

ANNEX H: LEPC TRAINING AND EXERCISE

H.1 LEPC Yearly Training and Exercising Plan

Washoe County conducts an aggressive training and exercise program. The Regional Public Safety Training Center (RPSTC) website maintains a current list of upcoming training; a high percentage of these courses address hazardous materials and the Incident Command System (www.rpstc-reno.com/). The REOC maintains a calendar of events with additional training opportunities (www.readywashoe.com). Both of these training event lists are updated on a weekly basis.

The Nevada/Washoe Multi-Year Training and Exercise Plan (MYTEP) is the roadmap for both the State of Nevada and Washoe County to accomplish the priorities described in each of the respective Homeland Security Strategies, and the State Emergency Response Commission guidance. Washoe County pursues a coordinated strategy that combines enhanced planning, new equipment purchases, innovative training, and realistic exercises to strengthen LEPC. Training and exercises play a crucial role in this strategy, providing LEPC with a means of attaining, practicing, validating, and improving new hazardous materials response, recovery and mitigation capabilities. The MYTEP Workshop will be conducted December 10-17, 2020 and can be found at <http://www.washoecounty.us/em/tep.html>.

The U.S. Department of Homeland Security (USDHS) National Preparedness Directorate, Federal Emergency Management Agency (FEMA) National Exercise Division requires that every State conduct a Multi-Year Training and Exercise Plan (MYTEP) Workshop annually. Washoe County participates in this process, and a copy of the MYTEP is on file at both the Division of Emergency Management and the Washoe County Emergency Management and Homeland Security Office.

2021	2022
Tabletop Exercise Fall-timeframe	Region-wide Functional Spring-timeframe

Washoe County conducts training and exercises in accordance with Homeland Security Exercise and Evaluation (HSEEP) guidelines. Thus after action reviews, improvement plans, and corrective actions are conducted/implemented following each exercise.

**Nevada State Emergency Response Commission
EXERCISE REPORTING FORM**

PART 1 - GENERAL INFORMATION

1. Jurisdiction Washoe County	2. Were SERC funds received for this exercise? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3. Date(s) of Event: 8/20/21 Begin: 9a End: Noon
4. Type of Event – Exercise <input checked="" type="checkbox"/> Tabletop <input type="checkbox"/> Full Scale <input type="checkbox"/> Functional	OR	5. Actual Incident (Exercise Credit being Requested) <input type="checkbox"/> Local Declaration <input type="checkbox"/> Federal Declaration <input type="checkbox"/> State Declaration
6. Focus On: <input type="checkbox"/> Mitigation <input type="checkbox"/> Recovery <input checked="" type="checkbox"/> Response		

7. Hazard Scenario
 Provide narrative scenario of exercise or incident or, if applicable, attach incident report (may use reverse side of this form)
 Please enter only one (1) P for the Primary Hazard and one (1) or more S's for the Secondary Hazard(s)

Natural Hazards		National Security		Terrorism	
P	S	P	S	P	S
<input type="checkbox"/>	<input type="checkbox"/> Avalanche	<input type="checkbox"/>	<input type="checkbox"/> Subsidence	<input type="checkbox"/>	<input type="checkbox"/> Biological
<input type="checkbox"/>	<input type="checkbox"/> Dam Failure	<input type="checkbox"/>	<input type="checkbox"/> Tornado	<input type="checkbox"/>	<input type="checkbox"/> Chemical
<input type="checkbox"/>	<input type="checkbox"/> Drought	<input type="checkbox"/>	<input type="checkbox"/> Tsunami	<input type="checkbox"/>	<input type="checkbox"/> Explosive
<input type="checkbox"/>	<input type="checkbox"/> Earthquake	<input type="checkbox"/>	<input type="checkbox"/> Volcano	<input type="checkbox"/>	<input type="checkbox"/> Hostage
<input type="checkbox"/>	<input type="checkbox"/> Flood	<input type="checkbox"/>	<input type="checkbox"/> Wild Fire	<input type="checkbox"/>	<input type="checkbox"/> Nuclear
<input type="checkbox"/>	<input type="checkbox"/> Hurricane	<input type="checkbox"/>	<input type="checkbox"/> Winter Storm	<input type="checkbox"/>	<input type="checkbox"/> Other:
<input type="checkbox"/>	<input type="checkbox"/> Other:	<input type="checkbox"/>	<input type="checkbox"/> Chemical / Biological	<input type="checkbox"/>	<input type="checkbox"/> Civil Disorder
		<input type="checkbox"/>	<input type="checkbox"/> Conventional Attack	<input type="checkbox"/>	<input type="checkbox"/> Increased Readiness
		<input type="checkbox"/>	<input type="checkbox"/> Low-Intensity Conflict	<input type="checkbox"/>	<input type="checkbox"/> Nuclear Attack
		<input type="checkbox"/>	<input type="checkbox"/> Nuclear Attack	<input type="checkbox"/>	<input type="checkbox"/> Other:
		<input type="checkbox"/>	<input type="checkbox"/> Other:		

