

**NATIONAL TRANSPORTATION SAFETY BOARD**

Office of Aviation Safety  
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**SURVIVAL FACTORS / OPERATIONS**

**WPR11MA454**

Attachment 5 – Reno Air Race Association Emergency Services Manual (2011)

(27 Pages)

# **Reno Air Race Association**



## **Emergency Services Manual 2011**

**Reno Air Race Association  
Emergency Services Manual**

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## **GENERAL**

### **The Goal of Emergency Services**

1. Provide race pilots and performers the best possible chance of survival.
2. Provide the highest level of Fire Fighting possible.
3. Provide race fans a high level of medical support.
4. Provide Command/Control of a Mass Casualty Incident

### **Facts**

1. The arrangement and control of emergency resources for this event is like no other airport or aviation related event in the world.
2. Fire and EMS services will be provided by 12 to 18 different departments and agencies with up to 100 personnel in the field and in support functions
3. All operations are directed, coordinated, and dispatched by the Fire Control Tower on a common communication channels
4. The organization is designed to handle multiple incidents simultaneously
5. The organization is managed by use of the Incident Management System (IMS)

### **Agencies and Individuals that make up Emergency Services**

City of Reno Fire Department (RFD)  
Nevada Air National Guard Fire Department (NVANG/FD)  
Reno Tahoe Airport Authority Fire Department (RTAAFD)  
Reno Tahoe Airport Authority Police Department (RTAAPD)  
Washoe County Sheriffs Department (WCSO)  
REMSA & Careflight  
Nevada Army Guard  
Fallon Naval Air Station  
RARA Comm Center  
Volunteer Emergency Tower Personnel  
Volunteer Recovery Personnel  
Volunteer Rover Personnel  
St. Marys Medical Center  
Volunteer Doctor and Nurses  
Bureau of Land Management (BLM)  
US Forest Service (USFS)  
Cold Springs (VFD)  
Silver Lake (VFD)  
Lemmon Valley (VFD)  
Silver Lake (VFD)  
Peavine (VFD)  
Wadsworth (VFD)  
Verdi (VFD)  
Galena (VFD)

## **Important Emergency Services Briefings**

### **1. Saturday Pre-flight Briefing**

On the Saturday before flying, a brief is held in the main RARA hanger for as many emergency services personnel that can attend. This is an important meeting to determine the level of volunteer commitment, brief individuals new to the races, get personnel familiar with the airport layout, and complete final logistical needs for the Emergency Services. Scheduled at 10:00 location RARA Pilot Briefing Room.

### **2. Overall Emergency Services Briefing**

A briefing is held Sunday morning of race week for all Emergency Services Management Personnel. The goal of this briefing is to familiarize the group of individuals who will be controlling accident/crash sites with each other, procedures, and the lines of authority at the accident site. Scheduled at 1100 in the Stead Airport Managers Office

### **3. 0700 Briefing at base of Fire Control Tower**

Every morning when flying, all Emergency Service personnel attend a morning briefing covering operational issues, the day's schedule, some basic Crash Fire Rescue (CFR) and EMS review, etc. Additionally, radios and Incident Action Plans (IAP's) are distributed to all crews, accountability forms are completed and collected, and logistical and supply needs are handled.

### **4. Crash-Fire-Rescue Training**

Every day of flying, following the 0700 briefing, a short (15-30 minute) training session is scheduled for most emergency services personnel covering a variety of different topics throughout the week. Typical topics of training include: basic airport operations and how to get around, basic and advanced CFR procedures, review of class aircrafts and the important items like canopy release, shut offs, etc., aircraft fueling procedures, Mass Casualty procedures, military aircraft procedures, Mayday procedures for pilots, etc.

### **5. Pilots & RARA daily review brief**

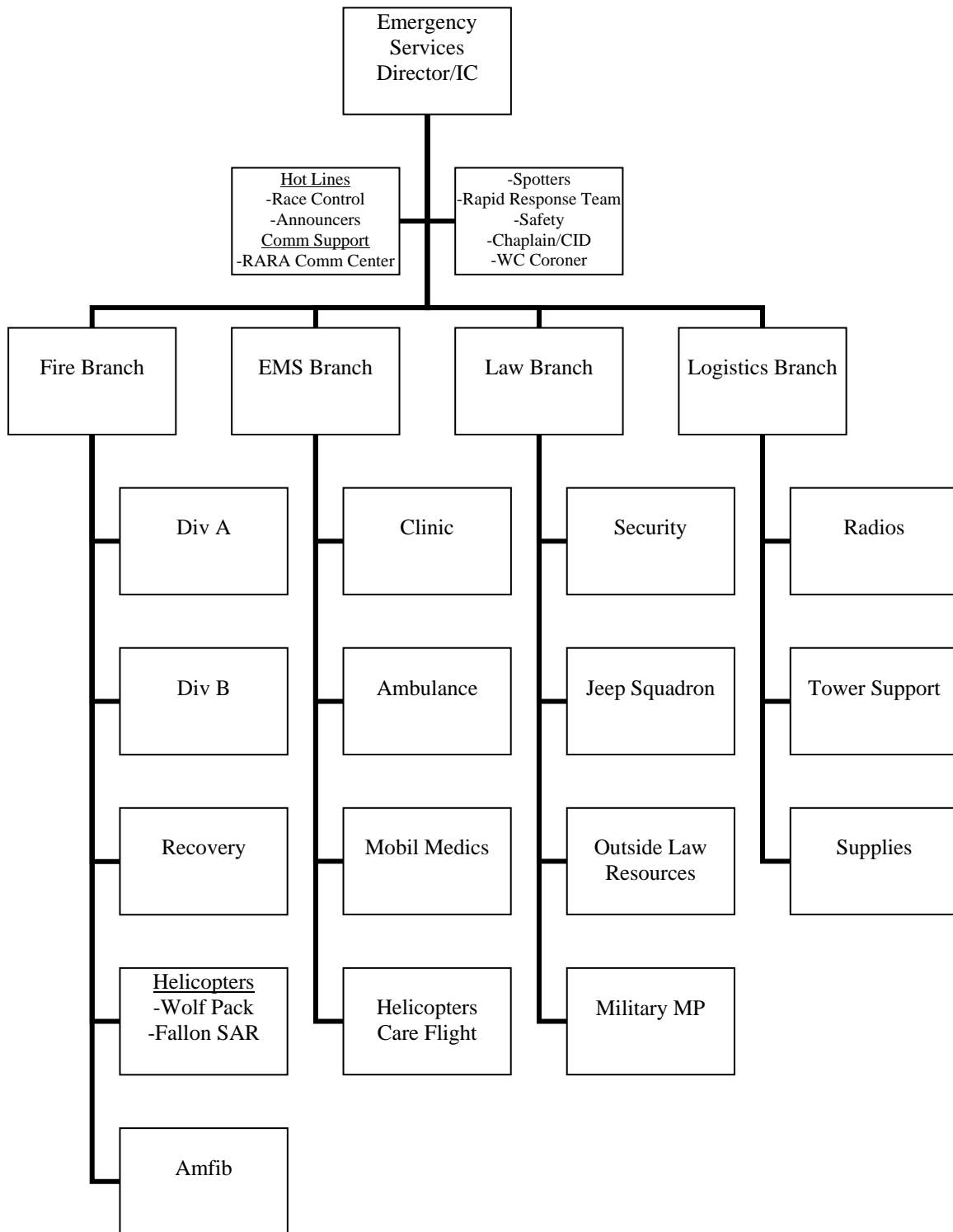
At the end of every flying day the Emergency Services Director, Fire Branch, and Divisions A & B attend the Pilots & RARA daily review brief. Important information from this brief is passed on at the 0700 Briefing at the base of the Fire Control Tower to all Emergency Services personnel.

