

N07

LINCOLN PARK AIRPORT

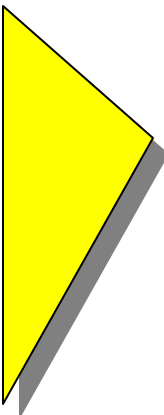


FACILITY OPERATIONS MANUAL

LINCOLN PARK AIRPORT

THE COMPLETE AVIATION FACILITY: 425 BEAVERBROOK ROAD: LINCOLN PARK, NJ 07035

Revision 3.0 July 2005





LINCOLN PARK AIRPORT

Lincoln Park, New Jersey

FACILITY OPERATIONS MANUAL

Introduction

This Facility Operations Manual has been developed to establish and set forth the procedures, standards and rules in effect at Lincoln Park Airport. This facility is a privately owned general aviation airport bearing FAA Identifier N07 and is situated at coordinates **Latitude 40° 56.52'** and **Longitude 74° 18.54'**, located within the Class B Airspace appearing on the New York Sectional. The airport mailing address is:

*425 Beaver Brook Road
Lincoln Park (Morris County) New Jersey, 07035.*

The airport is a non-towered facility providing a wide range of aeronautical activities for single and multi-engine fixed and rotary wing aircraft with maximum gross weights of 12,500 lbs or less. For VFR operations, the airport utilizes a Common Traffic Advisory Frequency (CTAF) of 122.8 and is served by New York Approach Control using frequency 127.6. While Non-Towered, the airport offers both VOR and GPS non-precision instrument approaches.

Section I

Facility Aeronautical Activities

Lincoln Park Airport provides the following aeronautical activities:

1. A single paved runway (01/19) with a maximum useable length of 2900 feet and pilot operated low intensity runway lights.
2. Two FBOs providing 100LL aviation fuel.
3. Two FAA approved Part 141 Flight Schools.
4. Two maintenance facilities providing a full range of service with inspection authorization, parts and pilot supplies.
5. Two FBOs providing aircraft rental and sale of both new and used aircraft.
6. Non-Scheduled Air Taxi Service.
7. Sightseeing Flights.
8. Transportation of passengers or freight for hire on a non-scheduled basis.
9. A self serve fuel farm is located on the west side of the field. Fuel from this pump is available 24 hours a day 7 days a week. Any pilot wishing to use this pump should follow the directions in Section III.

Section II **Hours of Operation**

Lincoln Park Airport provides the following hours of operation:

<u>Airport – Unattended:</u>	24 hours a day (7 Days a Week)
<u>Airport – Attended:</u>	8:00AM--6:00 PM (7 Days a Week)
<u>Airport Operations Office:</u>	8:00 AM--6:00 PM (7 Days a Week)
<u>Airport Manager’s Office:</u>	9:00 AM--5:00 PM (Monday thru Friday)
<u>FBO’s:</u>	8:00 AM--6:00PM (7 Days a Week)

Section III

Directions for Self Serve Fuel Pump

- Step 1** Ground the airplane by placing ground clamp on the exhaust stack.
- Step 2** Set up ladder and fuel nozzle at fueling point on aircraft.
- Step 3** Reset counter at pump by turning the small lever counterclockwise.
- Step 4** Insert credit card into slot with magnetic stripe facing you and at the top.
- Step 5** Follow prompts on the display of the terminal.
- i. Aircraft must be grounded for system to operate.
 - ii. Enter your tail number as per directions on terminal.
 - iii. Select hose number 1.
 - iv. Select fuel quantity by dollars or gallons.
 - v. If you would like a receipt for the transaction select yes.
 - vi. When instructed, flip paddle lever on fuel pump to the down position. This will start the pump motor.
 - vii. Begin fueling aircraft.
 - viii. When finished flip up paddle lever and replace nozzle in holder.
- Step 6** Roll up hose on reel, replace ladder, and disconnect ground cable. Then, collect receipt.

***** THE EMERGENCY SHUT OFF IS LOCATED ON THE *****
***** WALL OF HANGAR ACROSS FROM THE PUMP *****

Section IV
**SPILL PREVENTION CONTROL &
COUNTERMEASURE PLAN (SPCC)**

In conformity with 40 CFR 112

Prepared for:

*LINCOLN PARK AIRPORT
425 BEAVERBROOK ROAD
LINCOLN PARK, NJ 07035
(973) 628-7166*

Contact:

*PETER DE ROSA
AIRPORT MANAGER*

DECEMBER 2000

Prepared by:

*J. Rend Corp.
Environmental Contractors
Beacon, NY 12508-4022*

Robert E. Gallagher

Hazmat License Number: 95E30714-07

Lead License Number: CFR29-1926-62

Asbestos License Number: 382187

SPILL PREVENTION CONTROL & COUNTERMEASURE PLAN – GENERAL INFORMATION

Name of Facility: Lincoln Park Airport

Type of Facility: Privately Owned Public Airport
Aircraft Fuel Sales

Facility Location: Lincoln Park, NJ 07035

Mailing Address: 425 Beaverbrook Road
Lincoln Park, NJ 07035

Hours of Operation: 24 hours/day, 7 days/week

Accountability: Peter De Rosa, Airport Manager

MANAGEMENT APPROVAL

This SPCC Plan will be implemented as herein described, and I further state that as Manager of the Lincoln Park Airport facility, I have the authority to commit the resources necessary to implement this plan.

Signature: _____
Name: Peter DeRosa
Title: Airport Manager

CERTIFICATION

I hereby certify that I have examined the plans for the facility and being familiar with the provisions of 40 CFR 112, attest that this SPCC has been prepared in accordance with good engineering practices.

Joseph Rendeiro

Owner of Lincoln Park Airport

EMERGENCY PHONE NUMBERS

1. A. **NEW JERSEY STATE POLICE** (609) 882-2000
- B. **LINCOLN PARK POLICE** 911
- C. **NATIONAL RESPONSE CENTER** (800) 424-8802

2. A. **FIRE DEPARTMENT** 911
- B. **SPILL CLEAN-UP CONTRACTORS:**
J. REND CORP. (973) 694-1998

3. A. **LINCOLN PARK AIRPORT PERSONNEL**
Operations Office (973) 628-7166
Peter De Rosa (201) 587-1497 – Home
(973) 960-4400 – Cell
Tim Wagner (973) 628-2980
Joseph Rendeiro (973) 628-7166

I.) DESCRIPTION OF FACILITY

The facility consists of an aboveground storage system for AvGas (100LL). The aboveground system consists of one 10,000 gallon storage tank, one 500 gallon diesel tank, and one 500 gallon auto gas tank.

