

Santa Barbara County Search and Rescue, Inc.

Standard Operating Guidelines

Revision 7, May 4th, 2015



TABLE OF CONTENTS

REVISION HISTORY.....	6
PREAMBLE.....	7
SECTION 1.0 ADMINISTRATION	7
1.01 ORGANIZATION OF THE TEAM	7
1.02 COMMITTEES RESPONSIBILITIES.....	7
1.03 CHANGES TO THE STANDARD AND OPERATING GUIDELINES	9
SECTION 2.0 RESPONSE PLANS.....	10
2.01 SEARCH & RESCUE PLAN	10
2.02 RESCUE INCIDENTS.....	10
2.03 SEARCH INCIDENTS.....	11
2.04 SPECIAL CIRCUMSTANCES INCIDENTS.....	12
2.05 EMERGENCY LOCATOR TRANSMITTER (ELT, EPIRB AND PLB) NON-DISTRESS ALARMS.....	13
2.06 DELAYED RESPONSE PROCEDURE	13
2.07 INCIDENT COMPLETION	14
SECTION 3.0 RESPONSE PRE-PLANS	15
3.01 SEARCH INCIDENT PRE-PLAN.....	15
3.02 CLIFF RESCUE PRE-PLAN	16
3.03 SWIFTWATER RESCUE PRE-PLAN.....	18
3.04 OHV EMERGENCY OPERATION PRE-PLAN	20
3.05 OHV RECOVERY OPERATION PRE-PLAN	25
3.06 ELECTRONIC DISTRESS SIGNAL SEARCH PRE-PLAN	27
3.07 GUIDELINES FOR SUSPENDING AN OPERATION	30
3.08 INCIDENT CRITIQUE.....	31
SECTION 4.0 GENERAL INCIDENT PROCEDURES	32
4.01 INCIDENT COMMAND SYSTEM	32
4.02 FIELD TEAM BRIEFING AND DEBRIEFING.....	32
4.03 RESCUE AND EVACUATION	32
4.04 BODY RECOVERIES.....	33
4.05 PROPERTY PROTECTION	34
4.06 DOCUMENTATION AND REPORTING REQUIREMENTS	34
4.07 INCIDENT DEBRIEFING.....	34
4.08 OUT OF COUNTY RESPONSES.....	34
4.09 PATROL PROCEDURES.....	35
4.10 AUXILIARY PERSONNEL	35
4.11 CONTAINMENT TEAMS.....	36
4.12 SEARCH RESPONSE PRIORITY ANALYSIS	36
4.13 OPERATION CALL CODES.....	37
4.14 SHERIFF'S AERO SQUADRON	38
SECTION 5.0 COMMUNICATIONS.....	39
5.01 FIELD TEAM STATUS CODES	39
5.02 MRA CODES FOR PATIENT STATUS.....	39
SECTION 6.0 EQUIPMENT	40
6.01 EQUIPMENT OPERATION – REFER TO APPENDIX B.....	40

