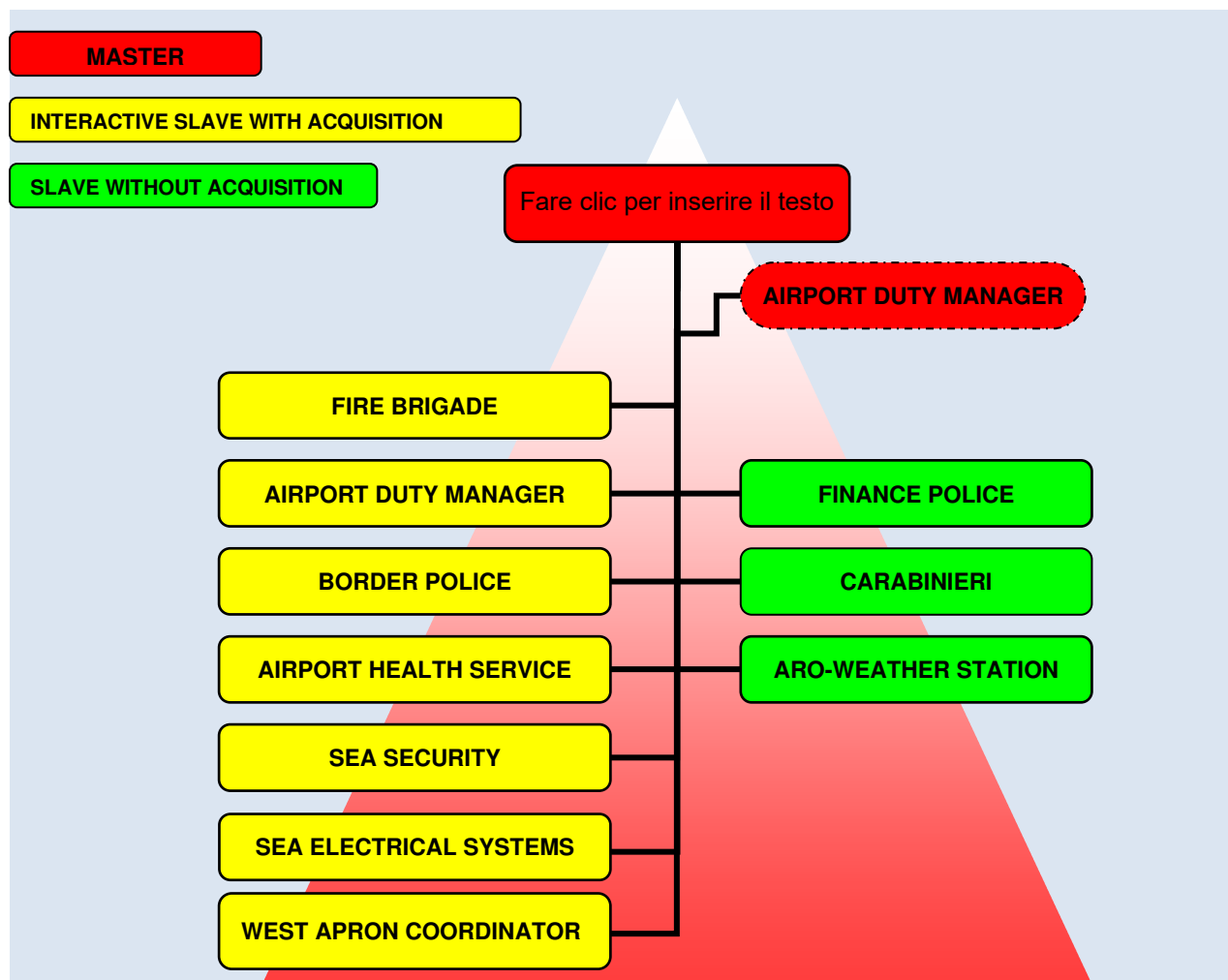


Figure 1.1: *Diagram of TAM-TAM electronic alarm system*

The Master workstation of the Airport Duty Manager allows to activate the **TAM-TAM** system to start the alert/emergency/accident states in case of objective impossibility by the **Control Tower** following an explicit request by the Tower.

This workstation can also be used by the Airport Duty Manager to force the acquisition of existing states, in case of objective impossibility of the operators equipped with the slave stations, after informing them.

The system operation monitoring and maintenance fall within the responsibility of the Airport Operator.

In case of an activation of an accident state, each organisation connected to TAM-TAM system has to ensure the prompt notification to its representatives at the EOC.

1.6.3 COMMUNICATIONS FLOW

In order to avoid delays, duplication of calls and hindrances in procedures **all those involved shall adhere to a precise and defined communication flow, illustrated in the following figure.**

This flow shall be strictly observed, with direct calls in the following cases:

- for notification of states of alert/emergency/accident and subsequent contacts with those **not connected** to the **TAM-TAM** system or, if connected, without the electronic acquisition device;

- in the event of any malfunction of the **TAM-TAM** system;
- If a workstation, among those provided for, does not electronically acquire the declared state;

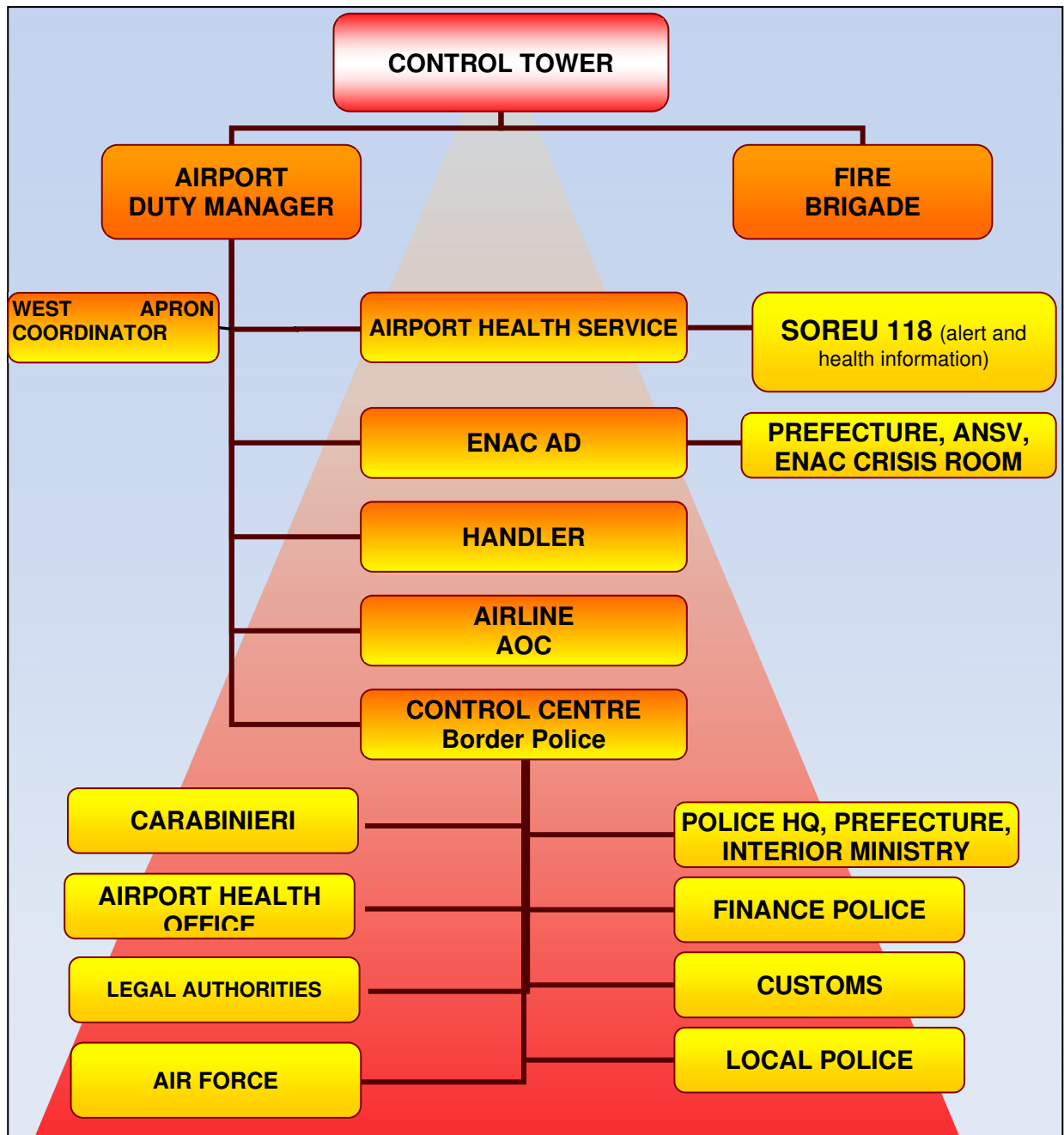


Figure 1.2: **Information flow diagram** (see also Attachment A.3)

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1.6.4 RADIOTELEPHONE COMMUNICATIONS

From the moment of acquisition of **States of Alert, Emergency and/or Accident**, all interested parties shall give notice concerning **rescue operations** by means of radio, with the exception of strictly internal or service calls, using the frequency:

UHF 440.450 MHz

It is mandatory, for anyone not involved in rescue operations, to adopt radio silence on the emergency frequency and reserve the use of telephone lines for contingent requirements of the rescue organization.

All those involved shall ensure that the operators in charge of communications are trained in the fundamentals of aeronautical radiotelephone in line with the Operator's Training Programme.

The call names assigned to each airport Agency or Service are provided in **Attachment A5**.

Attachment A2 lists the reference telephone numbers in case of emergency.

Verification of correct functioning of radiotelephone communication devices, including those provided by the **Airport Operator**, falls under the responsibility of user Agencies.

1.6.5 GRID MAPS

For the precise and unique location of the area of rescue operations, it is compulsory for each entity to make explicit reference to the grid maps provided:

- **Attachment A1 – Airport perimeter map**
- **Attachment A1 bis – Airport Boundary Territory Map** This map includes an approximate distance of 8 km. from the centre of the airport. The area represented in the map does not imply in any way the application of the AEP outside the airport grounds where the Provincial Plan applies in any case.

Copies of said grid maps shall be kept with appropriate display at the offices of all those involved in emergency operations and in vehicles used for rescue operations.

1.7 EVENT MANAGEMENT

1.7.1 AIRPORT CATEGORY FOR THE PURPOSES OF RESCUE AND FIRE FIGHTING

The fire prevention category of Milan Linate Airport reported in the Airport Manual Chap. 4 par. 4.4, is established at:

8th ICAO Category.

Following any intervention originated by a state of **Accident**, including intervention outside the airport, the **Fire Brigade** shall promptly communicate to the **Control Tower** and to the **Airport Duty Manager** the level of downgrading of the **Fire fighting category** according to the amount of residual extinguishing agents, personnel and vehicles still available.

1.7.2 INTERVENTION AT THE SCENE OF THE ACCIDENT

Each rescue team and others involved at the scene of the **Accident**, or in a **State of Emergency**, operate within the scope of their responsibilities and competences in accordance with their respective operating procedures.

The response time of the Fire Fighting and Rescue Service, in conditions of excellent visibility and surface area, shall not exceed three minutes, with an operational objective not to exceed two

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minutes, at each point of the runway, from the notification of the state of accident to the moment when the first fire-fighting vehicle is ready to apply the foam at a rate of at least 50% of the foam solution discharge rate indicated in Table 1 of AMC4 ADR.OPS.B.010(a)(2). For this purpose, any vehicle other than the first intervened, which is necessary to ensure the supply of extinguishing agents, as specified in Table 1 above, shall arrive within one minute after the first vehicle intervened, in accordance with AMC5 ADR.OPS.B.010(a)(2)(c).

Personnel taking on the role of TRD shall be provided with clothing making them instantly recognisable in any visibility conditions.

In order to ensure maximum prevention of any interference in rescue operations, it is prohibited for anyone not involved in said operations and/or fire fighting to occupy the area of the event.

The coordination of technical and rescue interventions is carried out, from the initial phases of the emergency, by the **Rescue Operations Supervisor (ROS)** of the **Airport Fire Brigade Department** who takes the role of **Technical Rescue Director (TRD)**. The ROS of the Fire Brigade maintains the coordination function for the entire duration of the rescue operations or until the moment of a turnover with another person in charge of the Fire Brigade.

Personnel taking on the role of TRD shall be provided with clothing making them instantly recognisable in any visibility conditions.

1.7.3 ADVANCED COMMAND POST (ACP)

In the vicinity of scene of the accident, the **Advanced Command Post (ACP)** will be established, with functions of coordination in the field of rescue, reception and sorting of information, where the entities in charge on the site will turn for medical rescue operations and for the management of public order and safety.

On behalf of the **Airport Operator**, the Airport Duty Manager will take part to the **ACP** to coordinate and direct at the scene of the accident the activities for which he/she is responsible and to ensure the information sharing with the Emergency Operation Centre.

The representatives of other parties involved in the rescue operations may also be part of the ACP. The entities entitled to participate are:

- Fire Brigade Department ROS
- SEA Health Service Manager
- S.S.U.Em. Health Officer Emergency Medical Services (118)
- Shift Manager of the Police Force
- Civil Aviation Authority: Director or his/her representative
- SEA Manager: Airport Duty Manager/Post Holder or his/her representative
- Airport Health Office manager
- Airline Station Manager

Such representatives shall be provided with equipment that makes them immediately recognisable in all visibility conditions and enables them to maintain stable communication with their respective managers at the **Emergency Operations Centre (EOC)**.

In order to ensure an orderly and effective flow of communications to and from the **ACP**, the **ROS/TRD** is responsible for managing communications, either directly or through personnel identified by him.

The **ROS/TDR** identifies where to place the **ACP** and communicates it via radio to all other subjects; the ACP can be moved according to the needs of the components and to the logistics.

The area for the **ACP** is identified through the use of the **VICTOR 1** vehicle of the **Fire Brigade** prepared for technical-logistical support to rescue operations.

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In particular, the function of the ACP is essential in order to:

- correctly classify and size the accident by providing a short but precise information on the crash site scenario via radio providing an adequate perception of the event also to the entities listening in frequency;
- coordinate the operational management of rescue operations;
- contain a possible leakage of surviving passengers from the crash area;
- identify suitable areas for health rescue activities;
- provide guidance on the location of rescue vehicles, including external vehicles;
- ask the Manager for any vehicles/equipment and/or infrastructure useful for rescue;
- demarcate, isolate and secure the crash site and the wreck;
- constantly update the EOC with information from the crash area.

1.7.4 EOC – EMERGENCY OPERATIONS CENTRE

In the event of an **Accident**, the coordination of the activities is carried out through the establishment of the **Emergency Operations Centre (EOC)** which, working in close contact with the ACP, adopts all measures aimed at coordinating the activities in order to

- support requests coming from the scene of the accident through the Technical Rescue Director;
- facilitate the intervention of external rescue vehicles and escorts to and from the accident area;
- receive information and updates from the Entities present at the scene of the accident;
- coordinate the assistance of uninjured and/or slightly injured passengers and victims' families;
- oversee the area affected by the accident, the survivors' areas and the main entrances to the airport;
- support medical-legal activities related to the recovery, transfer and management of corpses;
- organise the staging of the aircraft remains at the scene of the accident and manage the recovered personal belongings;
- manage any requests for limitation/closure of the airport or parts thereof and NOTAM request;
- coordinate traffic, landing or take off priority;
- reduce inconvenience to passengers in the airport terminal.
- share and coordinate the actions to be taken in terms of activities and/or information inside and/or outside the airport;
- restore airport operations.

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The **Emergency Operations Centre (EOC)**, located in the Airport Coordination Crisis Room on the 2nd floor of the terminal, is composed of the qualified representatives of the Airport Operator *and the institutional bodies in charge of emergency management indicated below:*

- Airport Operator;
- ENAC;
- Fire Brigade;
- SSUEm 118;
- ENAV;
- Italian Air Force;
- Border Police;
- Carabinieri;
- Finance Police;
- Local Police;
- Customs;
- Airport Health Office;
- Airline or its handling agent;
- AOC/ User Committee.

The EOC might include representatives of the local Civil Defence and, whereas activated, volunteering organisations.

Coordination of the Emergency Operations Centre, also via radio, in terms of acquisition and dissemination of information to the Agencies involved for optimal effectiveness of actions, is assigned to the Airport Operator (Accountable Manager/Operations Director/PH Movement). Such person shall be entitled with appropriate authority and decision-making autonomy and be in close contact with the Airport Duty Manager who, from the PCA, updates and instructs him.

The absence of one or more entities does not invalidate the activity of the **EOC** and its composition may be supplemented, as required, by other professionals present at the airport.

