

APPENDIX 7B

Airport Evacuation Checklist



Standard Operating Guideline

Airport Evacuation

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Airport Evacuation Checklist

<p>TRIGGERS (If any one of these triggers are met, start checklist)</p>	<p>Reasons For Evacuation <i>The Jeppesen Terminal, Westin Hotel and Train Platform, Concourses and AOB may be evacuated for any of the following:</i></p> <ul style="list-style-type: none"> <input type="checkbox"/> Complete Power Outage <input type="checkbox"/> Bomb Threat <input type="checkbox"/> Events that affect life safety or airport property as determined by the Incident Commander (IC) <input type="checkbox"/> Hazardous Materials involving a biological, chemical or radiological accident <input type="checkbox"/> Damage to buildings, structures or malfunctioning equipment that may put occupants at risk <input type="checkbox"/> Fire or other incidents that may put occupants at risk
<p>START!</p>	<p>1. Establish Command</p> <ul style="list-style-type: none"> <input type="checkbox"/> Identify who is the on-scene Incident Commander (IC) <input type="checkbox"/> Request Mobile Command Post (CP) at specific location or designate Command Post meeting location (inside facility) <input type="checkbox"/> Establish response route and staging area
	<p>2. Activate the Emergency Operations Center (EOC) as appropriate</p>
	<p>3. Notifications</p> <ul style="list-style-type: none"> <input type="checkbox"/> Send ENS notifications <input type="checkbox"/> Senior Manager on Call (SMOC) <input type="checkbox"/> Airport Security Coordinator (ASC) <input type="checkbox"/> Public Information Officer (PIO) <input type="checkbox"/> Notify Office of Emergency Management (OEM); if necessary <input type="checkbox"/> Send ENS updates as needed
<p>Scope of Evacuation</p>	<p><i>Use resources to determine the areas to be evacuated. Ensure that all affected areas of the Airport are evacuated. <u>See Attachment B For Evacuation Consideration</u></i></p> <ul style="list-style-type: none"> <input type="checkbox"/> Determine if any areas of the airport need to be closed (include non-movement areas in anticipation of the APTS activation) <input type="checkbox"/> Assess if an evacuation of the Communications Center or Ramp Tower is required <input type="checkbox"/> Determine if CBP and FIS facilities must be evacuated and if needed, notify On-Duty or On-Call CBP Supervisor <input type="checkbox"/> Determine if the tunnels need to be closed and evacuated (refer to the Baggage Tunnel Closure SOG) <input type="checkbox"/> A-Bridge and other considerations (<u>Refer to Attachment A for A-Bridge Evacuation</u>)
<p>EVACUATION Location</p>	<p>IF EVACUATION IS IN THE PUBLIC AREA/TERMINAL CONTINUE WITH STEP 4 IF EVACUATION IS THE STERILE AREA/CONCOURSES GO TO STEP 11 IF EVACUATION IS IN THE HOTEL, PLAZA OR TRAIN PLATFORM GO TO ATTACHMENT C (pg. 14)</p>



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PUBLIC AREA

- 4. Evacuation of AOB, Terminal, or other Public Areas**
IF THERE IS A NEED TO ABANDON THE COMM CENTER (CC), MCC OR AIRPORT EOC, DO SO IMMEDIATELY! MAKE NOTIFICATIONS VIA ALTERNATE METHODS.
- Respond to back-up EOC or CP if necessary.
 - Collaborate with DPD and DFD to determine safest and most efficient method of evacuation and determine location of egress points if normal exit points are not available because of damage or other problems.
 - Close affected areas of the public area/airport as necessary.
 - Dispatch Contract Security personnel to maintain security as required and when deemed safe.
 - Evaluate damage, injuries and determine impact to the facility and airport
 - Direct CC to make complete appropriate notifications and Public Address Announcements as conditions change
 - For communication failures, refer to Radio System Failure SOG
 - Activate IMAT; if necessary
 - Notify Office of Emergency Management (OEM); if necessary notify OEM Duty Officer as appropriate

5. Determine if there is a need to limit access to the airport:
Refer to the Landside Roadway Closure SOG – consider routing of busses and GT traffic.

6. Designate Triage area if necessary with Medic and DFD if the incident will cause casualties.

7. Determine if TSA Screening Checkpoints have been affected/closed:
****If Bridge Screening affected – refer to Attachment A****

Screening Stopped/Closed:	Screening Resumed/Open:
<input type="checkbox"/> Bridge Screening stopped at _____	<input type="checkbox"/> Bridge Screening at _____
<input type="checkbox"/> North Screening stopped at _____	<input type="checkbox"/> North Screening at _____
<input type="checkbox"/> South Screening stopped at _____	<input type="checkbox"/> South Screening at _____

8. Determine if DEN APTS Train is affected:

- Stop trains, or change mode if necessary
- Implement APTS SOG if necessary

9. The Evacuation Order is lifted with the concurrence from: DPD, DFD, & ASC (will work with TSA to determine when screening can/will begin).