Standard Operating Guidelines

6.02	ISSUED EQUIPMENT	40
SECTION 7.0	MEDICAL	41
7.01	SANTA BARBARA COUNTY MEDICAL PROTOCOLS	41
7.02	SANTA BARBARA COUNTY WILDERNESS MEDICAL PROTOCOLS	41
7.03	MEDICAL TRANSPORT PROCEDURES.....	42
7.04	MEDICAL EQUIPMENT PACKS.....	42
7.05	MEDICAL CERTIFICATIONS.....	43
SECTION 8.0	ROPE RESCUE	44
8.01	ROPE STANDARDS.....	44
8.02	ROPE AND WEBBING CLASSIFICATIONS.....	44
8.03	ROPE RECUE KITS	45
8.04	STANDARDIZED VOICE COMMANDS.....	45
8.05	TEAM APPROVED KNOTS.....	46
8.06	ANCHORS	46
8.07	STANDARD ROPE SYSTEMS	46
8.08	ROPE RESCUE SAFETY RULES.....	47
8.09	ROPE CARE	48
SECTION 9.0	NAVIGATION	50
9.01	POSITION REPORTING	50
9.02	MAP NUMBERING SYSTEM	50
SECTION 10.0	SPECIAL OPERATIONS	51
10.01	AIR OPERATIONS	51
10.02	SWIFTWATER	52
10.03	DOG TEAM OPERATIONS.....	54
10.04	CORONER'S OPERATIONS.....	57
10.05	EVIDENCE SEARCH	59
10.06	WINTER/ALPINE OPERATIONS	59
10.07	OHV OPERATIONS	63
10.08	OHV RECOVERY OPERATIONS.....	65
SECTION 11.0	SAFETY.....	67
11.01	GENERAL SAFETY PROCEDURES	67
11.02	CRITICAL INCIDENT STRESS	67
11.03	ILLEGAL GROWING OPERATIONS.....	68
11.04	SAFETY PROCEDURES FOR FIELD INTERVIEWS	69
11.05	WILDFIRE SURVIVAL CHECKLIST	69
11.06	EXPOSURE TO INFECTIOUS DISEASES	70
APPENDIX A	ABBREVIATIONS	71
APPENDIX B	EQUIPMENT INSTRUCTIONS	73
B.01	GPS RECEIVERS OPERATION	73
B.02	SPECIALIZED TEAM VEHICLES OPERATION	73
B.03	RECREATIONAL OFF-HIGHWAY VEHICLES (ROHV) OPERATION.....	76
B.04	WINCH OPERATION	77
B.05	CAPSTAN OPERATION	79
B.06	VEHICLE AIR-COMPRESSOR OPERATION	79
B.07	LINE GUNS	80
B.08	O ₂ KITS	80

B.09	MILLER FULL BODY SPLINT.....	80
APPENDIX C RADIO EQUIPMENT SPECIFICATIONS		81
C.01	MOTOROLA HT-600 PORTABLE RADIOS.....	81
C.02	MOTOROLA HT-200 PORTABLE RADIOS.....	81
C.03	MOTOROLA VHF SPECTRA RADIOS.....	81
C.04	SHERIFF'S OFFICE UHF RADIOS	82
C.05	RADIO CHECKOUT AND RESPONSIBILITIES	83
APPENDIX D RADIO FREQUENCIES		84
D.01	VHF FREQUENCIES	84
D.02	UHF FREQUENCIES	85
APPENDIX E COMMUNICATIONS		86
E.01	PORTABLE REPEATER	86
E.02	RADIO PROCEDURES.....	86
E.03	CALL SIGNS – TEAM VEHICLES AND PERSONNEL	86
APPENDIX F TEAM FORMS AND EQUIPMENT		87
F.01	OPERATION MANAGEMENT.....	87
F.02	VEHICLE CLASSIFICATION.....	87
F.03	VEHICLE DESIGN GUIDE.....	89
F.04	TOWING A TRAILER	92
F.05	VEHICLE DISTRIBUTION PLAN.....	92
F.06	ISSUED TEAM EQUIPMENT	93
F.07	PERSONNEL EQUIPMENT LIST	93
APPENDIX G VEHICLE ACCIDENT REPORTING PROCEDURE		100
G.01	WHAT TO DO IN CASE OF AN ACCIDENT	100
G.02	INSURANCE COVERAGE	100
G.03	IF THE VEHICLE IS DISABLED.....	101
G.04	FORMS.....	101
APPENDIX H PERSONAL INJURY INFORMATION		102
APPENDIX I PAGER POLICY.....		104
I.01	SHERIFF'S OFFICE PAGERS	104
I.02	SBCSAR ACADEMY GRADUATES	104
I.03	PAGERS THAT NEED REPAIR.....	104
I.04	RETURN OF PAGERS	104
I.05	SBCSAR LEADER GROUP PAGES	104
I.06	LOST/DAMAGED PAGERS	104
APPENDIX J MEDICAL INFORMATION		105
J.01	SANTA BARBARA COUNTY EMERGENCY MEDICAL TECHNICIAN – (EMT-I) PROTOCOLS	105
J.02	SANTA BARBARA COUNTY WILDERNESS EMT PROTOCOLS.....	105
J.03	HASTY MED PACK	105
J.04	OXYGEN (O ₂) PACK.....	106
J.05	BASE FIRST AID KIT / PUBLIC RELATIONS MED PACK	106
J.06	BURN KIT	106
J.07	TRAINING MED PACK	107
J.08	PERSONAL FIRST AID KIT	108
APPENDIX K ROPE RESCUE KITS.....		109
K.01	600 FOOT ROPE KIT (1/2" ROPE).....	109