As long as EOC is chaired by Enac, the Airport Operator coordinates the operations of the present subjects, and collaborates with the public authorities, within the framework of power assigned by law and of the competences of each subject involved, in order to guarantee the proper performance of the tasks assigned to them by the Emergency Plan.

On acquiring the **State of Accident**, the **Airport Duty Manager** makes available the **Crisis Room (CR)** to which the members of the **EOC** shall go **without any further notice**.

Management and surveillance of the **Crisis Room** is assigned to the **Airport Operator**.

The minimum equipment necessary for the **EOC** is indicated in **Attachment A.4**

Without prejudice to the priority of intervention by the emergency services, the representatives of entities members of the **EOC** may also go to the **Advanced Command Post** should they feel the need to coordinate and direct on site the activities under their responsibility, identifying appropriate information communication and sharing tools with their representatives in the EOC.

EOC participants must be trained in accordance with the Operator's Training Programme.

In the event of unavailability of the Airport Operations Crisis Room, the Airport Operator will guarantee access to the Meeting Room of Sea Operations Department located on the 2nd floor of the terminal (in front of the badge release office).

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1.7.5 USE OF THE MANOEUVRING AREA

Access to and movement of all emergency vehicles in the **Manoeuvring Area** is permitted only under conditions which ensure constant two-way radio contact with the **Control Tower**.

Vehicles equipped with transmitter and involved in emergency operations in the manoeuvring area shall activate it (e.g Victor 1)

For the purposes of separation of vehicles and aircraft in the **Manoeuvring Area**, all access to the same shall be authorised by the **Control Tower**, which shall provide the information necessary for traffic safety in said Area.

Access of vehicles and people to the **Manoeuvring Area** without radio equipment shall be allowed only if accompanied by vehicles which can ensure two-way radio contact.

The need to request access permission to individual portions or to the entire **Manoeuvring Area** may be suspended in the event that the **EOC** requires closures or limitations of these areas in order to facilitate the movement of vehicles at the scene of the accident.

In emergency conditions, any work in the **Manoeuvring Area** shall be immediately suspended and such area shall be promptly cleared.

1.7.6 RENDEZVOUS POINT FOR RESCUE VEHICLES

The Rendezvous Point for internal and external rescue vehicles is established at the North Apron area near the “non-Schengen” arrivals area.

The **Rendezvous Point** is identifiable by a **signal** clearly visible from multiple directions and adequately illuminated.

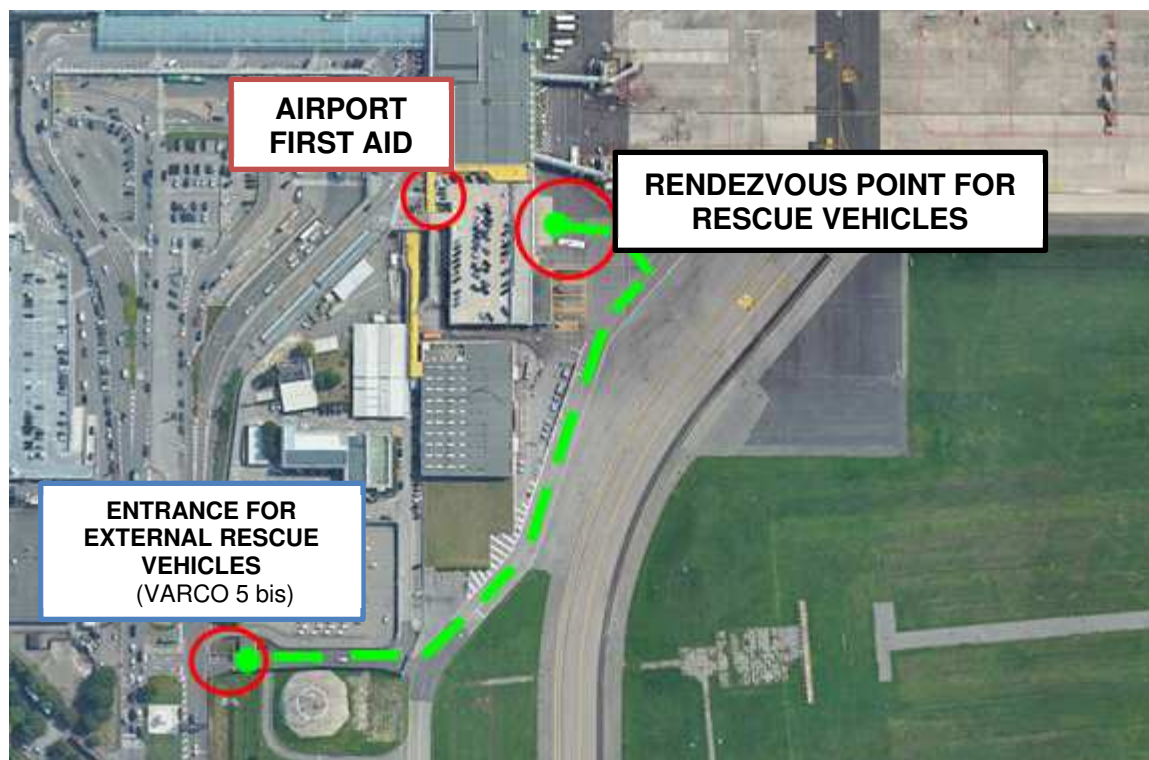
The external rescue vehicles will reach the **Rendezvous Point** through the **Vehicle Gate 5bis** passage along an internal route routed by the Police.

In the event that the gate is unfit for use, the **EOC** will assess and communicate the alternative access.

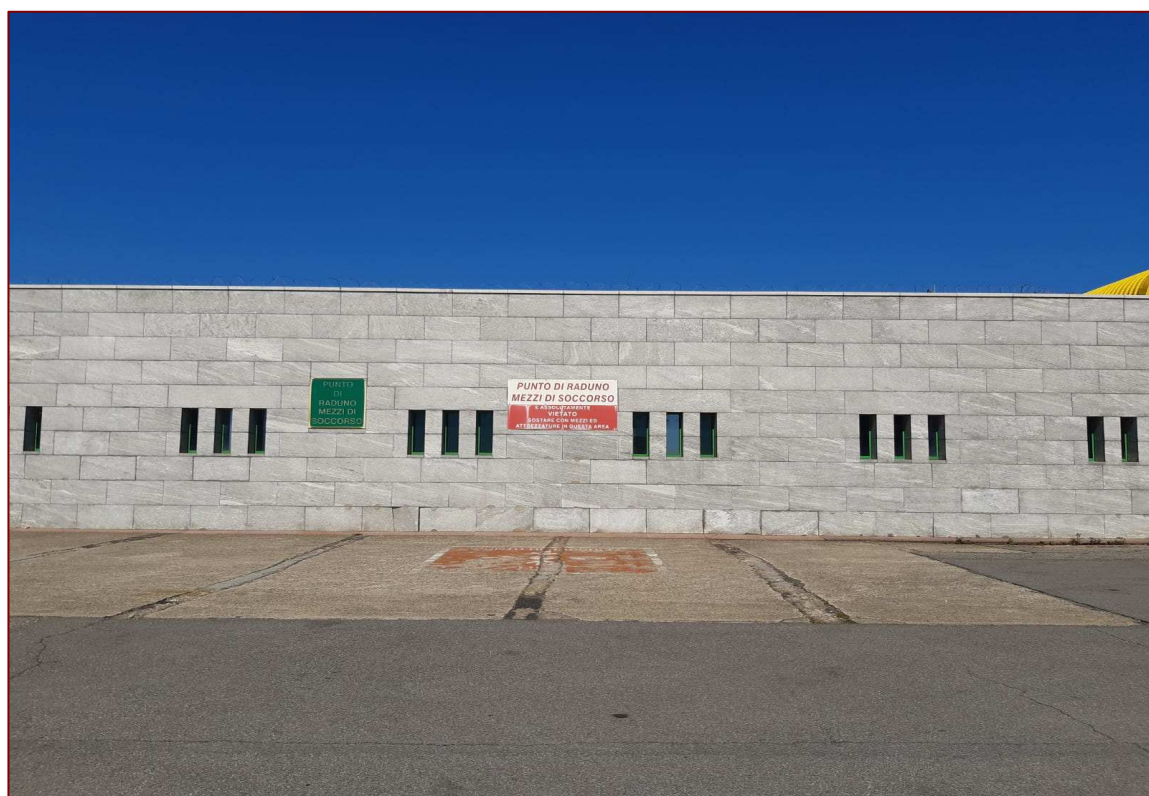
Movement to and from the area of the accident shall always take place with the **Rendezvous Point** as place of departure and arrival, unless otherwise indicated by the **EOC**.

The route will be supervised by the Police Forces coordinated by the Police.

Airport Operator's staff with “follow me”, informing EOC via radio, will escort vehicles to and from the area of the accident ensuring the orderly flow of emergency vehicles.



Rendezvous Point



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1.7.7 EMERGENCY MEDICAL SERVICES

After the beginning of the first rescue operations and when the gravity of the situation has been assessed, the **Technical Rescue Director**, confirming that the area involved in the accident has been secured, has the **emergency medical services** vehicles intervene, providing indications for their positioning.

The **Airport Health Service Doctor**, in the initial rescue stages, takes on the role of **Emergency Medical Services Director (EMSD)**.

To this end, it is necessary that the **Airport Operator** ensures specific training in the management of large-scale emergencies and shift rotation to ensure continuity coverage of this role.

The **TRIAGE Director**, a doctor or, in his absence, a trained nurse reports to the **EMSD** in order to coordinate initial TRIAGE operations.

The **Emergency Medical Services Director**, if rescue operations so require, shall order the immediate use of the “**intangible supplies**” of the Airport Health Service (Att. A8).

Should the personnel and rescue vehicle requirements exceed those available at the airport, the **Airport Health Service Doctor** shall request intervention of the **Emergency Medical Services (118)**.

In order to guarantee the effectiveness of the notification of the event in progress, the **Emergency Medical Services (118)** alert procedures provide for two separate calls from the **Airport Health Service Doctor**: the first for the purpose of notifying the **State of Emergency or Accident** (at the same time as the event taking place), the second for the communication of information useful for the purposes of medical aid as soon as it becomes available. At the time of notification of the event in progress by the **Doctor of the Airport Health Service**, the **Operations Centre** of the **Emergency Medical Services (118)** will in any case initiate the relevant intervention procedures waiting for subsequent information.

On arrival of personnel sent by the **Emergency Medical Services (118) Operations Room**, the designated doctor shall take on the role of **Emergency Medical Services Director** and full management of emergency medical services operations while the **Airport Health Service Doctor** shall continue to ensure coordination with the **EOC**.

1.7.8 FIRST AID AREAS

The **Technical Rescue Director**, in agreement with the **Emergency Medical Services Director**, assesses the need to establish in the vicinity of the scene of the **accident** a number of areas intended for:

- Collection Area for **green codes** (low critical);
- TRIAGE Area: **selection and dispatching of the injured**;
- First treatment area **yellow and red codes** (mildly and very critical);
- Transport area
- **Black codes** area (deceased)
- **ACP** (identified by the Fire Brigade vehicle)

Depending on the need, these Areas shall be segregated by **Airport Operator** personnel and controlled by the **Police**.

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1.7.9 TEMPORARY MORGUE FOR HUMAN REMAINS

In the event that the **accident** causes fatalities, under the instructions of the competent Authorities, **a temporary morgue for human remains** shall be established pending subsequent transfer to suitable forensic facilities.

1.7.10 CUSTODY AND REMOVAL OF THE DISABLED AIRCRAFT

Once rescue activities have been assured, disabled aircraft shall be isolated and placed at the disposal of the Authorities responsible for judicial and aeronautical investigations.

Subsequently, the **Airport Operator**, following the instructions of the **EOC**, shall activate the disabled aircraft removal procedure as provided for in the Airport Manual.

1.7.11 APRON OPERATIONS

For the entire duration of the State of Accident, boarding operations are suspended.

In the event of a State of Emergency declaration, boarding operations on the aprons may be suspended at the Airport Duty Manager's discretion

Refuelling operations with passengers on board and/or during embarkation/disembarkation will be suspended for the entire duration of the State of Emergency and/or Accident.

1.7.12 CLOSURE OF THE ALERT STATES (see 2.1.1.2) or EMERGENCY (see 2.2.1.5)

If the events that led to the **State of Alert** or **Emergency** had no consequences, the **Control Tower** notifies the end of the current **State** with the **TAM-TAM** device, having consulted:

In case of Alert:

- The **Captain** of the aircraft;

In case of Emergency:

- The **Captain** of the aircraft;
- The **ROS** of the **Fire Brigade** for restoring the rescue and fire fighting service;
- The **Airport Duty Manager** on the outcome of the visual inspection of the **Movement Area** affected by the event;

The **Ait Health Service Doctor** notifies the **Emergency Medical Services (118)** of the end of the **State of Emergency**.

1.7.13 RECEPTION, ASSISTANCE AND COMMUNICATION AREAS

A. Survivor Reception Centre (green codes) – low critical

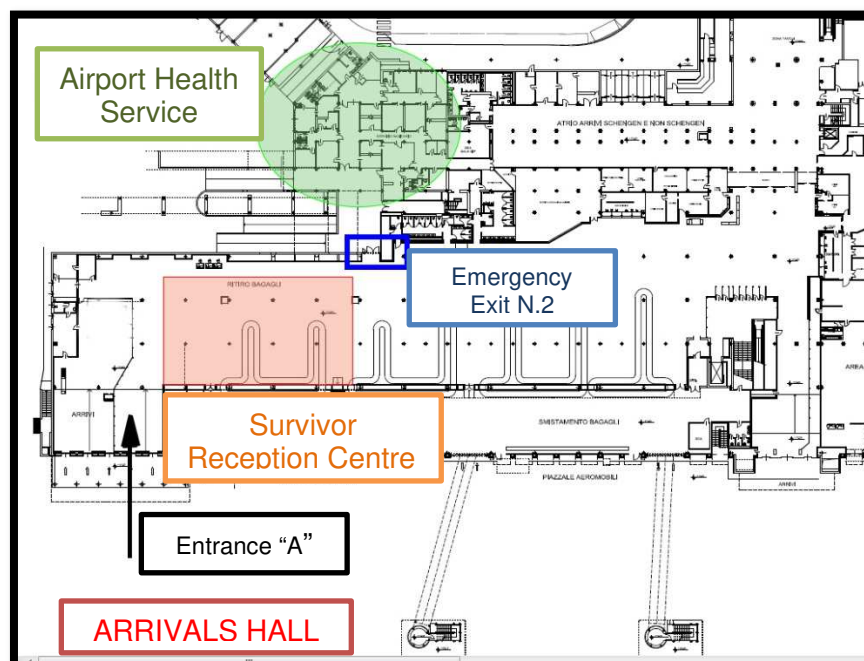
As soon as the **State of Accident** has been established, according to the initial information on the nature of the event that has occurred, the **Police Forces**, in coordination with **Customs** and supported by personnel of the **Airport Operator Security Service**, shall initiate evacuation of the passenger terminal **Arrivals Hall**. Inside of it a Collection and Assistance Area, delimited by bulkheads, will be set up to gather unharmed passengers whose life is not in danger and who are able to move (green codes).

The room is equipped with seating, toilets, telephones and vending machines. Further comfort items are available from the Operator and/or the carrier involved by activating the “Food and Beverages” operators.

This Survivor Reception Centre shall be put in communication with the **Airport Health Service** and the **Room for unharmed passengers and relatives (Reunion Area)** by opening Emergency Exit no. 2 of the **Arrivals Hall**.

Access to the Survivor Reception Centre from airside shall normally be via entrance **A** (Schengen Arrivals).

If the accident concerns a General Aviation aircraft with the involvement of a small number of passengers, the **Emergency Medical Services Director** is entitled to order that passengers classified as green codes are sent to the Airport Health Service informing the EOC or, if not yet in place, the Airport Duty Manager, to ask the Police Force to stop clearing the Arrivals Hall.



Arrivals Hall (ground floor) Survivor Reception Centre

The **Airport Operator** shall make available, according to the requirements, at the time of initiation of the **State of Accident**, also in the case that such an event has occurred outside the airport grounds, the following areas:

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B. Friends and relatives reception centre:

The **Airline** concerned or its representative, or in the absence of interventions by them, its Handler shall take care of gathering relatives and those waiting for passengers of the flight involved in the accident, directing them to the **Piranesi Lounge**.

The lounge is equipped with seating, telephones and toilets. Comfort items are already present in the lounge and available from the Operator and/or the carrier involved by activating the "Food and Beverages" operators.

C. Room for unharmed passengers and relatives (Reunion Area)

Unharmed passengers and their families will meet in the adjacent VIP lounge, in full respect of the privacy of the people involved.