### **6. Critical Incident Stress (CIS) Briefings**

CIS Briefings are conducted on an as need basis following a serious incident. Generally these briefing are conducted the following day at the 0700 Briefing at the base of Fire Control Tower for all Emergency Services personnel regardless of their involvement with the specific incident(s). Individual and small group CIS is also offered to any willing party that same day.

# ORGANIZATION CHART

## Reno Air Race Association - Emergency Services



## **EMERGENCY SERVICES DIRECTOR/INCIDENT COMMANDER**

The Emergency Service Director is the single person responsible for all emergency services at the races. Additionally, in the event of a large scale accident or Mass Casualty incident the Emergency Service Director will become the overall Incident Commander for the accident and/or event. During normal operations, the Emergency Services Director works in close coordination with Race Control, Air Race Operations, Ramp Control, and the Comm Center to assist in the smooth and safe operation of the Air Races. The Emergency Services Director is stationed in the main Stead Airport control / Fire Control Tower located on the southeast side of the Airport.

### **Hot Lines**

The Emergency Services Director is the primary user or the two (2) hot phone lines in the Fire Control Tower. See Communications section for more.

1. Race Control/Fire Control Tower
2. Announcer/Fire Control Tower

### **Spotters**

In the Fire Control Tower there shall be four (4) to (6) Spotters directly reporting to the Emergency Services Director. Spotters are responsible for the following functions:

1. Keeping track of active race aircraft with aircraft numbers in the air and on runways.
2. Watching race aircraft on race course
3. Watching race aircraft on take-off and landings
4. A single Spotter shall be assigned to watch a single Mayday aircraft while other spotters continue to monitor other race aircraft. This Spotter shall relay any and all important information on Mayday aircraft to all Fire Control Tower personnel for appropriate action.
5. During a Mayday incident(s) a single Spotter, not assigned a Mayday aircraft, shall open the Aircraft Safety Data book to the page(s) of the Mayday aircraft(s) and be prepared to relay needed information to the Fire Branch Director as requested.

### **Rapid Response Team**

During an aircraft accident/crash the Rapid Response Team shall work in coordination with the Emergency Service personnel on scene and under the direction of the Incident Commander. The Emergency Services Director can assist the Rapid Response Team with communications and information relay, requests for on scene and outside resources, notifications and requests for assisting agencies.

### **Safety**

The Emergency Services Director shall work and coordinate with and at times direct the RARA Safety Officers in order to ensure safe operation of personnel at the event.

### **Chaplain /CIS**

The Reno Fire Department Chaplain or other Chaplain services shall be under the direct request of the Emergency Services Director for any needed area at the Reno Air Race event. CIS Briefings shall be requested for all Emergency Service personnel on all major accidents. Individuals and small group CIS briefings will be requested for any and all personnel requesting such assistance.

### **Washoe County Coroner**

The Washoe County Coroner, if on scene at the races, will be included in the IAP for Emergency Services and will be issued a RARA radio and monitor the CFR channel. The Emergency Service Director shall be responsible for requesting the Washoe County Coroner when needed.

### **After Hours Emergency CFR Coverage**

During the race week (Sunday to Sunday) a Rover unit shall be staffed from 0600 0800 and 1700 to 2000 to cover after hour race related activities. A communications link shall be established with the FFA Controlled Stead Tower to assist with immediate response to after hour incidents and safe operations on runways and taxiways.

## **FIRE BRANCH**

A single Fire Branch Director is in charge of the Fire Branch and is given the call sign of Fire Control. The Fire Branch controls the bulk of the Emergency Service resources. The Fire Branch's primary objective is command and control of all CFR resources and some EMS resources at the airport and on and around the race course. The Fire Branch Director is physically located in the Fire Control Tower and is the primary communications link/dispatch and for the fire branch.

The Fire Branch is divided into two (2) Divisions (Divisions Alpha and Bravo) that are both commanded by a Division Chief. The Divisions have the following geographically boundaries:

**Division Alpha** – The entire 08-26 runway and everything south. This includes the entire tarmac area, pits, fueling area, start-up area, static display, hangers, spectator area, grandstand, and vendor area.

**Division Bravo** – Everything north of the 08-26 runway. This includes runway 14-32, the abandoned runway 00-18, taxiways Bravo and Charlie, and all race courses.

### **Rovers**

A Rover is an emergency response apparatus especially designed for quick response to emergencies involving race aircraft. A rover is a fast moving 4x4 pick-up with a skid-mounted nitrogen charged fire suppression unit with ColdFire agent. ColdFire agent can be effectively used to suppress fires in flammable liquids, exotic materials, and flammable metals and was designed for use on race cars (NASCAR). Additionally, Rovers carry handheld extinguishers, forced entry tools, and self contained breathing apparatus for the two crew members. Rovers at the Reno Air Races are staffed with some of the most experienced CFR personnel in the Emergency Services. Three (3) to Four (4)



Rovers are staffed annually for the Races. The primary objective of a Rover is to get to a Mayday race aircraft as soon as possible and either hold a fire in check and away from the pilot or extinguish the fire while the rest of the emergency apparatus are still responding. A secondary objective for a Rover in Division Alpha is to move around and look for potential fire and or safety problems in the Division. Rovers have been very effective at the Reno Air Races reducing the average time of arrival at wheel stop of a Mayday race aircraft to approximately 10 to 15 seconds or less. However, Rovers are not effective on large fires as a result of catastrophic crashes due to the Rover's limited agent capacity. Rover drivers should refrain from taking the primary firefighting position when first on scene at a catastrophic crash, large flammable liquid spills or fire. The primary firefighting position should be left clear for the responding heavy CFR apparatus.

### **Recovery**

Recovery is a team of individuals that man heavy equipment including cranes, front loaders, and forklifts. The team monitors the Operations and Fire radio frequencies. The goal of Recovery is the rapid response of heavy lifting equipment in case of inverted and damaged aircraft, assistance with pilot extrications, and quick removal of damaged aircraft from active runways.

## **EMS BRANCH**

### **Medical Director**

The Physician of record in charge of the overall medical oversight of the pre-hospital response groups located at the Air Races.

### **Medical Branch Director – Medic 1**

The Medical Branch Director is responsible to the Incident Commander and is responsible for medical incident activities including the development and implementation of strategic decisions and for approving the ordering and release of medical resources.

### **Medical Resources**

Medical resources are used to provide medical services to the participants and spectators of the Air Races. Additional duties may include coordination of a single resource (i.e. ambulance from the City to assist in transporting patients to hospitals. This can be done by way of direct radio contact with REMSA Dispatch or with assistance by radio/phone communication system in the CFR Tower.

### **Clinic**

The clinic will be staffed daily Wednesday to Sunday of race week from 0800 to 1800 inclusive. Staffing levels will be set based upon projected crowds each day.

### **Ambulance**

One ambulance on duty will be the baseline during flight operations from 0800 until 1800. Any ambulance assigned to fight operations shall attend the 0700 briefing at the Fire Control Tower. Added levels will be assigned as agreed upon by REMSA and RARA to manage the anticipated needs associated with crowd levels.

### **Mobil Medics**

Medics on Segways will patrol all of the areas populated by the attendees to the event and administer first aid as needed or requested. These medics will stabilize the individual who will be transported to the onsite clinic for further evaluation.

### **Careflight and other Helicopters**

The Care Flight helicopter will be stationed on the tarmac at the West end of the Ramp during all races to expedite departures to the designated hospital. It may be stationed at Stead on stand by during other times at the discretion of REMSA Dispatch. The Nevada Army National Guard may supplement in a mass casualty situation, one Medivac Helicopter shall be stationed at the Army guard facility during Time Trials.