8. Technological / Man-made Hazards

P	S	P	S	P	S
<input type="checkbox"/>	<input type="checkbox"/> Dam Failure	<input type="checkbox"/>	<input type="checkbox"/> Power Failure	<input checked="" type="checkbox"/>	<input type="checkbox"/> Transportation Accidents
<input type="checkbox"/>	<input type="checkbox"/> Exposure	<input type="checkbox"/>	<input type="checkbox"/> Radiological – Fixed Facility	<input checked="" type="checkbox"/>	<input type="checkbox"/> <u>Air</u> / Rail / Highway / Water
<input type="checkbox"/>	<input type="checkbox"/> Hazardous Materials – Fixed Facility	<input type="checkbox"/>	<input type="checkbox"/> Radiological – Transportation	<input type="checkbox"/>	<input type="checkbox"/> Other
<input type="checkbox"/>	<input type="checkbox"/> Hazardous Materials – Transportation	<input type="checkbox"/>	<input type="checkbox"/> Structure Fires		

9. Indicate the Number of Participants in each Category

<u>1</u> Appointed Officials	<u> </u> Finance	<u>4</u> Local Emergency Planning Committee	<u>2</u> Public Works
<u> </u> Civil Air Patrol	<u>2</u> Fire	<u> </u> Private Industry	<u> </u> Radiological
<u>1</u> Communications	<u>2</u> Health & Medical	<u>1</u> Public Information	<u> </u> School
<u> </u> Elected Officials	<u>2</u> Human Services	<u> </u> Public Participants	<u> </u> Personnel
<u>2</u> Emergency Management	<u>5</u> Law Enforcement		<u> </u> Other:

Please list individually for the following categories

Federal Agencies	Military:	Volunteer Agencies	Other:
<u>1</u> TSA			
<u>1</u> FAA			

TOTAL PARTICIPANTS: _____

PART II - ACTUAL OCCURRENCE

The follow information is to be provided when requesting exercise credit for an actual disaster	Number Fatalities	Number Injured	Number Evacuated	Number Sheltered-	Estimated Public Damages	Estimated Private Damages
	_____	_____	_____	_____	_____	_____

PART III - CORRECTIVE ACTIONS

****REQUIRED**:** Narrative of use of hazardous materials plan and corrective actions: *(May use reverse side or attach additional pages as necessary)*

PART VI - SIGNATURES

LEPC Chair Name and Signature:	Date: 11/19/2021
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Part III – Corrective Actions

NOTE: Due to the COVID-19 Pandemic and an extremely active fire season, only table-top exercises were conducted during calendar year 2021. Although hazardous material was not the primary hazard (Transportation Accident), it was the secondary hazard, and a fuel spill was mitigated as part of the exercise. In 2022 we will return to a more robust exercise schedule and have already scheduled full-scale exercises in which hazardous materials are the primary hazard.

The Federal Aviation Administration (FAA) requires an annual tabletop exercise of the airport emergency plan for airports holding a Class I Airport Operating Certificate under 14 CFR part 139. This tabletop exercise requires a fictionalized emergency, as it would in an actual aircraft disaster, for airports holding Class I Airport Operating Certificate commensurate with the index of the airport, to ensure that all personnel having response duties and responsibilities are properly trained. Compliance with FAA mandates for a review of the Airport Emergency Plan once every 12 consecutive months.

The tabletop exercise is intended to evaluate the operational capability of the emergency management system in a stress environment with notionalized mobilization and deployment to demonstrate coordination and response capability. It uses all resources and requires reaction from equipment and personnel that would normally be available if the exercise were an actual emergency.