D. Crew Room

The Operator's Smart Room, located on the 2nd floor of the airport terminal, is reserved for the assistance of crew members if they are unharmed (green codes). The room is equipped with seating, toilets and telephones. Comfort items are available from the Operator and/or the carrier involved by activating the "Food and Beverages" operators.

E. Authorities Lounge

The Bramante Lounge, located on the ground floor of the airport terminal, is reserved for the reception of the Authorities intervened after a possible accident. The lounge is equipped with seats and appropriate direct telephone connections with the EOC.

F. Press Room: Linate Centre

The Press Room is located at the Linate Centre.

Attachment A6 shows the reception, assistance and communication areas.

In case the accident involves a General Aviation aircraft, the Airport Duty Manager will provide alternative indications in relation to the event occurred and the actual needs for reception, assistance and communication.

1.7.14 ASSISTANCE TO PASSENGERS INVOLVED IN THE ACCIDENT

Airlines are the main entities involved in the Plan on assistance to victims. Actions and behaviours during a crisis situation must take into account the social, financial and humanitarian aspects of the people involved in the event and of their families through a uniform and adequate assistance to passengers, crew members and any other victim involved in the accident.

Before starting the operations, all carriers are required to submit their Local Emergency Response Plan (LERP) to the Airport Operator, ensuring its consistency with this Aerodrome Emergency Plan. The airlines shall also share with the Airport Operator their contacts to be alerted in case of alert/emergency/accident, promptly notifying any sensitive changes of the LERP and the contacts indicated. The contacts will be made available to the competent authorities for the purposes related to emergency management.

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The Airlines shall put in place appropriate agreements to ensure the presence of ministers of religious cults for the assistance and support of the injured and relatives and of specialists in psychological support for disasters.

Representatives of ENAC, Carrier, Airport Operator, Police Forces and psychologists, through the Contact Team, shall provide the victims and their families with all the necessary information on the rescue and assistance process.

The Airport Operator can also activate the resources of the Contingency Plan, providing assistance to the victims and their families as well as to the other passengers if needed. The possible activation of SIPEM (Italian Society of Emergency Psychologists) will be evaluated within the EOC.

1.7.15 TELEPHONE ENQUIRY CENTRE (TEC)

In accordance with Linate and Malpensa Airport Emergency Plans the **Airport Operator** has implemented at Malpensa Terminal 2 a multifunctional centre called **EPIC (Emergency Procedures Information Centre)** in order to coordinate various types of emergencies involving the Milan airports.

As part of EPIC, the **Telephone Enquiry Centre (TEC)** is the place designated for communication to the public via a toll-free number (**800 900 638**) made available to collect and verify all information relating to persons involved in the event.

In the event of an accident, if deemed necessary, the Airport Coordination Manager of the Airport Operator and the EOC shall provide instructions to the Airport Duty Manager for activation of the TEC.

1.7.16 INFORMATION AND ASSISTANCE TO WAITING PASSENGERS

In the event of an **accident**, it is probable that the daily flight schedule undergoes significant changes with the result of significantly increasing the presence of people waiting inside the airport.

In order to avoid any situation that might compromise public order, the **Airlines** concerned or their representative and the **Airport Operator** are required to put in place everything possible for providing assistance and information to waiting passengers.

Airlines or their representatives and, in the absence of interventions by them, the **Airport Operator**, shall ensure that passengers are provided with an adequate level of comfort while waiting at the airport and, if necessary, also provide catering services beyond the usual operating hours.

1.8 VERIFICATION AND UPDATING OF THE EMERGENCY PLAN

1.8.1 AEC AERODROME EMERGENCY COMMITTEE

To obtain maximum benefit from a full-scale emergency drill, the entire Plan must be reviewed periodically. For this purpose, the Aerodrome Emergency Committee was set up with the specific task of analysing, testing and reassessing the Airport Emergency Plan.

The committee is composed of qualified representatives of all entities involved in the implementation of the AEP, with responsibility for the crisis preparedness and management operations. Each entity is represented by a person with appropriate authority and delegation.

The subjects entitled to participate in the AEC are those called to intervene in the EOC and represent the Entities listed in the chapter "Responsibilities, roles and functions".

Specifically, the Aerodrome Emergency Committee:

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- ⇒ meets at least twice a year to evaluate the effectiveness of the Plan;
- ⇒ shares and defines the drill programme (typology, scenarios, planning);
- ⇒ identifies the composition of the Observer Critique Team for each individual drill.

Each meeting, including debriefings relating to the drills, shall be the indicated in a report sent to all members of the aforementioned committee.

Tasks

The main tasks of the AEC are:

- identification and periodic review of scenarios related to critical airport events;
- identification of maintenance/improvement objectives of the emergencies management requirements;
- verification of the airport emergency plan coordination with the territorial emergency plans and other organizations, involving for this purpose in the AEC the Authorities and Companies operating outside the airport grounds;
- assistance in planning full or partial drills of the various types of events;
- implementation of the de-briefing of drills or significant events related to the AEP defining, where necessary, appropriate improvement actions to be taken by each entity, for the parts for which it is responsible, in order to ensure effective management of events;
- sharing and approving all parts of the AEP and its updates;
- sharing information on best practices adopted in other international airports in order to continuously improve the critical event management process;
- periodic evaluation of the alarm systems, equipment and facilities that the Operator makes available for the management of emergencies.

1.8.2 OCT OBSERVER CRITIQUE TEAM

Functions

The purpose of setting up the Observer Critique Team is to attend emergency drills, analyse the results and propose revisions to the Plan where necessary.

Committee membership

Each Entity shall inform the Airport Operator, sufficiently in advance of the drill planning, of the names of the persons within its organization responsible for this role.

Requirements

In order to assess the degree of achievement of the intervention objectives and the effectiveness of the procedures, members of the Observer Critique Team are required to meet the following requirements:

- Knowledge of issues related to the management of an emergency and in particular of this Plan.
- Familiarity with the way an audit is managed to get an objective evaluation of the results to identify opportunities for improvement in the emergency management system.

Operating modes

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The Team participates in the planning phase of the simulations in order to be aligned with the objectives set and the areas subject to verification.

The evaluations are carried out using special checklists prepared by the Operator.

A Team Leader is appointed within the Team to represent the Manager with the task of coordinating the process in all phases of intervention, from drill planning to debriefing.

1.8.3 DRILLS

The real effectiveness of planning cannot be fully assessed without periodic verification of the same through drills in order to correct any critical issues and ensure knowledge by all personnel and organisations involved of the roles and functions to be performed.

Assessment of the adequacy of emergency regulations and procedures is carried out through periodic drills to verify the suitability of response of personnel, vehicles and equipment of each airport Agency involved in rescue operations, which shall previously have put in place their own internal emergency plans and safety operating procedures.

The annual planning of the drills, both on a full and partial scale, is proposed by the Manager within the Aerodrome Emergency Committee which ensures the monitoring also on the basis of the activities of the Observer Critique Team in order to update the Plan.

The Plan is periodically assessed through the following drills:

A. Full scale emergency drills

Full-scale drills involve all parties to whom this Plan assigns roles and functions in emergency management.

The persons involved must be informed well in advance of the time frame in which the drill is planned to take place.

Each drill shall verify the overall validity of the Plan; it must also contain specificities so that the sequence of drills can, over the years, cover a wide range of emergency scenarios, both in terms of location and type of event.

It is essential to define specific objectives for each drill, such as, for example:

- Verification of the response in adverse weather conditions and at night
- Verification of the response in the presence of emergency occurrences involving an aircraft carrying dangerous goods

taking the utmost care to ensure the realism of the drill.

Total scale drills are scheduled at intervals not exceeding 18 months in order to prepare scenarios that can represent different climatic conditions.

The drill is preceded by planning meetings and/or operational briefings and followed by a debriefing to develop the analysis of individual behaviour and of the drill as a whole, as well as to determine corrections and adjustments.

Airside simulations with the activation of the AEP may result in limitations to aircraft operations due to the reduced availability of fire-fighting equipment and the possible penalisation of the area affected by the drill up to the total closure of the airport.

In preparing the scenario to be simulated, the safety action group composed of the Operator (Airport Coordination and Safety Management System), Enav and the aircraft operator involved

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in the drill, will consider the risks associated with any residual airport operations with particular attention to aircraft movements and banning of certain areas.

B. Partial emergency drills

The partial drills are organized by the Airport Operator within the Aerodrome Emergency Committee, also on the proposal of one of the Committee's members and have the objective of testing one or more segments/phases of this Plan, involving one or more entities.

They are carried out between one full-scale drill and the next, taking care to plan at least two drills per year.

These drills are essential to verify the intervention procedures of each individual department or airport area and the level of staff training.

They have to be programmed in order to:

- evaluate changes in specific parts of the Plan;
- assess the adequacy of specific corrective actions taken;
- train new staff;
- assess the adequacy of new vehicles, infrastructure, equipment, etc.

The Entities and airport entities involved in the partial drills are identified from time to time according to the scenario to be tested.

The results of the drills are evaluated within the Aerodrome Emergency Committee.

C. TABLE TOP emergency drills

They can be organized in addition to the partial drills, with the aim of increasing awareness of each other's modes of action, verifying the coverage of the intervention procedures of the Entities and airport entities involved, identified from time to time according to the scenario to be tested, collecting experiential elements from each to identify aspects that require procedural, instrumental and informative integrations.

1.8.4 PLANNING AND ORGANISATION OF DRILLS

In order to allow all the entities involved to agree and share in good time the aims and operational methods of the drill, the planning and organisation of the drills on a full scale, follows indicatively the time schedule indicated in the table below:

DAYS	ACTIVITY
D - 90	Scenario preparation and assignment of tasks within the Aerodrome Emergency Committee.
D - 70	First AEC briefing with illustration of the project.
D - 50	Second AEC briefing, identification of Observer Critique Team members and scenario.
D - 40	Definition of resources for field support (volunteers, drivers, etc.).
D - 30	Third AEC meeting to share details of the scenario.
D - 21	Fourth AEC meeting and sharing of participants' arrangement.
D - 7	Final briefing with finalisation of tasks.
D	FULL SCALE DRILL
D + 1/20 days	Collection of various feedback from observers and assessors.
D + 30 days	Final debriefing based on OCT assessments, proposal for updating procedures and corrective actions.

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1.8.5 DE-BRIEFING

Following drills, activation of the State of Accident or the occurrence of anomalies during the AEP activation, the Manager convenes the Aerodrome Emergency Committee, in order to define and evaluate the results of the drill or the emergency response in terms of achievement of the objectives and/or deficiencies found.

Within the Aerodrome Emergency Committee:

- each Entity, for the parts falling within its competence, may promote any changes and/or additions to the Emergency Plan
- against any critical issues found during the drill or real events, the possible corrective actions are identified
- with respect to the corrective action, the process owner is identified by indicating the estimated implementation times that are monitored within the AEC.
- The Operator acquires evidence from those involved of the corrective actions taken and informs the Aerodrome Emergency Committee about them. For this purpose, the Manager shall prepare a special form in which to keep track of the above actions.

All the de-briefing activities and agreed improvement actions are recorded and transmitted to the Entities involved in the AEP.

1.8.6 UPDATES

Following the verifications, all the entities involved in the application of the Emergency Plan, should they find critical points of intervention during the drills, are required to transmit their proposed amendment to the Plan to the Airport Operator, who shall then, following appropriate assessment within the Aerodrome Emergency Committee, include it in the Plan for possible subsequent approval/adoption by Enac.

Updates will be properly reported within the document (for example with sidebar).

MILAN LINATE AIRPORT ANNEX 1 - CHAP.19 MdA LIN	AIRCRAFT ACCIDENT PLAN	PART 2 - DUTIES
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PART 2 – DUTIES

Section 1	State of Alert	green level
Section 2	State of Emergency	yellow level
Section 3	State of Accident	red level

2.1 **STATE OF ALERT (GREEN LEVEL)**

Situation characterised by circumstances in which, although without the prerequisites of a State of Emergency, there is reason to believe that a situation of emergency is imminent or probable.

All airport Entities and Services connected to the **TAM-TAM** remote alert system indicated in section **1.6.2**, figure 1.1. are involved in the **Alert** condition.

On notification of the **State of Alert**, the entities involved place themselves in a state of alert, listening to the radio on frequency **UHF 440.450 MHz**, monitoring the development of events and getting ready to intervene.

Use of the Manoeuvring Area is always subject to permission from the Control Tower and in constant radio contact on frequency UHF 440.450 MHz.

A SUMMARY DIAGRAM OF THE MAIN ACTIONS OF THE INDIVIDUAL ENTITIES IN THE STATE OF ALERT IS GIVEN IN APPENDIX 2.

2.1.1 Actions under the responsibility of the air traffic control service

Control Tower (TWR)

2.1.1.1 The **Control Tower**, having received notification of a situation in which there is reason to doubt the safety of an aircraft and its occupants, having received from the **Captain** of the aircraft concerned assurances concerning the absence of a full emergency, activates the **State of Alert** providing the **Fire Brigade** with information concerning:

GROUP A	– Preliminary information on the event; – Type of aircraft; – Position and estimated time of landing, in the case of incoming aircraft; – Runway that will be used and any subsequent change of runway. – Any request from the Captain of the aircraft for visual assistance by a Fire Brigade vehicle (which in this case will follow taxiing of the aircraft). – Any other useful reference.
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2.1.1.2 If the development of events has not led to any consequences, having consulted the **Captain** of the aircraft, the **Control Tower Notifies** the end of the **State of Alert** through TAM-TAM.

2.1.1.3 In the event that an **Alert** condition evolves into a situation of danger such as to foresee the **State of Emergency** or an Accident has occurred, the communications and actions already carried out are valid for the purposes of subsequent procedures, as per **Sect. 2, 3**.

2.1.2 Actions under the responsibility of the Rescue and Fire Fighting Service

Fire Brigade ROS (Rescue Operations Supervisor)

- 2.1.2.1 After having acquired the STATE of ALERT and received the communications relating to the situation in progress, Fire Brigade must go on board of the fire-fighting vehicles and activate the radio link, waiting for further communications.
- 2.1.2.2 In case of a request by the pilot for visual assistance, without declaring "Emergency", Fire Brigade sends a suitable vehicle to follow the taxiing phases of the aircraft.
- 2.1.2.3 If the STATE of ALERT has not resulted in any consequences, Fire Brigade returns staff and vehicles to their places.
- 2.1.2.4 If the STATE of ALERT downgrades into a state of Emergency or State of Accident, it will apply the provisions contained in the following chapters "States of Emergency or Accident".

2.1.3 Actions under the responsibility of the Health Care Services:

DOCTOR ON DUTY AT THE AIRPORT HEALTH SERVICE

- 2.1.3.1 After having acquired the STATE of ALERT and received the communications relating to the situation in progress, he/she is ready to go on board the rescue car and activate the radio link, waiting for further communications.
- 2.1.3.2 If the ALERT has not resulted in any consequences, it restores normal operations.
- 2.1.3.3 If the STATE of ALERT downgrades into a State of Emergency or State of Accident, it will apply the provisions contained in the following “States of Emergency or Accident” chapters.

2.1.4 Actions under the responsibility of the Airport Operator:

AIRPORT DUTY MANAGER (ADM) SEA

2.1.4.1 After having acquired the notification of ALERT, he/she ensures the availability of both personnel and vehicles, as provided by internal procedures, with radio equipment on the frequency 445.775 MHz.

2.1.4.2 Acquires the following information on the flight, if available from:

- **Airline** concerned or from its representative.
- **The COP operating on the WEST Apron if the alarm concerns a General Aviation aircraft:**

GROUP B	– Number of passengers transported with indication of the possible presence on board of persons with reduced mobility or handicap; – Number of crew members; – Estimated fuel on board; – Dangerous goods on board; – Operator of the aircraft.
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and provides it via radio (or if necessary, by telephone) to:

- **Fire Brigade;**
- **Control Tower;**
- **Airport Health Service;**
- **Border Police Operations Room;**
- **ENAC A.D.**

2.1.4.3 If the STATE of ALERT has not resulted in any consequences, having heard the Captain, the ROS of the Fire Department for the restoration of the rescue and fire service and the ADM on the outcome of the visual inspection of the manoeuvring Area affected by the event, the Control Tower notifies through TAM-TAM the end of the State of Alert.

2.1.4.4 If the STATE of ALERT downgrades into a State of Emergency or State of Accident, it will apply the provisions contained in the following “States of Emergency or Accident” chapters.