### **Medical Communications**

Medical dispatch communications off the runways and ramp shall be the responsibility of the Incident Commander and or the Comm Center depending how the call for service is received. The call shall be relayed to the Medical Branch Director for medical unit dispatch and the calls shall be moved to channel 4. Portable radios (complete with microphones and earphones) will be issued to the Medical Director and REMSA Medical Branch Director. The REMSA Medical Branch Director shall at his/her discretion dispatch the appropriate response unit.

### **Medical Coverage**

Ambulance and quick response coverage will be provided during the Air Race period in the following manner:

REMSA will have an on-site manager each day of the event.

### **First Aid Stations**

The main first aid station will be located at hangar 4001 and will be staffed by two (2) Nurses, one (1) Physician, and one (1) EMT.

Auxiliary aid stations will be located on the west side of the Race Headquarters building and the Lear Hangar, Which will be staffed by one (1) Nurse and one (1) EMT. All stations will be manned from the start of the race day until ½ hour after the last race to assure medical coverage. These stations will handle first aid calls within the respective areas. The Lear Hangar aid station and main Headquarters aid station is for the public. Any call that requires additional emergency treatment will require contact through the Emergency Control Center to the Medical Branch Director.

## **LAW ENFORCEMENT BRANCH**

### **Agencies that make up the Law Enforcement Branch**

RARA Security Director & Staff

Reno Police Department (RPD)

Washoe County Sheriffs Department (WCSO)

Reno Tahoe Airport Authority Police Department (RTAAPD)

## USBLM Law Enforcement Division (BLM LE)

**Duties and Responsibilities:** The following section defines the security and parking responsibilities for each organization and function listed in the chart above.

### **Law Enforcement Branch Director**

The Enforcement Branch Director shall be the Law Officer assigned to the Fire Control Tower and shall work in close partnership with the Director of Security. The Law Enforcement Branch Director is responsible for law enforcement incident activities including the development and implementation of strategic decisions, and for the approving, the ordering, and releasing law enforcement resources.

### **Director of Security**

Shall report to the Executive Committee and have the overall responsibility for the 2010 Air Race Security and Parking Program. He shall determine the overall security requirements, have operational control of all paid security, sheriff reserve deputies and volunteer organizations required to enforce security under the control of RARA for the 2010 Air Races and shall serve as the RARA liaison with local law enforcement cooperators including the Washoe Co. Sheriffs Department, Reno Police Department, Nevada Highway Patrol, and RTAA Police Department.

### **Deputy Director of Security**

Shall support the Director of Security and shall assume all duties of the Director of Security in his absence.

### **Law Enforcement Response to Aircraft Emergencies**

#### **On-Site Accidents:**

In the event of a minor on-site accident North of the Crowd Line, including the minor damage of an aircraft or loss of parts from an aircraft the OPS II shall direct Rat Patrol and/or Washoe County Sheriffs SVU to respond. Responders shall comply with instructions from the on scene Incident Commander to protect the scene of an aircraft crash or recover parts lost from an aircraft in flight. If local law enforcement agencies are on scene, they will be primary and RARA Security Staff will assist them as requested.

In the event of a serious on-site aircraft emergency / mishap within the Race Course or other controlled area, the following law enforcement response will occur:

1. The Law Enforcement Branch Director in the Fire Control Tower shall assume control of the law enforcement response and will coordinate the response of RARA Security Staff and law enforcement officers from RPD, WCSO and/or RTAAPD.
2. The Law Enforcement Branch Director will consult with the Incident Commander with input from the Security Director regarding the need for off site resources and will make the request directly or via the Comm Center. An additional law

- enforcement supervisor may respond directly to the aircraft emergency/mishap site when directed to do so by the Incident Commander.
3. The Security Director and security resources will work with law enforcement responders to assure the safety of emergency responders and integrity of the aircraft emergency/mishap site.
  4. Specific law enforcement personnel will be assigned perimeter security duties at the direction of the Law Enforcement Branch Director in the Fire Control Tower.
  5. Other on-scene assistance will be provided as directed by the CFR Division Chief on-scene.
  6. RARA Security Staff, and motorcycle officers if on site, shall take positions on the ramp to prevent spectators, pit crews, and other non-essential personnel from responding to the aircraft emergency / mishap site.
  7. Ingress traffic will be strictly monitored to ensure that only essential personnel are permitted access to the aircraft emergency / mishap site.
  8. On-scene law enforcement officers will make every attempt to aid families and friends of an aircraft emergency / mishap victim as the situation warrants.
  9. No law enforcement or security officer shall respond to an aircraft emergency / mishap site unless specifically directed by the Law Enforcement Branch Director or Security Director.

### **Off-Site or Accidents Outside of the Controlled Areas**

Emergency response of law enforcement personnel and RARA Security staff to an off-site accident will be coordinated through the Fire Control Tower. The Incident Commander and Law Enforcement Branch Director will monitor the response of other on-duty fire and law enforcement personnel and determine the extent and need of response by resources assigned to the air race event.

## **LOGISTICS BRANCH**

### **Radios**

An Emergency Services radio cache and accountability system will be established at the base of the Fire Control Tower. Every morning radios will be assigned to individual units. It is imperative that each radio be returned and checked in at the base of the Fire Control Tower at the end of each day to ensure accountability and that the radios will be charged and ready for the next morning.

### **Tower Support and Supplies**

Logistics provides a multitude services and tasks to support the Fire Control Tower including and not limited to:

1. Tower Security
2. IAP coping and distribution
3. Documentation capture
4. Morning Briefing Coffee and food
5. Emergency Services Supplies
6. Driver of RTAA Mass Causality Vehicle

7. Tower Food and Lunches
8. Preparation and procurement of Sunday BBQ
9. Liaison with RARA Headquarter, Race Control and Comm Center
10. Security and control of golf carts
11. Basic go-to-guy and runners

## **RARA RAPID RESPONSE TEAM**

The RARA Rapid Response Team(s) is a team of four individuals per team, two team's total. The teams will be made up of RARA officials. On aircraft down accidents, on or off site, a single team shall respond to the accident while the other team remains at the races. The objectives of a Rapid Response Team are to secure the crash site, limit access to the site with barrier tape, marking of important items, preserving evidence for FAA and NTSB, and relaying critical site information to RARA officials. The Rapid Response Team shall not enter the accident site until the CFR Incident Commander of the accident has confirmed the scene is safe to operate in without CFR personal protective equipment. The CFR personnel and Rapid Response shall work together in accomplishing the team's objectives. Each Rapid response team member shall carry a Rapid Response Kit.

## **EMERGENCY ROLE OF CHAIRMAN & CEO**

In the event of an accident resulting in serious injury or death to any pilot or air race participant the Chairman and CEO will respond initially to Air Race Headquarters.

They will then go to the pit or other designated location to meet with the family and crew of the involved race or demo pilot and provide all possible assistance.

If more than one racer is involved, the CEO and Chairman may split up and be joined by one or more directors to meet with the family and crew of the involved race or demo pilot and provide all possible assistance.

Assistance includes but is not limited to; providing directions to and transportation to local emergency care facilities, shielding the family and crew from unwanted intrusion by fans and media, making available critical incident stress counseling, explaining the crash investigation and if needed coroners and mortuary procedures.

In the event of a mass casualty incident, the Chairman and CEO will respond to the incident and direct RARA resources, pilots and crews to assist with the incident and give reliable reports and updates to the Incident Commander. Either the Chairman or CEO shall become the Incident Public Information Officer (PIO) for the incident and set up a briefing room with briefing times as soon as possible. All other agency Information Officers shall provide assistance to and be subordinate to the RARA PIO for Air Race related incidents.