Aircraft Type: Boeing 737

Seat capacity: 103 (Exercise flight contains 98 passengers and 5 crew)

Fuel capacity: 10,707 lbs. (Exercise flight contains 10,000 lbs. with no other HazMat cargo)

Scenario: For the last week, Reno has been experiencing a severe cold snap with overnight temperatures at or below 20 degrees Fahrenheit. A light snow is falling, and several inches of snow has accumulated overnight; de-icing has been a constant challenge all night for ground crews. Grizzly Airlines Flight 602 is a Red Eye flight that was delayed due to weather and icing issues and is now taxiing into position for departure on RW 16R. At 0500 Grizzly 602 receives clearance from Reno Tower to rollout. As the aircraft reaches the decision point of the runway, instruments reflect a lack of thrust and the crew aborts the takeoff. The aircraft slid S/B on 16R, went through the south perimeter fence and came to rest on E. Peckham Lane. The front landing gear collapsed; there is no obvious fire and the slides have not been deployed. Three automobiles have been impacted by Grizzly 602 with heavy damage to two of them. There is a substance, assumed to be fuel leaking. Inside the aircraft, there are eighteen injuries, all classified as Minor (Green), and on the ground there are four injuries, three of them classified as Minor (Green) and one as Immediate (Red). Traffic is blocked in both directions.

Aircraft Damage

- The aircraft is largely intact
- Front Landing Gear is badly damaged and collapsed
- Impact from a vehicle has cause leakage of fuel

Emergency Response Situation

- Fuel is just under max capacity and could possibly be leaking
- Casualties: passengers inside the aircraft suffered impact injuries.

Conduct of the Exercise

Participating agencies included Reno-Tahoe Aircraft Rescue & Firefighting (ARFF), the Air National Guard ARFF, TRIAD, local Fire/EMS/Law Enforcement, the FAA, Southwest Airlines, area Hospitals, Washoe County Health District, Washoe County Emergency Management, and LEPC. This was a tabletop exercise and participating units talked through response. Notionalized response was as follows:

Reno ATCT activates the crash phone to Airport Fire Station 90 and AirComm who initiates notifications. ARFF responded to the incident scene quickly and began scene size-up activities. RTAA Incident Command Personnel were activated, and the Airport Operations Center was stood up. Each section talked through their individual responsibilities consistent with the RTAA EOP. REMSA, local law enforcement, and external agency mutual aid units from Regional HAZ-MAT Triad agencies began arriving within a few minutes and established unified command. Unified Command was established within the first 20 minutes of the exercise, with REMSA supervisors assuming the Medical Branch operations. Rescue, triage, and transportation coordination with REMSA was timely and integrated the regional Mass Casualty Incident practices. The TRIAD personnel and Airfield Operations were charged with multiple essential tasks ranging from rescue, firefighting, and aviation fuel spill response.

The scenario and training apparatus provided a highly realistic, stress-inducing environment for responding personnel. The unique nature of ARFF, coupled with limited on-scene resources and personnel, creates a challenge in the use of mutual aid fire-fighting and hazardous materials resources. The importance of multijurisdictional training, exercising, and coordination were emphasized throughout the tabletop exercise.

Employment of the LEPC Plan and Lessons Learned:

Again, because this was the only hazmat related exercise on the calendar, care was taken to ensure the use of the LEPC HAZ-MAT Plan. Regional TRIAD responders implemented Section 8 of the LEPC Plan (Immediate Action- General Checklist), consulted Section 7 for available resources as well as appropriate contacts, and validated Section 2 (Medical Annex).

The new updated plan generally worked well- initial actions, contacts, and telephone numbers were current and valid.

Incorporation of Prior Lessons Learned

The 2020 Functional Triennial RTAA Exercise takeaways were primarily related to operational communication and included radio and phone utilization. Additional corrective actions included the incorporation of a liaison between unified command (UC) and the DOC/REOC, and training on WebEOC and Incident Command Systems (ICS). It was clear during the TTX that airport staff had been trained on minimizing acronyms and jargon, consistent with National Incident Management System (NIMS) guidance, since the 2020 exercise. WebEOC was not utilized during this TTX and that was a missed opportunity based on the prior year's identified corrective actions. During this TTX a REOC/UC Liaison had been identified and assigned to UC.