Standard Operating Guidelines

K.02	300 FOOT ROPE KIT (1/2" ROPE).....	109
K.03	200 FOOT ROPE KIT (7/16" ROPE).....	109
K.04	200 FOOT ROPE KIT (3/8" ROPE – NOT TO BE USED IN TECHNICAL SYSTEMS)	110
K.05	165 FOOT ROPE KIT (11MM DYNAMIC ROPE FOR LEAD CLIMB ONLY).....	110
K.06	100 FOOT ROPE KIT (7/16" ROPE).....	110
K.07	PSR ROPE KIT (3/8" PERSONAL SAFETY ROPE)	110
K.08	WEBBING.....	110
K.09	ANCHOR SYSTEMS.....	110
APPENDIX L MEDIA RELATIONS POLICY		111

REVISION HISTORY

Revision	Remarks	Date
-	Initial Release	05/26/2003
1	Revised Paragraph 10.3 Dog Policy	11/10/2003
2a	Revised Section 2.7 Incident Completion	05/15/2005
2b	Added Section 10.6 Winter/Alpine Operations	05/15/2005
2c	Added Section 4.8 Out of County Responses	05/15/2005
3	Added Section 4.14	05/24/2006
3a	Reformatted document to include new TOC and front matter	05/24/2006
4	Revised 4.14 to remove ARES as radio relay	06/26/2006
5	Updated 4.8 with new Out of County policy and Appendix F	09/10/2007
6	Reformatted document to work under Office 2010+	01/01/2015
7	Added Vehicle Plan, Off-Road Operations & Winching Operations and changed the title from Standard Operating Procedures to Standard Operating Guidelines	05/04/2015

PREAMBLE

The Standard Operating Guidelines (SOG) for Santa Barbara County Search and Rescue (SBCSAR) is recorded in this document and should be followed on all operations, trainings, and SBCSAR activities. The SBCSAR SOG shall in no way conflict with the SBCSAR Bylaws and Policy. Each SBCSAR Member is responsible for the knowing the contents of this SOG per SBCSAR Policy.

SECTION 1.0 ADMINISTRATION

1.01 Organization of the Team

- A. Corporate Entity. Santa Barbara County Search and Rescue, Inc. (SBCSAR) is organized as a not-for-profit, public benefit corporation under the laws of the State of California. It is income tax exempt under Internal Revenue Service Code 501 (c) (3) and is considered a public charity. The corporation annually elects a Board of Directors (BOD) that elects the Team officers and appoints the committee chairs as provided for in the corporation's bylaws.
- B. Sheriff's Unit. When paged to respond to an incident or during training, the Team functions as a special operations unit of the Sheriff's Office. Incidents are managed by the Team's Incident Commanders (ICs) who are elected by the Team members.

1.02 Committees Responsibilities

The Vice-President of the Team is responsible for supervising the committee chairpersons. Chairpersons should contact him/her for assistance when needed to formally notify the BOD of committee activities. Should the chairperson need to make a formal contact outside the Team, it should go through the Vice-President.

- A. Ad Hoc Committees
 - 1. BOD may create Ad Hoc Committees as necessary.
 - 2. This would be a short term and focused group and report to the Vice President unless otherwise directed.
- B. Development Committee
 - 1. Report monthly to the BOD at the meeting or in writing.
 - 2. Provide correspondence as necessary to contributors.
 - 3. Coordinate contacts and fund raising activities.
 - 4. Reports directly to the President of the Team
- C. Incident Command Committee
 - 1. Report bi-monthly to the BOD at the meeting or in writing.
 - 2. Review operating guidelines and establish new guidelines as required.
 - 3. Review personnel regarding performance on incidents.
 - 4. Select and review IC Apprentices.
 - 5. Establish and monitor standardized guidelines and standards.
 - 6. Report incident attendance to Personnel Officer.
- D. Historian
 - 1. Report monthly to the BOD at the meeting or in writing.
 - 2. Collect and maintain historical records for the Team.

