



Florida Association for Search and Rescue

A Professional Interest Section of the Florida Fire Chiefs' Association

MISSION

Unify and coordinate the efforts of SAR Responders in the State of Florida.

TFL Working Group Meeting July 13, 2018

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CERF-P

Air Ops Presentation - TF8 – deployed during Hurricane Irma via air, flew into the Keys and linked up with TF 2. TF8 asked to provide an equipment cache for a heavy lift squad, smaller than the FEMA lift cache. TF8 had completed training exercises with Camp Blanding and been discussing equipment needs based on available space on aircraft. Deployed with squad of 10 for 72 hours remote into the Keys with 2 FWC officers. Identified issues with bringing fuel on aircraft, moved north to join with TF 2. Communications was an issue, preplanned area and had maps and gps points. After Action report was completed (see attached).

TF8 in conjunction with MCSO air training with hoist training/helicopter extraction program with Priority Rescue One.

Air Ops Update - Chappell - We are working closely with all entities involved with air ops to may any real world missions as smooth as possible. TFs should prepare for air ops missions from both light and heavy rotor wing airframes and should have accurate weights of their equipment loads. Realizing that the load master will have final say of what is loaded on the aircraft, we should be armed with as much info as possible about what we are bringing but also be ready to adjust as needed.

We are planning some training and exercises to include air ops, but no specifics yet. Teams should build relationships and work with their local partners to prepare for air missions when possible.

US&R ConOp Review – Livingston – working on improving the reconnaissance piece. Need situation report built for what is needed from the recon team and how to relay the information back to state EOC. The rapid needs assessment (RNA) team needs TFL, Haz Mat Spec, StS and Medical Unit and is attached to a recon unit of FWC, NG/CERF-P, and State Fire Marshal Arson. The recon unit needs to be able to move quickly, need to break into functional units to spread out and conduct their operations. Communications up and down chain is biggest challenge.

CERF-P working on communications between their units and recon team based on lessons learned post Hurricane Irma. Texas encountered comm black out during Harvey and also developing a communications repeater using the National Guard helicopter as an overhead repeater.

IMT setup is primarily Forestry but includes US&R, National Guard (Lt. Col. Rank)

StS Discussion – issues with liability and pay for Structural Engineers still exist. 3 TF's are able to pay their StS. Other TF's still struggling with compensation for StS. Liability for injury is problem that needs to be worked out in addition to professional liability. Need to revisit this (including MD, K9 specialists) to get coverage under state guidelines or as a state asset.

Mission Ready Package Handbook – this handbook is cut and paste from FEMA and SUSAR documents. Still needs to be defining administrative issues and the suggestive cache lists for the mission ready packages. Will be requesting information on equipment packages. Need to confirm all personnel listed is consistent with the org charts for team types.

EMAC Requisition A – all Req A's need to be to Todd with dollar figures as quickly as possible once team is notified of activation.

Alert Status – Program managers, if possible local impact, if red for state deployment, identify what capability is staffed up for local deployment. Once you are is clear notify ESF 4/9 availability to be green.

SUSAR Update – Nov. 4-8 conference in NOLA. EMAC is going to present how to complete the Req A forms. Lori Lopez, Cal OEMS, will be part of panel. She successfully completes the documents for Cal OEMS. Conference will include discussions on deployments and after action reports. SUSAR will be coordinating EMAC requests information as storms are about to impact the southern states.

FEMA Update – Sign new code of conduct for all FEMA team members. MRPs – how to better utilize them and recommended cache lists. TFL and MD's are big discussion. All teams should be self-sufficient and a TFL be assigned to every team requested.

National Guard – CERF – P – Camp Blanding search for missing soldier. SAR X 19 will be in Tampa are.

After Action Report

Title: CERF-P Training Drill

Location: Cecil Field & Camp Blanding

Dates/Time: 4/29/2018 0900-1700 – 4/30/2018 0800-1700

Personnel: Doyle, York, McCormick, Schuhmacher, Parades, Buckhyut, Graff

Members from Florida Task Force 8 were asked to participate in an ADSAR Training Drill with CERF-P. The mission was to integrate several teams into one, perform load drills for air transport and perform multiple missions. Members from TF8 were to meet at Cecil Airfield on the 29th of April at 0900 for morning briefing. We were to go down into the hanger to perform loading drills with our two Polaris UTVs, 4-wheeler with Pt hauler, and tool cache. The 30th of April at 0800 was morning briefing. Followed by mission exercises all day consisting of Breaching and Breaking, Water Rescues, Helo evacuations and Land Nav.

When we arrived on the first day at Cecil Field, we met up with Chief Meador for our morning briefing, along with the rest of the command staff that will be participating in the exercise. We learned that our team will be splitting up and being integrated with CEFF-P for nine man SAR Teams, Four SAR Teams in total. One member of TF 8 was placed with members of TF 5 in SAR Team 2. It was explained to Chief Meador that it would be preferred for our members to remain with other members of TF 8 due to differences in operating procedures between TF 8 and TF 5. Chief explained that integrating teams together was part of the mission for the next couple days and that his knowledge would be beneficial to the crew of SAR Team 2. First day we practiced loading drills, we learned that our Polaris along with another Polaris of equal size, fully loaded down with equipment, can be loaded into the back of a Chinook. We performed a few other loading techniques before being released for the day, with orders to be back in the briefing room at 0800 the following morning. There was some confusion with what our primary jobs were going to be during the exercises. We were being told to not bring any of our own equipment, except for the Polaris and 4-wheeler. That the CERF-P would be primarily performing the missions and we were there to help with any issues that would arise. The following morning, after morning briefing, we all separated into our teams and waited for our mission orders. The rest of the day went very smooth and well-coordinated. The time table that was established was extremely accurate for how the day went. We were hands on with the CERF-P crew performing the missions, everyone operated smoothly with no issues arising within the teams. Integration of the teams was successful and well-coordinated. The exercise ended, and after a quick debriefing with Chief Meador, loaded up our vehicles and left, concluding the training.

The command staff were wanting us for hands on and active in the missions, where the sergeants in the SAR teams were thinking we were there for SME, leading to mild confusion on what our roles would be once out in the missions. It did not hinder success in completing the objectives, we integrated smoothly and were able to complete the objectives.

Pros

- Both civilian and military USAR teams were eager to work together in completing the missions.
- The level of communication from the top to the bottom, in relation to the objectives, was the primary reason the objectives were completed on time.
- Flight crews were very motivated and willing to work with USAR groups in figuring out different configurations on what will fit and what will not.

Cons

- CERF-P needs continued USAR training to further develop their skills and level of confidence.
- Civilian USAR component was unclear of their primary roles during the objectives.
- Would have liked to get more time with loading and unloading equipment into the chinooks.