10. IC Secures Incident

- Prior to securing incident ensure demobilization/recovery process is complete
- If roadways, radio communications or other areas affected, return to normal operations/function.
- Send ENS Secure Notifications
- Conduct Hot Wash/Red Folder Paperwork



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<p>STERILE AREA/CONCOURSES</p>	<p>11. Evacuation of Sterile Area (A, B, C Concourses)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Close affected areas of the public area/airport as necessary. <input type="checkbox"/> Issue NOTAMs if necessary to close areas of the airfield affected by the incident. Include non-movement areas in anticipation of APTS activation. <input type="checkbox"/> Collaborate with DPD and DFD to determine safest and most efficient method of evacuation and determine location of egress points <input type="checkbox"/> Activate the Incident Management Assistance Team (IMAT) <input type="checkbox"/> Dispatch Contract Security personnel to maintain security as required and when deemed safe. <input type="checkbox"/> Evaluate damage, injuries and determine impact to the facility and airport <input type="checkbox"/> Direct CC to make complete appropriate notifications and Public Address Announcements as conditions change <input type="checkbox"/> For communication failures, refer to Radio System Failure SOG 				
	<p>12. Determine if aircraft in process of loading may continue and depart – or – stop and evacuate. Initiate a briefing phone to inform airlines and other City divisions</p>				
	<p>13 Determine if TSA Screening should be stopped or is affected: **If A-Bridge Screening is affected – refer to Attachment A**</p> <table border="1" data-bbox="548 919 1572 1129"> <thead> <tr> <th data-bbox="548 919 1084 961">Screening Stopped/Closed:</th> <th data-bbox="1084 919 1572 961">Screening Resumed/Open:</th> </tr> </thead> <tbody> <tr> <td data-bbox="548 961 1084 1129"> <ul style="list-style-type: none"> <input type="checkbox"/> Bridge Screening stopped at _____ <input type="checkbox"/> North Screening at _____ <input type="checkbox"/> South Screening at _____ </td> <td data-bbox="1084 961 1572 1129"> <ul style="list-style-type: none"> <input type="checkbox"/> Bridge Screening at _____ <input type="checkbox"/> North Screening at _____ <input type="checkbox"/> South Screening at _____ </td> </tr> </tbody> </table>	Screening Stopped/Closed:	Screening Resumed/Open:	<ul style="list-style-type: none"> <input type="checkbox"/> Bridge Screening stopped at _____ <input type="checkbox"/> North Screening at _____ <input type="checkbox"/> South Screening at _____ 	<ul style="list-style-type: none"> <input type="checkbox"/> Bridge Screening at _____ <input type="checkbox"/> North Screening at _____ <input type="checkbox"/> South Screening at _____
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	<p>14. Determine if DIA APTS Train is affected:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Stop trains, or change mode; if necessary <p>OR</p> <ul style="list-style-type: none"> <input type="checkbox"/> Determine if trains will continue to operate to assist with Evacuation. Choose a method of evacuation: <ol style="list-style-type: none"> 1. The Automated Guideway Transit System (AGTS) 2. The Alternate Passenger Transportation System (APTS) 3. Some combination of both. (Consider individuals with Special Needs) <input type="checkbox"/> If those methods are unavailable: Evacuate all individuals to the baggage tunnel and walk to the Jeppesen Terminal 				
	<p>15. Determine if the Ramp Tower/B Tower or the FAA ATCT need to be evacuated. If so, implement alternate methods of ramp control and/or ATC Zero procedures if necessary.</p>				
	<p>16. Designate Triage area if necessary with Medic and DFD if the incident will cause casualties.</p>				
	<p>17. Determine if there is a need to limit access to the airport: <i>Refer to the Landside Roadway Closure SOG – consider routing of busses and GT traffic.</i></p>				
	<p>18. The Evacuation Order is lifted with the concurrence from: IC, DPD/DFD, & TSA</p>				



