

AMATEUR RADIO EMERGENCY SERVICES OPERATIONS PLAN FOR :
Dulles Drill
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. The goals of the exercise are to evaluate the Airport Emergency operations plan, test and evaluate emergency communications procedures. test and evaluate rescue equipment and procedures. ARES participation will provide communications by staffing various locations around the airport, area hospitals, official shadows and victim busses.

The scenario will be a taxiway collision between an Airbus A-320 and two busses carying construstions worker on a very foggy morning.

Mission:

Amateur Radio Operators will Provide Communications support between: Disaster site at Dulles Airport, Dulles operations Center, Hospitals; Inova, Reston, Fairfax, Fair Oaks, Loudoun Cornwall, Loudoun Lansdowne, and Prince William. Six (6) busses, Staging areas; Fire and rescue, helicopter landing zone, Dulles Emergency Operations Center (EOC), and a mobile command center. Several officials will also need shadow communicators.

ARES will also provide APRS from busses and ATV from the crash site to the EOC

Hams on the Busses will perform the navigation function as the drivers are unfamiliar with hospital locations.

Execution:

1) The day before Tom, WB3AKD will deploy several shelters at the site for ARES command and operations. Frank Gentges, K0BRA will set up the AMRAD van at the designated location on the airport.

2) Approximately 0600, Tom, WB3AKD, Gary, NC4S will arrive on site.

3) ARES participants should access the airport via Stonecroft Blvd (runs North off Rte 50 west of 28, there will be Signs) at 0700 and report to staging area to receive badges and then stand by for transort to assignments. Operators should listen on 145.310 for directions to staging area.

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
MWA 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.

Jeff Wilson, AI4IO Coordinates Staffing and OPS for Fairfax Hospitals

Bill Frisbie, W3EMH Coordinates Staffing and OPS for Loudoun Hospitals

Tom Azlin, W4ZPT Coordinates APRS/Bus Communications.

Larry Hughes is Loudoun Red Cross/Family Assistance Liaison.

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. Busses will use the UHF frequency that work best.
Net control will monitor both.

Red Cross Family assistance will use 147.48 Simplex (Primary) or 147.33 with PL of 203.5 (Secondary)

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 nearest Emergency personell of to Incident Commander. 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.