



Emergency Plan 2015

Land O'Lakes Region SCCA

In the event of a serious or multiple injury situations, careful action must be taken to avoid panic by workers and/ or spectators from rushing to the site to view the emergency and inhibit the quick processing of the injured to medical facilities. Therefore, the following course of action is suggested: A special announcement, "Mr. Sparks report to the Start/ Finish line immediately" may be made and repeated. This code wording will indicate that an emergency situation exists somewhere at the track.

- 1) Paddock Personnel should secure the Medical Center, establish crowd control and assist Track Security in maintaining open roads for Emergency Vehicles.
- 2) Grid & Pit Personnel should continue to control the Pit Lane and keep the Pit Entrance and Exit open for Emergency Vehicles. Grid personnel should also keep the main roadway clear for traffic.
- 3) Tech Personnel should support Paddock Personnel by keeping roads open to Medical Center.
- 4) Course Marshals may need to provide additional crowd control at the Emergency Site, and should also support Paddock & Tech Personnel in keeping roads open to the Medical Center. Emergency Personnel may also call upon Course Marshals for additional assistance.
- 5) Timing & Scoring Personnel should remain at their stations until instructed otherwise by the Chief Steward. All Track Radios and/ or Phones must be manned at all times and kept clear of traffic.
- 6) Communications Personnel should remain at their stations until instructed otherwise by the Chief Steward. All the Track Radios and/or Phones must be manned at all times and kept clear of traffic.
- 7) All Corner Personnel should remain at their stations until instructed otherwise by the Chief Steward. Corner Personnel at the incident site should establish crowd control around the Emergency and also assist Emergency Personnel in processing injuries. Corner Captains should gather all information on the incident from witnesses and relay that information to Medical Personnel and Safety Stewards.

- 8) The Chief Steward & the Assistant Stewards will direct all operations in conjunction with the incident's Medical Officer (Doctors, Paramedic, EMT, Rescue Captain, and Rescue Chief). Only the Chief Steward, Race Chairman or Track Management can make official statements about the incident. No one else is authorized.
- 9) Safety Stewards are charged with gathering all information from corner captains, witnesses and race staff, including names and addresses, ETC.
- 10) Security at the Entrance Gate will be notified to stop all incoming and/ or outgoing traffic from the track area except Emergency Personnel, Fire & Rescue equipment, Ambulances and Police. Emergency Services
- 11) The Race Physician will be headquartered in the Medical Center and can be reached on the Emergency Network.
- 12) Emergency Equipment & Personnel will be stationed at various locations near the race course. Their locations are maintained at the Control Center on the top floor of the Start / Finish Tower. All Emergency Network.

Emergency Transport:

In the event of an "Emergency Transport Situation", Emergency Services will be monitoring any other off-track service. At the time that the off-track service has been dispatched and is enroute, the following procedure should be followed:

Ground Transportation w/off-track service(s):

- 1) Emergency Services will inform the Chief Steward that the off-track service is enroute to our location with an estimated time of arrival (ETA).
- 2) Within (3) three minutes of the off-tracks being dispatched, all marshals will be expected to have displayed a Black Flag All or a Red Flag to all race vehicles on the track. Traffic control on the race course and/or in the paddock area will be maintained until the conclusion of the emergency.
- 3) The off-track service will be directed at the Main Gate to proceed to the paddock medical unless directed otherwise.
- 4) The off-track service will be directed at the Main Gate toward the Med Shack unless directed otherwise.
- 5) The off-track service when exiting the track property will be directed by Emergency Services to leave the way of the safest and fastest route possible.
- 6) Emergency Services will inform the Chief Steward of the conclusion of the " Emergency Transport Situation" and will make all efforts to be clear of the track and be back on station and/ or in service at the earliest possible time to allow the organization to return back to racing activities.

Ground Transport w/on-track service(s):

- 1) Emergency Services will inform the, Chief Steward that an “Emergency Transport” is required using the on-track ambulance.
- 2) If the transport requires the use of Advanced Life Support (ALS) ambulances, all racing activities must halt per the GCR’s until an ALS ambulance is again available on the track property.
- 3) Emergency Services will inform the Chief Steward when an ALS ambulance is again available on the track property.

Helicopter Emergency Medical Services [HEMS]

- 1) Emergency Services will inform the Chief Steward that an “Emergency Air-Transport” is required using a Helicopter Emergency Medical Service [HEMS].
- 2) On-track ALS ambulance supervisor will contact the HEMS and identify the designated landing zone (LZ). The ALS ambulance supervisor will notify the HEMS pilot of the designated LZ location. **NOTE: The HEMS pilot has final authority over the choice of the LZ. Only trained personnel will be allowed within the LZ during HEMS operations.**
- 3) If the HEMS will be landing on the track, our organization will, within (3) three minutes of the HEMS being dispatched , be expected to have displayed a Black Flag ALL or a Red Flag to ALL race vehicles on the track and shall gain control of all traffic on the race course and/or in the paddock area. At all times thereafter, traffic control will be maintained until the conclusion of the emergency.
- 4) Emergency Services will inform the Chief Steward of the conclusion of the “Emergency Air-Transport” and will make all efforts to clear the emergency response units from the track and be back on station and/or in service at the earliest possible time to allow the organization to return to normal racing activities.

