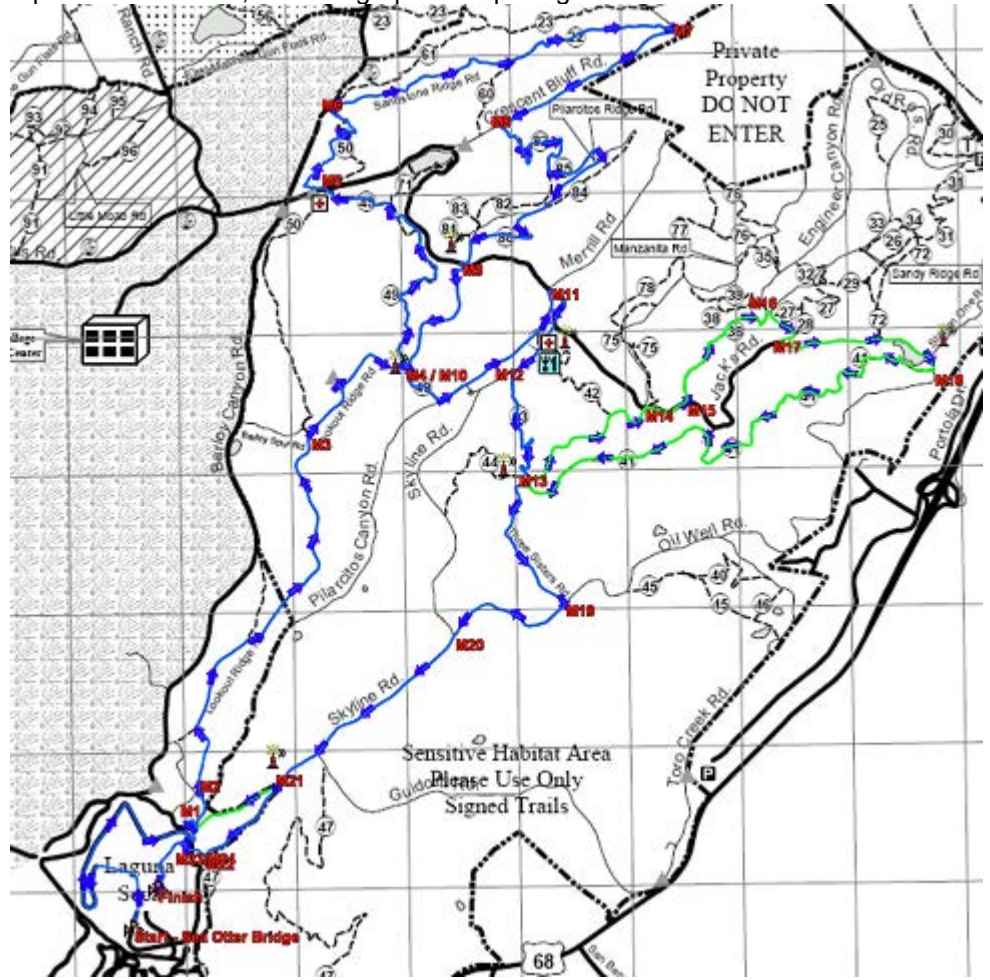


INCIDENT BRIEFING (ICS 201)

1. Incident Name:	2. Incident Number:	3. Date/Time Initiated: Date: _____ Time: _____
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4. Map/Sketch (include sketch, showing the total area of operations, the incident site/area, impacted and threatened areas, overflight results, trajectories, impacted shorelines, or other graphics depicting situational status and resource assignment):



5. Situation Summary and Health and Safety Briefing (for briefings or transfer of command): Recognize potential incident Health and Safety Hazards and develop necessary measures (remove hazard, provide personal protective equipment, warn people of the hazard) to protect responders from those hazards.

6. Prepared by: Name: _____ Position/Title: _____ Signature: _____

ICS 201, Page 1 Date/Time: _____



2011 Amateur Radio Operations Plan

Who?	Who? Amateur Radio Operators – Both experienced and rookies
What?	What? Emergency, Priority, Health and Welfare communications support to the Sea Otter Classic mountain bicycle cross-country event participants.
Where?	“Back Country” paved and dirt fire roads within the Bureau of Land Management (BLM) Fort Ord Public Lands (FOPL)
When?	Thursday April 14th and Sunday April 17th 2011
How?	VHF and UHF communications. The event Net Control Station (NCS) will partner with SCRAMP (Sports Car Racing Association of the Monterey Peninsula), Monterey County Regional Fire District, Emergency Medical Services Dispatchers for emergency, priority, welfare and logistical message traffic.