E. Medical Officer/Committee

1. Report monthly to the BOD at the meeting or in writing.
2. Insure medical documentation has been submitted to the County of Santa Barbara Offices as required.
3. To be the Team's liaison with County Medical Officer.
4. Inform team of changes to County's EMT protocols.
5. To be the contact for the Team when Medical Support is requested by outside agencies not associated with SAR, an example would be first aid for races, equestrian events, etc.
6. Collaborate with medical Team members to review medical equipment used by the Team in vehicles or in the field. Make recommendations to the IC Committee for approval when this process results in the addition or subtraction of medical supplies currently in use by the Team to upgrade the team's medical response capabilities.
7. To provide or coordinate required First Aid and CPR training for Team Personnel who need to be current in certification.
8. Inform Team of EMT and advanced medical classes and refresher courses in respective areas of Santa Barbara County.
9. Report to the IC Committee on Medical readiness and updates in medical equipment used and carried in vehicles and in the field.
10. Monitor perishable medical equipment and keep these items current. Remove and replace items that have exceeded their expiration date.
11. Provide current medical supply inventory list to Team Quartermaster.
12. Coordinate bi-annual Wilderness EMT training course.
13. Develop annual budget for medical supplies and special medical courses.

F. Personnel Officer/Membership Committee

1. Report monthly to the BOD at the meeting or in writing.
2. Contact potential members and distribute information about the team.
3. Deliver and process team applications.
4. Arrange interviews of new members.
5. Maintain progress records of new members.
6. Maintain personnel files.
7. Collect and distribute Monthly Time Reports.
8. Maintain records of training and incident attendance.

G. Policy Committee

1. Report monthly to the BOD at the meeting or in writing.
2. Review new policy recommendations for consistency with current Policy and Bylaws.
3. Draft policy as requested by the BOD.

H. Public Relations Committee

1. Report monthly to the BOD at the meeting or in writing.
2. Coordinate public relations events and activities.

I. Quartermaster/Equipment Committee

1. Report monthly to the BOD at the meeting or in writing.
2. Maintain Team vehicles and equipment.
3. Conduct annual inventory of equipment.
4. Develop and supervise maintenance schedule of vehicles and equipment.
5. Repair or remove from service damaged or defective equipment.
6. Collect Monthly Checklist.

Standard Operating Guidelines

7. Inspect equipment as required.
8. Make sure all Logs are completed.
9. Make sure equipment is in its proper place.
10. Notify Vice-President of any work needing to be performed by the County Garage.
11. Advise and assist with equipment acquisitions.
12. Maintain Equipment Petty Cash Account.

J. Training Officer/Training Committee

1. Report monthly to the BOD at the meeting or in writing.
2. Schedule trainings and supervise training leader.
3. Publish the calendar of activities.
4. Completes training report and forward to Sheriff's Training Division and team Personnel Officer.
5. Maintain records of training and incident attendance.
6. Recommend members for change of membership status.
7. Recommend members for Incident Commander (IC) Apprentice program.
8. Organize and supervise Academy.
9. Interface with other agencies on training issues of mutual interest.

K. Webmaster

1. Report monthly to the BOD at the meeting or in writing.
2. Update web page as necessary.

1.03 Changes to the Standard and Operating Guidelines

- A. The Secretary has the responsibility of keeping the SOG current and accurate.
- B. Editorial changes shall be given to the Policy Committee chairman.
- C. Changes to guidelines or drafts of new guidelines shall be presented first to the IC Committee in writing for review and approval.
- D. The BOD will review all changes to guidelines.