A common refueling pad area is used for dispensing fuel from the storage tanks into approved refueling vehicles to be delivered to the aircraft. The refueling pad is also used to fill the storage tanks by approved delivery vehicles.

A self-service refueling pad used for aircraft refueling is provided east of the storage tank and is activated by credit card only.

II.) PAST SPILL EXPERIENCE, 40 CFR 112.7 (a)

There have been no spill experiences at this facility.

III.) POTENTIAL SOURCES OF SPILLS, 40 CFR 112.7 (b)

A.) ABOVEGROUND TANKS

The sources of any potential spills could include the rupture of the above ground storage tank or a connecting line or valve. The above ground tank has a shut-off valve with fusible link assemblies located adjacent to the tanks at the connections points. The two 50 gallon tanks only have hand operated crank type pumps from the top.

B.) UNDERGROUND TANKS

There are no underground tanks.

IV.) CONTAINMENT AND DIVERSIONARY STRUCTURES, 40 CFR 112.7 (c)

All aboveground tanks and associated piping are located in an impervious concrete containment area capable of containing a spill equal to the capacity of the largest tank plus 10% of the aggregate storage capability in the containment area. The containment area is also capable of storing enough rainwater for a two-hour, 100-year rain event, and two-hours of sprinkler deluge from a foam fire suppression system. In the event of a spill, appropriate measure must be taken to dispose of all materials properly.

V.) FACILITY DRAINAGE, 40 CFR 112.7 (e) (1)

There are no “automatic” means of drainage of water or fuel from the containment areas. The containment areas will be inspected after rainfall events or winter thaw. All removal of rainwater shall be performed manually. Any rainwater that has to be removed from the containment area shall first be inspected for any fuel contamination or fuel film and only released if none is present. If any fuel contamination is present, it will be removed from the containment areas by appropriate means. Appropriate absorbent materials are stored on site at all times and will be utilized as the size of the spill dictates. All discharge shall be continuously supervised and the date, time, and approximate quantity of clear water released shall be recorded (SEE FORM IN APPENDIX).

VI.) SPILL PREVENTION OF BULK STORAGE TANKS, 40 CFR 112.7 (e) (2)

All aboveground tanks have been constructed and installed to meet the requirements of UL-142, Standards for Safety, Steel Aboveground Tanks for Flammable and Combustible Liquids, and applicable NFPA, 520 CMR and 527 CMR requirements. Each tank is adequately vented for the expected fill and withdrawal rates.

All loading and unloading of refueling and delivery vehicles is performed by trained personnel using permanently mounted pumps, with fixed rates of flow. All valves are normally closed unless opened to fill or withdraw product. Any visible leaks shall be immediately corrected.

A periodic inspection is made to check for leaks or cracks on all piping, valves, pumps, and tanks. Any visual deficiencies shall be noted and immediately rectified (SEE FORM IN APPENDIX).

VII.) FACILITY TRANSFER OPERATIONS, 40 CFR 112.7 (e) (3)

Pipeline terminal connections are capped or blank-flanged if not in service or in standby service.

All pipe supports are designed to minimize abrasion and corrosion and allow for expansion and contraction.

VIII.) OIL PRODUCTIONS FACILITIES (ONSHORE), 40 CFR 112.7 (e) (5)

This is not an onshore oil producing facility.

IX.) **OIL DRILLING AND WORKOVER FACILITY (ONSHORE), 40 CFR 112.7 (e) (6)**

This is not an onshore oil drilling and workover facility.

X.) **OIL DRILLING, PRODUCTION, OR WORKOVER FACILITIES (OFFSHORE), 40 CFR 112.7 (e) (7)**

This is not an offshore oil drilling, production, or workover facility.

XI.) **INSPECTION AND RECORD KEEPING, 40 CFR 112.7 (e) (8)**

Daily (SEE FORM IN APPENDIX)

Before operation each day, the facility shall be inspected. This inspection shall be recorded along with any observations or actions taken. The following shall be done as a minimum:

- Check all tanks, piping and valves for leaks or overnight vandalism daily, and record.
- Check the containment area for any spill or evidence of oil residue, as circumstances dictate.
- If overnight rainfall has occurred, the clear water may be discharged manually. Retained storm water from dike areas is to be inspected for fuel spilled, fuel film or other objectionable characteristics prior to discharge. If there is any evidence of petroleum products, the film shall be “skimmed off” or absorbed and properly recovered and/or discharged prior to clear water discharge.
- A log will be maintained to record all releases of rainwater.
- Before leaving each night, all valves, tanks and lines shall be inspected and all electricity turned off to pumps.

If any of the above items are not normal, they shall be corrected before beginning operation for the day.

Monthly (SEE FORM IN APPENDIX)

Sometime during the month, preferably the same week of each month, a tank and piping inspection must be completed and documented per the attached Monthly Inspection Report for Fuel Storage Facilities sheet.

In the event of a major spill, such as a rupture or line break, immediately notify and report to the appropriate persons listed at the beginning of this document.

XII.) SECURITY, 40 CFR (112.7) (e) (9)

The fuel storage area will be secured with a six foot high chain link fence with locking gates around the perimeter.

The loading/unloading connections of oil pipelines will be capped or blind flanged when not in service for an extended period of time.

Facility lighting is adequate to discover spills and as a deterrent to vandalism.

XIII.) PERSONNEL, 40 CFR (112.7) (e) (10)

All personnel staff shall be instructed in spill prevention and countermeasures. This shall include, but not be limited to:

- Explanation of operation and maintenance of the facility and equipment,
- Spill prevention rules, regulations and policies,
- Proper inspection and record keeping procedures, and
- Procedures to be taken in the event of a spill.

Any new employee shall be properly trained and instructed immediately upon reporting to work at the facility.

All employees shall receive annual (more often, if necessary, or as dictated by changing regulations) “refresher training”, in safety, spill plan procedures, and operations. At this time, any new regulations, changes in procedures or equipment shall be discussed. All such meetings shall be mandatory and attendance shall be recorded.