## COMMUNICATIONS

### Comm Center

A Communications Center (Comm Center) is located in the Reno Air Race Hanger on the west end of the ramp and staffed by experienced professional public safety Dispatchers. The Comm Centers primary role is to facilitate the clear communications between radio users and assist with requests for resources and services. The Comm Center assists in the notification and dispatch of resources to emergencies both medical and problems in the pits, grandstands, static display areas, vendor areas and parking. Fire Control is responsible for areas of the airport and ramp. However, the Comm Center and Fire Control shall work together and assist each other in order to provide the best response to each call for service. The phone number for the Comm Center shall be on the IAP maps and resource list.

### Air Race UHF Radios

The Reno Air Race Association provides portable UHF radios for each resource in Emergency Services. This is to provide common a communication net. The radios have numerous channels for different functions. Emergency Services/CFR is assigned channel 3. Medical emergencies not involving the Fire Branch will be dispatched on Channel 3 and run on Channel 4. This is to keep Channel 3 free of unneeded radio traffic not directly related to CFR and racing. The following is the Air Race UHF Radio Com Plan:

**2011 RENO AIR RACING ASSOCIATION 182 RADIOS & FIRE / RESCUE 40**  
**RADIOS**

CH 1:	OPERATIONS	--- -----DPL-271*
CH 2:	OPERATIONS SUPPORT	--- -----DPL-271*
CH 3:	FIRE / RESCUE	--- -----DPL-271
CH 4:	SECURITY	--- -----DPL-271*
CH 5:	PYLONS	--- -----DPL-271*
CH 6:	ADMINISTRATION	--- -----DPL-271
CH 7:	CONCESSIONS	--- -----DPL 116
CH 8:	GENERAL RADIO TRAFFIC	--- -----DPL 051
CH 9:	GENERAL RADIO TRAFFIC	--- -----DPL 743
CH10:	OPEN	--- -----DPL 116
CH11:	OPEN	--- -----DPL 703
CH12:	OPEN	--- -----DPL 703
CH13:	OPEN	--- -----DPL 703
CH14:	OPEN	--- -----DPL 343
CH15:	OPEN	--- -----DPL 465
CH16:	COMMAND Private Secure	--- -----DPL 043

- INDICATES REPEATERS IN COMBINER

**COMMAND RADIOS (21 RADIOS)**

CH 1:	OPERATIONS	--- -----DPL-271*
CH 2:	OPERATIONS SUPPORT	--- -----DPL-271*
CH 3:	FIRE / RESCUE	--- -----DPL-271
CH 4:	SECURITY	--- -----DPL-271*
CH 5:	PYLONS	--- -----DPL-271*

<b>CH 6:</b>	<b>ADMINISTRATION</b>	<b>--- -----DPL-271</b>
CH 7:	CONCESSIONS	--- -----DPL 116
CH 8:	GENERAL RADIO TRAFFIC	--- -----DPL 051
CH 9:	GENERAL RADIO TRAFFIC	--- -----DPL 743
CH10:	OPEN	--- -----DPL 116
CH11:	OPEN	--- -----DPL 703
CH12:	OPEN	--- -----DPL 703
CH13:	OPEN	--- -----DPL 703
CH14:	OPEN	--- -----DPL 343
CH15:	OPEN	--- -----DPL 465
<b>CH16:</b>	<b>COMMAND</b>	<b>--- -----DPL-271</b>

**DELTA CHANNEL (8 RADIOS)**

CH 1 – CH 14 SAME AS ABOVE

<b>CH15:</b>	<b>DELTA CHANNEL</b>	<b>--- -----DPL 271</b>
<b>CH16:</b>	<b>COMMAND</b>	<b>--- -----DPL-271</b>

**ANNOUNCERS (3 RADIOS & 2 BASE STATIONS)**

CH 1 – CH13: SAME AS ABOVE

CH14:	CONTROL	--- -----DPL 606
CH15:	BROADCAST	--- -----DPL 565
CH16:	BACKUP	--- -----DPL 032

**SHARON (4 RADIOS)**

CH 1 – CH15: SAME AS RENO AIR RACING ASSOCIAT-----

CH16:	PRIVATE	--- -----DPL 023
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**Cell Phones**

Cell phones have become a very common and useful means of communication with the Emergency Service at the Races. Cell phone numbers for as many of the units that carry them will be listed on the daily IAP. Cell phones assist in keeping the radio channel free of non-critical information. A word of caution, refrain from using cell phone to transfer critical information that needs to be transmitted on the radio for all units to hear. Cell phone communication has also been of great benefit for critical information during radio failures and over use.

The Comm Center and Fire Control Tower will each maintain a list of cell phone #s for supervisors, air race directors and other key personnel in order to provide a backup avenue for communication and to reduce the load on the contracted UHF radio system for non-emergency communications. Supervisors, Directors and other key personnel will be provided a copy of the cell phone directory.

**Land line**

One land phone line is maintained in the Fire Control Tower and used for normal phone communication and is a good way to contact Fire Control to reduce radio traffic. Please use this phone line for emergency or critical information only during Maydays or actual accidents. This phone number will be listed in the IAP.

### **E-mail Link**

An e-mail will be established and enable the Fire Control Tower and will be used to e-mail IAPs and other important documents to the Comm Center and RARA Headquarters.

### **Hot Lines**

Two (2) Hot (direct ring) phone lines shall be installed and maintained during the races. **Race Control/Fire Control Tower** – This hot line is heavily used to allow quick relay of information on Mayday incidents and allow CFR apparatus fast safe clearance on and across active runways. It also allows Fire Control to relay information to Race Control on areas of the airport that Race Control can not see. It is also used to relay safety information to Race Control that has been observed by CFR personnel in the field. This hot line is a critical need to operate emergency services in a safe and controlled manner. **Announcer/Fire Control Tower** – This is a seldom and hopefully never used hot line. The goal of this hot line is to allow critical information exchange between the Fire Control Tower and the event Announcer to achieve an orderly and coordinated mass evacuation of the spectator area in the event of a serious accident.

### **Air Band VHF Radios**

Handheld Air Band VHF Radios are available and are assigned to the Fire Control Tower and key personnel. The assignment of Air Band VHF radios to key personnel is made to permit those individuals to monitor air traffic and to communicate directly with the tower to prevent runway incursions by vehicles. It is encouraged for Emergency Services personnel in the field to monitor the Air Band VHF Radio frequencies used by the races. This gives Emergency Services personnel a jump and heads up on Mayday situations and what potential runways a Mayday aircraft may use. It also is gives a heads up for potential use of the same runway by multiple Mayday aircraft. It also makes the races more interesting to what and gives insight into what is going on in the pilot's heads and the decisions they are making. At a minimum Fire Control and Divisions Alpha and Bravo shall monitor Air Band VHF Radios at all time when races are taking off, racing and landing. For almost all Emergency Service personnel, these Air Band VHF Radios are to be monitored only and not used for transmission unless duly authorized.