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	<p>19. Determine Recovery Operations</p> <ul style="list-style-type: none"> <input type="checkbox"/> Confirm no injured/additional injured parties <input type="checkbox"/> Inspect for possible damage and structural integrity <input type="checkbox"/> Determine if BadgEze and CAISS systems operable <input type="checkbox"/> Determine if any areas need to be re-sterilized – refer to <i>Relocation/Re-sterilization SOG</i> <input type="checkbox"/> Concessionaires inspect and reopen; if feasible <input type="checkbox"/> Confirm airlines are ready to be begin/continue operations <input type="checkbox"/> Confirm DFD index and capacity <input type="checkbox"/> Confirm airfield inspection complete; if necessary, open any closed areas, cancel NOTAMS, etc. 				
	<p>20. Determine if TSA Screening can resume and trains can begin operating at normal capacity. <u>**ONLY IC/EOC can give approval to restart TSA screening and train operations**</u></p> <ul style="list-style-type: none"> <input type="checkbox"/> Confirm with MCC that Bombardier is ready to resume train operations <input type="checkbox"/> Must confirm with TSA and ASC that ALL Regulatory requirements have been met and screening operations can resume <table border="1" data-bbox="503 934 1575 1134"> <thead> <tr> <th data-bbox="503 934 1036 976">Train Resumed operations:</th> <th data-bbox="1036 934 1575 976">Screening Resumed/Open:</th> </tr> </thead> <tbody> <tr> <td data-bbox="503 976 1036 1134"> <input type="checkbox"/> Trains resumed operations at _____ </td> <td data-bbox="1036 976 1575 1134"> <input type="checkbox"/> Bridge Screening at _____ <input type="checkbox"/> North Screening at _____ <input type="checkbox"/> South Screening at _____ </td> </tr> </tbody> </table>	Train Resumed operations:	Screening Resumed/Open:	<input type="checkbox"/> Trains resumed operations at _____	<input type="checkbox"/> Bridge Screening at _____ <input type="checkbox"/> North Screening at _____ <input type="checkbox"/> South Screening at _____
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<p>STOP!</p>	<p>21. IC secures Incident</p> <ul style="list-style-type: none"> <input type="checkbox"/> Prior to securing Incident, ensure demobilization/recovery process is complete <input type="checkbox"/> Ensure all personnel and assets are accounted for <input type="checkbox"/> Send ENS Secure Notifications <input type="checkbox"/> Conduct Hot wash / Red Folder Paperwork 				
<p>HOTEL, PLAZA AND TRAIN PLATFORM</p>	<p>22. Refer to Attachment C</p>				



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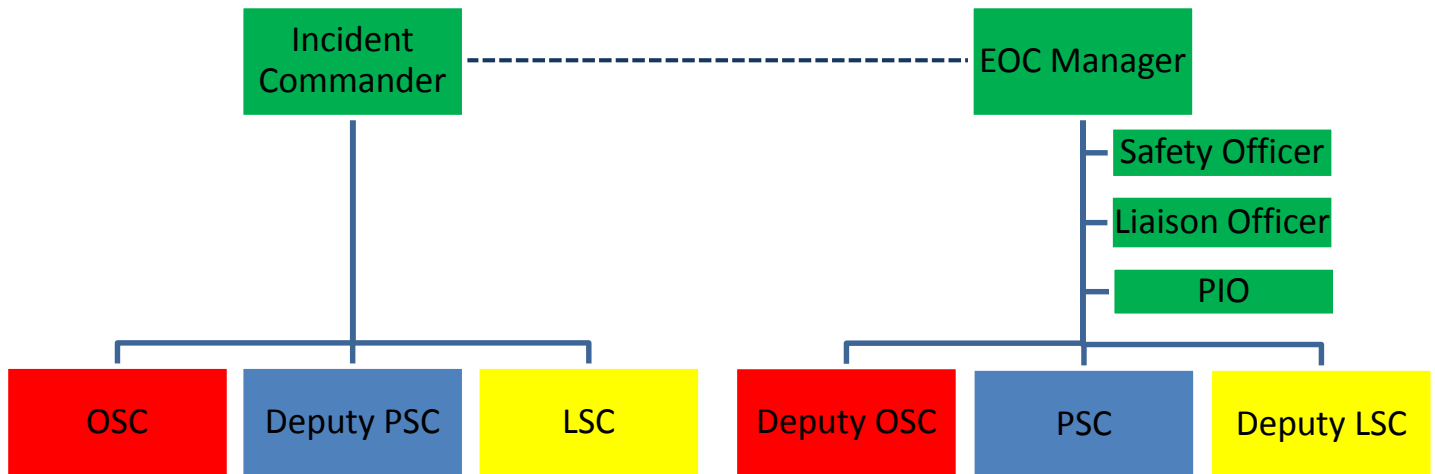
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Overview

This standard operating guideline outlines what actions are to be taken when the Manager of Aviation or their designees have elected to order the evacuation of Denver International Airport. An evacuation may be ordered for a variety of reasons involving the safety and security of passengers and employees at the airport.

Prompt and accurate dissemination of information to everyone is critical. In addition to the procedures below, all agencies (City, Airline, Tenant, etc.) should follow their own departmental guidelines for ensuring the safety of their personnel and the public.





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Roles and Responsibilities

Airport Operations

Airside Operations will assume on scene command as the Incident Commander (IC) and will use the call sign "Command". The IC will coordinate with all necessary agencies regarding this incident. If the Command Post (CP) is needed, the IC will determine the location and coordinate with Denver Fire, Denver Police and other agencies on scene.

When the EOC is activated and the CP is deployed the Airport Operations Manager (AOM) is the Incident Manager (IM) and will use the radio call sign "EOC". The EOC is the support function to the IC during the incident.