This document is a supplement to the ICS 201, ICS 202, and ICS 205/217 documents.

BEFORE EVENT DAY

You should have the following before the event:

1. Dual band (144/440) HT
2. Truck or car suitable for rough terrain
3. Half tank or more of gasoline
4. Inflated spare tire
5. Dress in layers – windbreaker is a good idea
6. Rain gear
7. Hat to protect from the sun
8. Sun block and lip balm
9. Bug repellent
10. Folding chair
11. Paper/notebook for notes
12. Event log sheets
13. Note cards for messages
14. Pen / pencils
15. Water (essential!) and other beverages
16. Food / snacks
17. Small folding table to operate from
18. Sea Otter Classic volunteer T-Shirt
19. ARES jacket or vest (or other reflective wear) if you have one
20. Trash bag for your own use

Optional equipment/items that may be handy:

1. Dual band (144/440) mobile transceiver (crossband repeat function is handy)
2. Batteries for your HT and/or backup HT
3. Headset for your HT
4. Scanner
5. Tent or other portable shade
6. ARES/RACES magnetic signs for your car
7. Binoculars
8. Camera (incl. media and batteries)
9. Video camera (incl. media and batteries)
10. Cow bell to make noises like the Olympics (riders love it)
11. GPS (Global Positioning System) to give coordinates if needed

Check <http://www.seaotterclassic.com> for the most up-to-date schedule the day before your assignment and note the minute by minute start and stop times for the men's and women's events.

Request permission and coordinate frequencies if cross band repeat will be used BEFORE the event.

EVENT DAY

Reporting to Staging at the Moose Lodge (555 Canyon Del Rey Blvd, Del Rey Oaks, CA)

Take Highway 218 / Canyon Del Rey and turn into Del Rey Gardens Drive, take the first right and proceed past a set of building to the Moose Lodge parking lot. Check ICS-205/217 for the talk in frequency.

1. Physically check in with "Lead" and personnel to accomplish final equipment checks
2. Insure event frequencies are programmed into radios
3. Event Grid map final orientation
4. Issue "BLM 'back country' Pass"
5. Issue magnetic vehicle "Emergency / Safety" signs

We'll travel down South Boundary Road to Barloy Canyon Road.

REMINDER: This area is environmentally sensitive. **Tread Lightly** (details near the end of this document)

Always clearly display your BLM pass and surrender it to the BLM U.S. Ranger if he or she requests it.

- a. Avoid leaving ruts on the fuel break roads
- b. Observe 20 MPH Maximum on dirt roads or as road conditions permit
- c. Observe 30 MPH Maximum on paved roads
- d. The Basic Speed Law applies

On station

Introduce yourself to any personnel collated with you and tell the officials you are there to pass emergency, and health and welfare messages. Check in to NCS that you are on station.

After the Event – Demobilization (De-Mob) – Back at Moose Lodge unless otherwise specified

1. Physically check out with Lead or designated operator
2. Turn in log sheets and BLM Passes. Also, magnetic door signs if borrowed from Lead.
3. Receive course exit (extraction) instructions (strategy)

OPERATIONS

General Rules:

1. This event will be controlled by a directed net. All traffic is to be controlled by NCS
2. If you need to interrupt an ongoing conversation, use the pro-word "BREAK" once or twice and wait to be acknowledged by NCS
3. Use your tactical call sign and make sure you use your call sign at the end of a conversation

Authorized Traffic (in Priority Order):

1. EMERGENCY TRAFFIC – Relay the following:
 - a. **EXACT LOCATION** including **MAP GRID w/ SUB GRID and Trail ID and Direction of Travel (away from you position or toward it)**. For example: Grid V-11-B – Trial 38 traveling away from my station heading toward Grid W-10.
 - b. **NATURE OF THE EMERGENCY** (i.e. single vs. multiple bicycle crash, unconscious, not breathing, bleeding, etc)
 - c. **BIB Numbers**. Never provide actual names over the air or on log sheets.

Relay information clearly, make sure it is acknowledged, and listen for further directions.

NOTE: BE SAFE, REMAIN CALM. Stay at your assigned post. Don't go looking for an injured rider or other incident and turn into a victim or become lost. When in doubt, report it. Cyclists are good at looking after their own and will provide the best information on the downed rider. Also, those local to the area or been part of past events are very familiar with the trails and will excellent and accurate information as to the best location of the patient.