### **Government Radio Systems**

Many of the CFR units assigned to the Air Races including the Fire Control Tower and Security Director have direct access to VHF and 800MHz radio systems maintained by local response agencies including City of Reno Fire and Police Departments, Washoe County Sheriffs Department, NV Department of Public Safety, RTAAWC Fire and

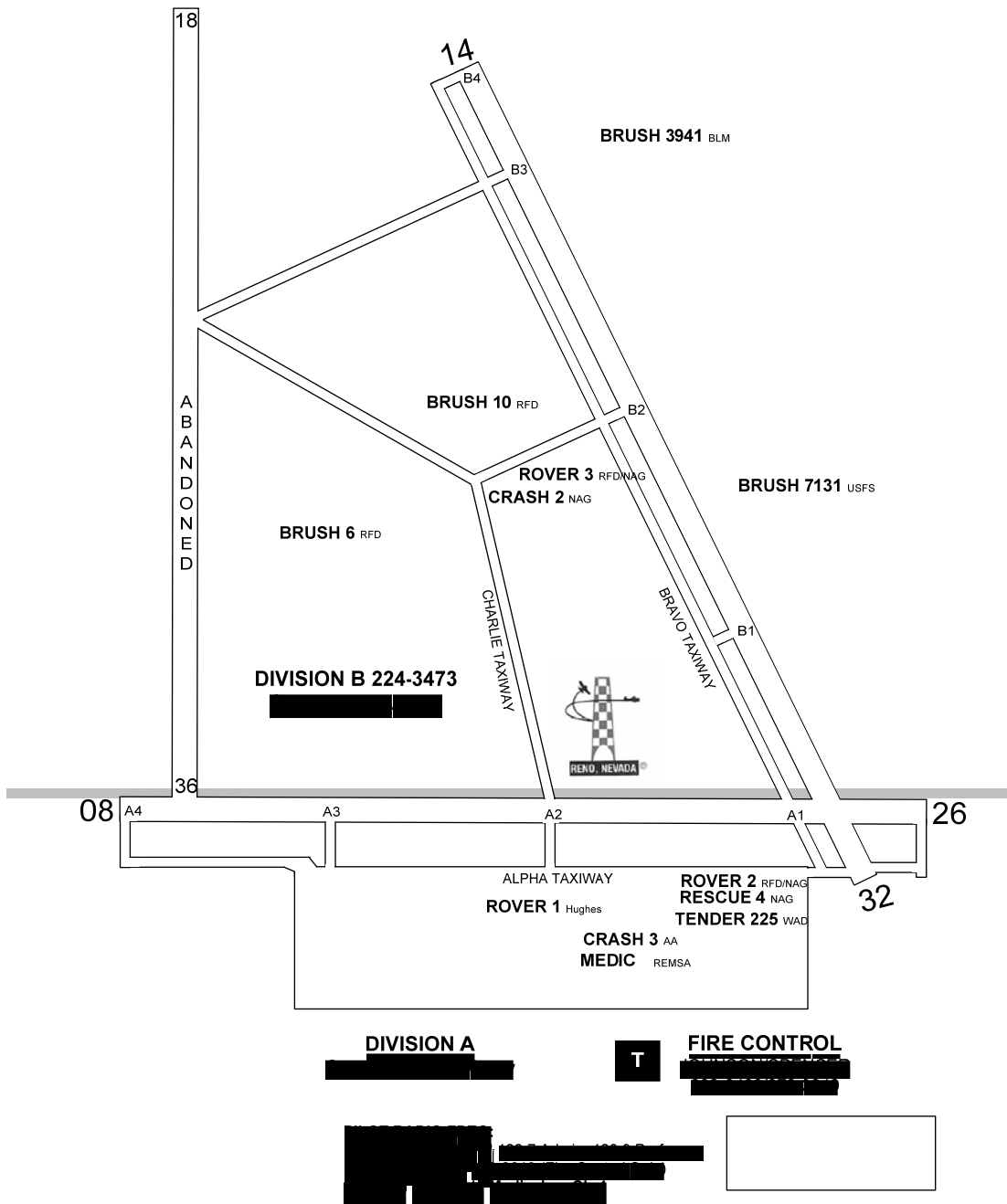


Police Departments, USBLM, USFS and Division of Forestry. In the event of an aircraft emergency/mishap or other accident requiring emergency resources not already on site, one or more channels/talk groups may be designated to coordinate the emergency response. Whenever possible, channel/talk group assignments will be made prior to the start of the event. The main back-up frequency for the Emergency Services is Reno Fire's VHF TM Peavine.

# SAMPLE INCIDENT ACTION PLAN

Daily Incident Action Plans (IAP) are developed and distributed to all Emergency Services units at morning briefing. The IAP consists of a map showing basic airport layout and apparatus/units call signs and positions. And a resource list of all apparatus/units call signs with additional information and communication information. The follow is an example of the daily IAP:

## RENO AIR RACE CFR 2008 9/6/08





## 2009 Reno Air Races CFR

Date:

<b>Fire Control Tower</b>	<b>Division A (Ramp)</b>
Batt. Chief Johnson – -----	Capt. York – RFD
Capt. Spencer -----	– ANG
	<b>Division B (Field)</b>
<b>Vienna Sausage ( Logistics I)</b>	Capt. J.E. Johnson - RFD
Kenny Deburg -----	- ANG

## Apparatus Inventory

Call sign	Agency	Description
Division A	Reno Fire	4X4 Suburban
Medic 1	REMSA	Brian Taylor -----
Clinic 1	REMSA	Alan Tom -----
Crash 3	Airport Authority	3000 gal A-----
Rover 2 -----	RFD	Slide on Unit, 4X4
Hot Dog 1 -----	FAA	Gary Goodwin/George Sedlack
Medic 18	REMSA	Ambulance
MCI Unit – Unmanned	Airport Authority	Staged at Maintenance Facility
Recovery – Channel 1	Clements/Essary	Crane/Lifts
Recovery – Channel 2	Dallas	Crane/Lifts
Rover 1	Hughes/Ariaz	Slide on Unit, 4X4
Rover 3	ANG	Slide on Unit, 4X4
Rescue 4	ANG	Rescue, Ext
Brush 226	Hidden Valley VFD	Type IV Eng
Tender 331	Peavine VFD	2000 gal
Amphib	Ariaz of Hughes	WC Amphib for Dry Lake-unmanned
Brush 220	Cold Spring VFD	Model 14
Careflight	REMSA	Heli-----
Wolfpack 21	Army Guard	Heli -----
<b>Division B</b>	<b>Reno Fire/ANG</b>	<b>4X4 PU</b>
<b>Brush 6 -----</b>	<b>Reno Fire</b>	<b>Brush Rig – 500 GPM</b>
<b>Brush 10 -----</b>	<b>Reno Fire</b>	<b>Brush Rig – 500 gal. 1120</b>
<b>Crash 3</b>	<b>ANG</b>	<b>P-4 2500 gal ARFF</b>
<b>Brush 3936</b>	<b>HLM</b>	<b>4X4, 900 gal. CAFS</b>
<b>Brush 7131</b>	<b>USFS</b>	<b>4X4, 700 gal. CAFS</b>
<b>Engine 225</b>	<b>Wadsworth VFD</b>	<b>4X4, 1250 gal, foam</b>
<b>Rover 4</b>	<b>ANG</b>	<b>Slide on Unit, 4X4</b>
<b>Medic 13</b>	<b>REMSA</b>	<b>Ambulance</b>