Ramp Tower

If evacuation is required, ramp control will operate from the Command Post, Airport Operations vehicle or some other comparably equipped vehicle. Ramp Tower personnel will return to their stations when it is safe to do so.

Communications Center (CC)

A representative/s will be available to assist as needed during an incident. The CC will inform the IC of all pertinent information and make all notifications, radio announcements, public announcements, and briefing phones. CC personnel will be a direct support to the IC/EOC during an incident. They will follow all required checklists and notification procedures.

Airport Infrastructure Management (AIM) - Maintenance Control Center (MCC)

The Maintenance Control Center (MCC) will respond to the EOC to provide logistical support during an incident. An AIM representative will respond to the CP to provide support at the scene. AIM will provide support requested by the IC per Annex Q. During evacuation, the MCC Supervisor will implement any/all aspects of APTS or AGTS plans as requested. They will assist as necessary with coordination of resources and make all AIM notifications.

Denver Police (DPD)

DPD will send a representative to the EOC to provide support for the incident. They will assist with evacuation and crowd control. They will also assist with all traffic control problems for passengers and employees attempting to exit the airport. Once Operations has made the decision to close the airport, officers will be deployed to prevent access to the facility.



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Paramedics

A paramedic will respond to the Airport EOC to coordinate response to the incident. A paramedic will respond to the scene to assist if requested. The first arriving medic to the scene will establish EMS Command and will initiate triage process as necessary.

Denver Fire Department (DFD)

DFD will respond to the scene and assist as needed. DFD will also send a representative to the EOC to provide support during the incident.

Terminal Operations & Incident Management Assistance Team (IMAT)

A representative will be available to assist as needed during an incident. Terminal Operations may assist TSA and DPD in evacuation of public areas and the A-Bridge security screening area. When the IC/EOC activates the Incident Management Assistance Team, IMAT 1 will respond to the EOC when requested. Terminal Operations may be responsible for directing IMAT personnel and/or operations.

Airport Security

An Airport Security Coordinator (ASC) or designee will make all regulatory notifications and respond to the EOC, or designated location, to provide support during an incident. The ASC will also assist with coordination and direction of Contract Security through the CAISS operator on duty.

Contract Security

A representative may respond to the EOC to assist as needed during an event. A contract security guard will respond to validate access to the EOC (as directed). Contract Security may assist DPD to restrict passenger access to the A-Bridge Walkway from the Jeppesen Terminal. Contract Security will also help with evacuation of passengers and provide escorts, if necessary, to emergency personnel responding from off airport.

Federal Aviation Administration (FAA)

A representative from the FAA will respond to the EOC if requested to provide support during an incident. If evacuation is required they may use Crash Net to provide information, if appropriate. The FAA will follow company procedures if ATC Zero is in effect.

Parking and Ground Transportation

A representative from GT/Parking will respond to the EOC if requested during an incident to provide support as needed. GT/Parking will report to Parking Permit Booth if IMAT is activated. They will Coordinate with Ground Transportation regarding any AVI, bus or roadway incidents, deploy agents to parking facilities (Public and Employee) to assist as needed. They will follow all necessary department procedure and make all necessary notifications. They will help assess flow of traffic at Parking Booths and determine operational plan if affected by the evacuation.



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Airlines

A representative of the airline/s company involved may respond to the EOC to provide support during an incident. An airline representative may be requested to the CP for additional support/coordination. The airline will be responsible for coordinating support for passengers and baggage moved to holding areas or evacuated during the incident. They will assist as necessary returning passengers and bagged to the proper areas once the incident has secured.

Media Relations

The Public Information Office (PIO) will coordinate any media requests/press releases and respond to the EOC to provide support as necessary.

Customer Service

Customer service may utilize voluntary on-duty Ambassadors for dissemination of information. A representative may respond to the EOC upon request to assist as needed. They may also provide the Information Booths and Ambassador volunteers with up-to-date information to be disseminated to the public and may make necessary announcements to public.

Office of Emergency Management (OEM)

The Office of Emergency Management (OEM) may activate City Emergency Operations Center if needed. OEM will provide liaison to the Mayor and senior City and County of Denver (CCD) officials. They will follow internal procedures to contact appropriate CCD departments and support agencies whose services may be needed. OEM may send a representative to the Airport EOC to provide support during the incident and will activate Mutual Aid agreements as necessary.

Transportation Security Administration (TSA)

A representative from the TSA will respond to the EOC during an incident to provide support as needed. The TSA representative will make all necessary notifications to TSA personnel. TSA will try to maintain at screening at checkpoints if able. If Screening is affected at any of the checkpoints, TSA will help coordinate the suspension or closing of those areas with the IC/EOC. If any of the checkpoints are evacuated, TSA will assist in this process and/or prevent passengers from going through the screening areas.

