AIR INCIDENTS AND RURAL RESPONSE

4 separate Air Incidents involving 5 counties

Most of the Northeast WEM Region is rural and has limited resources when it comes to EMS, fire and even law enforcement. Air incidents such as these could easily overwhelm our systems. This forum gives us an opportunity to share our lessons learned in responding to recent incidents. We will also be sharing a template SOP (copies available) to build your own procedures locally.

- Forest County/Vilas County – September 28, 2021

- Shawano County/Oconto County – October 27, 2021

- Florence County – December 25, 2021

- Vilas County – January 2, 2022

Forest / Vilas Incident – Sept 28th

Forest County – Before & After

Type of Aircraft - Before

Portion of Aircraft – After

Forest/Vilas Incident

- Multiple Dispatch Centers – multiple calls

- Too many helpers – on the ground & in the air

- Communication
  - No Service – Phone/Internet
  - MARC repeater
  - DNR Purple
  - USDA FS

- Incident Command – transfer of IC

- Fatalities – you don't know until you know

- HazMat issues

- FAA/NTSB – real timelines

- Accountability

- PIO

Coordination is HUGE!

- Building a road in National Forest – what it entails

- Ensuring contractor is willing and able to do not only construction but deal with aftermath of incident

- Fatality recovery

Shawano / Oconto Incident – Oct 27th

Shawano / Oconto Incident

◦ How to plan for the unplanned – a plane is going to crash into the City

◦ Size of the Plane – make sure you ask!

◦ So many unknowns – where will it end up?

◦ Self deployment of resources

◦ Lat/Long – everyone uses different versions

◦ Tail Numbers and smart phone applications that might help
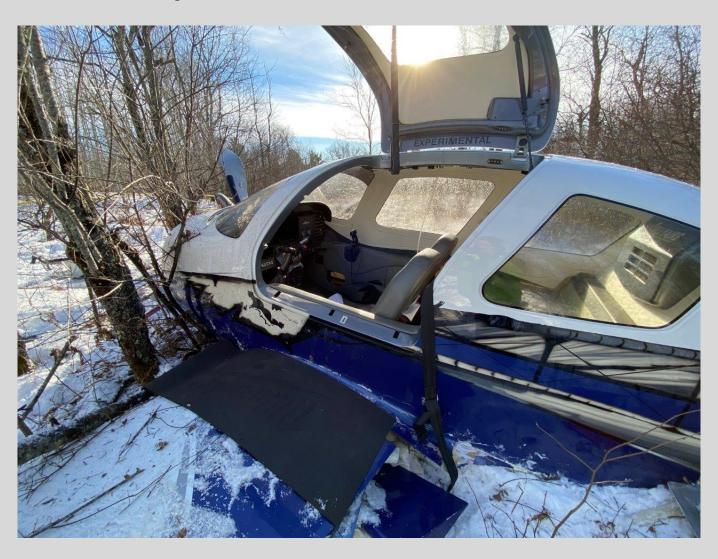 ◦ Flightaware Flight Tracker

Shawano / Oconto Incident

◦ Oconto number of units responding

   ◦ OCSO – Oconto County Sheriff Office

   ◦ SGF – Suring Fire

   ◦ OFA – Oconto Falls Ambulance

   ◦ OFF – Oconto Falls Fire

   ◦ LNF – Lena Fire

   ◦ OCA – Oconto Ambulance

   ◦ OCF – Oconto Fire

   ◦ GAA – Gillett Area Ambulance

   ◦ COA – County Rescue (Brown)

   ◦ LRF – Little River Fire

   ◦ DNR

   ◦ State Patrol

Air Escorts - When do fighter jets get involved

○ NORAD does Homeland Defense
  ○ scramble once there is a concern– restricted air space – off altitude - pilot not talking
  ○ determine cause – unconscious
○ Become a federal asset when scrambled – always ready to "shoot down" but realize the pilot does NOT make that decision, it comes from much higher - once they land/complete mission federal status ends
○ Once a crash was determined imminent, they notified Green Bay approach – Air Traffic Control notifies County
○ Eastern Air Defense Sector will notify of necessary response resources needed if they see the crash happen – in this case they could not fly low enough (sound/speed) and low ceiling (cloud cover)
○ Radio comms – used the Green Bay approach frequency – not everyone has VHF radios which made comms challenging
○ GPS - know ahead of time they are different
  ○ Air Force, Army and Navy all use different types.
  ○ Civilian is very similar but different enough to make large difference on the ground.
  ○ Air Force uses Deg/Min/Decimal Minutes – Google uses Degrees/Decimal Degrees
    ○ Example – Oconto is 44.904 Lat / 87.85 Long - to convert to Air Force 904 * 60 = 54240 or 54.240
○ Emergency Locator Transmitters – ELT
  ○ Fighters can tell an ELT is transmitting but cannot tell where from. Other assets (Civil Air Patrol) may be able to "direction find (DF)" the ELT signal.
  ○ ELT beacons can be helpful finding a downed aircraft – realize that ELT can also go off due to a low battery

Florence County – Dec 25th

Florence County Incident – Dec 25th

◦ Merry Christmas? How a holiday complicates response

◦ Dickinson County (MI) & Florence County (WI) Dispatch – Working Together

◦ Snow coverage & depth
  ◦ Impact on UTV usage and HazMat spill/clean-up

◦ Holding the scene to retain evidence
  ◦ When it's needed & Who is responsible

◦ FAA Communications & Assistance

◦ Social Media

◦ Debrief Take aways:
  ◦ Pre-determine LZ locations, Know parameters for holding the scene & First Responder Training Opportunities
  ◦ Extrication Considerations: High Impact Parachutes
  ◦ Awareness & Training Needs

Vilas County Incident

◦ Runway slide off

◦ Contact First Responders

◦ Airport Contacted FAA

◦ FAA contacts NTSB

◦ Determine if there are injuries or haz-mat

◦ Hold or release scene

Updates / awareness since events

- More training needed

- Corrected procedures

- Volunteer management discussions

- Scene security
  - Facebook live with drones / social media posts – how to deal with it and why it's important
  - Phones at scene

- Have fire do LZ set up - practice

- Accountability of responders and volunteers

- Lat/Long conversions

- ELT Beacons

FAA

- First Responder recordings and handouts
  - https://wisdot.box.com/v/firstresponder

Contact Information – County EMs

- Amanda Mulvey – Florence County
  - amulvey@florencecountywi.gov
  - 414-296-1059

- Stephanie Statezny – Forest County
  - forestem@co.forest.wi.us
  - 715-478-3430

- Jon Spice – Oconto County
  - jon.spice@co.oconto.wi.us
  - 920-834-6850

- Chris Madle – Shawano County
  - chris.madle@shawanocountywi.gov
  - 715-526-7908

- Sherri Congleton – Vilas County
  - shcong@vilascountywi.gov
  - 715-479-3690

Additional Contacts

- Jurg Grossenbacher
- FAAST Program Manager
- Federal Aviation Administration
- Milwaukee FSDO
- (414) 486-2995
- Jurg.grossenbacher@faa.gov

- Levi Eastlick
- Chief Pilot
- WisDOT/Bureau of Aeronautics
- Madison, WI 53705
- 608.267.5018
- Levi.Eastlick@dot.wi.gov