2.1.5 Actions under the responsibility of the Airline

AIRLINE

- 2.1.5.1 If an event that may lead to dangerous situations is detected, it informs the TWR which will decide whether or not to activate the STATE of ALERT.
- 2.1.5.2 The Airline's representative or, if not present, its Handler's manager, will be available for all needs related to the procedure in place. In particular, he/she immediately shares with the Airport Duty Manager the following information:
- Number of passengers on board, with indication of the possible presence of persons with reduced mobility or handicap;
 - Number of crew members;
 - Estimated fuel on board;
 - Dangerous goods possibly on board;
 - Any other information considered useful.
- 2.1.5.3 If the STATE of ALERT has not resulted in any consequences, the airline restores normal operations. Once the state of ALERT has ceased, it shall cooperate with the Captain of the aircraft concerned to draw up a detailed report of the event to be sent to ENAC.
- 2.1.5.4 If the STATE of ALERT downgrades into a State of Emergency or State of Accident, it will implement the provisions contained in the following "States of Emergency or Accident" chapters.

2.1.6 Actions under the responsibility of Enac

ENAC

- 2.1.6.1 It receives from the Airport Duty Manager the communications relating to the current situation through the pre-established channels of availability.
- 2.1.6.2 It gives notice of the ALERT by providing the elements in its possession to the Director and keeps a record of the facts.
- 2.1.6.3 If the STATE of ALERT downgrades into a State of Emergency or State of Accident, it will apply the provisions contained in the following chapters "States of Emergency or Accident".

2.1.7 Actions under the responsibility of the Public Order Services

STATE POLICE, FINANCIAL POLICE AND CARABINIERI

- 2.1.7.1 The Operations Room of the Border Police, the Finance Police and the Carabinieri, after having acquired the STATE of ALERT, listen to the radio, waiting for further information.
- 2.1.7.2 If the STATE of ALERT downgrades into a State of Emergency or State of Accident, they will apply the provisions contained in the following chapters “States of Emergency or Accident”.

2.2 **STATE OF EMERGENCY (YELLOW LEVEL)**

Condition in which an aircraft has, or is suspected to have, difficulties such as to create the risk of an accident.

The **actions to be taken** have the basic objective of implementing all necessary measures to reduce the time of intervention should the event degenerate into a **State of Accident**.

Use of the Manoeuvring Area is always subject to permission from the Control Tower and in constant radio contact on frequency UHF 440.450 MHz.

A SUMMARY DIAGRAM OF THE MAIN ACTIONS OF THE INDIVIDUAL ENTITIES IN THE STATE OF EMERGENCY IS GIVEN IN APPENDIX 3.

2.2.1 Actions under the responsibility of the Air Traffic Control Service

Control Tower (TWR)

2.2.1.1 Having become aware of a condition in which there is certainty of the state of danger of an aircraft and its occupants, activates the **State of Emergency** through Tam Tam.

2.2.1.2 Provides to the **Fire Brigade** information concerning:

GROUP A	– Preliminary information on the event; – Type of aircraft; – Position and estimated time of landing; – Runway that will be used and any subsequent change of runway; – Any other useful reference (ex. wind direction)
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2.2.1.3 Suspends incoming and departing traffic, informing Milan ACC and pilots waiting for take-off, concerning the estimated time of solution of the emergency.

2.2.1.4 Instructs aircraft taxiing to stop or, if possible, to free the areas involved and return to the parking areas.

2.2.1.5 If the development of events has not led to any consequences, having consulted the **Captain** of the aircraft **ROS** of the **Fire Brigade** and **Airport Duty Manager**, notifies the end of the **State of Emergency** through Tam Tam.

2.2.1.6 If the evolution of the **State of Emergency** leads to an accident, or such an event is considered inevitable, activates the **State of Accident** and implements the provisions contained in **Sections 3** below.

2.2.2 Actions under the responsibility of the Rescue and Fire Fighting Service

Fire Brigade ROS (Rescue Operations Supervisor)

2.2.2.1 Once the **State of Emergency** has been acquired, he will go on board the fire-fighting vehicles.

2.2.2.2 Contact the **Control Tower** to acquire information regarding:

GROUP A	– Preliminary information on the event; – Type of aircraft; – Estimated time of landing; – Runway that will be used and any subsequent change of runway; – Any other useful reference (e.g. Wind direction)
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and from the **Airport Duty Manager** information regarding:

GROUP B	– Number of passengers transported with indication of the possible presence on board of persons with reduced mobility or handicap; – Number of crew members; – Estimated fuel on board; – Dangerous goods on board; – Operator of the aircraft.
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2.2.2.3 Contacts the Control Tower on the UHF frequency 440.450 MHz. to require access to the manoeuvring area.

2.2.2.4 Deploys (see Att. 9) vehicles and personnel in the movement areas functional to the management of the emergency itself, according to the requirements needed by the type of emergency in progress. The above mentioned deployment shall be executed in accordance with the provisions of the Firefighters Provincial Headquarters and the specific operational intervention procedures.

The eventual access to the runway must always be authorised by the Control Tower.

2.2.2.5 If the development of the events has not resulted in any consequence at the end of the control operations, he informs the TWR that normal operations have been restored using the following statement: "VERIFICATION COMPLETE – OPERATIONAL FOR REOPENING".

2.2.2.6 If the **State of Emergency** degrades in the **State of Accident**, the Fire Brigade will be able to enter the runway autonomously by choosing the shortest route without requesting authorization to TWR by applying the provisions contained in **Section 3** below.

2.2.3 Actions under the responsibility of the Airport Health Service

Airport Health Service

- 2.2.3.1 Having acquired the **State of Emergency** it goes on board the rescue vehicles, activate radio connection on frequency UHF 440.450 MHz, and deploys its vehicles at the Rendezvous Point.
- 2.2.3.2 Notifies the event occurred and communicates to SOREU **118** the information available on the situation in progress.
- 2.2.3.3 If deemed appropriate, depending on the type of emergency and the number of passengers on board the aircraft, requests SOREU **118** to send ambulances and medical personnel. After receiving the notification of the state of emergency (medically relevant), SOREU arranges and activates the emergency medical services.
- 2.2.3.4 If the development of events has not led to any consequences, the doctor of the Airport Health Service having received notification of the end of the **State of Emergency** informs SOREU 118: Also:
- communicates to SOREU **118** the end of the **State of Emergency**;
 - returns personnel and vehicles to their positions and restores normal operations.
- 2.2.3.5 If the **State of Emergency** downgrades into a **State of Accident** applies the provisions contained in **Section 3**.

2.2.4 Actions under the responsibility of the Airport Operator

Airport Duty Manager

2.2.4.1 Once the **State of Emergency** has been acquired, he/she activates the radio link on the UHF frequency 440.450 MHz, listens for group A information (nature of the danger, type of aircraft, estimated landing time, runway used and any other useful information) and starts the internal procedures related to the current situation.

2.2.4.2 Acquires the following flight information, if available, from:

- **Airline concerned or from its representative;**
- **The COP operating on the WEST Apron if the emergency concerns a General Aviation aircraft.**

GROUP B	– Number of passengers transported with indication of the possible presence on board of persons with reduced mobility or handicap; – Number of crew members; – Estimated fuel on board; – Dangerous goods on board; – Operator of the aircraft.
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and provides it via radio (or if necessary, by telephone) to:

- **Fire Brigade;**
- **Control Tower;**
- **Airport Health Service;**
- **Border Police Operations Room (BPOR)**
- **ENAC A.D.**

2.2.4.3 Makes the EOC available.

2.2.4.4 Assesses the need to suspend boarding operations by informing the relevant Handlers.

2.2.4.5 Suspends refuelling operations with passengers on board and/or during embarkation/disembarkation for the entire duration of the Emergency.

2.2.4.6 If the development of events has not led to any consequences, he restores normal operations after having arranged an inspection of the areas affected by the emergency, communicating the outcome to the **Control Tower**.

2.2.4.7 If the **State of Emergency** downgrades into a **State of Accident** applies the provisions contained in **Section 3**.

2.2.5 Actions under the responsibility of the Airline

Station Manager or his Representative

2.2.5.1 Having acquired the **State of Emergency**, he activates all the internal procedures relating to the event in progress.

2.2.5.2 He provides without delay to the **Airport Duty Manager** all information regarding:

GROUP B	– Number of passengers transported with indication of the possible presence on board of persons with reduced mobility or handicap; – Number of crew members; – Estimated fuel on board; – Dangerous goods on board (information to be immediately made available); – Operator of the aircraft.
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2.2.5.3 If the development of events has not led to any consequences, having received notification of the end of the **State of Emergency**, restores normal operations.

2.2.5.4 If the **State of Emergency** downgrades into a **State of Accident** applies the provisions contained in **Section 3**.

2.2.6 Actions under the responsibility of ENAC Airport Division

ENAC AD

- 2.2.6.1 Having acquired the **State of Emergency** activates internal emergency procedures.
- 2.2.6.2 Provides information in its possession on the emergency to the **National Flight Safety Agency** and to **ENAC Crisis Room**.

If the **State of Emergency** downgrades into a **State of Accident** applies the provisions contained in **Section 3**.

2.2.7 Actions under the responsibility of the Police Forces

Border Police, Carabinieri, Finance & Police

- 2.2.7.1 Having acquired the **State of Emergency**, it activates all the internal procedures relating to the event in progress.
- 2.2.7.2 The **Border Police Operations Room** (BPOR) activates radio contact on frequency UHF 440.450 MHz and acquires all the information on the situation in progress.
- 2.2.7.3 The **Border Police Operations Room** (BPOR) following the directives of its senior manager or the officer present or available, will contact the Entities (including those indicated in the intervention plan pursuant to the communications flow in section 1.6.3 figure 1.2) which it deems appropriate, according to the case in point, informing them of the **State of Emergency**.
- 2.2.7.4 If the development of events has not led to any consequences, having received notification of the end of the **State of Emergency**, restore normal operations.
- 2.2.7.5 If the **State of Emergency** downgrades into a **State of Accident**, apply the provisions contained in **Section 3**.

2.3 **STATE OF ACCIDENT (RED LEVEL)**

It occurs when an aircraft, due to an event associated with the use of the same, suffers damage and/or one or more people suffer injuries, inside the airport grounds.

The Actions to be taken are aimed at minimizing the effects of an accident, with particular regard to the saving of human lives and the rapid re-establishment of airport operating conditions.

Use of the Manoeuvring Area is always subject to permission from the Control Tower and in constant radio contact on frequency UHF 440.450 MHz.

If deemed appropriate, or at the explicit request of the EOC, the TWR may suspend the mandatory request for authorisation of the rescue vehicles to access and operate within the manoeuvring area.

Suggested terminology: **State of Accident in progress, make air calls for access and movement in the manoeuvring area.**

Once the accident has ended and before the resumption of airport operations, the obligation to request permission to enter the manoeuvring area from the TWR is started.

Suggested terminology: **Flight operations restarted. No vehicle operator shall enter the manoeuvring area unless authorized.**

A SUMMARY DIAGRAM OF THE MAIN ACTIONS OF THE INDIVIDUAL ENTITIES IN THE STATE OF ACCIDENT IS GIVEN IN APPENDIX 4.

2.3.1 Actions under the responsibility of the Air Traffic Control Service

Control Tower (TWR)

2.3.1.1 As soon as having received information that an aircraft accident has taken place inside the airport grounds or that such event is considered inevitable, activates the **State of Accident**.

2.3.1.2 Provides to the **Fire Brigade** information concerning:

GROUP A	– Preliminary information on the event; – The time at which the accident occurred; – The location of the scene of the accident with reference to the grid map in Attachment A.1 and any other useful reference; – Type of aircraft. – Any other useful reference (ex. wind direction)
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2.3.1.3 It suspends air traffic arriving, departing and moving at the airport until further notice is received by notifying **Milan ACC**.

2.3.1.4 Instructs taxiing aircraft, if possible, to return to parking.

2.3.1.5 Agrees with the Airport Duty Manager the preferential routes between rendezvous point and the accident point, to be followed by rescue vehicles.

2.3.1.6 If the accident has occurred outside the **Manoeuvring Area**, and continuation of air traffic is considered possible by the **EOC**, it shall be informed by the latter of the level of downgrading of the Fire fighting service and shall notify ACC Milan and departing aircraft.

2.3.1.7 Sends its representative to the EOC.

2.3.1.8 At the end of rescue operations on the instructions of the **EOC** notifies the end of the **State of Accident** and restores normal air traffic on the airport, notifying the Entities under its responsibility.

2.3.2 Actions under the responsibility of the Rescue and Fire Fighting Service

Fire Brigade

ROS (Rescue Operations Supervisor)

2.3.2.1 Having acquired the **State of Accident** it activates radio connection on frequency UHF 440.450 MHz and listens for initial information on the nature of the accident.

2.3.2.2 Acquires via radio from the **Control Tower** information regarding:

GROUP A	– Preliminary information on the event; – The time at which the accident occurred; – The location of the scene of the accident with reference to the grid map in Attachment A.1 and any other useful reference; – Type of aircraft. – Any other useful reference (ex. wind direction)
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and from the **Airport Duty Manager** information regarding:

GROUP B	– Number of passengers transported with indication of the possible presence on board of persons with reduced mobility or handicap; – Number of crew members; – Estimated fuel on board; – Dangerous goods on board; – Operator of the aircraft.
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2.3.2.3 Directs fire fighting vehicles and personnel to the scene of the accident indicated by the **Control Tower**. If already deployed on the taxiways, enters the runway choosing the fastest way without asking authorization to TWR. If possible, or if low visibility procedures are activated, notifies TWR, as soon as possible, the entry of the runway and the event in progress.

2.3.2.4 Sends a Representative to the **EOC**.

2.3.2.5 He directs the rescue and fire-fighting operations on site by establishing the Advanced Command Post (ACP) and providing a description of the scenario with the available data via radio.

2.3.2.6 Requests the **Airport Duty Manager** at the ACP for any other available vehicle useful in rescue operations.

2.3.2.7 After starting the initial rescue operations and assessing the severity of the accident, it declares the area to be safe, identifies the area where the injured persons will be collected, the triage area and the treatment area (functional PMA) where the rescue personnel will meet and the stop/transport area where the rescue vehicles will arrive.

Establishes, in consultation with the Emergency Medical Services Director, the Advanced Medical Post.

2.3.2.8 Notifies to the **EOC** the downgrading of the Fire Fighting Category of the airport, providing information concerning:

- the number of vehicles and quantity of fire-extinguishing agents still available;
- the estimated time for restoration of the entire fire service.

2.3.2.9 At the end of rescue operations, communicates to the **EOC** the end of the intervention and, having received notification of the end of the **State of Accident**, confirms the return of personnel, vehicles and, depending on the residual amounts of extinguishing agents, personnel and vehicles still available, communicates return to normal operations or about the time and modalities necessary to restore the airport to viability and to re-establish its functions.

2.3.3 Actions by the Airport Health Service

Airport Health Service

- 2.3.3.1 Having acquired the **State of Accident** the doctor activates radio connection on frequency UHF 440.450 MHz and listens for initial information on the nature of the accident, initiating internal procedures regarding such occurrence as detailed in section 1.7.7.
- 2.3.3.2 He reports to the rendezvous point listening to the radio on frequency UHF 440.450 MHz, joining the convoy led by the follow me.
- 2.3.3.3 He provides for the possible use of the medical supplies and equipment.
- 2.3.3.4 Notifies the event and initial information available to the **Emergency Medical Services (118)** Operations Room.
- 2.3.3.5 As soon as the first assessments of the consequences of the accident have been made, he provides the **Emergency Medical Services (118)** and the **Airport Duty Manager** with the following elements:
- If there are persons injured;
 - If the injured persons can be treated at the airport without immediately making recourse to external hospitals or the number – also estimated – of injured persons to be sent to hospital;
 - The estimated number of external doctors, ambulances, medical supplies, vehicles and equipment to be sent to the scene of the accident.
- 2.3.3.6 Organises initial transportation of the injured to the First Aid, Collection, TRIAGE and Transport Areas with the vehicles available or other vehicles deemed appropriate.
- 2.3.3.7 Organises, if the **Emergency Medical Services (118)** vehicles and personnel have not yet arrived, transportation of the injured to hospital, in coordination with the **Emergency Medical Services (118)** Operations Room.
- 2.3.3.8 Organises transport of unharmed passengers (green codes) to the Arrivals Hall ensuring both their transport and health observation with caring staff. If the accident involves a General Aviation aircraft with the involvement of a small number of passengers, the **Emergency Medical Services Director** has the right to order that passengers classified as green code are sent to the Airport Health Service by informing the Airport Duty Manager.
- 2.3.3.9 Once the **Advanced Medical Post** of the **Emergency Medical Services (118)** has been deployed, the Emergency Medical Services Director takes over full responsibility for emergency medical services while the Airport Health Service Doctor continues to ensure coordination with the **EOC**.
- 2.3.3.10 Notifies the **EOC** of the end of medical rescue operations and, on receipt of notification of the end of the **State of Accident**, gives confirmation of return of personnel and vehicles to their positions and return to normal operations.