Section V

Air Traffic Pattern and Noise Abatement Procedures

Lincoln Park Airport is a privately owned, general aviation airport facility with a single paved runway (01/19) and paved taxiway. The following procedures are in effect for traffic pattern and noise abatement:

1. Runway 1 – traffic pattern altitude is 1200 feet MSL with Left Hand Traffic. Pilots should monitor CTAF 122.8 within 10 miles of the airport and announce position and intentions: within 5 miles of the airport, upon entering down wind, on turning base and on turning final.
2. Runway 19 - traffic pattern altitude is 1200 feet MSL with Left Hand Traffic. Pilots should monitor CTAF 122.8 within 10 miles of the airport and announce position and intentions: within 5 miles of the airport upon entering down wind, on turning base and on turning final.
3. Touch and Go landings are prohibited at Lincoln Park Airport.
4. It is the responsibility of all tenants, aircraft owners and aircraft operators to familiarize themselves and comply with, any and all Noise Abatement Procedures that shall, from time to time, be established by Airport Management. Such procedures shall be posted on the Operations Office bulletin board and/or displayed on signs at the hold-short area of both runways.
5. Run-ups shall be conducted at a safe distance from:
 - Other Aircraft
 - Taxiways and Runways
 - Pedestrians on or near a taxiway or runway
 - Light Fixtures and Signs
6. Pilots of aircraft making local flights or practice entries into the established traffic patterns must maintain correct pattern altitude at all times. They will also refrain from any unsafe actions or unnecessary maneuvers (at any altitude) over or near residential areas or noise sensitive areas adjacent to the boundaries of the airport.

Section VI

General Operating Rules

The rules and regulations set forth herein are enforceable pursuant to the statutory and other authorities granted to Federal, State and Local Authorities to adopt and enforce regulations for the use and operation of airports. Moreover Airport Management shall, at all times, take such actions as may be necessary to, in its opinion, effectively and safely operate the airport in keeping with applicable regulations as well as acting in the best interest of the airport owners and the public at large. The facilities aeronautical license will be posted in the Airport Manager's office and the following general rules and regulations will apply at all times:

1. Airport Management, either of their own volition, or in cooperation with any arm of the Federal Aviation Administration, may suspend or restrict any or all operations at the airport when an emergency or unsafe situation may exist.
2. No person shall conduct any aircraft activities on or from the airport unless conforming to all Federal, State and Airport regulations. Failure to do so may result in that person being denied continued access and use of the facility and/or having that person's actions reported to the applicable authorities.
3. All air traffic rules and regulations established under the authority of the Federal Aviation Administration or the New Jersey Department of Transportation shall be in addition to any rules established here.
4. Storage of equipment, tools, supplies, parts, etc is not permitted outside of aircraft or hangars except in storage boxes approved by Airport Management.
5. Airport Management may deny or restrict use of the airport to any person who violates: any Federal, State or Local laws or regulations, any rules in this Facilities Manual, or who fails to pay monthly rent or any established fees.
6. No person may use the airport or any of its facilities for commercial use, unless expressly approved by Airport management.

7. Current landing fee and tie-down fee schedules will be posted in the Operations Office. Transient pilots are required to report to the Operations Office to pay fees and provide registration information. Failure to pay fees or provide requested registration information shall be cause to be denied continued access or use of the airport's facilities. Landing fees will be waived for aircraft owned and operated by: the U.S. Government, the NJ Dept. of Transportation, Life Line, Air Life Line or Angel Flights.
8. No person shall solicit funds from the public on the airport, for any purpose, nor shall any person post, distribute or display signs, advertisements, hand-bills, circulars or other printed or written matter at the airport, for any purpose, without the written approval of airport management.
9. No motor vehicles except those operated by Airport Management or authorized by Airport Management are permitted on the field. These vehicles shall display a flashing yellow light or other hazard warning light and all vehicles shall monitor the Common Traffic Advisory Frequency (122.8). Additionally, a vehicle bearing a yellow flashing light or other hazard warning lights must escort vehicular deliveries going to FBOs which require access to the field. Delivery drivers or helpers shall not be left unattended and FBOs should notify Airport Operations of the need for access of such delivery vehicles.
10. The speed limit for vehicular traffic or taxiing aircraft is 5 mph or the equivalent of a fast walk
11. No person may walk across the runway and no vehicle shall cross the runway unless bearing a flashing yellow light or other hazard warning lights. Vehicles planning to cross the runway shall monitor CTAF 122.8.
12. No person other than personnel designated by Airport Management, Federal Aviation Administration personnel, State or local authorities, persons directly concerned with the operation or maintenance personnel of the hangars shall enter any hangar or other building on the airport, which is not open to the public, without permission of the building manager.
13. All FBOs at the airport shall maintain an up-to-date file containing the name, address and telephone number of all employees, pilots and operators of aircraft based on its premises. This information shall be made available to Airport Management upon request.

14. All activities of lessees on the airport and users of the airport shall be subject to the provisions of any existing or future agreement between Airport Management and the Federal or State governments.
15. No animals shall be permitted on the airport, except when enroute to aircraft or with the prior permission of Airport Management. Any animals so permitted must be restrained by a leash or confined in such a manner as to be under control at all times.
16. Any person finding lost articles on airport property shall turn such property in to the office of the Airport Manager. A receipt will be issued for the found property and if unclaimed after 90 days, will be turned over to the finder.
17. No person shall take or use any aircraft parts, instruments or tools stored on the field or within its hangars or buildings which are owned, controlled or operated by another person unless consent of the owner and satisfactory evidence of the right to do so is presented to Airport Management.
18. Participants and/or witnesses of any accidents involving aircraft, motor vehicles or machinery and equipment shall make a full report of the incident to Airport Management, as soon as practical after the incident.
19. It shall be the responsibility of Airport Management and all FBO's to see that all gate chains, fences, doors and other public safeguards on their respective property or leaseholds are used in a manner to protect the public and to prevent unauthorized entry or inadvertent access.
20. The following rules of conduct are incumbent on any and all persons using the airport or any of its facilities. Failure to comply with any of these rules may result in being denied further access and use of the airport facilities:
 - No person shall conduct any disorderly, obscene or indecent act or commit any nuisance on the airport.
 - No person shall engage in or conduct gambling in any form or operate gambling devices anywhere on the airport.
 - Any damage to property on the airport whether accidental or otherwise, shall be the responsibility of and shall be paid for by the person or persons responsible for such damage.

- No persons except duly authorized peace officers, post office employees, airport employees, customs officials or members of the armed forces on active duty shall carry any firearms, explosives or flammable material on the airport without the written permission of Airport Management.
- No person under the influence of liquor or narcotic drugs may operate a motor vehicle, aircraft or other mobile equipment on the airport.