Contact Numbers:

Chuck Marcy – LOL ES Chief	612-867-6575
Jed Copham – BIR Owner/Operator	651-247-2629
Gary Curtis – BIR Road Course Manager	612-803-9165
Crow Wing County Sheriff	911 or (218) 829-4749
Brainerd Fire Rescue	911 or (218) 828-2312
St Joseph’s Medical Center (Main)	(218) 829-2861
St Joseph’s Medical Center (Emergency ONLY) Trauma/Burns/Heart	218-828-7555

<p>North Air Care [HEMS]Contacted by the ALS Ambulance Supervisor, if needed. HEMS will transport to North Memorial or Saint Cloud (trauma) / HCMC or Regions (burn)</p>

Fire Emergencies – Off Track

Any vehicle fire involving racing events will be controlled by the on-track LOL Fire/Rescue Services as otherwise prescribed.

In the event that a fire emergency should arise off-track and/or during non-racing activities, the fire suppression response will be initiated by the Chief Steward. LOL ES Chief will respond to the incident to assess the situation and determine the appropriate course of action.

Incipient stage fires, or fires of limited size and fire spread potential may be controlled and extinguished by LOL Fire/Rescue personnel using available fire suppression tools and equipment. Fires of greater magnitude, rapidly spreading fires, and fires threatening permanent structures will require the resources of the Brainerd Fire Department. Upon their arrival, the LOL ES Chief will transfer command to the ranking on-scene Brainerd Fire Department officer.

Should a fire emergency occur in the SCCA paddock area, LOL Fire/Rescue personnel will respond. Fire control efforts should concentrate on life-safety and property conservation. Vehicles and equipment that are exposed to fires should be protected or relocated away from the fire. If necessary, towing vehicles may be employed to assist in the relocation of threatened vehicles and equipment, but only under the supervision of the LOL ES Chief, or his/her designate.

It should be noted that fires involving fuel storage and dispensing equipment are extremely dangerous and should only be attacked by LOL Fire/Rescue personnel using extreme caution. If fire control is questionable due to limited resources or personnel, the area should be evacuated and the fire allowed to burn itself out.

Weather Conditions

NOAA Weather Radio - Brainerd, MN

151.550 mHz

“Tornado Preparedness” is a reminder of some tornado facts, knowing what to do if needed, no matter where you might be. Severe weather is most likely to occur during the period between 2PM and 8PM.

A weather “WATCH” is issued when conditions are favorable for the development of severe weather.

During a severe weather or tornado watch you should be alert to the following weather events which are often associated with tornado producing thunderstorms:

- 1) Sustained or gusting winds above 50 MPH, which can cause damage to trees and structures.
- 2) Heavy rainfall, in excess of 2” per hour, which can cause sudden, local flooding in low lying areas.
- 3) Hail larger than ¾” diameter.
- 4) Frequent lightning in clouds or cloud-to-ground.
- 5) Sustained rotation or lowering of the cloud base (Wall cloud) or funnel.

A weather “WARNING” is issued when severe weather conditions have been reported by the National Weather Service (NWS) or local public safety agencies. Persons in the path of the warned storm should immediately seek shelter. In seeking, shelter, some basic rules apply, no matter what your location may be.

- Get to the lowest area possible.
- Stay away from trailers and vehicles because they are not securely anchored and offer little protection in an actual tornado.
- It is always best to go into a substantial building. Move to the interior of the building, away from windows.
- Some race corners have Armco/ bunkers that you can use, and the cement “Pit Wall” along Pit Lanes is a good place if you lie down along it, as are all the cement walls found around the race course. There is also a pedestrian tunnel beneath the drag race Start Line.
- If no building is available, it is recommended to lie flat in a ravine or a ditch with high sides to get out of as much wind as possible, and cover your head for protection. Avoid overhead powerlines.

Whatever your situations stay calm, help others nearby if they appear confused or unsure of what may be a safe shelter. On-track emergency personnel will initiate emergency actions, until off-track emergency services arrive.

Condition Blue- Clear

The color Blue indicates that you can go about your normal activities, but be aware of the possibility of severe weather later in the day. The color blue was chosen because the sky will probably be bright and sunny during this period.

Condition Green- Weather Watch

The color green is used, because as with a traffic signal- now is the time to “GO” and turn on the radio and/ or T.V. and review the NWS] reports and forecasts for your area. It should be stressed that a WATCH does not indicate that a severe weather event is occurring, but that weather conditions are favorable for the formation of severe weather.