SECTION 2.0 RESPONSE PLANS

2.01 Search & Rescue Plan

- A. **Purpose.** To initiate the coordinated response of SAR personnel and link to the appropriate incident pre-plan.
- B. **Authority.** The Search and Rescue (SAR) function is within the jurisdiction of the Santa Barbara (SB) county Sheriff's Office (SO).
- C. **Emergency.** SAR incidents are considered an emergency by the State of California and require an expeditious response by the department due to travel time of the SAR resources to the incident, the possibility of life threatening injuries, and the existence of environmental risks to the subject.
- D. **Notification.** The Sheriff's SAR personnel are paged through County Dispatch. Any county public safety officer may request the Team. The requesting party should advise Dispatch whether it is a rescue or search, the location, the general nature of the problem, and who to contact for follow-up information and to what degree.
- E. **Rescue vs. Search Response.** The response procedures for a rescue and a search are different, beginning with the initial request. A rescue incident is generally one or more subjects with known injuries or risk of injury and an immediate response of the SAR Team is appropriate. While still considered an emergency, a search incident requires a certain amount of initial information in order to determine if the SAR Team is required.
- F. **Automatic Response.** Per Dispatch procedures, the Team is automatically paged to respond for incidents classified as Wilderness, Swiftwater, and Car-Over-the-Side on mountain roads.
- G. **Self-Activation.** SAR personnel may self activate to provide emergency assistance if during a training or if Team personnel encounter a subject in need of assistance.

2.02 Rescue Incidents

- A. Dispatch is requested to respond SAR to a rescue or the incident is an automatic response.
- B. Dispatch pages the "SAR All" group page. The page will provide the location and the type of the rescue.
- C. Personnel within the response area at the time of the page respond to the nearest station.
- D. Duty IC notifies Dispatch on SO Frequency 1 that SAR is 10-8 to the station.
 - 1. IC will modify IC assignment, as needed based on incident location and IC availability.
 - 2. Responding IC and Coordinator make initial contact with each other on SO Frequency 1 or via phone.
 - 3. IC receives initial briefing from SAR Coordinator, Dispatch or other personnel already on scene.
 - 4. IC determines need for any specialized personnel or equipment determined and requested.
- E. Team members arrive at the stations.
 - 1. Personnel respond from the station when the minimum number of qualified personnel is present. Initiate either the Wilderness, Cliff Rescue or the Swiftwater Rescue Pre-Plan as appropriate for the response.

2. Individual responding SAR members contact the IC via cell phone or radio with personal status. IC will advise frequency and confirms which incident Pre-Plan is in effect.
 3. Preliminary command staff positions assigned based on personnel available.
 4. Response briefing provided in person, radio or telephone to responding personnel.
 5. Each vehicle notifies IC of response time and personnel responding.
- F. IC assigns Operations Section Chief to manage initial on scene response.
1. Contact made with personnel on scene as appropriate for the response.
 2. Initial field positions assigned by Operations.
 3. Initial incident plan details transmitted to personnel.
- G. Units at each station begin response to the incident, operations, or command post location.
1. IC notifies Operations of number of personnel available and transportation.
 2. Second page requested for additional personnel as needed.
 3. Furthest away and delayed response personnel may be canceled if sufficient personnel are responding.
 4. Responding vehicles notify IC when leaving station and when arriving at incident.
- H. Personnel arrive on scene.
1. Operation receives briefing from on scene personnel.
 2. Incident plan modified as necessary and implemented.
 3. IC staff tracks incoming SAR personnel.
 4. SAR IC becomes part of Unified Command if other agencies are involved.
- I. Incident Completion, see Section 2.7.

2.03 Search Incidents

- A. Information received by Dispatch.
- B. Dispatch notifies SAR Coordinator or appropriate Supervisor via the SAR LEADERS group paging system.
- C. The SAR Coordinator determines validity of search and authorizes SAR response.
- D. Dispatch pages the "SAR All" group page responding all SAR personnel. The page will provide the location of the search.
- E. Personnel respond to nearest station. Search dog personnel respond with their dogs.
- F. Duty IC notifies Dispatch on SO Frequency 1 that SAR is 10-8 to the station.
1. IC will modify IC assignment, as needed based on incident location and IC availability.
 2. Responding IC and Coordinator make initial contact with each other on SO Frequency 1.
 3. IC receives initial briefing from SAR Coordinator, Dispatch, or other source.
 4. IC evaluates need for any specialized personnel or equipment and requests it.
- G. Responding personnel arrive at the stations.
1. Each station notifies IC of personnel and equipment available.
 2. Preliminary command staff positions assigned.
 3. Response briefing provided in person, radio or telephone to responding personnel.
- H. Initial field assignments issued based on the Search Pre-Plan.
1. Field Teams are sent to secure Point Last Seen (PLS) and to interview Reporting Party (RP).