21. **NOTICE TO ALL TENANTS**

All rental tie downs must be occupied by tenant's plane only. No tie down spot can be sublet. Any unauthorized plane in a tenant's tie-down will result in an immediate eviction of that tie down spot.

Section VII

Aircraft Operations

The following *Rules for Aircraft Operation* is in addition to, any and all rules and regulation promulgated by the Federal Aviation Administration and New Jersey Department of Aviation. Failure to comply with these rules, as well any rules and regulations pertaining to aircraft operation issued by any governmental agency, may result in the violator being denied further access or use of the airport and its facilities.

1. The use of the airport is limited to single and multi-engine fixed wing and rotary wing aircraft weighing 12,500 lbs or less.
2. The airspace over Lincoln Park Airport is class G airspace (uncontrolled airspace) up to 700 feet where it becomes class E airspace.
3. All aircraft must be double locked pursuant to N.J.S.A. APP . A:9-64 ET SEQ.
4. No motorless aircraft may take off or land at the airport without the permission of Airport Management.
5. Rotary wing aircraft shall have braking devices and/or rotor mooring tie-downs applied to the rotor blades when not in use.
6. No aircraft shall land or take off from the airport unless it is equipped with properly functioning brakes.
7. Except in an emergency, no parachute landings may be made at the airport without the permission of Airport Management.
8. Touch and go landings are not permitted at the airport.
9. No aircraft engine shall be started or run unless a competent licensed pilot or licensed ground personnel operator is attending the controls.
10. No aircraft engine is to be started or run inside any hangar or building or within 50 feet of any hangar or building, unless such area has been designated by Airport Management for that purpose.

11. Aircraft engines shall not be operated in such a position or at such settings that hangars, shops, buildings, vehicles or spectators are in the path of the slipstream.
12. No aircraft shall be operated on the airport in a careless manner or without due regard for the rights and safety of others, or at a speed dangerous to others.
13. No person may operate any aircraft within 8 hours of having consumed any alcoholic beverage or if under the influence of any narcotic or habit-forming drug.
14. No pilot or other crewmember of any aircraft may operate an aircraft if they are in the condition described in the previous paragraph, nor shall they permit any person in a similar condition to board any aircraft, except in case of an emergency or as a patient under medical care. If any doubt or question exists, Airport Management or Federal or local authorities shall make final determination.
15. No aircraft shall be left unattended on the airport unless properly secured or within a hangar. The Airport Owner shall not be responsible for damage to or from such unattended aircraft.
16. Aircraft shall be stored, parked or repaired only in areas designated for such purpose by Airport Management. Routine maintenance of aircraft may be permitted in the tie-down area as specified in the aircraft owner's lease.
17. All loading or unloading of passengers and or cargo to and from aircraft or vehicle shall be performed only in designated areas.
18. During an emergency, all aircraft shall clear the runway and shall hold their position unless otherwise directed by Airport Management.
19. Take offs and landings are permitted only on the designated runway.
20. Pilots are responsible to ensure that during take-offs, landings or taxiing that there is no danger of collision with other aircraft, people or other objects.
21. The operator of any wrecked or disabled aircraft shall be responsible for the prompt disposal of such aircraft or associated parts as directed by Airport Management. In the event such aircraft or associated parts are not disposed of, Airport Management has the authority to remove

22. the aircraft and parts immediately and such removal shall be at the operator's expense. Moreover, Airport Management shall not be liable for damage, which may result in the course of removal.
23. Upon request by Airport Management, the operator of any aircraft parked or stored at the airport shall move such aircraft from the place where it is parked to any place designated by Airport Management. Upon the operator's refusal to comply with such request, Airport Management has the authority to order such aircraft to be towed at operator' expense and Airport Owner shall not be liable for any damage, which may result in the course of such towing.
24. The following rules pertain to taxing aircraft on the airport:
 - No person shall taxi an aircraft until they have ascertained that there will be no danger of collision with any person or object.
 - Any aircraft not equipped with brakes shall not be taxied under its own power and while being towed shall have an attendant at the wing.
 - All aircraft shall be taxied at a safe speed under full control of the operator at a speed not to exceed 5 mph – which is equivalent to a fast walk.
 - No aircraft will be taxied into or out of any hangar.
 - Aircraft taxied or towed between sunset and sunrise shall proceed with running lights on.
 - Whenever possible or available, all aircraft will taxi on hard surfaces.

Section VIII **Emergency Procedures**

The following procedures are designed to accommodate the Incident Command System recognized by the New Jersey State Police.

**** In the event of an emergency, follow the applicable procedures in this plan. In the event there are no airport operations personnel available to make emergency phone calls, a public telephone is located outside Hangar One. ****

IN CASE OF EMERGENCY

<i>Local Police/Fire/EMS</i>	911
<i>NJ State Police Headquarters</i>	1-609-882-2000
<i>NJDOT Division of Aeronautics</i>	1-609-530-2900

FEDERAL AVIATION ADMINISTRATION

<i>FAA Communications Center</i>	1-718-553-3100
<i>Millville FSS (24 Hour)</i>	1-856-696-4774
<i>Allentown FSDO</i>	1-610-264-2888
<i>Philadelphia FSDO</i>	1-610-595-1500
<i>Teterboro FSDO</i>	1-201-556-6600
<i>Transportation Security Administration</i>	1-866-427-3287

<i>National Transportation Safety Board</i>	1-973-334-6420
<i>Aviation Radio Emergency Frequency</i>	121.5 MHZ Call
<i>Airport Office</i>	1-973-628-7166
<i>Airport Emergency Phone</i>	1-973-960-4400

1. PROCEDURE TO BE USED IN THE EVENT OF A STRUCTURAL FIRE

- Notify Lincoln Park Police Fire Department – DIAL 911.
- Provide liaison to Fire Command.
- Provide airport maintenance and operations personnel as a resource.
- Assist Fire Command with utilities shut-off to fire areas.
- Support Fire Command as needed.
- Assume control of building(s) following fire investigations.
- Notify FAA in event of NAVAID failure.

2. PROCEDURE TO BE USED IN THE EVENT OF A POLICE EMERGENCY

- Notify Lincoln Park Police Department – DIAL 911.
- Notify FAA in event of a NAVAID failure.
- Notify Airport Manager so that operations staff can be placed on stand-by for such duties as repairing buildings, erecting barricades, etc.