In conjunction with the IC/EOC and DPD, TSA will determine if screening operations will resume. If it is decided that operations may resume, personnel will return to work locations. TSA will assist the EOC/IC as necessary to ensure passengers meet regulatory requirements and safety.



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Westin Hotel

A representative from the Westin Hotel will respond to the EOC during an incident to provide support as needed. Westin will follow company procedures during this incident. They may assist with patron evacuation if necessary and coordinate with DEN Airport Operations and DFD.

Regional Transportation District

RTD will communicate with the DEN Communications Center via a direct ringdown line. RTD will follow company procedures during this incident. They may stop commuter trains at the most appropriate station and will coordinate efforts with Airport Operations and DFD. RTD may provide a representative to the EOC to support the incident as necessary.



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ATTACHMENT A A-BRIDGE EMERGENCY EVACUATION PROCEDURE

GENERAL INFORMATION

On the ramp underneath both sides of the passenger bridge at A Gates and the terminal, the following equipment is available: Emergency phones wired directly to the Communications Center. Dry Chemical fire extinguishers are positioned on both sides of the walkway. The extinguishers are type B-C rating with a minimum 50 pound capacity.

EVACUATION

The Airport Office Building (AOB), A Bridge, and Bridge Security may be evacuated whenever any of the following occurs:

- Fire on the A Bridge
- Fire in the Terminal
- Fire in Concourse
- A Structural failure or damage to the A Bridge, the Terminal, the AOB, or A Gates support structures
- An aircraft fire in the vicinity of the A Bridge
- Whenever it is deemed necessary by Airport Operations
- To facilitate activities on the ramp or, in the interest of public safety

The A Bridge will remain closed until Airport Operations (IC) in conjunction with DPD and TSA opens it. Passengers will be evacuated to A Gates, the Terminal or ramp level whichever is closest and safest. If any personnel are evacuated to the ramp, a security alarm will sound when the emergency exit door from the A Bridge is opened. Contract Security personnel will be dispatched to the area to control any unauthorized personnel in the Secured Area when it is deemed safe.

When an incident occurs that requires the evacuation of the A Bridge the following procedure will apply in addition to the Airport Evacuation Plan:

NOTIFICATIONS

When notified of an incident requiring the evacuation of the A Bridge, Communication Center personnel will make the following notifications:

- Aviation Operations Manager
- Assistant Aviation Operations Manager
- ASC
- DPD
- DFD
- TSA
- Contract Security
- Briefing phone announcement to all A Gates tenants



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- AIM
- Customs and Border Protection (CBP)

Continue to follow Evacuation Plan notifications

SPECIAL PROCEDURE CONSIDERATIONS

1. Ensure zoned public address announcements are made directing passengers to evacuate the A Bridge via the safest available route to the terminal or A Gates. Continue announcements in the Terminal and A Gates advising of the A Bridge closure.
2. Contract Security personnel, DPD, DFD and Airport Operations personnel assist passengers during the evacuation.
3. Post Contract Security personnel or DPD at the Bill Smith statue, at the south end of the Terminal to divert passengers to the train.
4. Post Contract Security personnel or DPD at north end of A Bridge to redirect passengers to train.
5. Advise CBP of closure and reroute passengers, if necessary.
6. Ensure Ramp Tower is aware of the closure for reroute of ramp traffic. Have Ramp Tower advise the FAA Tower.
7. If personnel are evacuated to the Ramp ensure the appropriate NOTAM's are sent.
8. Maintain ramp clear area with DPD, Operations personnel and Contract Security personnel.
9. Request hi-lift vehicle from AIM/Fleet Maintenance for assessment of damage, if necessary.
10. Contact AIM/Engineering to respond for structural integrity assessment.



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ATTACHMENT B EVACUATION PROCEDURE CONSIDERATIONS

1. The Incident Commander will determine the evacuation points for each part of the facility involved. It may not be feasible to evacuate from the center core of the concourses. Consider using the sub cores or the ends of the concourses as evacuation points.
2. Advise all airport tenants and City Divisions of the evacuation plan with all pertinent information.
3. Place Contract Security personnel and evacuation personnel at strategic locations to flush traffic in the direction of the evacuation points. Have Contract Security personnel on duty at all points providing direct access to the ramp and other security sensitive areas.
4. Use Mobile Variable Message Boards (MVMB) and Permanent Message Boards (PMB) to advise inbound passengers and employees that the airport is closed. Only badged City, Federal, airline, concessionaire and emergency vehicles and emergency responders are allowed.
5. Request tenants assist by clearing all passengers and non-essential personnel out of their facilities and closing the security gates.
6. The Call Center or Communication Center must continue to make announcements. It is essential to keep the public informed about what is happening.
7. Close the North and South Terminal Screening Areas and Bridge Security in conjunction with the DEN Federal Security Director (FSD) or designee as needed. Maintain a security presence to keep individuals out of restricted areas.
8. Bus routes will normally be those used during activation of the APTS Plan. The Incident Commander must consider if it is better to drop off at A Concourse or at the Terminal based on the reason for the evacuation and the condition of the structures involved.
9. If passengers are dropped off at A Gates personnel must be in position to assist and guide them to the A Bridge and on into the Terminal to continue the evacuation process. **(This method is most preferred because it shortens the turnaround time for buses.)**
10. If established drop off points are not used, ensure bus contractor advises drivers of any changes to the basic APTS Plan.