2. Initial Field Team assignments given.
 3. Unassigned personnel respond to Incident Base.
 4. Release of personnel depending on the number responding.
 5. Responding vehicles notify IC when leaving station and arriving at incident.
- I. Establish Incident Base and Command Post (CP).
 1. Complete initial Incident Action Plan.
 2. Brief responding personnel.
 3. Deploy Field Teams.
 - J. Incident Completion, see Section 2.7.

2.04 Special Circumstances Incidents

- A. Special circumstances are incidents that may not require a countywide SAR Team response or are other than the typical search or rescue response. Dispatch contacts SAR Coordinator. Teams are paged to respond as needed.
 1. Disaster response.
 2. Evidence search unless time critical, treat as a search response.
 3. Body recovery unless time critical, treat as rescue response.
 4. Out-of-county mutual aid request.
 5. Other agency assist:
 - a. Evacuations required by a Fire or Law Enforcement.
 - b. Support for a Fire Department.
 - c. Support for Special Operations or law enforcement
- B. Dispatch notifies SAR Coordinator or appropriate Supervisor.
- C. The SAR Coordinator determines validity of the request and authorizes SAR response.
- D. Dispatch pages "SAR All" group page with the type of response and location.
- E. Personnel respond to nearest station.
- F. Duty IC notifies Dispatch on SO Frequency 1 that SAR is 10-8 to the station.
 1. IC's will modify IC assignment, as needed based on incident location and IC availability.
 2. Responding IC and Coordinator make initial contact on SO Frequency 1.
 3. IC receives initial briefing from SAR Coordinator or supervisor.
 4. Need for any specialized personnel or equipment determined and requested.
- G. Responding personnel arrive at the stations.
 1. Each Station contacts IC for personnel status.
 2. Preliminary command staff positions assigned.
 3. Response briefing provided in person, radio or telephone to responding personnel.
 4. Each station notifies IC of personnel and equipment available.
- H. Initial assignments issued based on the incident requirements.
 1. Initial Field Team assignments given.
 2. Unassigned personnel respond to Incident Base.
 3. Release of personnel depending on the number responding.
 4. Responding vehicles notify IC when leaving station and arriving at incident.

Personnel with potential conflicts may cancel at their discretion. Personnel furthest from the response may be cancelled and used as reserve personnel at ICs discretion.

- I. Incident Completion, see Section 2.7.

2.05 Emergency Locator Transmitter (ELT, EPIRB and PLB) Non-Distress Alarms

- A. Notification received by Dispatch of a non-distress ELT.
- B. Dispatch pages duty IC on the “SAR Leaders” group page to contact source of notification.
- C. Duty IC verifies non-distress status and determines nearest station to the probable location.
- D. If ARES Field Teams are to be used; the SAR Coordinator is requested to authorize such deployment.
- E. Dispatch pages “SAR All” to respond personnel to the station determined by the IC.
- F. Personnel respond to the station as requested by page.
- G. Duty IC notifies Dispatch on SO Frequency 1 that SAR is 10-8 to the station.
 - 1. IC’s will modify IC assignment, as needed based on incident location and IC availability.
 - 2. IC will assign an Ops is the IC is not responding to the scene.
- H. Need for any specialized personnel or equipment determined and requested.
- I. Responding personnel arrive at the stations.
 - 1. Each station contacts IC for personnel status.
 - 2. Preliminary command staff positions assigned.
 - 3. Response briefing provided in person, radio or telephone to responding personnel.
- J. Initial field assignments issued based on the ELT Pre-Plan.
 - 1. Release of personnel depending on the number responding.
 - 2. If additional personnel are required, IC requests second page.
 - 3. IC notifies Dispatch that the Team is responding from the station.
- K. Incident Completion, see Section 2.7.