2.3.4 Actions under the responsibility of the Airport Operator

Airport Duty Manager

2.3.4.1 Having acquired the **State of Accident** he/she activates radio connection on frequency UHF 440.450 MHz and listens for initial information on the nature of the accident, initiating internal procedures regarding such occurrence.

2.3.4.2 Receives from the **Control Tower** information concerning:

GROUP A	– Preliminary information on the event; – The time at which the accident occurred; – The location of the scene of the accident with reference to the grid map in Attachment A.1e and any other useful reference; – Type of aircraft. – Any other useful information (ex. wind direction)
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2.3.4.3 Acquires the following flight information, if available, from:

- **Airline** concerned or from its representative;
- **COP** operating on the **WEST Apron** if the alarm concerns a General Aviation aircraft:

GROUP B	– Number of passengers transported with indication of the possible presence on board of persons with reduced mobility or handicap; – Number of crew members; – Estimated fuel on board; – Dangerous goods on board; – Operator of the aircraft.
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and provides it via radio (or if necessary, by telephone) to:

- **Fire Brigade;**
- **Control Tower;**
- **Airport Health Service;**
- **Border Police Operations Room (BPOR);**
- **ENAC A.D.**

2.3.4.4 Suspends embarkation and refuelling operations with passengers on board and/or during embarkation/disembarkation.

- 2.3.4.5 Informs the reference handlers and coordinates the use of surface vehicles and personnel for rescue needs, including the provision of the Airport Health Service's intangible supplies.
- 2.3.4.6 Activates the **EOC**.
- 2.3.4.7 Orders, in conjunction with Police Forces, prompt activation of the Reception Centres for survivors and any fatalities, and of all Reception, assistance and communication areas.
- If the accident involves a General Aviation aircraft with the involvement of a small number of passengers and the **Emergency Medical Services Director** arranges for passengers classified as green codes to be sent to the Airport Health Service, he will inform the Police Force in order to stop the evacuation of the Arrivals Hall.
- 2.3.4.8 He agrees with the **Control Tower** the routes of rescue vehicles between the various rescue, dispatching, transportation and assistance areas and the Airport vehicular access gates, communicating these to the **Border Police Operations Room** (BPOR).
- 2.3.4.9 He agrees with Control Tower the routes of rescue vehicles between the rendezvous point and the crash point.
- 2.3.4.10 He reports to crash site in order to ensure, following the declaration of a safe area by the fire brigade, the information sharing between the Advanced Command Post and the Emergency Operation Centre for the activities of competence. To access the airside the Airport Duty Manager will walk through the staff gate located on Arrival area whose personnel will be pre-alerted as soon as the accident is declared, in order to speed up transit and security controls.
- 2.3.4.11 Following the declaration of a safe area by the fire brigade, he/she ensures with the help of the "follow me" the shuttle of the rescue vehicles between the rendezvous point and the crash point.
- 2.3.4.12 Following the instructions of SEA Operations Manager (and EOC), he /she contacts the **Airport Duty Manager** at Malpensa for activation of **EPIC/TEC**.
- 2.3.4.13 Upon receipt of notification of the conclusion of the operations related to the state of accident, he arranges for an extraordinary inspection of the manoeuvring area concerned and inform the TWR of its practicability.
- 2.3.4.14 He restores normal operation by confirming it to the EOC.

2.3.5 Actions under the responsibility of the Emergency Operations Centre

Emergency Operations Centre

- 2.3.5.1 In the event of an accident, it shall be deemed to be automatically called.
- 2.3.5.2 Coordinates and manages, in the **CRISIS ROOM**, all operational measures, once the initial rescue operations are under way, and the post-accident activities.
- 2.3.5.3 Enac coordinates the EOC when he presides.
- 2.3.5.4 The Airport Operator, while waiting for the intervention of Enac, coordinates the operations of the entities present and cooperates with the public entities, in respect and within the limits of the powers conferred to it and the competences of each entity involved, in order to guarantee the proper performance of the tasks assigned to them by the AEP.
- 2.3.5.5 Manages requests of traffic limitation / airport closure / closure of parts of it, coordinating the issuance of the relevant notam
- 2.3.5.6 Represents the centre for collection and dissemination of information between the scene of the accident and external rescue Units and competent state, provincial and municipal Authorities.
- 2.3.5.7 In the event of an accident outside the **Manoeuvring Area**, according to the level of downgrading indicated by the **Fire Brigade**, assesses the fastest way to restore air traffic and boarding operations.
- 2.3.5.8 Ensures that **Airline** personnel involved and the **Airport Operator** draw up the list of hospitalised passengers and unharmed passengers assisted in the **Arrivals Hall**.
- 2.3.5.9 After having received confirmation of removal of the disabled aircraft, verifies the accessibility and practicability of the **Manoeuvring Area** (if the accident occurred in this area), requiring an extraordinary inspection by .
- 2.3.5.10 After confirmation of the end of all operations, the **EOC** restores airport operations, notifying the **Control Tower** for full and normal resumption of air traffic. Requests **ENAV** to issue the corresponding **NOTAM**.

THE SUMMARY OUTLINE OF THE ACTIONS OF THE INDIVIDUAL PERSONS, BEFORE THE PHYSICAL CONSTITUTION OF THE EOC, IS GIVEN IN APPENDIX 1.

2.3.6 Actions under the responsibility of the Airline

Station Manager or his Representative

2.3.6.1 Once the State of Accident has been **acquired**, he **activates** the “Assistance Plan for Victims and their Families” contained in the Emergency Plan for Aircraft Accidents.

2.3.6.2 Provides without delay to the **Airport Operator** all information regarding:

GROUP B	– Number of passengers transported with indication of the possible presence on board of persons with reduced mobility or handicap; – Number of crew members; – Estimated fuel on board; – Dangerous goods on board (information to be made available immediately); – Operator of the aircraft.
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2.3.6.3 Sends a Representative to the EOC ensuring the release of reliable and on time information.

2.3.6.4 Has its own “Plan on assistance to victims and their families” contained in the Emergency Plan for Aircraft Accidents and lists the procedures to be followed by all employees of the company called to get involved in critical situations;

2.3.6.5 Provides psychological support through a team of specially trained experts;

2.3.6.6 Releases, as soon as possible, and at the latest within two hours of the notification of the occurrence of an accident, a validated list of passengers and crew on board and of all aircraft and cargo documents available and provides a copy to EOC, ANSV and where necessary, to medical units which may need the information for the treatment of victims.

2.3.6.7 Having acquired said documents prohibits any access not expressly authorised to any information on the flight involved in the accident.

2.3.6.8 Collaborates with the Airport Operator in compiling the lists of passengers taken to hospital and of those unharmed.

2.3.6.9 Sends its own trained personnel or personnel of third party entities identified in this Plan to the areas in charge of the reception of uninjured and/or slightly injured passengers and their families, providing assistance to them with the cooperation of the Airport Operator and supporting the Airport Operator in registering the personal details of all persons involved in the accident and their families.

2.3.6.10 If deemed appropriate, asks the Airport Duty Manager by phone to activate the “Mutual Support Group” volunteers by text message, calling them to the secretary’s office of the Airport Coordination Office and coordinating them.

2.3.7 Actions under the responsibility of ENAC Airport Division

ENAC AD

- 2.3.7.1 Having acquired the **State of Accident**, it activates internal procedures regarding such occurrence.
- 2.3.7.2 Provides information in its possession on the accident to the **Prefecture, National Flight Safety Agency** and to **ENAC Crisis Room**.
- 2.3.7.3 Sends its Representative to the **EOC**.
- 2.3.7.4 Participates with its representative to the Contact Team authorised to give official information about the accident to the victims and their families.
- 2.3.7.5 Issues all measures of an aeronautical nature related to the development of the situation.

2.3.8 Actions under the responsibility of the Police Forces

Border Police, Carabinieri, Finance & Police

- 2.3.8.1 Having acquired the **State of Accident**, it activates all the internal procedures relating to the event in progress.
- 2.3.8.2 The **Border Police Operations Room** activates radio connection on frequency UHF 440.450 MHz and listens for initial information on the nature of the accident.
- 2.3.8.3 The **Border Police Operations Room** (BPOR) following the directives of its senior manager or the officer present or available, will contact the Entities (including those indicated in the intervention plan pursuant to the communications flow in section 1.4.3 figure 1.2) which it deems appropriate, according to the case in point, informing them of the **State of Accident** and providing information on the situation in progress.
- 2.3.8.4 Send a Representative to the **EOC**.
- 2.3.8.5 They ensure, together with the **Airport Operator**, the evacuation of the survivors and any deceased persons, unless otherwise specified by the Airport Duty Manager, in particular if the event concerns a General Aviation aircraft.
- 2.3.8.6 The Police, as in charge of the coordination of the Airport Security System, prior agreement with the other entities involved, ensures (with its own personnel or asking support to other Police Forces) surveillance of the Rendezvous Points, of Rescue Assistance Areas and of all routes inside the airport grounds and of internal road traffic, in order to ensure the rapid flow of rescue vehicles and avoid any interference with the operations.
- 2.3.8.7 They guard the scene of the accident allowing access only to personnel engaged in rescue operations.
- 2.3.8.8 They acquire from the **Airline** concerned or, if necessary, directly from the Emergency Medical Services (118) the list of uninjured, injured and hospitalized passengers (with indication of the hospital) and a first possible list of any deceased persons, to be provided to the **Judicial Authority**.
- 2.3.8.9 Within the limits of the possibilities provided by operational requirements, they prevent any interference with accident evidence.
- 2.3.8.10 At the end of rescue operations, having received notification of the end of the **State of Accident**, they provide confirmation to the **EOC** of return of personnel and vehicles to their positions and return to normal operations.

2.3.9 Actions under the responsibility of the Local Police:

Local Police

- 2.3.9.1 Having acquired the **State of Accident** activates all the internal procedures relating to the event in progress.
- 2.3.9.2 Sends a Representative to the **EOC**.
- 2.3.9.3 Directs traffic in the area of the airport open to the public in order to facilitate access to airport gates by external rescue vehicles and escorts them to hospitals.
- 2.3.9.4 At the end of rescue operations, having received notification of the end of the **State of Accident**, provide confirmation to the **EOC** of return of personnel and vehicles to their positions and return to normal operations.

2.3.10 Actions under the responsibility of Customs:

Customs

- 2.3.10.1 Having acquired the **State of Accident** activates all the internal procedures relating to the event in progress.
- 2.3.10.2 Sends a Representative to the **EOC**.
- 2.3.10.3 Supports the **Police Forces** in evacuating the **Arrivals Hall**.
- 2.3.10.4 At the end of rescue operations confirms to the **EOC** return to normal operations.

2.3.11 Actions under the responsibility of the Airport Health Office:

Airport Health Office Doctor

- 2.3.11.1 Having acquired the **State of Accident** activates all the internal procedures relating to the event in progress.
- 2.3.11.2 Sends a Representative to the **EOC**.
- 2.3.11.3 In the event that as a result of the accident there are fatalities, arranges statutory obligations concerning health policing and all public hygiene services.

MEDICAL EMERGENCY

3.1 Medical Emergency Management

In the case of declaration of a “medical emergency”, unlike that described in the previous procedures, tactical management shall take place, according to the information provided by the pilot and in coordination between the **Control Tower** CSO and the **Airport Duty Manager**.

In any case, maximum priority to the aircraft in flight and on the ground shall be ensured for it to reach the stand and consequent medical assistance.

Activation of this phase shall take place exclusively with recorded telephone lines and not with the remote alert system.

Specifically, on request for a state of emergency or medical assistance from an aircraft, the **Control Tower** CSO shall provide the **Airport Duty Manager** with the following information:

- Nature of the assistance requested, if available;
- Type aircraft and flight number;
- Estimated time of landing;
- Any penalisation of incoming and departing traffic;
- Any other useful information.

The **Airport Duty Manager**, having acquired the communication from the **Control Tower** Operations Room Manager, shall contact the Airport Health Service and the handler of the carrier involved, making available the personnel and vehicles deemed necessary for management of the assistance requested and assigning the parking stand deemed most suitable for the type of intervention.

MILAN LINATE AIRPORT ANNEX 1 - CHAP.19 MdA LIN	AIRCRAFT ACCIDENT PLAN	ATTACHMENTS
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ATTACHMENTS

Airport grid maps

***Attachment A1 – Airport Perimeter
A1bis – Airport Boundary Territory***

(see maps provided)

Attachment A2 – Useful Numbers

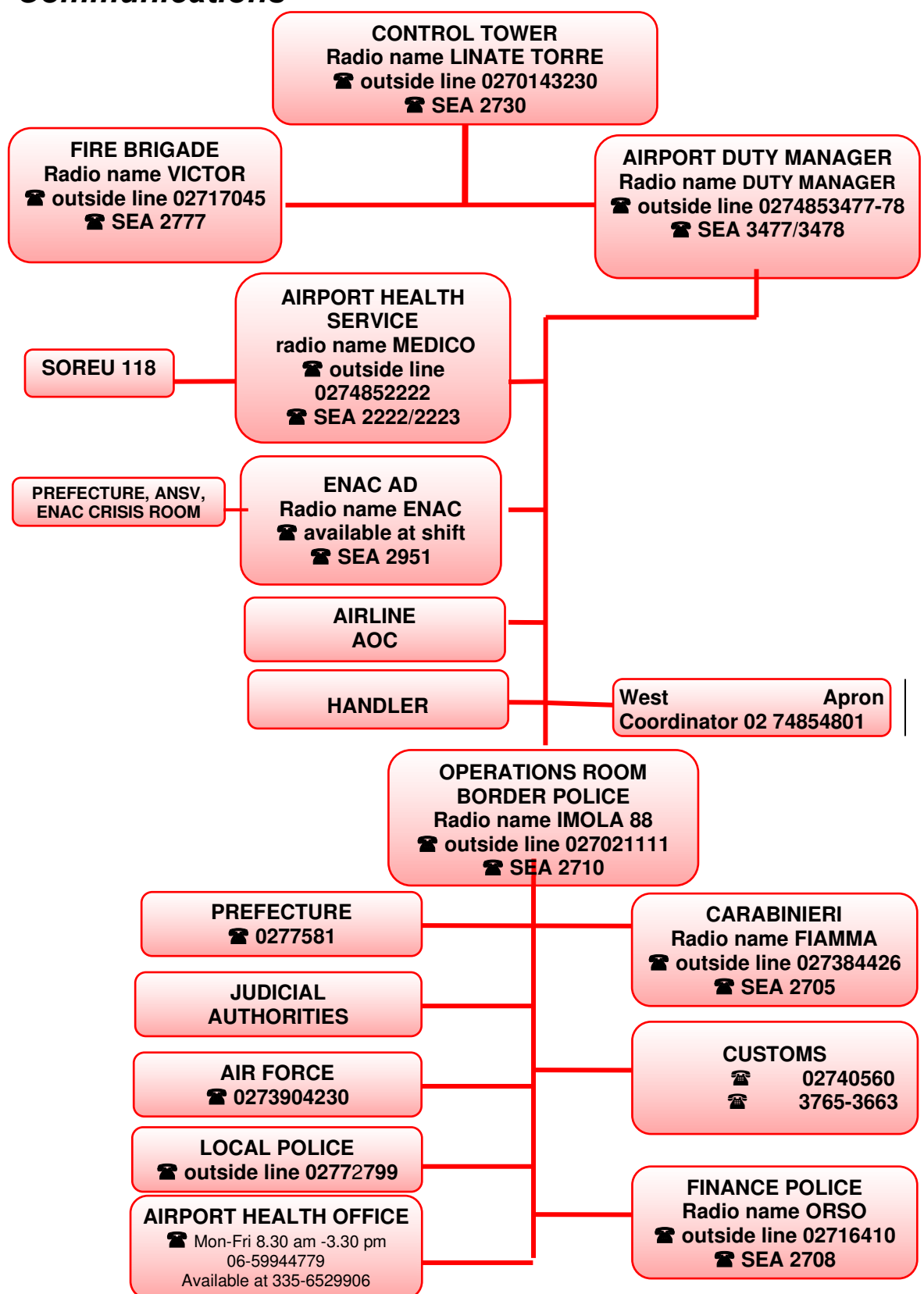
AIRPORT AGENCIES acquire notification through the remote alert system	EXTERNAL	INTERNAL (SEA)
Control Tower	0270143230 0270124385	2730
Fire Brigade	02717045	2777
Airport Health Service	0274852222	2222 2223
Border Police	027021111	2710 2711
Airport Duty Manager	0274853477-78	3477 3478
SEA Security	0274852280	2280
West Apron Coordinator	0274854801	