2. Priority traffic.
3. Welfare inquires from riders and NCS.
4. Logistical requests.
5. Unauthorized vehicles on the course - (very occasionally there may be a non-SOC dirt motorcycle)...BLM Law Enforcement U. S. Rangers will be on duty.
6. Check in - Roll call check in - Demobilization traffic.

General Directions:

Communications will be run via a directed net on the primary channel and secondary channel (see ICS205/217). Net Control will ID periodically identify the net with a time stamp. Use this time to keep your log in sync with others. Control is in charge of Amateur Radio communications.

Since most conversations will be relatively short you will only need to use your FCC call sign at the end of a conversation. Otherwise, use your tactical call.

The event leader "Lead" may go "direct" to a particular station as conditions warrant.

Direct your attention to Control's instructions and comply with any requests.

Maintain a log of your communications and turn log sheets in at demobilization.

Log the following:

1. Unit check ins
2. Receipt of Emergency or Priority traffic. Location w/ Grid ID, BIB numbers (not participant names), nature of the event and action taken.
3. Logistical traffic and when the need is fulfilled
4. Interoperability traffic (i.e. Monterey Co Regional Fire, SCRAMP, Ski Patrol, BETA, etc.)

5. Any problems and suggestions for future improvements.

Remember the following rules:

- Be brief
- Coordinate/calibrate time with net control for operations and log keeping
- Do not argue over the air
- Do not transmit while unsure what to say. Pause, think about what you are going to say first.
- Always monitor the primary net.
- Coordinate with lead and NCS if you will use mobile crossband repeat functions.

Notes

As a Standardized Emergency Management System (SEMS) / National Incident Management System (NIMS) / Incident Command System (ICS) function “Command / Logistics” is the responsibility of the event NCS, as delegated by the Event Leader or their alternate, for the amateur radio communications operation. The event NCS will be empowered to make decisions. The Event Leader will be available as a resource.

The “Planning” function is the direct result of pre-event liaison with the Sea Otter Classic Communications Unit. Course orientation drives were taken to perform a reconnaissance of the course routes and vehicle parking locations AKA: “Marshall Points.”

General Information

Once a report of a cyclist’s injury or illness is received by NCS, the closest fire/medical unit will be dispatched. The fire personnel will determine whether a AMR, Cal Star or Stanford Life Flight helicopter (MEDEVAC) air ambulance is necessary.

Communicators are “NOT expected to make medical decisions.” We report our location, when we have a “rider down,” and fire/medical units respond.

There may be non-emergency transport for guest or participants that are not medical emergencies, but need transport because of fatigue or minor injuries. SAG wagons may regularly make the course rounds to provide participant’s non-emergency / mechanical breakdown transportation at the Marshall Point (MP) pick up points. Their forward progress is dictated by the flow of riders on the course and driving VERY defensively. For awareness where the SAG wagons are located, along the course, pass this info to the cyclists who ask you and report to NCS, when SAG wagons pass by your locations.

“Medical Branch” 4 X 4 fire utility vehicles will be strategically placed around the “back country” and are staffed with EMT or a EMT Paramedic fire personnel from Salinas Rural Fire or POMFD. They may “bump up” their initial staging assignment to follow the race or possibly re-locate to areas where there have been more accident prone areas.

AMR will have committed ambulances for the event. Since most of these ambulances weigh about 6000 pounds they will not be able to drive the dirt fire roads. If an ambulance is needed, patients may need to

be carried or taken out by 4 X 4 fire utility pickup truck to the ambulance on a paved road. If a cyclist complains of neck or spine pain, there is a good possibility they will be flown out.

CALSTAR – California Shock Trauma Air Ambulance (AIR MEDEVAC) will be on standby at the Laguna Seca Helipad or readily available at the Salinas Airport, unless committed to a previous mission. The backup will be Stanford “Life Flight” or nearest available air ambulance.

These “air assets” are dispatched by the Monterey FIRECOM located at the Emergency Services Center / Communications Department / 911 dispatchers. They have the capability tracking of the availability of air ambulances via a secure Internet site.

BLM “BETA” (Bicycle, Equestrian, Trails Assistance) Team units will have “boots or equestrian hoof prints on the ground” and will be responding on foot or via horse back from their assigned First Aid positions. BETA members patrol the area during the year. They are very familiar with the Fort Ord Public Lands (FOPL). They will be also managing the event trails and charting the cyclists affect on the trail surfaces for future maintenance.