## **MASS CASUALTY INCIDENT PLAN**

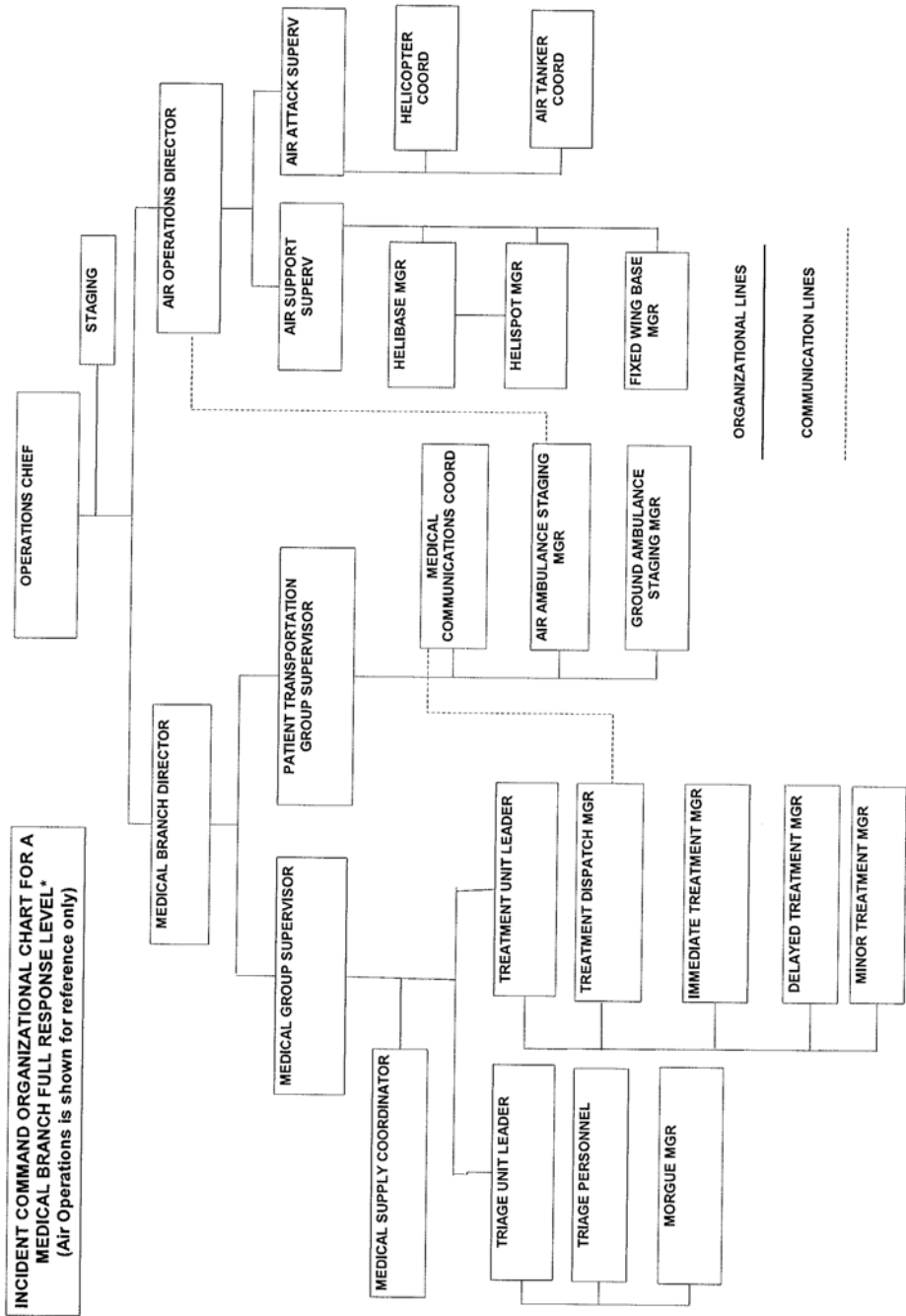
All air shows and races have the potential for a multi-casualty incident. The Reno Air Race Emergency Services are organized to very quickly and effectively handle a multi-casualty incident by the pre-positioning of resources and being organized to directly following the established Washoe County Multi-Casualty Incident Plan (County Plan). The Reno Air Race emergency services and the County Plan both utilize the ICS/IMS system. In the event of a multi-casualty incident at the Races the command structure and emergency resources are already in place to immediately start managing the incident. The Emergency Services Director becomes the Incident Commander (IC) and the main branches of Fire, EMS, and Law are already in place with the IC, Fire and Law Branch Directors pre-positioned in the Fire Control Tower with a standing order for the EMS Branch Director to immediately respond to the Fire Control Tower in the event of an incident.

On scene resources from the Fire, EMS, and Law branches will be assigned positions and duties under the County Plan as dictated by the specifics of the incident. Additional Fire, EMS, and Law resources will be requested as needed through a formal process with all parties involved notified and a specific time given.

Training on a multi-casualty incident specific to the Races and the use of SMART Triage shall be covered during one of the morning briefing training sessions. Every other year a multi-casualty table top exercise shall be conducted with participating agencies and the Reno Air Race Association. Additional resources pre-positioned on scene at the Races to assist with a Multi-casualty incident include: Airport Authority Multi-Casualty Apparatus, Washoe County Coroner, direct communications with regional dispatch and REMSA dispatch centers, Careflight, Army Guard Wolfpack, and Fallon SAR helicopters, the Stead Airport facility with Race Control for aerial medivac, Recovery Group, Chaplain, etc.

Many systems, procedures and safety features are in place to prevent a multi-casualty incident at the Reno Air Races. However, if an unfortunate incident occurs, there is a plan and trained personnel and resources in place to effectively handle it. Mandatory critical incident stresses debrief for all Emergency Services personnel shall be held following any multi-casualty incident and any follow up debriefings as needed.

Below is the Washoe County Multi-Casualty Incident Plan Organization Chart



\* (Air Operations is shown for reference only)

MCM 401

MEDICAL INCIDENT COMMAND SYSTEM STRUCTURE  
 ABSTRACTED FROM: CALIFORNIA OES – REGION IV MULTI-CASUALTY INCIDENT PLAN AND FIRESCOPE

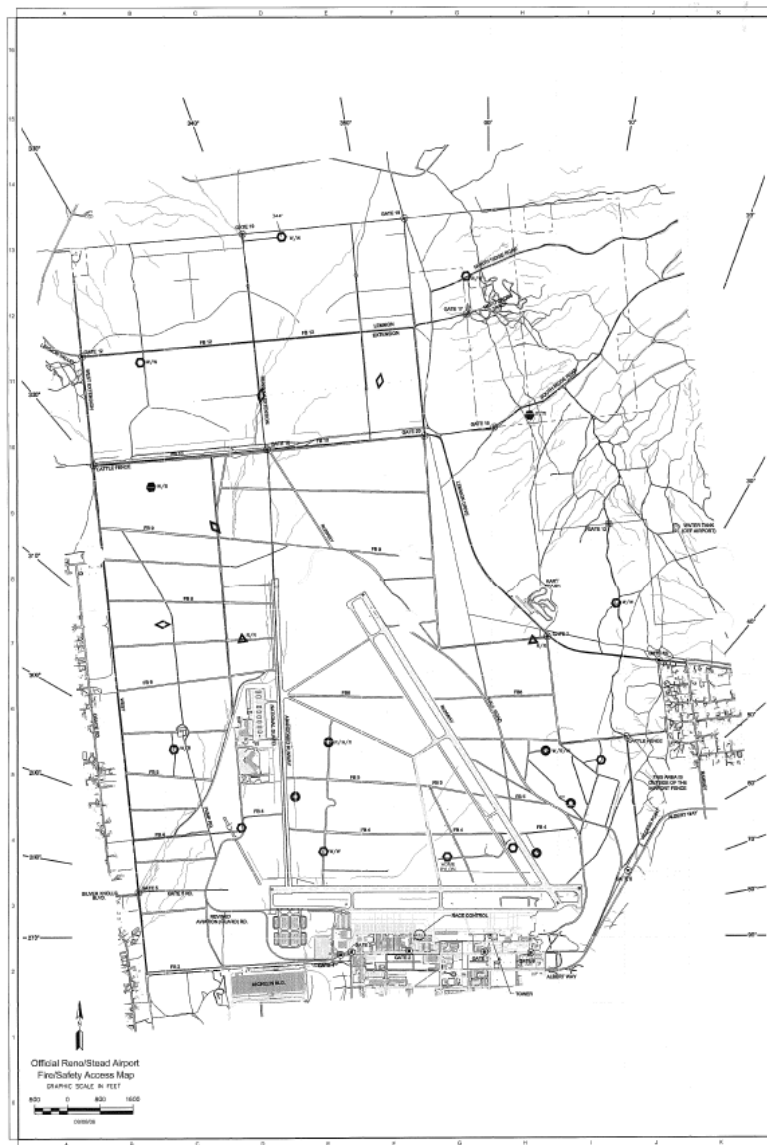
MCIP Effective 1/24/08

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## MEDIA INFORMATION

All requests for information, interviews, and media footage shall be referred to and/or must be approved by the Reno Air Race Association PIO/CEO/Chairman. All Emergency Service personnel shall refrain from any contact with the media. If asked for comments please refer the media to the Reno Air Race Association PIO/CEO/Chairman or ask Fire Control for direction. In the case of an accident/crash, absolutely no comments/interviews shall be given by Emergency Personnel to the media. All accident/crash information release shall be handled by the Reno Air Race Association PIO/CEO/Chairman.