AIRPORT AGENCIES <u>do not acquire notification through the remote alert system</u>	EXTERNAL	INTERNAL (SEA)
ENAC Airport Division	0274852951 (or representative in Linate)	2951
Carabinieri	027384426	2705
Finance Police	02716410	2708
Customs	02740560	3765 7491
Airport Health Office	027560760 0659944779	
Local Police	02772799	
Air Force	0273904230	
ENAV CA	0270143200	
ENAV ACC	0270143312	
ENAV ARO	0270143209	
ENAV Weather Station	0270143223	

MILAN LINATE AIRPORT ANNEX 1 - CHAP.19 MdA LIN	AIRCRAFT ACCIDENT PLAN	Attachment A2 USEFUL NUMBERS
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STATE AND LOCAL AGENCIES	
PREFECTURE OF MILAN	0277581
PUBLIC PROSECUTOR OF THE REPUBLIC	025436
PUBLIC PROSECUTOR OF MILAN	0254331
MILAN POLICE HQ	0262261
PROVINCIAL CARABINIERI HQ	0262761 (112)
PROVINCIAL FIRE BRIGADE HQ	0231901 (115)
1 ST AIR REGION COMMAND	0273901
MUNICIPALITY OF MILAN	020202
MUNICIPALITY OF PESCHIERA BORROMEO	02516901
MUNICIPALITY OF SEGRATE	02269021
MUNICIPALITY OF SAN DONATO	02527721

Attachment A3 – State of Accident Flow Chart Communications

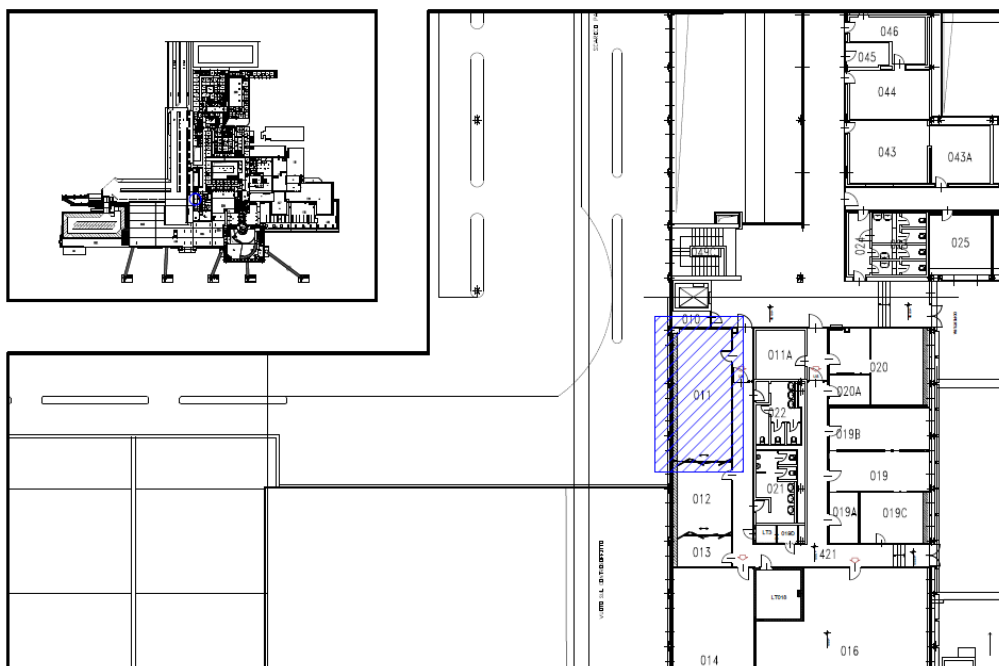


Attachment A4 – Minimum EOC equipment

- 7 digital telephones with speakerphone on the table, enabled for outside line calls available to the Authorities/Entities;
- 1 telephone for outside line calls;
- 2 desktop PCs with LCD monitor, connected to the Internet;
- 1 printer, with integrated copier, fax and scanner module;
- 1 fixed radio, TWR frequency;
- 2 wall-mounted 42" plasma screens, with TV tuner and speakers, connected with antenna cable for satellite reception. Two of these monitors are also connected to a PC for viewing images from cameras and internet functionalities;
- 1 clock with split view time (local and time zone useful for emergency situation);
- Airport grid maps Attachment 1;
- Copies of Emergency Plans;
- 1 Easymeeting video conference;
- Integrated emergency dashboard and GED system;
- 1 blackboard.

EOC MAP

EOC AIRPORT TERMINAL ROOM - 2ND FLOOR



MILAN LINATE AIRPORT ANNEX 1 - CHAP.19 MdA LIN	AIRCRAFT ACCIDENT PLAN	Attachment A5 Assigned call names
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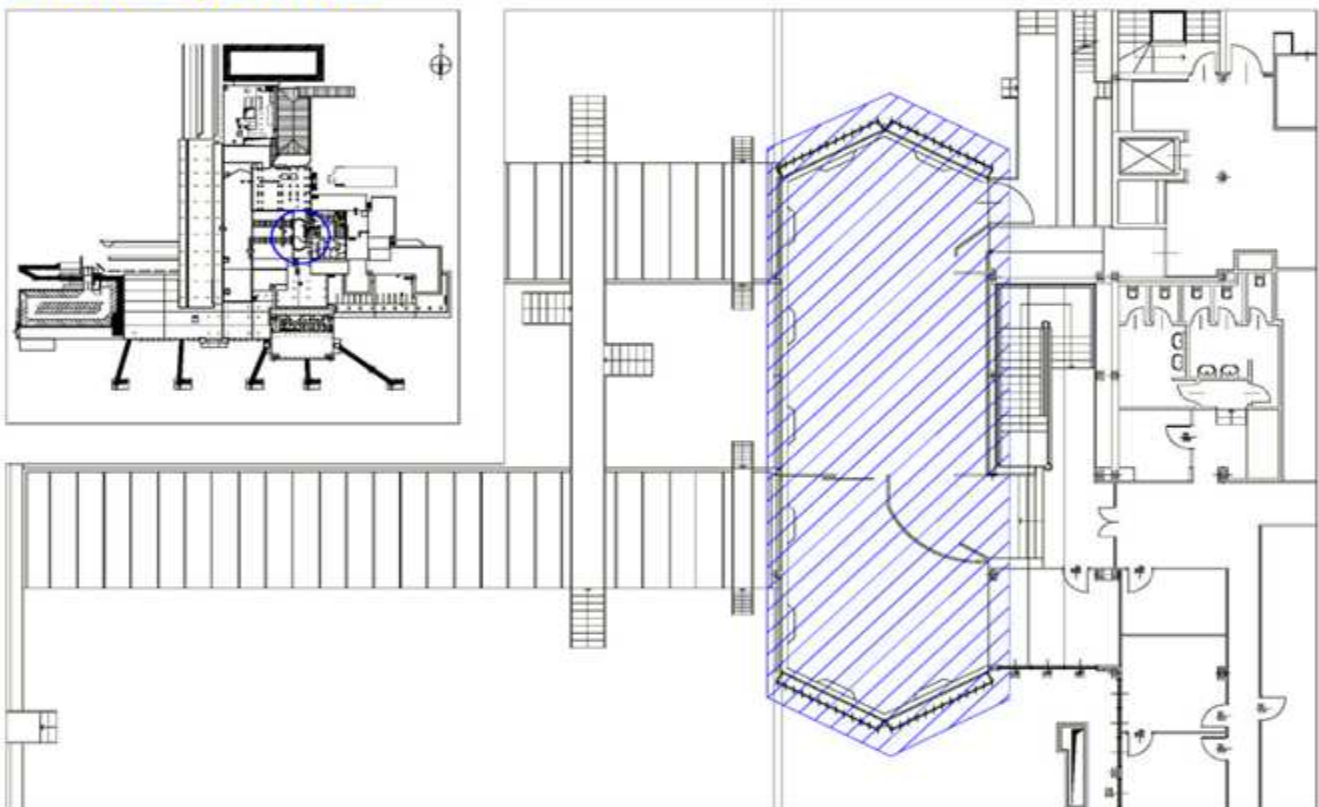
Attachment A5 – Assigned call names

AIRPORT AGENCY/OPERATOR		NAME
CONTROL TOWER		LINATE TORRE
ENAV		ENAV 1, 2 ...
FIRE BRIGADE	Airport Operations Room	VICTOR 10
	ROS	VICTOR 1
	Vehicles	VICTOR 2; 3; 4...
ENAC AD LINATE		ENAC
AIRPORT HEALTH SERVICE		MEDICO
AIRPORT OPERATOR	Airport Duty Manager SEA	DUTY MANAGER
	Security	MONZA
	A/C Service	FOLLOW – ME
	Infrastructure Service	INDIA
	Electrical System Services	SIERRA
BORDER POLICE		IMOLA 88
CARABINIERI		FIAMMA
FINANCE POLICE		ORSO
AIRLINES		their name
HANDLER		their name
EOC		COE

Attachment A6 – Reception, assistance and communication areas

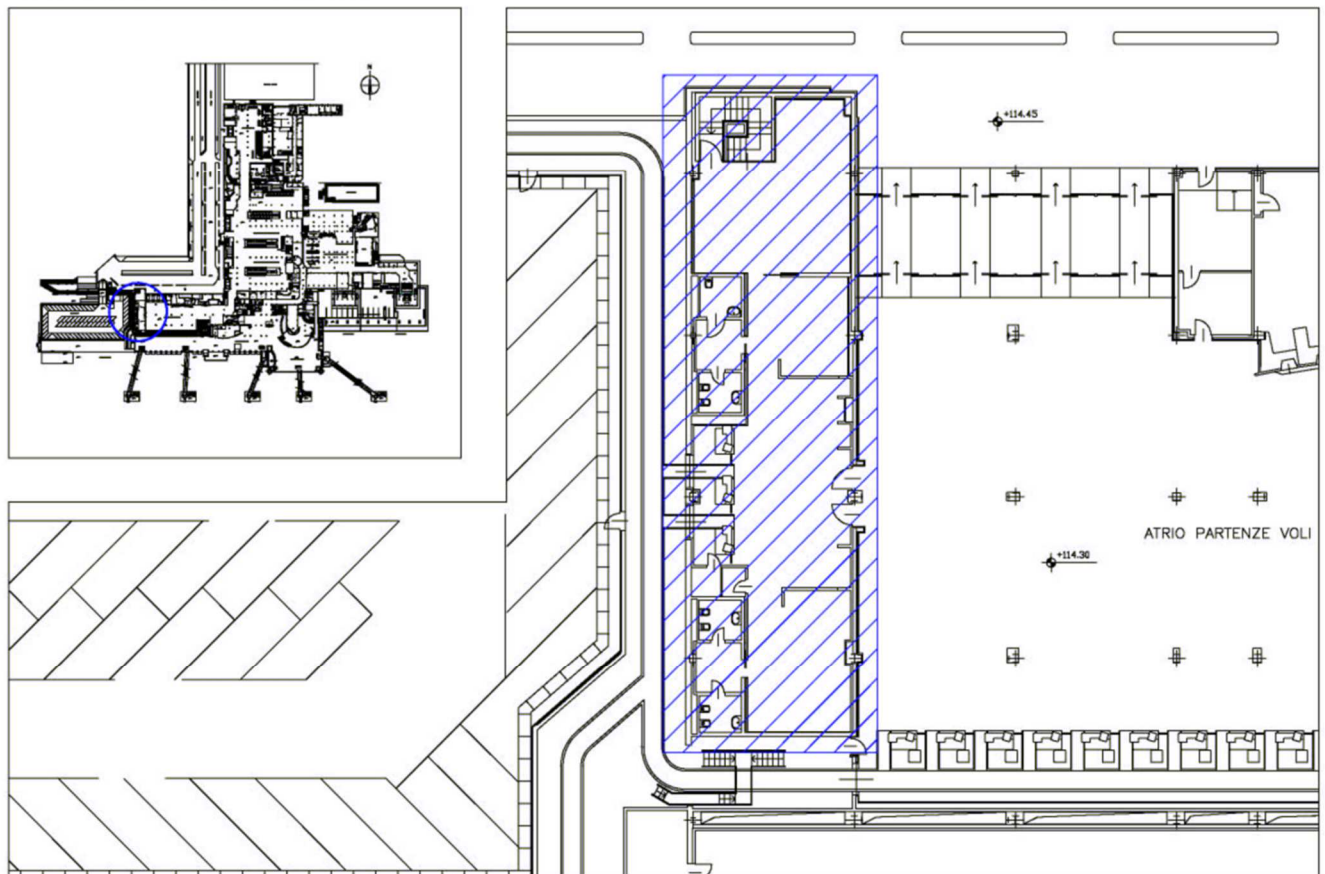
Airport terminal – 2nd floor – Linate Centre (Press Centre)

LINATE CENTRE

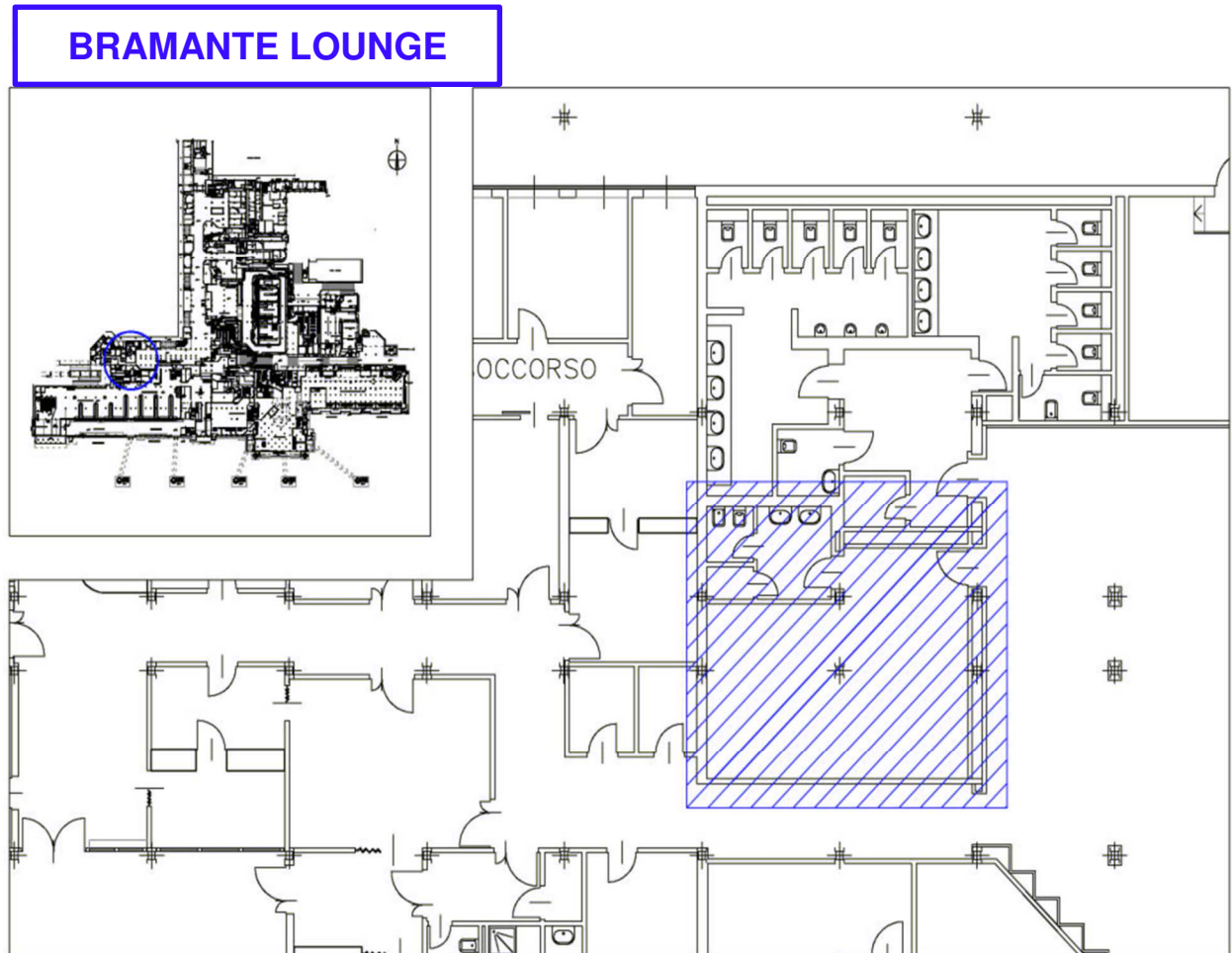


Airport terminal – 1st floor – Piranesi Lounge (Family members)