BETA will have dual communications assets: SCRAMP MED channel (Laguna Seca Fire) and CALCORD (point to point for line of site” fire and medical helicopters, and BLM repeaters. Yet, both of their communications “foot prints” do not reach into all areas of the back country.

Personal Accountability

Be accountable to each other, Net Control and the Sea Otter Classic personnel.

Background

The Sea Otter Classic has its roots in world class bicycle racing. Its first “back country” event was in 1991 with 150 riders and 350 spectators. Approximately 6000 riders and 45,000+ spectators, journalists, news organizations (USA & European) and bicycling magazines line the roadways to enjoy the competitive spirit today. This year will be one of the 2011 Beijing China Olympic qualifying races. 2011 SOC preparations are well underway.

Organization / Training

To align with the event emergency services, we will once again be employing the National Incident Management System (NIMS). NIMS is designed to be flexible and adaptable to the emergency management needs of all responders. There are five primary functions of NIMS and a sixth primary function of Public Information used within the Monterey County Operational Area. The functions are: Command, Operations, Logistics, Planning, Administration-Finance and Public Information.

Pre-event planning / operations / logistics have been coordinated by Tim Takeuchi / W6TST along with his liaison with the SOC event Medical Coordinator, Director of Operations (Athletic Services), Bicycle, Equestrian Trails Assistance (BETA) and BLM for the Fort Ord Public Lands (FOPL). Four (4) organizational meetings were conducted prior to race day, in which W6TST, N6HKT and KI6SQX actively participated.

50% of the race routes were checked for communications capabilities / communicator position placement. 50% are dirt single-track trails, which are inaccessible by motorized vehicles or a long hike.

The Sea Otter promoters handled the Public Information section as well as the area of Finance.

ACRONYMS/DEFINITIONS

ARRL	American Amateur Radio Relay League
AAR	After Action Report
BCLS	Basic Cardiac Life Support
BETA	Bicycle, Equestrian Trail Assistance (BLM volunteer team / trained in basic First Aid)
BLM	Bureau of Land Management
DEMOB	Demobilization
EMT-1	Emergency Medical Technician
EMT-P	Emergency Medical Technician – Paramedic
FOPL	Fort Ord Public Lands
LSRA	Laguna Seca Recreation Area
Mother Lode	National Ski Patrol
NCS	Net Control Station
NSP	National Ski Patrol
OPS	Operations
SAG	Vehicle that provides event complimentary shuttle service for cyclist's and their bikes to non-emergency transports, however the SAG driver's are NSP and they would be evaluating the riders as they drive them back to the LSRA.
SCRAMP	Sports Car Racing Association of the Monterey Peninsula
SOC	Sea Otter Classic
TBD	To Be Determined
UXO	Unexploded ordnance (explosives)

Sea Otter Classic - Amateur Radio Assignments

	Tactical Call	Station	Grid	Friday	Saturday	Sunday	Notes
1	Lookout	Lookout Ridge & Trail 50	T11	KD6ZXG WA6DRD! K5CHP!	KI6DDX	KI6UWK K6GMG	May not have toilet facilities
2	Jacks	Jack's Road & Lookout Ridge	T10	KJ6AMY KJ6AMZ	KJ6GXL KJ6GXK	KI8CX KI6RVW	May have issues reaching KR6ML
3	Camp	Camp Shelters / Picnic Area	U11	N6FTA K6GMG	KD6ZXG KJ6KQI!	AE6I N5ILN%	
4	Engineer	Jack's Road & Trail 41	X11	KI6DDX N6ILN%	KE6UWH% WA6DRD!	W6DNE KD6ZXG	May have issues reaching KR6ML
5	Sisters	Three Sisters	U12	KI6CQX KJ6GXL	KI6CQX KI6TYD	KI6CQX KI6FKY	
6	Skyline	Skyline & Trail 47	R14	AF6TP KI6TKB	KG6KPD N5ILN%	KI6DDX KI6TKB KI6TKA	

! = New Ham

% = No rough terrain vehicle avail.