- Notify tenants and FBO's, if necessary, to be prepared to move their aircraft to safer areas.
- Prepare for the media by:
 - Having as many facts as possible
 - Selecting a suitable conference site
 - Checking Press identification
 - Controlling questioning

3. AIRPORT EMERGENCY COMMAND PROCEDURES IN EVENT OF A MEDICAL INCIDENT

- Notify Lincoln Park Police, EMS or Fire Department – DIAL 911.
- Support Fire and Medical Command operations as needed.
- Secure the area.
- Provide manpower or equipment as requested.
- Support Police Investigation as needed.
- Assume control of incident site following all necessary investigations and casualty removals.

4. PROCEDURES TO BE USED IN EVENT OF AN AIRCRAFT ACCIDENT OR INCIDENT

- Notify Lincoln Park Police, Fire Department or EMS as needed – DIAL 911 **or** (973) 694-5533.
- Respond to all airport emergencies and assume command role.
- Determine airport status and take necessary action (i.e.: issue NOTAMS).
- In event of actual aircraft crash, relinquish incident Command to Fire Commander – maintain responsibility for all aviation related duties, including notifying the following agencies, when necessary:

* **LINCOLN PARK POLICE COMMUNICATIONS CENTER**

- Report Emergency classification
- Establish Response Level
- Provide coordinates relative to Airport Response Map
- Report any other relevant information

* **FAA COMMUNICATIONS CENTER**

(24 HR EMERGENCY ONLY) (718) 553-3100

* **AIRPORT EMERGENCY COORDINATOR**

Day: (973) 628-7166

Night: (973) 960-4400

* **N.J. OFFICE OF AVIATION – (609) 530-2908**

* **NTSB – (973) 334-6420**

* **N.J. STATE POLICE – (609) 882-2000**

**THE FOLLOWING ACTIONS ARE TO BE
TAKEN AT LINCOLN PARK AIRPORT:**

- Notify FAA Communications Center at (718) 553-3100.
- Notify Flight Standards District Office at (201) 556-6600.
- Notify Federal Bureau of Investigation, when necessary.
- Coordinate all aviation activities.
- Ensure availability of Round Operations Building for emergency support functions use.
- Ensure the safe operating status of the airport.
- Assist with Fire command, Police command and Medical Command needs.
- Coordinate, when necessary, the removal of disabled aircraft.
- Make new media statements when necessary.
- Coordinate and Assist News Media Efforts.
- Terminate Alerts.

**5. PROCEDURES TO BE FOLLOWED IN THE EVENT OF A SEWAGE
EJECTOR PUMP FAILURE**

- The ejector pump is equipped with automatic emergency dialing system. In the event of a system failure the airport personnel are notified in the following order.

Airport office

1-973-628-7166

Airport manager cell	1-973-960-4400
Airport manager home	1-201-587-1497
Maintenance supervisor cell	1-973-727-6529
Maintenance supervisor home	1-973-777-1213
Electrician	1-201-370-7381

Upon notification of an emergency, immediately contact all tenants with sewer facilities and inform them to cease all use of sinks and toilets.

The Clubhouse	1-973-686-0106
Wagner Airways	1-973-628-7166
Lincoln Park Aviation	1-973-633-0450

- Access water main lockout kit located in main office.
- Lock all building water mains in off position.
- Placard all bathrooms and kitchen facilities with
- “DO NOT USE” signage.
- Call electrician to troubleshoot problem.
- When corrected open all water mains.

Section IX

Aircraft Recovery Plan

MINOR INCIDENTS

- Owner/Operator of aircraft must sign an aircraft liability waiver if necessary.
- In event of a minor recovery, such as a flat tire, recommend to owner/operator that they call a local FBO to remove aircraft from the airport operations area.
- Close runway, issue NOTAM, if necessary.
- Coordinate aircraft and equipment removal to airport destinations.
- Inspect and reopen runway if appropriate.
- Cancel NOTAMS - restore normal operations.

MAJOR INCIDENTS

- NOTAM the runway closed until further notice.
- If possible, sequester pilot, have him/her complete N.J. Aircraft Incident/Accident Form.
- Suggest that owner/operator call a local FBO to remove the aircraft from the airport operating area.
- Secure recovery equipment to insure aircraft removal.
- Personnel permitting, one employee remains at operations building to handle necessary communications.
- Personnel permitting, assign staff to the scene to ensure safety within the airport operating area.
- Ensure aircraft and equipment safety while towing to destination.
- Inspect runways.
- Cancel NOTAMS – return airport to normal operating status.

Section X

Procedure for Issuing/Canceling NOTAMs

1. Be sure NOTAM is appropriate – See advisory circular 150/5200-28.
2. Fill out NOTAM sheet completely.
3. Call Flight Service at 1-800-223-0140 to issue the NOTAM – get Flight Service Control Number and get initials of person taking call.
4. Fill out the NOTAM log.
5. File the NOTAM sheet.
6. Advise airport tenants and users to contact Flight Service for information on current NOTAMS.
7. In the event of Emergencies, the NJ Office of Aviation is authorized to issue NOTAMS.

Note:

- FSS control number is issued only by Flight Service –be sure to record
- FSS control number is used when canceling/modifying NOTAMS
- NOTAMS must be changed with another NOTAM or cancelled, unless self-canceling.

Section XI Snow and Ice Control Plan

INTRODUCTION

The following represents the current airport plans for snow and ice removal. It should be recognized that they are neither all inclusive nor applicable under all circumstances. Weather conditions weigh very heavily on the procedures to be applied, and the manner and timing of their implementation.

The intent of this snow removal plan is to provide for those engaged in airport snow removal. Persons using this guide should be familiar with the airport, the equipment to be used, and aircraft operating procedures.

It is our goal, as airport operators, to provide a safe operational airport to our users. As members of the snow team, we should always strive for excellence in the performance of snow and ice control.

1.) TERMS, DEFINITIONS AND ABBREVIATIONS

Blower:	Mechanized snow blower that eliminates snow banks.
End Loader:	Bucket loader used to remove snow piles and clear runways & taxi-way turn
NOTAM:	Notice to Airman
Rollover:	Large plow capable of rotating its blade from side to side.
Sander/Plow:	Angle plow with sanding capability
Ucar:	Ice melting liquid chemical
Urea:	Ice melting palletized chemical
Windrow:	A row or line of plowed snow left to the side of a low (snow bank)

2.) RESPONSIBILITIES

The Airport Manager or his/her designee is responsible for the following:

- Determining when snow removal operations shall begin based on evaluation of existing conditions as well as current and forecasted weather conditions.

