

AMATEUR RADIO EMERGENCY SERVICES

OPERATIONS PLAN FOR : DULLES DRILL

BUS OPERATIONS

5 May 2007

Situation:

The Metropolitan Washington Airports Authority (MWAA) has tasked Virginia ARES to support their participation in the 2007 Dulles Airport Emergency Exercise 5 May, 2007 at Dulles Airport. Several Buses will be used to transport moulaged vicetims to participating Hospitals.

The scenario will be a taxiway collision between an Airbus A-320 and two buses carrying construction workers on a very foggy morning.

Mission:

Amateur Radio Operators will ride Vctim buses to their designated hospital(s). Hams on the buses will provide voice communications to the Net control station at Dulles, will provide navigation assistance to the driver, and will employ APRS for automatic location of the buses, and provide headcount of patients on board.

Execution:

On the day of the drill:

By 0700, Amateurs assigned to the buses will enter the airport via Stonecroft Blvd (runs North off Rte 50 west of 28, there will be Signs). All volunteers will be given a participant tag at the gate. Participants will be escorted to the moulage area, and are to check in with Denny, KF4TJI who will provide the ARES tag and the airport's "hold harmless" agreement.

When the buses arrive (scheduled for 0730), Amateurs will find their assigned buses and install the APRS and Communications Equipment.

Prior to the exercise various moulged patients will board the buses for transport. Some will get off at the cash site. Most will remain on the buses and be transported to the hospitals.

Amateurs on the buses will take a head count after the buses leave for the hospitals. This information will be relayed to Net control.

Service and Support:

All volunteers should have proper attire for the weather. Be sure to bring a hat, water, lunch and snacks, sunscreen and of course, your radios and batteries and extra batteries. MWAA has indicated that they will try to provide lunches to operators both on site and off site at the hospitals. **HOWEVER** there always a risk that lunch may not be delivered to your location. It is highly advised that operators have extra batteries, water/fluids and snacks for this event. Insect repellent is also recommended for operators around the crash site. **Be Self sufficient.**

Command and Communications:

Metropolitan Washington Airports Authority Leads the Exercise
MWAA contact Curt Vainio K2CV

Tom Dawson, WB3AKD is the lead Emergency Coordinator for this exercise

David Lane, KG4GIY is Lead Ham in the Dulles EOC and coordinates Prince William Hospital.

Tom Azlin, W4ZPT Coordinates APRS/Bus Communications.

The disaster site net and primary net frequency will be 147.48 Simplex

Bus net will use Tyson's UHF Repeater Tyson's on 447.025 MHz and the Fair Oaks repeater on 448.375. Buses will use the UHF frequency that works best. Net control will monitor both.

APRS will use 144.39.

Talk-in and Technical Ops will be 145.310 MHz Simplex

Lost Communications frequency is 147.48 Simplex.

Actual Emergencies will be passed directly to 911, then to Net control. When making an emergency call, so specify in your first transmission i. e. "This is K4XYZ, REAL EMERGENCY, OVER". If an Emergency call is sent the net will automatically become a directed net. Stations not involved in the emergency will stand by until Net Control terminates the emergency.