## FIRE SAFETY ACCESS MAP





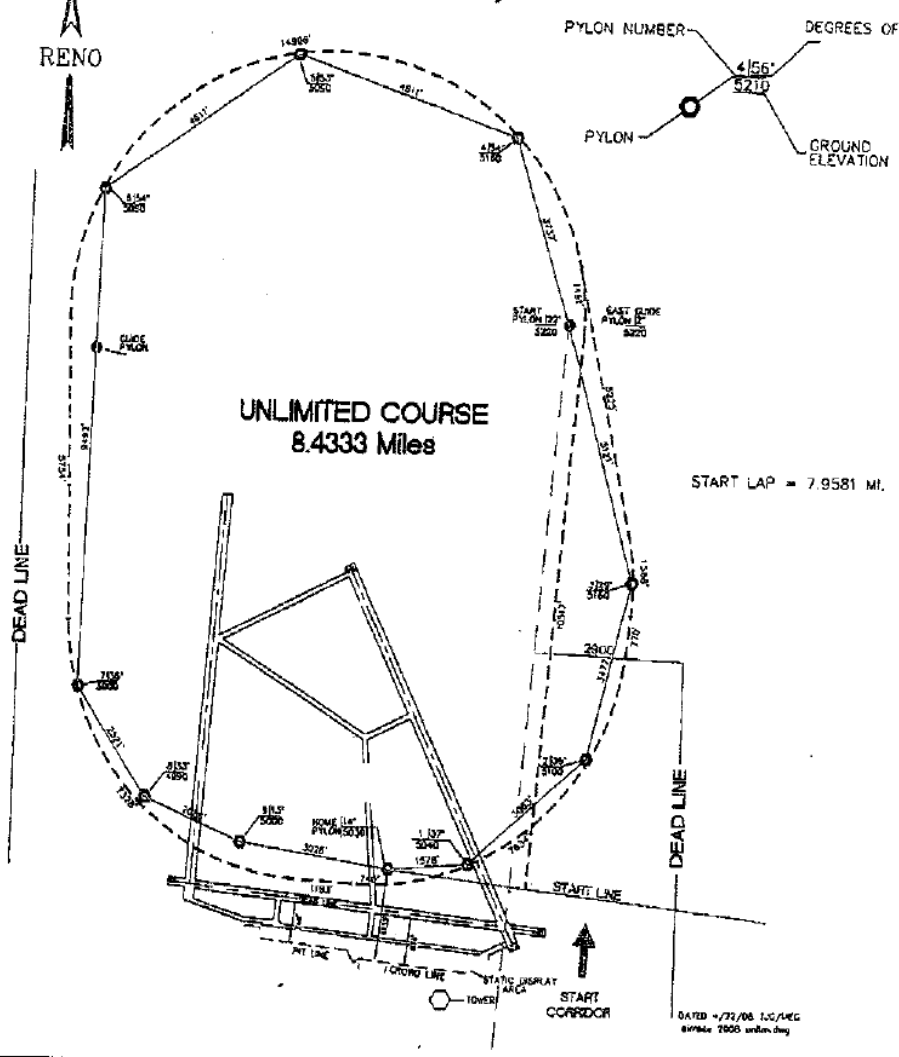
# UNLIMITED CLASS OPTIMUM RACE PATH CRITERIA = 500 MPH • 3.5 G's



Approved by FAA National Air Show Coordinator  
Date: *5/22/2008* Signature: \_\_\_\_\_