2.06 Delayed Response Procedure

- A. A Team member arriving at the station after the Team has left should contact the IC using the following methods listed in order of preference based on likelihood of contact.
 - 1. MRA frequency.
 - 2. IC, incident base, or a Team vehicle cell phone.
 - 3. SO Frequency 1 and ask for SAR Command.
 - 4. Contact Dispatch by phone and request the location of SAR Command.
 - 5. If communication cannot be established, the Team member should terminate his/her response.
- B. A Team member, whose location at the time of the page will not allow arrival at the nearest station in time to respond with the Team, may respond to the location of the incident if the following conditions are met.
 - 1. The Team member is in uniform.
 - 2. The Team member has his/her personnel equipment.
 - 3. The Team member has communication with the IC.

2.07 Incident Completion

- A. Insure all personnel have returned from the field.
- B. On scene debrief:
 - 1. Any injuries to Team personnel.
 - 2. Any equipment problems that need resolution before the next incident.
 - 3. Any other problem that need resolution before the next incident.
 - 4. Quick evaluation of overall operation and lessons learned.
- C. Vehicles notify IC when they depart the incident and when they reach their station.
- D. Incident complete page on "SAR All" group page.
- E. Report completed by IC who is in command at the end of the incident.
 - 1. Report shall be completed with the degree of detail commensurate to the incident.
 - 2. The Incident Summary shall contain a chronological narrative of the chain of events to include who the subject(s) was, what happened, who was contacted, who made contact, what was said, what action was taken and why the action was taken.
 - 3. To ensure accuracy, report shall be submitted within 7 days of incident.
 - 4. Code 3 After Action Summary shall be completed after every Code 3 response and submitted directly to SOD within 24 hours.
- F. Report draft submitted to all ICs that had command responsibility on incident.
- G. Digital report filed with IC Chair
- H. Copy of report filed with SOD
- I. Report hard copies and all hand written notes will be filed at the SAR Station and kept for a minimum of five years.

SECTION 3.0 RESPONSE PRE-PLANS

3.01 Search Incident Pre-Plan

- A. **Purpose.** To expedite the response to an incident requiring personnel trained and experienced in search management and field operations.
- B. **Authority.** The SAR function is within the jurisdiction of the Santa Barbara County Sheriff's Office. Search management and search Team skills require proper training, specialized equipment and techniques, and the ability to coordinate and document the search activities. The Sheriff's SAR personnel are trained, experienced, and equipped for such an incident.
- C. **Search is an Emergency.** The State of California and the County of Santa Barbara consider Search an emergency that requires an expeditious response by the department due to travel time of the SAR resources to the incident which results in the expansion of the search area and may result in the loss of critical clues, the possibility of life threatening injury or illness, and the existence of environmental risks to the subject.
- D. **Standard Command Assignments**
 - 1. Incident Command (IC). Team leader with overall command of the incident. Determines incident objectives and strategy. Interfaces with other agencies to provide resources required to support the incident. Call sign: Command
 - 2. Operations Section Chief. Responsible for the tactical application of the incident resources as needed to meet the operation plan. Responsible for operation safety if a Safety Officer is not assigned. Call sign: Operations
 - 3. Air Operations Branch Director. Responsible for ground to air communications. Responsible for briefing air resources on assignments. Assigned whenever air resources are used on an operation. Call sign: Air Ops
 - 4. Planning Section Chief. Responsible for managing the Planning Section functions of the operation. Call sign: Plans
 - 5. Logistics Section Chief. Responsible for managing the Logistics Section functions of the operation. Call sign: Logistics
- E. **Initial Operation Objectives**
 - 1. Establish Operation Command structure and assign staff positions as needed.
 - 2. Preserve Point Last Seen or Last Known Point and search for clues.
 - 3. Interview Reporting Party.
 - 4. Develop Subject Profile
 - 5. Determine initial search area.
 - 6. Determine confinement points and establish confinement.
 - 7. Determine destination and route of travel for Hasty Team deployment.
 - 8. Determine the need for any additional resources.
- F. **Initial Search Procedure Checklist**
 - 1. Turn on and monitor the cell phone at each station. All arriving personnel ready personnel equipment. Each station will contact the IC with list of available personnel.
 - 2. Brief and dispatch a Field Team to preserve the Point Last Seen or Last Known Point and search for clues.
 - 3. Brief and dispatch personnel to interview the Reporting Party.
 - 4. Brief and dispatch Search Dog Teams. Determine the need for and availability of a scent article.