W6DNE	Braudrick, Rocky
N6IIQ	Burbage, Dave
K5CHP	Cameron, Gary
KI6UWK	Coale, Kenneth
WA6DRD	Eckhardt, Kirk
KJ6GXL	Farnham, Bob
KJ6GXK	Farnham, Cathy
K6GMG	Goelkel, Gary
KG6KPD	Hawks, Brent
AF6TP	Hillbun, Richard
AE6I	Inman, Jerry
N5ILN	Jump, Alan
KJ6AMY	Kirk, Cathy
KJ6AMZ	Kirk, Jack
KJ6ATF	Klemek, Brad
KJ6KQI	Meeks, John
N6FTA	Okubo, Mike
KE6UWH	Peterson, Phil
KI6TYD	Reinsch, Roger
KD6ZXG	Ross, Ron
KI6TKB	Steinbruner, Becky
KI6TKA	Steinbruner, Stu
KJ6SAS	Steiner, Sara
KI6CQX	Stoffey, Gene
N6HKT	Takeuchi, Heatherly
W6TST	Takeuchi, Tim
KI6DDX	Walde, Peter
KI6FKY	Weatherford, John
KI6RVW	Weatherford, Mary
KI8CX	Weatherford, Todd

AMY	KJ6AMY	Kirk, Cathy
AMZ	KJ6AMZ	Kirk, Jack
ATF	KJ6ATF	Klemek, Brad
CHP	K5CHP	Cameron, Gary
CQX	KI6CQX	Stoffey, Gene
CX	KI8CX	Weatherford, Todd
DDX	KI6DDX	Walde, Peter
DNE	W6DNE	Braudrick, Rocky
DRD	WA6DRD	Eckhardt, Kirk
FKY	KI6FKY	Weatherford, John
FTA	N6FTA	Okubo, Mike
GMG	K6GMG	Goelkel, Gary
GXK	KJ6GXK	Farnham, Cathy
GXL	KJ6GXL	Farnham, Bob
HKT	N6HKT	Takeuchi, Heatherly
IIQ	N6IIQ	Burbage, Dave
IIQ	AE6I	Inman, Jerry
ILN	N5ILN	Jump, Alan
KPD	KG6KPD	Hawks, Brent
KQI	KJ6KQI	Meeks, John
RVW	KI6RVW	Weatherford, Mary
SAS	KJ6SAS	Steiner, Sara
TKA	KI6TKA	Steinbruner, Stu
TKB	KI6TKB	Steinbruner, Becky
TP	AF6TP	Hillbun, Richard
TST	W6TST	Takeuchi, Tim
TYD	KI6TYD	Reinsch, Roger
UWH	KE6UWH	Peterson, Phil
UWK	KI6UWK	Coale, Kenneth
ZXG	KD6ZXG	Ross, Ron

INCIDENT RADIO COMMUNICATIONS PLAN		Incident Name Sea Otter Classic 2011 Amateur Radio Communications			Date/Time Prepared 4/14/2011		Operational Period Date/Time Event Date: 4/15/2011 - 4/17/2011		
Ch #	Function	Channel Name/Trunked Radio System Talkgroup	Assignment	RX Freq N or W	Location	TX Freq N or W	Tx Tone/NAC	Mode A, D or M	Remarks
1	NCS to BLM FOPL	PR1 / KR6ML "Mutual Aid Coms" Carmel Red Cross Trailer	Command Net Control Station (NCS)	145.310 W	Laguna Seca Recreation NE facing "Water Tanks"	144.710 W	PL-94.8	A	Amateur Radio Primary Emergency / Health & Welfare HAM STATIONS MONITOR ALWAYS
2	Secondary Ham Coms	SEC / K6JE-UHF	North Facing Positions BackUp	441.450 W	Fremont Peak	446.450 W	PL-123	A	Crescent Bluff / Trail 60 Engineer Cyn Rd / Trail 35 Three Sisters
3	Staging / Talk In	Staging / K6LY	Talk-In	146.970 W	Huckleberry Hill - Pebble Beach	146.370 W	PL-94.8	A	
4	Convoy	Convoy	Convoy / Travel	146.490 W	Variable	146.490 W	none	A	Convey from Moose Lodge Staging into BLM FOPL
5	NCS to BLM FOPL BackUp	BackUp Simplex 1	BackUp Net	145.310 W	Variable	145.310 W	PL-94.8	A	Simplex on KR6ML Output - to be used in the event of KR6ML repeater failure.
9	APRS	APRS	APRS Track SAG vehicles	144.390 W	Variable	144.390 W	none	A	APRS Locators for BETA & Ski Patrol by Ham Radio Team
Prepared By (Communications Unit) Tim Takeuchir/W6TST									
Incident Location: BLM Ford Ord Public Lands / Laguna Seca Raceway County: Monterey State CA									

The convention calls for frequency lists to show four digits after the decimal place, followed by either an "N" or a "W", depending on whether the frequency is narrow or wide band. Mode refers to either "A" or "D" indicating analog or digital (e.g. Project 25) or "M" indicating mixed mode. All channels are shown as if programmed in a control station, mobile or portable radio.