- Placing team members on standby for the impending storm and, if possible, utilizing an early call-in or stay late policy.
- During snow and/or ice storms, continuously monitor operational surface conditions for depth of snow, ice slush and braking conditions.
- Advising the local Flight Service Station (using the NOTAM system) of braking action, ridges, windrows and snow banks on or adjacent to operational areas, or when conditions exist that could present a hazard to aircraft operations.
- Verifying that an adequate supply of sand, Urea, urea and fuel are in inventory for at least several storms.
- Training and familiarizing the snow team members with this plan, and implementing the plan by coordinating and monitoring the activities of the snow team and coordinating all plowing and ice control operations.
- Notifying tenants and FBOs of a closure or impending airport closure.
- Maintaining communications with tenants and FBOs, allowing the snow plan to be revised as necessary.

THE SNOW TEAM MEMBERS ARE RESPONSIBLE FOR THE FOLLOWING:

- The safe and efficient operation of the equipment.
- Inspecting the equipment prior to and during its operation to include fuel, oil levels, hydraulic system checks, periodic greasing, and general servicing required for the proper operation of the equipment.
- Familiarizing themselves with the snow plan, the airport and the equipment they are operating.
- Reporting to the Airport Manager or his designee when a plow assignment has been completed, when there is a change in conditions which could present a hazard to aircraft operation, when they are unavailable for snow duty due to illness, going on break, and prior to leaving at the end of the assigned shift.
- Remaining in touch with airport operations should they be away from home with a forecast of inclement weather.

THE SNOW REMOVAL TEAM IS RESPONSIBLE FOR THE FOLLOWING:

- Preparing the equipment each fall for the coming winter.
- Installing snow marker flags on the airfield lighting systems prior to winter and removing them in the spring.
- Preparing the equipment for storage at the end of the winter.
- Insuring cleanliness of the runway and taxiway surfaces at the end of the winter.

THE TENANTS AND FBO'S OR THEIR DESIGNEES WILL BE RESPONSIBLE FOR THE FOLLOWING:

- Snow removal and ice control on their individual ramps and parking areas.
- Damage to adjacent airport taxiway fixtures and expenses incurred by the airport for the removal of snow banks on taxiways created as a result of the tenants individual snow removal efforts.
- Providing airport operations with a copy of certificates of insurance for outside contactors prior to the start of winter.
- Reporting to the Airport Manager, any existing conditions that could present hazard to aircraft operations.
- Restricting their outside snow removal contractors to the limits of the tenant's ramp and/or parking area unless permission is obtained from the Airport Manager.

3.) SNOW REMOVAL PRIORITIES

Snow removal operations are divided into four basic areas as follows:

- Runways
- Taxiways
- Ramps and Apron Areas
- Roadways and parking Areas

The intent is to provide access to all operational areas as soon as possible. Due to the limited amount of available manpower and equipment, the size of the equipment and the amount of operational surfaces to be kept clean, priorities are used to determine the order of snow removal. They are as follows:

- Priority I
Runway 01/19

--Primary Taxiways
--Access Road

- Priority II
Apron and ramp areas by FBOs
Restaurant parking area

The decision to commence snow removal operation in more than one priority area at a time will depend in the severity of the storm, the type of equipment required and the availability of manpower.

SNOW REMOVAL PROCEDURES

- Snow removal operation will commence in accordance with this plan when accumulations on the operational surfaces are as follows:
 - 1" of Wet Snow
 - 1 ½ ' of Dry Snow
 - ½ " of Slush
 - When Drifting Snow Occurs
- Runways and taxiways will be plowed full length and width during an active snowstorm with rapid snow accumulation and NOTAMed accordingly. Windrows etc. should be blown off the runways immediately after reaching the full width of the runway.
- Runway edge and threshold lights should be visible from cockpit height (if not NOTAMed accordingly). Plows should remain at least a minimum of 20 ft. from the edge of the lighting system at all times

ICE CONTROL

Icing conditions occur most frequently at air temperatures between 28 degrees and 34 degrees F (-2 and 1 degree C) though there have been instances as low as 5 degrees F (-15 degrees C) and as high as 40 degrees (94 degrees C). Operations personnel should make frequent contact with the weather facility when the air temperature falls in the most probable icing range.

CLEAN UP

All snow windrows must be removed as soon as possible after a storm ends. The airfield should be checked for broken or damaged lights and signs after each plowing effort. Repairs should be made accordingly.

Section XII

Facility Daily Inspection Procedures

- Inspections should be completed at least once a day.

- Inspect runway and taxiways. Use caution before proceeding onto taxiways and runway and monitor CATF 122.8 for airport traffic.

- Look for any abnormalities in the pavement, safety area or lighting. For example: proper height of pavement lips, grading and any lights that may be displaced, dim or out of service, including lighted signs.

- Inspect all NAVAIDS (Beacon) to ensure they are functioning.

- Inspect the tie-down areas for any abnormalities.

- When driving on airport roads, be alert for any potholes or debris that could present a hazard to vehicles.

- Record any unsatisfactory finding on the daily inspections form and report any abnormalities to the Airport Manager or Operations Office.

- The Airport Manager shall review reported discrepancies or problems and direct corrective action.

Section XIII

Airport Security & Safety

The Department of Homeland Security and the New Jersey Office of Counter Terrorism ask members of the general aviation community to report suspicious activities. If you observe persons, aircraft, and operations that do not fit the customary pattern at this airport, you should immediately advise law enforcement authorities.

YOUR IMMEDIATE ACTION IS REQUESTED FOR THESE ITEMS:

- Secure unattended aircraft to prevent unauthorized use.
- Verify the identification of crew and passengers prior to departure.
- Verify that baggage and cargo are known to the persons on board.

INCREASED VIGILANCE SHOULD BE DIRECTED TOWARD THE FOLLOWING:

- Unknown pilots and / or clients for aircraft or helicopter rentals or charters.
- Unknown service / delivery personnel.
- Aircraft with unusual or unauthorized modifications.
- Persons loitering in the vicinity of aircraft or air operations areas.
- Persons who appear to be under stress or the control of other persons.
- Persons whose identification appears altered or inconsistent.
- Persons loading unusual or unauthorized payload onto aircraft.

NOTE: All charter operators subjected to the 12-5 rule, Standard Security Program and the Private Charter Security Program, are reminded to ensure compliance with these security requirements.