PIRANESI LOUNGE

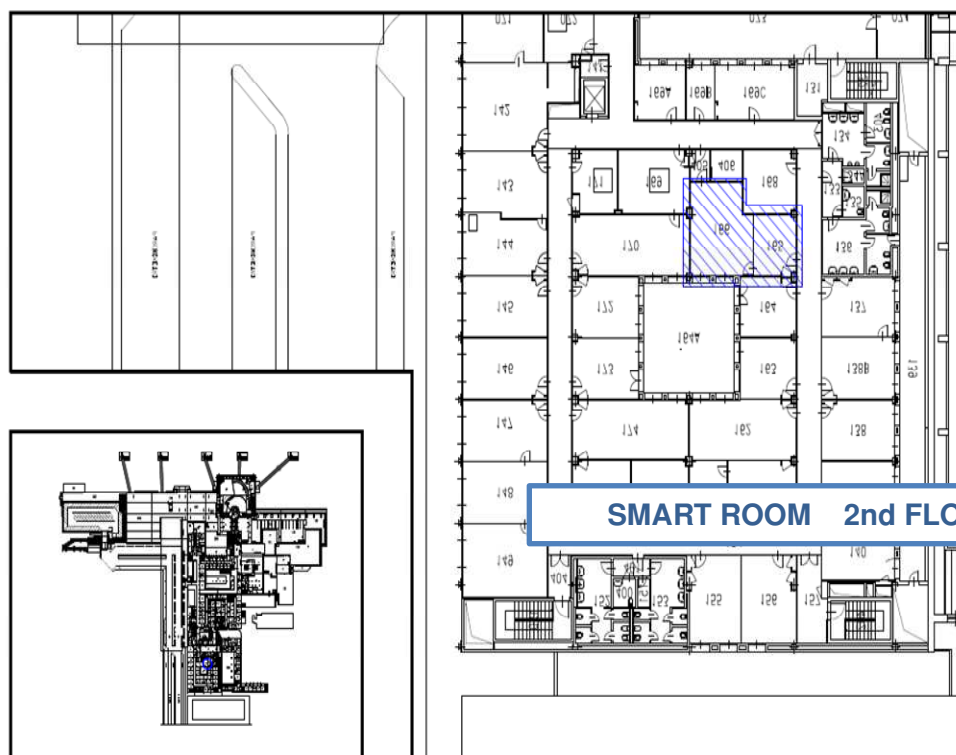
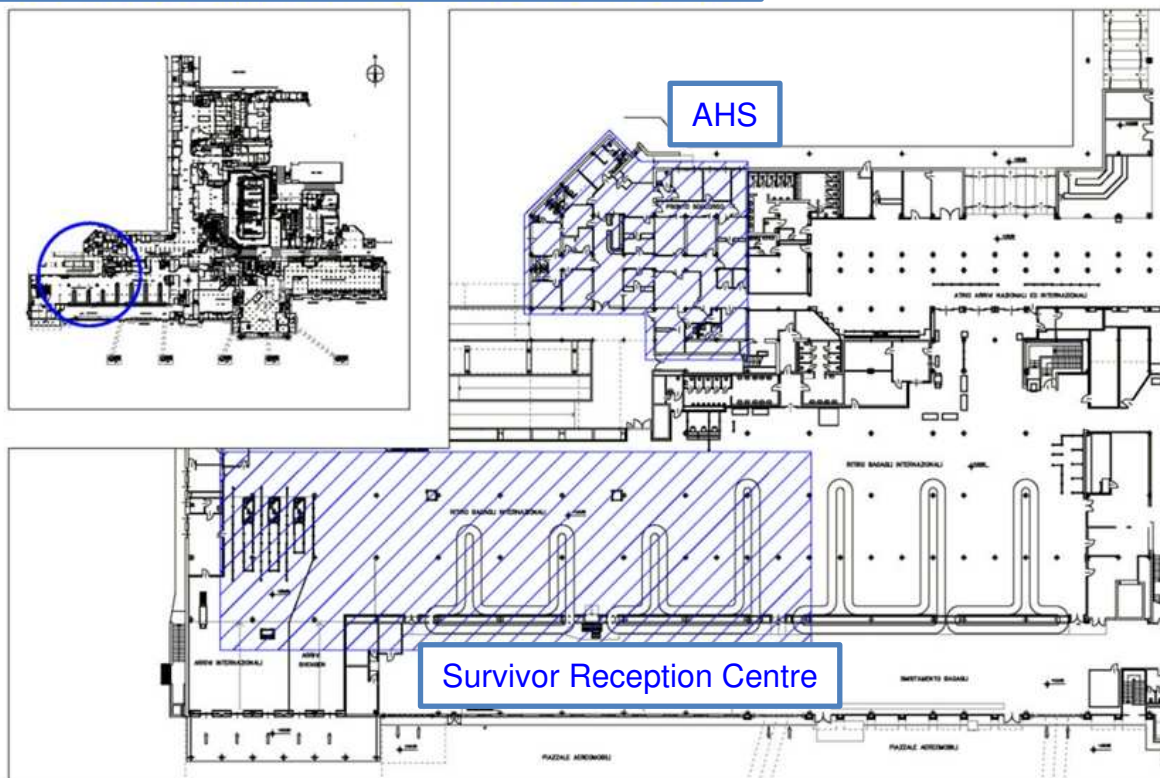


Airport terminal – ground floor – Bramante Lounge (Authorities)



Airport terminal – ground floor – Arrivals (Survivor Reception Centre)

AIRPORT HEALTH SERVICE



Airport
Terminal
– 2nd
floor –
Smart
Room
(Crew)

Attachment A7 – ROS and ACP



ACP EQUIPMENT**CA FORD RANGER VF 26627
VICTOR1 (V1)
Milan Linate Airport****Toolbox loading**

Upper compartments	No.
Flat-blade screwdrivers	5
Phillips screwdrivers	3
L-shaped Allen series	1
Hammer Gr. 200	1
Small chisel	1
Intermediate compartments	
Electrician's Scissor	1
Small sheet metal shear	1
Small iron saw	1
Cutter	1
Cutter	1
Pliers	1
Adjustable pliers	1
Pincers	1
Snap pliers	1
Lower compartment	
Mallet Kg. 1	1
Complete set of fork wrenches	1

Loading equipment

Right compartment	No.
Signal tape	1
Stake	1
Base per stake	1
Seat	1
Cones	4
Self-contained breathing apparatus 6 litres	2

MILAN LINATE AIRPORT ANNEX 1 - CHAP.19 MdA LIN	AIRCRAFT ACCIDENT PLAN	Attachment A7 - ROS and ACP
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Masks	2
First aid kit	1
CO2 extinguishers	1
Toolbox	1
Headlight column compressor	1
Power supply for batteries	1
Extension for motor generator	1

Rear compartment	No.
Motor-generator	1
Tank 5 litres	1

Left compartment	No.
Axe	1
Pry bar	1
Pinch bar	1
Powder extinguisher	1
Rear roof plastic sheet	1
Shear	1
Sledgehammer 5 kg	1
Isolated shear	1
Led cable reel	2
Large portable lamp	1
Medium portable lamp	2
Small portable lamp	2
Earthing point	1
Multi-purpose hydrant wrench	1

Additional systems	No.
PC for right compartment DEVS system	1
Tablet for DEVS system	1
Rooftop thermal imaging camera DEVS system	1
rooftop transponder	1
radio frequency Fire Brigade provincial command	1
airport radio frequency – Fire Brigade	1

MILAN LINATE AIRPORT ANNEX 1 - CHAP.19 MdA LIN	AIRCRAFT ACCIDENT PLAN	Attachment A8 Intangible supplies
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Attachment A8 – Airport Health Service – intangible supplies

	HEALTH CARE BACKPACK LIN No.2-Cart1	Linate
	EXTERNAL	
	Upper pocket	
	Oximeter	1
	Sphygmomanometer	1
	Adult bracelet	1
	Paediatric bracelet	1
	Phonendoscope	1
	Sterile gauze packs	5
	Sharp tools container	1
	Waste bag	1
	EXTERNAL	
	Lower pocket	
	Water Jel cm.10x10	1
	Water Jel cm.30.5x40.5	1
	Thoracocentesis kit	2
	INTERNAL	
Orange liquid bag	Ringer Lactate bag 500 ml	1
	Saline solution bag 500 ml	1
	Glucose 5% bag 100 ml	1
	Saline solution bag 100 ml	1
	Normal defluxors	3
	Microdrop defluxors	1
	Tap	1
Red intubation bag	Endotracheal tubes Ø 5 stenosis	1
	Endotracheal tubes Ø 6.5	1
	Endotracheal tubes Ø 7	1
	Endotracheal tubes Ø 7.5	1
	Corrugated tube	1
	Laryngoscope	1
	Long blade	1
	Medium blade	1
	Short blade	1
	Syringe 20 ml	1
	Spindle L	1
	Spindle M	1
	Magyll pliers adult	1
	Lubricating gel	1
Yellow red bag: material	Insulin syringes	2

MILAN LINATE AIRPORT ANNEX 1 - CHAP.19 MdA LIN	AIRCRAFT ACCIDENT PLAN	Attachment A8 Intangible supplies
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Syringes 2.5 ml	2
Syringes 5 ml	2
Syringes 10 ml	2
Syringes 20 ml	2
Cannula needles 22 G	2
Cannula needles 20 G	2
Cannula needles 18 G	2
Cannula needles 16 G	2
Cannula needles 14 G	2
Glucometer	1
Blood glucose sensors	5
Lancets	5
Tap	2
Disinfectant wipes	5
Tourniquet	2
Plaster 2.5 cm	1
Self retracting blindfold	1

Yellow red bag: medicines	Distilled water 10 cc	8 vials
	Actrapid	1 vial
	Adalat tablet sl 10 mg	1 bottle
	Adrenaline 1 mg/1 ml	5 vials
	Aminomal 240 mg	1 vial
	Anexate f 0.5 mg	1 vial
	Ansiolin gtt	1 bottle
	Atropine 0.5 mg	8 vials
	Bicarbonate 100 ml	1 bottle
	Buscopan 20 mg	1 vial
	Calcium Chloride 10 ml	2 vials
	Cardioaspirin 100 mg tablet	1 blister
	Carvasin 5 mg	1 blister
	Catapresan f 150 mcg	1 vials
	Cordarone f 150 mg (amiodar)	3 vials
	Diprivan 10 mg/20 ml (propofol)	1 bottle
	Effortil f 10 mg	2 vials
	Effortil gtt	1 bottle
	Eparina Calcica 5000 IU	1 bottle
	Esmeron 100 mg/norcuron)	1 bottle
	Farganesse 50 mg	1 vial
	Farmotal 500 mg (pentothal)	2 bottles
	Saline solution 10 cc	8 vials
	Flebocortid 1 g	1 bottle
	Flectadol 500 mg	1 bottle
	Glucose 33%	3 vials
	Inderal 5 mg	1 vial
	Ipnovel f 15 mg (midazolam)	2 vials
	Ipnovel f 5 mg (midazolam)	1 vial
	Isoptin f 5 mg	2 vials
	Lasix 20 mg	5 vials
	Lixidol 30 mg	3 vials
	Magnesium Sulfate 10 ml	2 vials

MILAN LINATE AIRPORT ANNEX 1 - CHAP.19 MdA LIN	AIRCRAFT ACCIDENT PLAN	Attachment A8 Intangible supplies
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Narcotics	Midarine 100 mg	1 vial
	Narcan f 0.4 mg	2 vials
	Natispray 0.3 mg/dose	1 bottle
	Norcuron 10 mg	1 bottle
	Oxivent spray	1 bottle
	Pentothal 1 g	
	Perganit 50 mg/50 ml (nitroglycerin)	1 bottle
	Plasil 10 mg	1 vial
	Revivan f 200 mg (dopamine)	2 vials
	Seloken f 5 mg (tenormn)	1 vial
	Sintodian 10 ml/2.5 mg	1 bottle
	Solumedrol 1000 mg	2 bottle
	Tenormin f 5 mg	1 vial
	Urbason f 40 mg	1 bottle
	Valium 10 mg	3 vials
	Ventolin f 0.5 mg	1 vial
	Ventolin spray 0.1 mg/dose	1 bottle
	Xylocaine 2% 50 ml	1 bottle
	Zantac 50 mg (Ranidil 50 mg)	1 vial
	Fentanest 0.1 mg/2 ml	6 vials
	Morphine 10 mg/1 ml	3 vials
	Ketanest 50 mg/2 ml	3 vials

Blue bag: ventilation	Cannulas OF 3	1
	Cannulas OF 4	1
	Cannulas NF 6	1
	Cannulas NF 7	1
	Cannulas NF 8	1
	Yankauer Cannula	1
	O ₂ mask adults	1
	O ₂ mask for aerosol adults	1
	Adult self-expanding balloon with reservoir	1
	Masks no. 3	1
	Masks no. 4	1
	Peep valve 20 cm H ₂ O	1
	Antibacterial filter	1
Green bag: children	Endotracheal tubes Ø 2	1
	Endotracheal tubes Ø 2.5	1
	Endotracheal tubes Ø 3	1
	Endotracheal tubes Ø 3.5	1
	Endotracheal tubes Ø 4	1
	Endotracheal tubes Ø 4.5	1
	Endotracheal tubes Ø 5	1
	Endotracheal tubes Ø 5.5	1
	Laryngoscope handle	1
	Miller Blade 00	1
	Mc Intosh Blade 0	1
	Paediatric Blade 0	1
	Paediatric Blade 01	1
	Syringe 5 ml	1
	Lubricant	1

MILAN LINATE AIRPORT ANNEX 1 - CHAP.19 MdA LIN	AIRCRAFT ACCIDENT PLAN	Attachment A8 Intangible supplies
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	Paediatric spindle	1
	Paediatric self-expanding balloon with reservoir	1
	Masks no. 1	1
	Masks no. 2	1
	Cannulas OF 00	1
	Cannulas OF 0	1
	Cannulas OF 1	1
	Corrugated tube	1
	Antibacterial filter	1
	Paediatric O ₂ mask	1
	Paediatric O ₂ aerosol mask	1
	Paediatric Quick Combo	1
	Cannula needles 24 G	1
	Birth Clamp	1
	Measuring tape for children	1
	Children table for drugs/medical devices	1
Upper front pocket	Non-sterile spy	2
	Spy fittings	2
	SNG	1
	Dosing syringe	1
	Collection bag	2
Lower front pocket	Sterile gloves 6	1
	Sterile gloves 6.5	1
	Sterile gloves 7	1
	Sterile gloves 7.5	1
	Sterile gloves 8	1

	RIGHT SIDE	
Top transparent pocket	Squeezer	1
	Para band	1
Lower transparent pocket	Minitrack	1
	Disposable scalpel	2
	Sterile TNT sheet	1
	INTERNAL	
Upper pocket	Thermal sheets	3
	Tourniquet	1
	Amputated parts bags	2
	Triage cards	
	Robin scissors	1
Lower pocket	Quick infusion set	1
	Quick infusion set from peripheral	1
	CVC 14 G	2
	LEFT SIDE	
Long black left pocket	Bronchoaspiration probes 8	2
	Bronchoaspiration probes 12	2
	Bronchoaspiration probes 14	2
Long black right pocket	Heimlich Valve	2
Bilaterally	Adult multi-size cervical collar size L and M	1+1

MILAN LINATE AIRPORT ANNEX 1 - CHAP.19 MdA LIN	AIRCRAFT ACCIDENT PLAN	Attachment A8 Intangible supplies
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Paediatric multi-size cervical collar	1
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LINATE AIRPORT CART No. 1

q.ty	material description
2	scoop stretchers model Ferno FW65 complete with straps
10	spine stretchers complete with straps
3	toboggan stretchers complete with straps and floats
5	oxygen cylinders
15	Doctor backpacks
1	Ferno Burn Kit
	2 trauma burn pack 147x213 expiry 11/22
	3 trauma burn pack 30x30 expiry 3/22
	3 trauma burn pack 50x76 expiry 4/22
	3 trauma burn pack mask expiry 4/22)
9	boxes of 2 x 5 litre saline solution bags expiry 7/20
4	bronchial aspirators
1	cart foot wrench
2	helicopter lifting straps
3	KED extrication devices
1	work lamp
1	white light lamp
1	yellow light lamps
1	red light lamps
1	green light lamps
10	belt bag for rescuers
2	megaphones
1	anti-shock pants
10	set 2 Fixo Splint splints
5	femur traction/immobilization system
3	pulmonary ventilators OXYLOG 3000 PLUS
4	ferno cases with 80 emergency blankets expiry 8/21