Condition Yellow- Severe Weather Alert

The color Yellow, also matched to a traffic signal, indicates that you must use extreme caution and be prepared to take immediate action and find shelter. Counties issuing a **“CONDITION YELLOW”** are indicating that they need to move to the highest degree of readiness, as a potentially damaging storm may very well be a short distance away. A Severe Weather Alert will be issued when the NWS is reporting the formation of a potentially violent storm, which has not yet reached the levels to warrant the issuance of a Warning.

Condition Red- Severe Weather Warning

The color Red is used to indicate imminent danger. A **“CONDITION RED”** will indicate that the NWS has issued a Warning following the report of a severe thunderstorm or a tornado. A Warning may also be issued for a verified report of a funnel cloud or when Doppler radar indicates rotation within a severe thunderstorm. Be prepared to leave your vehicle and more to a place of safety if a tornado or a severe thunderstorm threatens your locations.

R.E.S.C.U.E.D. – Vehicle Accident Procedures

RESPONSE

- Where is the incident?
- What units are responding?
- What is the current incident status?
 - Number of vehicles involved?
 - Incident with driver(s) safe?
 - Incident with injuries known / suspected?
 - Incident with fire / smoke visible?

EVALUATION

- Confirm number and location of vehicles involved
- Identify immediate hazards
 - Traffic (corner marshals effectively covering with flags?)
 - Fuel / fluid spill
 - Smoke / fire showing
 - Unstable vehicle(s)
 - Other hazards
- Are additional resources required?

SCENE SAFETY

- Scene protected from oncoming vehicles by emergency vehicles.
- Fire hazards controlled
 - Fuel shutoff
 - Electrical shutoff
 - Extinguisher(s) positioned
- Vehicle stabilization
 - Vehicle in gear / brake set
 - Wheels chocked
 - Cribbing / blocking
- Crowd control

CASUALTY MANAGEMENT

- BTLS Assessment
 - General impression of patient / mechanism of injury on approach
 - Stabilize cervical spine and assess level of consciousness [AVPU]
 - Brief assessment of head, neck, chest, abdomen, pelvis, and extremities to identify immediate life threats
- Rapid Extrication / Rapid Transport
 - Significant mechanism of injury or poor general impression
 - Fire / smoke exposure
 - Initial assessment reveals:
 - Altered mental status
 - Abnormal airway or respiration
 - Abnormal circulation (shock or uncontrolled bleeding)
 - Abnormal chest exam
 - Tender, distended abdomen
 - Unstable pelvis
 - Bilateral femur fractures
- On-scene interventions may include:
 - Initial airway management
 - Oxygen/ventilation assistance
 - CPR
 - Control major bleeding
 - Seal sucking chest wounds
 - Stabilize flail chest
 - Decompress tension pneumothorax
 - Stabilize impaled objects
 - Spinal packaging

UTILIZE INCIDENT COMMAND

- Incident priorities will be based on life safety; property conservation; and event continuation.
- First arriving fire/rescue team captain will assume command of the incident and will be identified by the incident location (i.e. Turn 6 Command)
- Second arriving fire/rescue team captain will assume the duties of Safety Officer.
- Personnel will be assigned as determined by incident command.
- Unassigned personnel will remain in their vehicles until assigned.
- Resources at incidents involving multiple vehicles / victims will be divided into teams and designated by the incident vehicle number (i.e. Car number 4 – Blue)
- All radio communications will be between Incident Command and Race Control. On scene personnel will communicate directly or by utilizing a tactical radio frequency.

EXTRICATION

- Gain access to vehicle occupant(s)
 - Windows
 - Doors
 - Body panel removal
- Assess patient(s) for extrication requirements
- Establish an egress path for patient extrication
- Package patient for extrication as needed
 - Spine immobilization
 - Limb immobilization
- Disentangle trapped occupant(s)
 - Disassemble vehicle components utilizing hand and power tools.
 - Displace vehicle components by using powered spreading / pulling tools.
 - Disconnect vehicle components by use of hand and powered cutting tools

DELIVERY

- On-track ALS ambulance supervisor will determine the most appropriate method of transportation of all patients.
- If requested, LOL fire / rescue personnel will assist with the transfer and loading of ambulance patients.
- In cases of critical injuries, the on-track ALS ambulance supervisor may request assistance from LOL fire / rescue personnel during the transportation a patient.
- If necessary, the on-track ALS ambulance supervisor will contact the Helicopter Emergency Medical Services [HEMS] and identify the designated landing zone (LZ). The ALS ambulance supervisor will notify the HEMS pilot of the designated LZ location.
 - NOTE: The HEMS pilot has final authority over the choice of the LZ.
- Only trained personnel will be allowed within the LZ during HEMS operations.

Emergency Plan Maps

Call Gary Curtis at BIR for details 866-511-7606



Rescue and Ambulance



Rescue Only