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11. Have personnel ready to assist at the Terminal exits to the parking structures. If evacuation is because of a power outage, it may be necessary to assist the public with flashlights and directions to their vehicles.

12. If the trains are used, post Contract Security to ensure that no passengers get off the trains in affected areas. If affected areas have been totally evacuated, have trains by-pass those areas.

13. Personnel in the Terminal and Parking structures will do everything they reasonably can to help expedite the evacuation of the Parking Structure to assist with the smooth flow of traffic exiting to avoid traffic jams and unnecessary delays.

14. Monitor traffic on inbound Pena Blvd. to ensure persons traveling to DEN have a valid need to be here. Consider closing barricade gates on inbound Pena Blvd to discourage the curious.

RECOVERY

Before the area affected by the evacuation is determined to be safe for occupancy the following must be accomplished:

- Coordinate search teams to first look for injured parties
- Inspect for possible damage and structural integrity
- Debris removed and initial repairs completed if needed
- Concessionaires inspect and reopen if feasible
- Determine if the security systems CAISS, AWS, and BadgEze are operable
- Determine if any areas need to be re-sterilized
- Complete all system checks including radio, telephone, computer and airfield lighting if applicable
- Determine if the AGTS is operable and ready to accept passenger traffic
- Confirm TSA is ready to begin screening
- Confirm airlines are ready to begin operations
- DFD index and capability



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ATTACHMENT C

HOTEL, TRAIN PLATFORM and LEVEL 5 PLAZA EVACUATION PROCEDURES

HOTEL

GENERAL INFORMATION

The Hotel is a stand-alone entity and there are specific evacuation procedures depending on a person's location in the facility. The hotel guest rooms are on floors 6-14. The Hotel Conference Center is located on the second floor.

EVACUATION

It is important to note that patrons in the hotel on levels 6 and above will most likely exit the building via stairwells 1 and 4 as shown in the map below. There are also several stairwells that will allow patrons on the Conference level 2 to egress down to level 1 and the T-1 roadway. All commercial vehicle traffic will be prohibited from accessing the T-1 roadway in the event of an evacuation unless escorted by airport personnel. Evacuees will be directed to enter the parking structure until the incident is evaluated further.

NOTIFICATIONS

When notified of an incident requiring the evacuation of the Hotel, Communication Center personnel will make the following notifications:

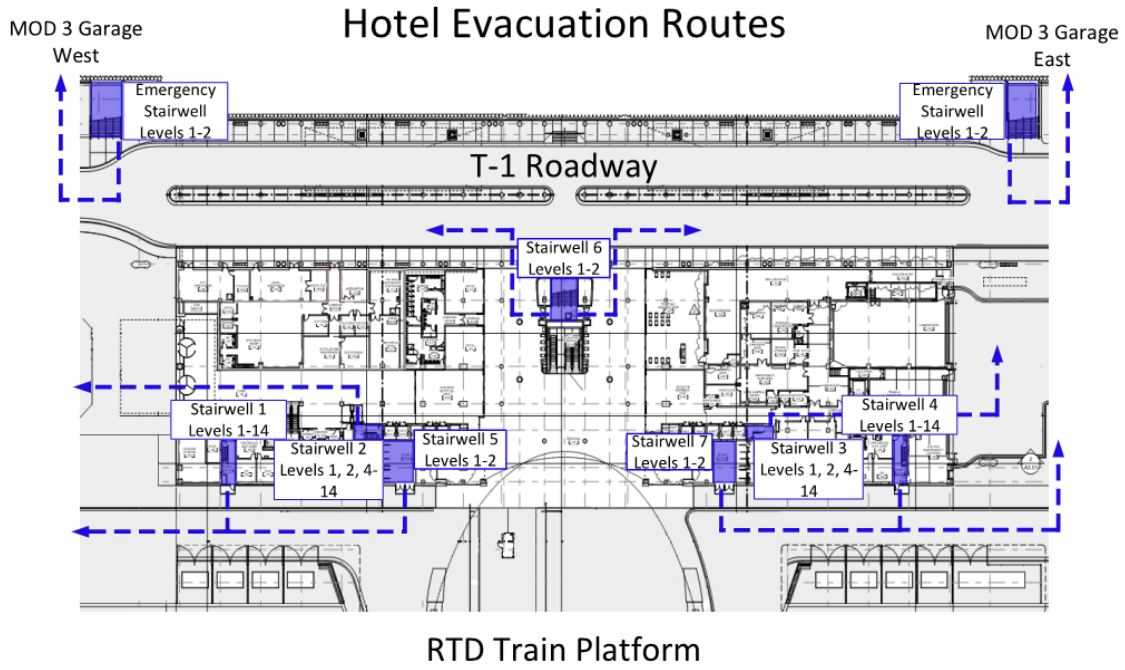
- Aviation Operations Manager
- Assistant Aviation Operations Manager
- DFD
- DPD
- Westin Hotel Manager-on-Duty
- RTD Commuter Rail Maintenance Facility (CRMF) via direct ringdown line