**LINATE AIRPORT
CART No. 2**

q.ty	material description
22	scoop stretchers model Ferno FW65 complete with straps
3	Iser 7 litre therapeutic oxygen cylinders with flowmeter
1	cart foot wrench
30	wool blankets
30	cushions
100	non-sterile disposable sheets
21	universal infusion bottle drip
100	sacks for corpses
1	box 50 disposable paper masks expiry 12/22
1	nitrile gloves size S expiry 1/21
1	nitrile gloves size M expiry 3/21
1	nitrile gloves size L expiry 3/21
24	set 3 collars mis. s-m-l Deer Flex
2	forearm stick bandages
4	arm stick bandages
5	fixo Splint arm stick bandages
3	leg stick bandages adult
2	leg stick bandages children
5	leg stick bandages Fixo Splint
1	collar stick bandage
4	packs of 6 pcs trauma burn mask expiry 12/20
5	trauma burn pack cm 147x213 expiry 11/22
4	packs of 6 pcs trauma burn towel cm. 31.5x31.5 expiry 9/21
4	packs of 6 pcs trauma burn towel cm.51x76 expiry 1/21
4	boxes of 2 x 5 litre saline solution bags expiry 7/20

MILAN LINATE AIRPORT ANNEX 1 - CHAP.19 MdA LIN	AIRCRAFT ACCIDENT PLAN	Attachment A8 Intangible supplies
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LINATE AIRPORT CART No. 3

q.ty	material description
30	military type folding stretchers complete with straps
5	Iser 7 litre therapeutic oxygen cylinders with flowmeter
1	cart foot wrench
30	wool blankets
30	cushions
30	coquille type vacuum mattresses complete with pumps and mastic
18	universal infusion bottle drip
1	nitrile gloves size S expiry 1/21
1	nitrile gloves size M expiry 3/21
1	nitrile gloves size L expiry 3/21
10	trauma burn pack cm 147x213 expiry 11/22
3	boxes with 2 x 5 litre saline solution bags expiry 7/20
1	box 50 disposable paper masks expiry 12/22

LINATE AIRPORT CART No. 4

q.ty	material description
24	scoop stretchers model Ferno FW65 complete with straps
3	toboggan stretchers complete with straps and floats
5	iser lt. 7 complete therapeutic oxygen cylinders
1	cart foot wrench
2	collars
30	wool blankets
30	cushions
8	6 pcs pack of trauma burn towel 30x30
1	work lamp
100	non-sterile disposable sheets
44	universal infusion bottle drip
100	sacks for corpses
1	box 50 disposable paper masks expiry 12/22
1	nitrile gloves size S expiry 1/21
1	nitrile gloves size M expiry 3/21
1	nitrile gloves size L expiry 3/21
24	set 3 collars mis. s-m-l Deer Flex
3	helicopter lifting straps set
5	fixo Splin arm stick bandages
5	leg stick bandages Fixo Splin
2	forearm stick bandages
2	leg stick bandages
2	leg stick bandages children
5	trauma burn pack cm 147x213 expiry 11/22
6	boxes of 2 x 5 litre saline solution bags expiry 7/20

**LINATE AIRPORT
CART No. 5**

q.ty	material description
10	scoop stretchers model Ferno FW65 complete with straps
30	stackable field stretchers complete with straps
2	toboggan stretchers complete with straps and floats
5	7-litre oxygen therapy cylinders Iser
1	cart foot wrench
30	wool blankets
30	cushions
100	paper sheets
5	pressure gauges for therapeutic oxygen cylinders
2	helicopter lifting straps set
16	boxes of 2 x 5 litre saline solution bags expiry 7/20
2	ferno cases with 80 emergency blankets expiry 8/21
5	trauma burn pack cm 147x213 expiry 11/22
8	6 pcs pack of trauma burn towel 12x12
1	nitrile gloves size S expiry 1/21
1	nitrile gloves size M expiry 3/21
1	nitrile gloves size L expiry 3/21
1	box 50 disposable paper masks expiry 12/22

MILAN LINATE AIRPORT ANNEX 1 - CHAP.19 Mda LIN	AIRCRAFT ACCIDENT PLAN	APPENDIX 1 PRE EOC COMMUNICATION FLOW
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Attachment A9

Positioning layout of Firefighters vehicles

The charts describe the standard positioning of the Firefighters vehicles, according to the information sharing among the stakeholders involved already detailed in the Plan (Group A, B).

The charts report a preferential layout of the Firefighters vehicles depending on the state of the event (Alert, Emergency and Accident) and based on different areas (runway and apron), with good and low visibility, with the aim of providing a reference also meant for guaranteeing a better situational awareness.

	Aircraft En route / Landing / on the Runway	
	Good Visibility	LVP Activated
Alert	Firefighters: - Deploy their personnel and vehicles on the apron in front of the fire station. - DO NOT enter the manoeuvring area (TWY T)	Firefighters: - Deploy their personnel and vehicles on the apron in front of the fire station. - DO NOT enter the manoeuvring area (TWY T)
Emergency	Firefighters: - Deployment of their vehicles: - RWY 36 in use: RHP T1 (Victor 4, point 1), TWY J (Victor 3 e 9, point 3), TWY G (Victor 1-ROS and 2, point 4) - RWY 18 in use: RHP T1 (Victor 1-ROS and 2, point 1), TWY J (Victor 3 and 9, point 3), TWY G (Victor 4, point 4) - Once the disabled aircraft has landed: - Upon TWR request, they enter the RWY and follow the aircraft.	Firefighters: - Deployment of their vehicles: - RWY 36 in use: RHP T2 (Victor 4, point 2), TWY J (Victor 3 e 9, point 3), TWY G (Victor 1-ROS and 2, point 5) - RWY 18 in use: RHP T2 (Victor 1-ROS and 2, point 2), TWY J (Victor 3 and 9, point 3), TWY G (Victor 4, point 5) - Once the disabled aircraft has landed: - Upon TWR request, they enter the RWY and follow the aircraft.
Accident	Firefighters: - If already deployed on TWYs - They enter the RWY without waiting for TWR authorization - If not deployed yet: - They ask TWR for an authorization to enter the manoeuvring area. - They agree with TWR the best route to follow (all Victor in a row)	Firefighters: - If already deployed on TWYs - They inform TWR they are entering the RWY without waiting for TWR authorization. - If not deployed yet: - They ask TWR for an authorization to enter the manoeuvring area. - They agree with TWR the best route to follow (all Victor in a row) - They inform TWR they are entering the RWY

	Potential dangerous situation on the apron	
	Good Visibility	LVP Activated
Alert	Firefighters: - Deploy their personnel and vehicles on the apron in front of the fire station or, upon TWR request, they send a suitable vehicle in a specific location - If authorized by TWR, they enter the manoeuvring area	Firefighters: - Deploy their personnel and vehicles on the apron in front of the fire station or, upon TWR request, they send a suitable vehicle in a specific location - They pay attention to the LV conditions - If authorized by TWR, they enter the manoeuvring area
Emergency	Firefighters: - They wait for indications from TWR (agreed path) - If authorized by TWR, they enter the manoeuvring area - They approach the aircraft which declared emergency	Firefighters: - They wait for indications from TWR (agreed path) - If authorized by TWR, they enter the manoeuvring area - They pay attention to the LV conditions - They approach the aircraft which declared emergency
Accident	Firefighters: - They wait for indications from TWR (agreed shortest path) - If authorized by TWR, they enter the manoeuvring area - They reach the crash area	Firefighters: - They wait for indications from TWR (agreed shortest path) - If authorized by TWR, they enter the manoeuvring area - They pay attention to the LV conditions - They reach the crash area

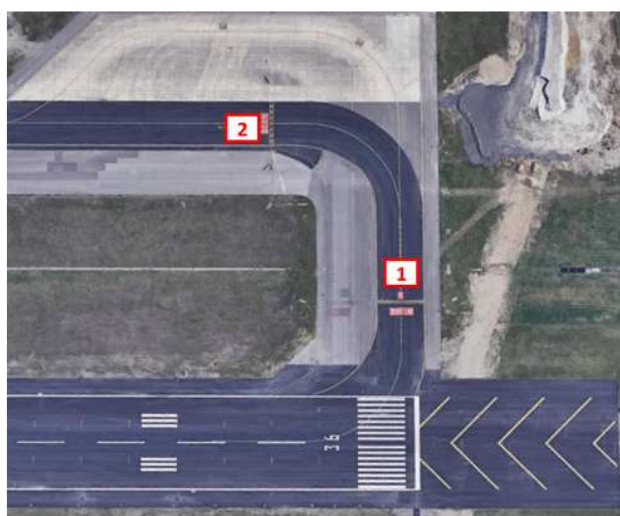
Positions detail:



TWY G

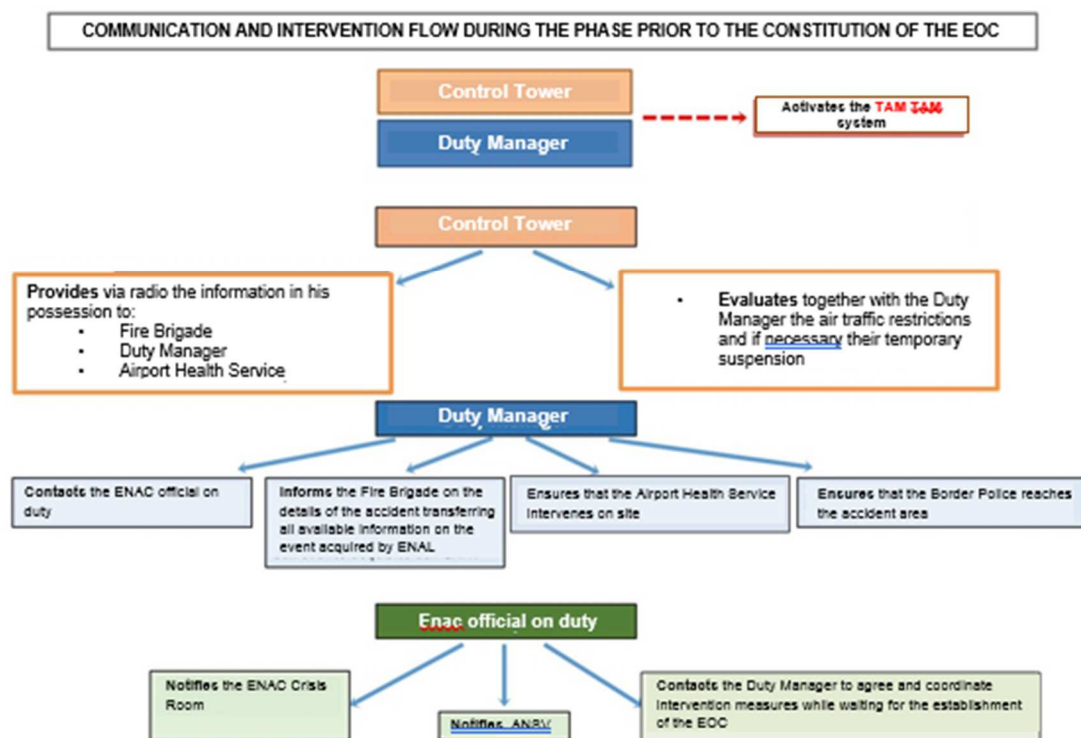


TWY J/T



TWY T

APPENDIX 1 – COMMUNICATION AND INTERVENTION FLOW DURING THE PHASE PRIOR TO THE CONSTITUTION OF THE EOC



MILAN LINATE AIRPORT ANNEX 1 - CHAP.19 Mda LIN	AIRCRAFT ACCIDENT PLAN	APPENDIX 2 STATE OF ALERT: MAIN ACTIONS
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APPENDIX 2 – STATE OF ALERT: MAIN ACTIONS

STATE OF ALERT ACTIVATION

CONTROL TOWER	Activates the state of Alarm via the Tam Tam	Provides the Fire Brigade with Group A information via radio
FIRE BRIGADE	At the Captain's request, if required, they will send a vehicle for visual assistance	They acquire group A information from TWR and group B information from the Airport Duty Manager via radio
AIRPORT DUTY MANAGER	He contacts the concerned carrier or the COP at the West Apron to collect Group B information and transmit it by radio to Fire Brigade, TWR, Airport Health Service, Border Police Operations Centre	Informs by phone the Enac AD contact person

STATE OF ALERT CLOSING

CONTROL TOWER	After hearing the Captain, the ROS and the Airport Duty Manager it notifies through Tam Tam the end of the State of Alert
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MILAN LINATE AIRPORT ANNEX 1 - CHAP.19 MdA LIN	AIRCRAFT ACCIDENT PLAN	APPENDIX 3 STATE OF EMERGENCY: MAIN ACTIONS
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APPENDIX 3 – STATE OF EMERGENCY: MAIN ACTIONS

STATE: EMERGENCY

CONTROL TOWER	Activates the State of Emergency via the Tam Tam	Provides the Fire Brigade with Group A information via radio
FIRE BRIGADE	They deploys vehicles and personnel in the movement areas functional to emergency management	They acquire group A information from TWR and group B information from the Airport Duty Manager via radio
AIRPORT DUTY MANAGER	He contacts the concerned carrier or the COP at the West Apron to collect Group B information and transmit it by radio to Fire Brigade, TWR, Airport Health Service, Border Police Operations Centre	They inform by phone the Enac AD, the Operations Manager and Sea Public Affairs and External Communication
ENAC AD	Informs ANSV and Enac Crisis Room	
AIRPORT HEALTH SERVICE	Deploys its vehicles at the Rendezvous Point and listens on the radio	Soreu 118 Alert
BORDER POLICE	Notifies the event to the Airport Health Office and in relation to the specific case to the Entities it deems appropriate among Police HQ, Prefecture, Ministry, Customs, Local Police, Judicial Authority, Air Force	

STATE OF EMERGENCY CLOSING

CONTROL TOWER	After hearing the Captain, the ROS and the Airport Duty Manager it notifies through Tam Tam the end of the State of Emergency
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MILAN LINATE AIRPORT ANNEX 1 - CHAP.19 Mda LIN	AIRCRAFT ACCIDENT PLAN	APPENDIX 4 STATE OF ACCIDENT: MAIN ACTIONS
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APPENDIX 4 – STATE OF ACCIDENT: MAIN ACTIONS

STATE: ACCIDENT

CONTROL TOWER	Activates the State of Accident via the Tam Tam	Provides the Fire Brigade with Group A information via radio
FIRE BRIGADE	Intervenes going to the scene of the accident according to the grid map coordinates provided by TWR	They acquire group A information from TWR and group B information from the Airport Duty Manager via radio The ROS takes over the technical direction of the rescue services (TRD), establishes the ACP, declares the area safe and provides information on the state of the rescue services
AIRPORT DUTY MANAGER	Contacts the carrier concerned or the COP at the West Apron to collect Group B information Suspends boarding and refuelling operations with passengers on board	Informs by telephone the Enac contact person, the Operations Manager, External Sea Public Affairs and External Communication, the reference handlers Agrees with TWR on the route of the rescue vehicles and activates the EOC Reports to the crash site to ensure, following the declaration of a safe area by the fire brigade, the information sharing between the Advanced Command Post and the Emergency Operation Centre for the activities of competence
ENAC AD	Informs Prefecture, ANSV and Enac Crisis Room	Issues the necessary aeronautical measures
AIRPORT HEALTH SERVICE	Starts moving towards the ACP while listening to the radio	Soreu 118 Alert
SOREU 118	Sends its vehicles to gate 5bis and reach the Rendezvous Point awaiting instructions	After the AMP has been deployed, the SSUEm manager takes the role of EMSD and informs the EOC of the outcome of the triage
BORDER POLICE	Notifies the event to the Airport Health Office and in relation to the specific case to the Entities it deems appropriate among Police HQ, Prefecture, Ministry, Customs, Local Police, Judicial Authority, Air Force	Ensures with the help of the other Police Forces the surveillance of the Rendezvous Points, the rescue and assistance areas and the route of the rescue vehicles
CARABINIERI	They collaborate with the Border Police to ensure the surveillance of the Rendezvous Points, the rescue and assistance areas and the route of rescue vehicles	
FINANCE POLICE	Collaborates with the Border Police to ensure the surveillance of the Rendezvous Points, the rescue and assistance areas and the route of rescue vehicles	

MILAN LINATE AIRPORT ANNEX 1 - CHAP.19 MdA LIN	AIRCRAFT ACCIDENT PLAN	APPENDIX 4 STATE OF ACCIDENT: MAIN ACTIONS
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CUSTOMS	Assists the Police Forces in the evacuation of the Arrivals Hall used as a reception area for unharmed passengers and crews	
AIRPORT HEALTH OFFICE	In the presence of deceased persons they activate their internal procedures	

STATE OF ACCIDENT CLOSING

CONTROL TOWER	At the end of rescue operations on the instructions of the EOC it notifies the end of the State of Accident and restores normal air traffic on the airport, notifying the Entities under its responsibility.
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