### LEGEND

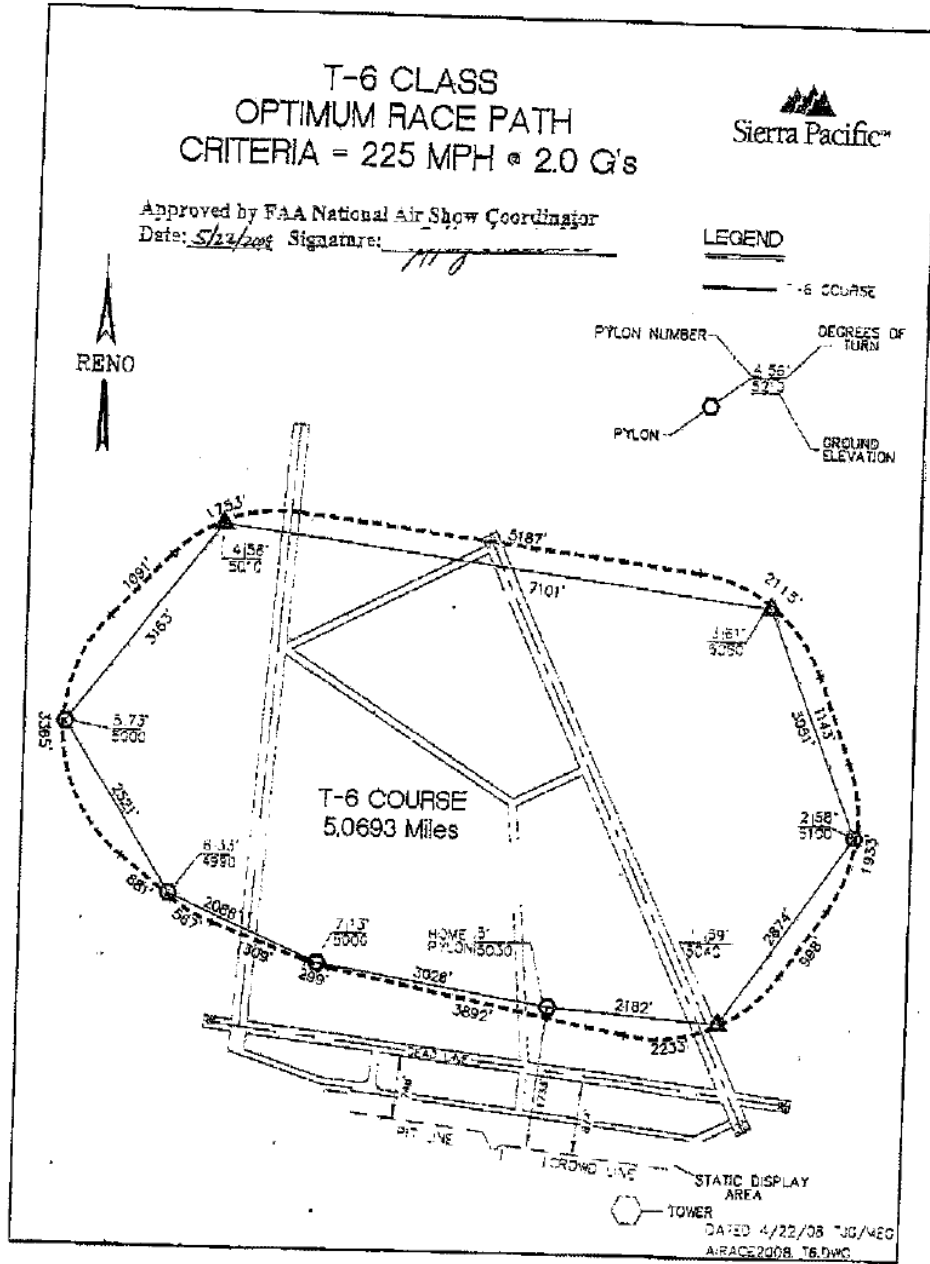
UNLIMITED COURSE



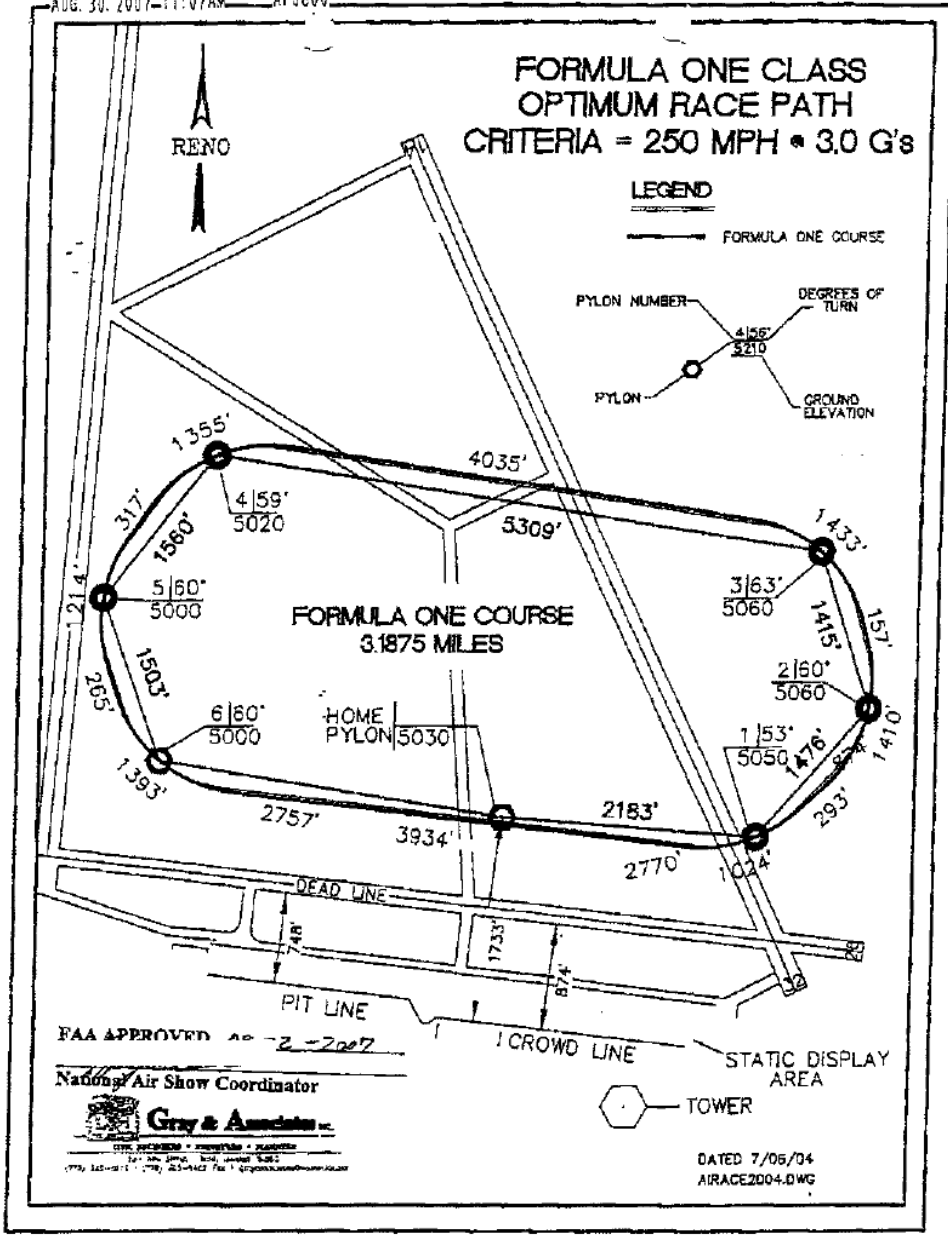
ATTACHMENT (3) 2 OF 6 PAGES



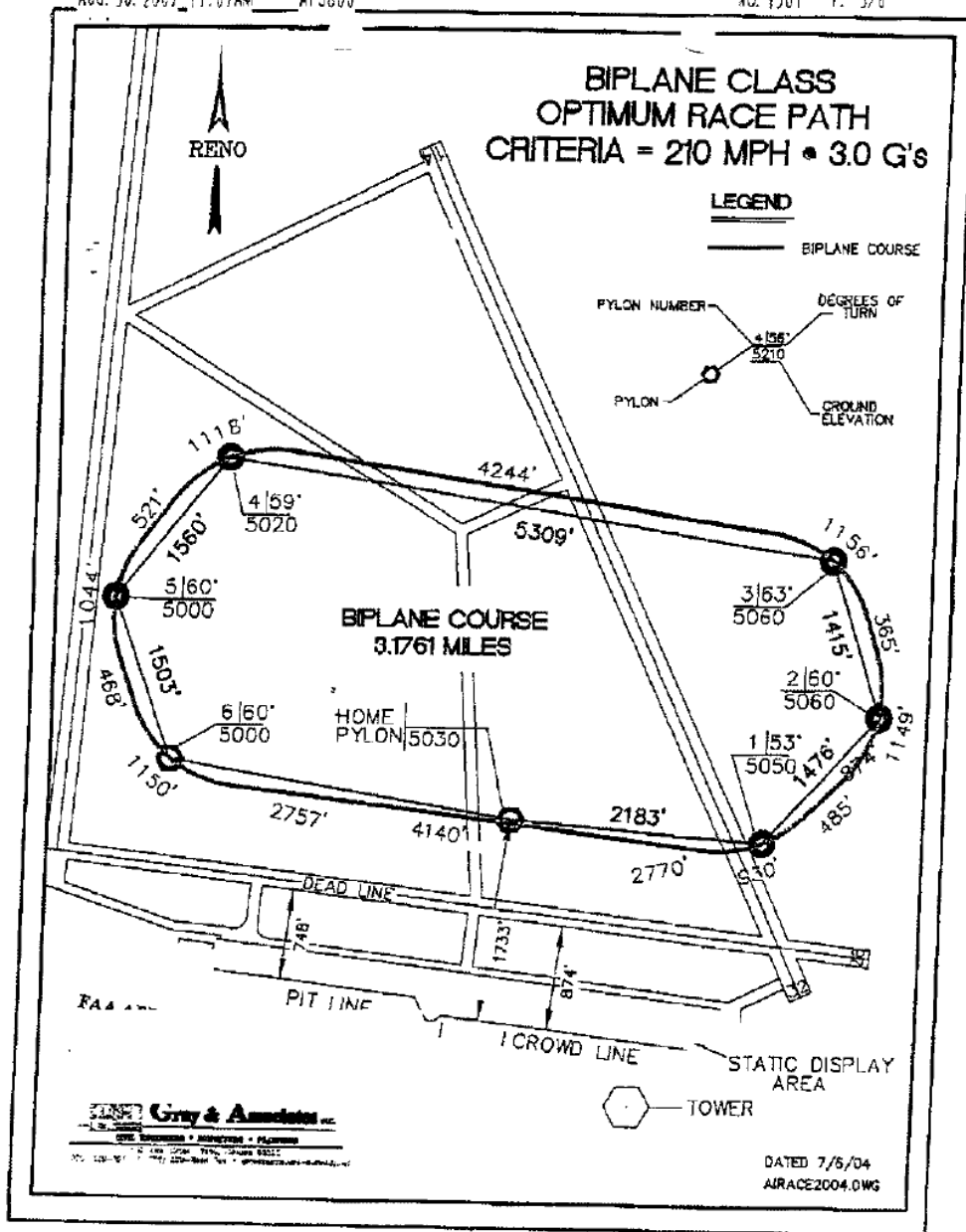




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