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TRAIN PLATFORM

GENERAL INFORMATION

The Transit Center is owned and maintained by the City and is comprised of three distinct areas. These areas include the RTD Bus Lane, the Transit Hall (under the Hotel, Level 1) and the Train Platform. The commuter rail system is owned by RTD which has an operations and maintenance agreement with the Denver Transit Partners (DTP). The commuter rail system consists of the tracks, overhead catenary system and all devices required to operate the train.

EVACUATION

In the event an evacuation/egress of the Train Platform is required, there are two standard routes that may be used.

Patrons may evacuate north or south depending on the nature of the emergency. When evacuating towards the north, people may either continue through the transit hall onto the T-1 Roadway, or while exiting the platform south of the hotel, patrons may push through the glass gates on the east and west sides and continue towards the Porte Cochere or hotel loading dock.

Patrons evacuating towards the south will exit the platform at the south end via stairs or approved crossing points onto the vehicle service roads.

SEEK SHELTER

In the event of severe weather/lightning persons on the Train Platform may seek shelter in the safety of the Hotel or Train Hall structure. Hotel or RTD personnel may assist and direct people inside the facilities. For severe weather incidents, refer to DEN Tornado SOG.

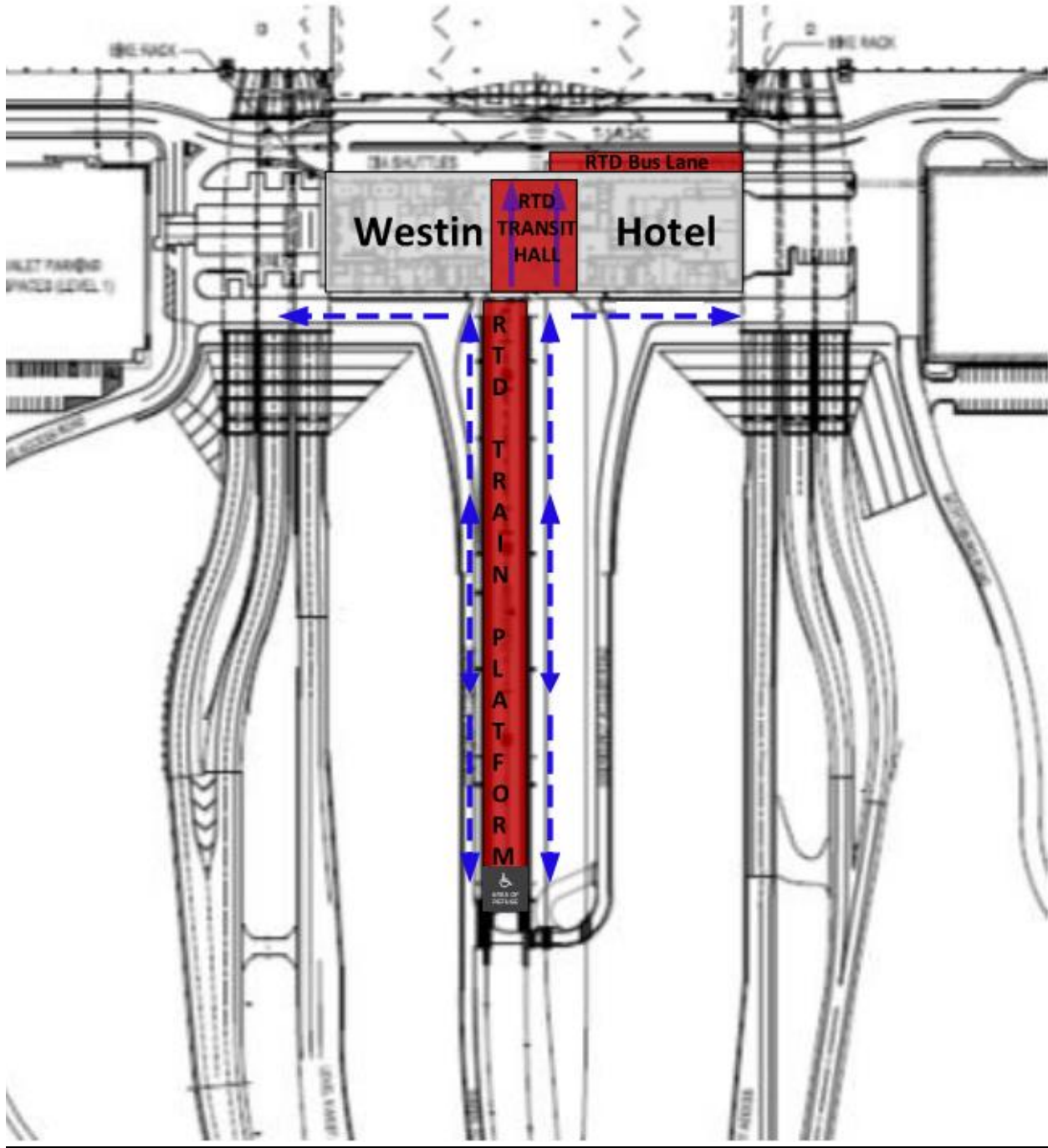
NOTIFICATIONS

When notified of an incident requiring the evacuation of the Train Platform, Communication Center personnel will make the following notifications:

- Aviation Operations Manager
- Assistant Aviation Operations Manager
- DFD
- DPD