***** PLEASE REPORT ALL SUSPICIOUS CONDUCT OR ACTIVITY TO THE OFFICE OF COUNTER TERRORISM AT 1-609-341-3100, THE TSA GENERAL AVIATION HOTLINE AT 1-866-427-3287 (1-866-GA-SECURE), AND TO LOCAL LAW ENFORCEMENT AUTHORITIES *****

In addition the Morris County prosecutor, Mike Rubinnacio, can be contacted at:

<u>Day</u>	1-973-285-6250	P.O. BOX 900
<u>Night</u>	1-973-285-2900	MORRISTOWN, NJ 07963
<u>Fax</u>	1-973-8298664	

ATTENTION
ALL AIRCRAFT OWNERS
BE ADVISED THAT
PERSUANT TO
N.J.S.A. APP.A:9-64 ET SEQ.

*All aircraft must be double locked.
The requirement that all aircraft which are
parked or stored at the aeronautical facility for
more than a
24-hour period utilize a two-lock system which
secures or disables the aircraft to prevent
operation of the aircraft.*

After consultation and review with representatives of NJDOT Division of Aviation, the following procedures have been implemented.

Motor vehicles on the field

Pursuant to the recommendation of the Lincoln Park Police department and the NJDOT, the parking of motor vehicles on this airfield, other than

emergency vehicles or those specifically authorized by Lincoln Park Airport, is strictly prohibited. This airport regulation, which is intended to bolster airport security, shall continue indefinitely.

Consequently, the access road gate shall remain locked, and all airport tenants and visitor vehicles should be parked in the airport parking lot on Beaverbrook Road. No motor vehicles (except as indicated below) are allowed on the field or may be operated on the taxiways, runway or tie-down areas, unless preauthorized by Airport Management.

Crossing Runways

No person shall drive or walk across the runway, with the following exception. Vehicles operated by FBOs bearing a flashing yellow light or other hazard light may cross the runway for access to aircraft or hangars.

On Field Deliveries

All delivery vehicles going to FBOs and requiring access to the field side of the FBO must be escorted to the hangar by a vehicle bearing a flashing yellow or other hazard light. Delivery drivers or helpers may not be left unattended. When expecting a delivery, please notify the office so that the gate may be opened for the delivery truck and closed after the truck has left the field.

Speed Limit

Everyone is reminded that the speed limit for vehicles and taxiing aircraft shall not exceed 5 MPH or the equivalent of a fast walk.

APPENDIX

MONTHLY INSPECTION REPORT FOR FUEL STORAGE FACILITIES

Month: _____

Year: _____

Date of Inspection: _____

Name of Inspector: _____

Signature:

Name and Address of Facility:

The monthly above ground tank inspection must include the following:

- (1) Inspecting exterior surfaces of tanks, pipes, valves, and other equipment for leaks and maintenance deficiencies,
- (2) Identifying cracks, areas of wear, corrosion or thinning, poor maintenance or operating practices, malfunctioning equipment, structural, containment and foundation weaknesses, and
- (3) Inspecting monitoring or warning systems which may be in place at the facility.

Notes

REGULARLY SCHEDULED INSPECTION CHECKLIST

Date: _____ Day: _____ Time: _____

Inspector: _____ ✓ Unsatisfactory

<u>FACILITIES</u>	<u>CONDITIONS</u>	<u>REMARKS</u>
	Pavement Lips Over 3"	
PAVEMENT AREAS	Hole 5" Diameter, 3" Deep	
	Cracks/Spalling/Bumps	
	FOD: Gravel/Debris/Etc.	
	Rubber Deposits	
	Ponding/Edge Dams	
MARKINGS AND SIGNS	Visible/Standard	
	Hold Lines/Signs	
	Frangible Signs	
	Obscured/Dirty/Faded	
LIGHTING	Damaged/Missing	
	Inoperative	
	Faulty Aim/Adjustment	
NAVIGATIONAL AIDS	Rotating Beacon	
	Wind Indicators	
OBSTRUCTIONS	Obstruction Lights	
	Cranes/Trees/Etc.	
	Fencing/Gates/Signs	
FUELING OPERATIONS	Fuel Markings/Labeling	
	Fire Extinguishers	
	Grounding Clips	
	Fuel Leaks/Vegetation	
	Surface Conditions	
SNOW & ICE	Aircraft Chocks	
	Snow Bank Clearance	
	Lights & Signs Obscured	
	Beacon	
CONSTRUCTION	Barricades/Lights	
	Equipment Parking	
PUBLIC PROTECTION	Fencing/Gates/Walkways	
	Signs	
WILDLIFE HAZARDS	Birds	
	Deer/Animals	

CONTINUOUS SURVEILLANCE CHECKLIST

Date: _____ Day: _____ Time: _____

Inspector: _____ Unsatisfactory

<u>FACILITIES</u>	<u>CONDITIONS</u>	<u>REMARKS</u>
GROUND VEHICLES	Rules/Procedures Followed	
FUELING OPERATIONS	Fire/Explosion Hazards Ground/No Smoking	
SNOW & ICE	Surface Conditions	
CONSTRUCTION	Runway Incursions Runway & Taxiway Use Parking	
PUBLIC PROTECTION	Unauthorized Persons Unauthorized Vehicles Gates Clear	
WILDLIFE HAZARDS	Birds/Animals	
MISCELLANEOUS	Pedestrians In Movement Area Passenger Load/Unload Debris In Movement Area	

Additional Comments:

SPECIAL INSPECTION

COMPLAINT _____
INCIDENT _____
ACCIDENT _____
UNUSUAL EVENT _____

Description:

Action Taken:

Notam Issued: ? yes ? no

NOTAM – LINCOLN PARK AIRPORT

AFSS – MILLVILLE – 1-800-772-7433

Date: _____
Time: _____
Duration: _____

Authorized By: _____

Phone Number: _____

NOTAM Content:

FSS # _____

FSS Initials: _____

Cancel Date: _____

By: _____

Aeronautical Facility Security Plan

Facility Name Lincoln Park Airport

Facility Address 425 Beaverbrook Road
Lincoln Park, New Jersey 07035

Aeronautical Facility License No. A-5

Facility Manager Peter DeRosa

Telephone Numbers

Business hours	(973) 628-7166
24-hour emergency	(973) 960-4400
Cell Phone	(973) 960-4400
Pager	

e-mail LincolnParkN07@optonline.net

Distribution of these Security Procedures is restricted to those persons with a “need-to-know” as determined by the airport manager. The airport manager is responsible for the development, upkeep, revision, and distribution of the Airport Security Procedures.