- Westin Hotel Manager-on-Duty
- RTD Commuter Rail Maintenance Facility (CRMF) via direct ringdown line



Train Platform Evacuation Routes





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PLAZA

GENERAL INFORMATION

The Plaza is an outdoor public area located at the south end of the Jeppesen Terminal and is managed by the City. It serves as a conduit to and from the Hotel & Transit Center and the Terminal/Concourse facilities. The Plaza will also be used by the City and the Hotel for certain planned special events.

EVACUATION

In the event an evacuation/egress of the Plaza is required, there are several permissible routes available to all persons in the area. Please note that egress through the vestibule doors that lead directly into the Terminal is not a recognized emergency evacuation route, but may be used by the public.

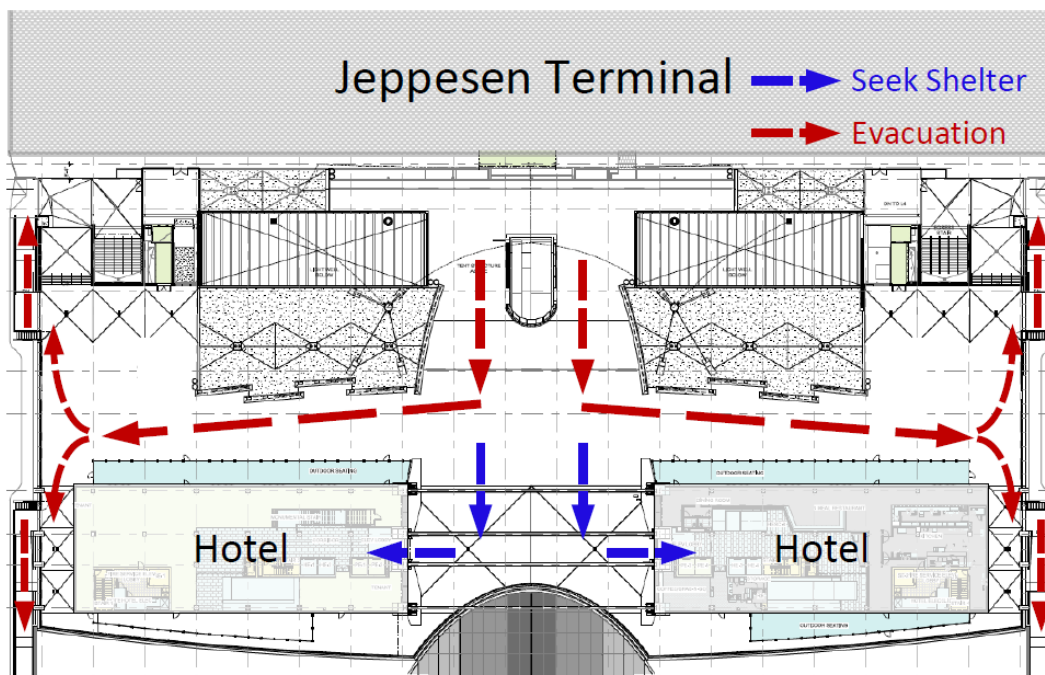
There are two main egress routes from the Plaza. There are two sets of stairs and ramps on the north end that will lead people onto the east and west Level 5 drives. Additionally, there are two sets of stairs and ramps on the south end that will also lead people onto the east and west Level 5 drives. From the Level 5 drives, people will have several options to move further away from the plaza. All commercial vehicle traffic will be prohibited from accessing the Level 5 drives in the event of an evacuation unless escorted by airport personnel.

SEEK SHELTER

In the event of severe weather/lightning persons on the Plaza may seek shelter in the safety of the Hotel structure. Hotel personnel will assist and direct people inside that facility. For severe weather incidents, refer to DEN Tornado SOG.



Plaza Evacuation Routes





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