Note: The term “airport” as used in this document applies to any licensed aeronautical facility including airports, seaplane bases, heliports, and helistops.

Date July 2005
Revised

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Section I: General Information

1. Introduction and Purpose

The purpose of this document is to summarize security information at the airport and to set forth procedures to be followed in the event of a hostile/terrorist action or threat thereof originating at the airport, directed against the airport, its tenants, or its property, or involving the airport in any way.

2. Responsible Parties

<u>Telephone</u>	<u>Name/Contact</u>	
Airport Owner 7166	Joseph Rendeiro	(973) 628-
Airport Authority		
Airport Manager 7166	Peter DeRosa	(973) 628-

3. Airport Information:

Airport Name/Identifier	Lincoln Park Airport / N07
Street Address	425 Beaverbrook Road Lincoln Park, New Jersey 07035
Telephone Number:	(973) 628-7166
Emergency Number	(973) 960-4400
Fax Number	(973) 872-0808
Nearest City (Attach location map)	Lincoln Park

Airport Coordinates	Latitude	40°56.85' N
	Longitude	74°8.87' W

Section I: General Information (continued)

4. Distribution List

Police	Local Police Department
Fire Department	Local Fire Department
Tenant	Wagner Airways Lincoln Park Aviation
Other Illiano)	Transportation Security Administration (Lou

5. Airport Activities

Types of activities (e.g., flight instruction, banner towing, ballooning, agricultural operations, etc.)

Flight instruction, full maintenance, tie downs and hangars.

Airport Operating Hours	24 hours/day, 7 days/week
No. of annual operations	100,00+
No. of based aircraft	Approximately 207

6. Airport Description

Area in acres 187

Runways, taxiways, ramps: (attach airport diagram)

Section I: General Information (continued)

Airport Buildings:

<u>Name/No. Phone</u>	<u>Type</u> (hangar, shop, office, etc.)	<u>Key Holder/Emergency</u>
Hangar 1 714-8364	Shop/office	Lincoln Park Aviation/(973)
Hangar 2 714-8364	Shop/office	Lincoln Park Aviation/(973)
Hangar 3 960-4400	T-Hangar	Lincoln Park Airport/(973)
Hangar 4 9142	Common Hangar	Wagner Airways/(973) 224-
Hangar 5 960-4400	Common Hangar	Lincoln Park Airport/(973)
Hangar 6 714-8364	Common Hangar	Lincoln Park Aviation/(973)
Hangar 7 714-8364	Common Hangar	Lincoln Park Aviation/(973)
Hangar 8 9142	Shop/office	Wagner Airways/(973) 224-
Hangar 9 9142	Shop/office	Wagner Airways/(973) 224-
Hangar 10 960-4400	T-Hangar	Lincoln Park Airport/(973)
Round Building 960-4400	Offices	Lincoln Park Airport/(973)

Airport Tenants

<u>Building</u>	<u>Telephone Numbers</u>
<u>Tenant Name/Point of Contact</u>	<u>Routine/Emergency</u>
<u>Occupied</u>	

Lincoln Park Aviation/Frank Galella (973) 633-0450/(973) 714-8364
 Hangars 1, 2, 6, 7
 Wagner Airways/Tim Wagner (973) 628-2980/(973) 224-9142
 Hangars 4, 8, 9

Section I: General Information (continued)

7. Explosive/hazardous materials present on the airport

<u>Material</u>	<u>Location</u>
100LL between Hangars	West side of airport, 5 and 6

8. Emergency Phone Numbers (to be posted around the facility)

All emergencies	911
NJ State Police	609-882-2000 Ext 6311
Local Police	(973) 694-5533
Fire Department	(973) 694-5533
NJ Division of Aeronautics	609-530-2900
	(Use NJSP # after
hours)	
FAA Millville FSS	800-223-0140
TSA Airport Watch Hotline	866-427-3287
NJDEP Hotline	877-WARN DEP
NTSB	973-334-6420
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Section II: Airport Security General

1. Security Infrastructure:

Describe the security equipment (fencing, gates, locks, access control systems, floodlights, alarm systems, signs, etc.) in place at the airport:

There are floodlights and fencing at the airport.

2. Security Procedures:

Describe the security procedures in place for the following:

Personnel: Access control and identification:

Vehicles: Access control and identification:

No outside vehicles allowed on airport grounds.

Section II: Airport Security General

(continued)

Aircraft: Locking/securing

Two lock rule pursuant to NJS APP A9-64. All T-Hangars are locked.

Buildings and Hangars: Locking/securing/patrolling

All buildings and hangars are locked when unattended. Local police patrol airport numerous times during off-hours.

Gates/Fences: Locking/securing/patrolling

All gates and fences are kept locked at all times. Gates are only opened by airport personnel.

Section III: Specific Security threats – Contingency

Plans

Describe the procedures to be executed at the airport in response to the following events:

Bomb threat:

1. Call and notify local police department.

Hijacking:

1. Call and notify local police department.
2. Block runway.

Suspicious/Unidentified Packages or Items:

1. Call and notify local police.

Section III: Specific Security threats – Contingency Plans

(continued)

Suspicious Behavior:

1. Personally inspected by owner or manager.
2. Lincoln Park Airport participates in the AOPA General Aviation watch.
3. Call and notify local police department.

Unknown/unidentified vehicle on the airport:

1. Personally inspected by owner or manager.
2. Lincoln Park Airport participates in the AOPA General Aviation watch.
3. Call and notify local police department.

Section IV: Special Events

Describe the airport procedures for handling special events:

Air Shows

Lincoln Park Airport does not host such events.

VIP Visits

VIP is personally escorted by airport owner or manager.

Events involving large numbers of people on the airport

Lincoln Park Airport does not host such events.

Section VI: Security Threat Level Increases

Describe the steps to be taken at the airport in the event the Department of Homeland Security (DHS) through the Homeland Security Advisory System raises the threat level to Code “Orange” or “Red.”

Increase vigilance. Airport manager carries a NJDOT Aeronautics pager 24/7.

Section VII: Coordination with Law Enforcement

Describe any agreements or arrangements between the airport and State, County, or local law enforcement agencies to provide support, airport patrols, and emergency response. Discuss the methods of communication between the airport and law enforcement agencies.

Airport manager carries NJDOT Aeronautics pager 24/7. Airport is currently working with local police department to install video monitoring system. Local police department patrols airport numerous times during off-hours. Local police department is less than 1 mile from the airport. The response time is nearly immediate. Airport has direct phone line to police station.