5. All other personnel respond to the operation base, or direct to assignment when directed to do so by the IC.
6. Determine the route of travel and intended destination to develop initial search plan. Brief and deploy Hasty Teams, Tracking Teams, and Confinement Teams.
7. Update the Operation Action Plan and determine the need for additional resources.
8. Establish Operation Command Post (CP).
9. Establish communications system for Field Teams.
10. Establish communications system for incoming resources.
11. Determine transportation needs.
12. Determine support needs for Field Teams.
 - a. Maps
 - b. Briefing sheets
 - c. Food and water
 - d. Shelter
 - e. Staging Area

3.02 Cliff Rescue Pre-Plan

- A. **Purpose.** The purpose of the Cliff Rescue Pre-Plan is to expedite the response to an incident requiring rope rescue skills and equipment to perform a rescue with the minimum risk to the rescuers and the subject. This may be either a high-angle or low-angle rescue in urban, roadside or wilderness locations.
- B. **Authority.** The SAR function is within the jurisdiction of the Santa Barbara County Sheriffs Office. Rope rescue techniques require proper training, specialized equipment and techniques, and the ability to work as a Team. SBRSAR personnel train regularly and are equipped to provide state of the art response to rope rescue incidents.
- C. **Emergency.** An emergency response requiring the technical rope rescue skills requires an immediate response by SAR because of travel times, life threatening injuries possibly received by subject, exposure to the environment, and lack of medical and physical stability common to cliff rescue situations.
- D. **Notification.** The SAR Team is paged through Dispatch. Any county public safety officer may request the Team. The page should advise that it is a rescue, the location, and who to report to on scene. The Duty IC leader will notify dispatch that the Team is in service and in route to the station, and again when the first vehicle departs the station. When the Team is in route, communications may be established directly with the agencies on scene.
- E. **Standard Command Assignments.**
 1. Incident Command (IC). Team leader with overall command of the incident. Determines incident objectives and strategy. Interfaces with other agencies to provide resource support to the incident. Call sign: Command.
 2. Operations (Ops). Responsible for tactical application of incident resources. Supervises Medical Team and Systems Group in the location, access, stabilization, and transport of the subject. Responsible for on-scene safety if a separate Safety Officer is not assigned. Call sign: Operations.
 3. Medical Team. Responsible for medical care of the subject. Call sign: Medic 1, Medic 2, etc.
 4. Systems Group Supervisor. Supervises Main-Line Team, Belay Team, and Edge man. Manages systems for access and transportation. Call sign: Systems

5. Main-Line Team Leader. Responsible for setting up the Main Line and supervising personnel operating it. Call sign: Main Line.
 6. Belay Team Leader. Responsible for setting up the Belay Line and supervising personnel operating it. Call sign: Belay Line.
 7. Edge-Man. Responsible for placing edge protection and assisting with the stretcher at the edge. Call sign: Edge-Man.
 8. Air Operations Branch Director. Responsible for ground to air communications. Assigned whenever a helicopter is involved in the rescue. Call sign: Air Ops.
 9. Safety Officer. Responsible for on scene safety. Assigned only if sufficient personnel available. Call sign: Safety.
- F. **Order of Rescue.** Because of the high risks involved in cliff rescue, the method of rescue offering the lowest risk to the rescuers will be used. The following methods are listed in increasing order of risk. Factors influencing the selection include patient's condition, rigging time, available manpower, and available equipment, and terrain conditions.
1. Walk
 2. Walk or climb with a belay or hand line
 3. Rappel or lower with a belay or hand line
 4. Lowering pick-off
 5. Raising pick-off
 6. Rappel pick-off with independent, bottom, or Prusik belay
 7. Stretcher evacuation
- G. **Safety.** All personnel participating should have the proper equipment and training for their assignment. Operations acts as the Safety Officer if there are not enough personnel available to assign a separate person to this role.
- H. **Response Priority.** The priority is to locate, access and stabilize the subject medically, physically and emotionally in the minimum amount of time with the minimum risk, first to the rescuers, then to the subject. Once this is done, the subject is no longer at immediate risk and the personnel on scene are in position to gather the information needed to develop and carry out a transportation plan.
- I. **Initial Response Plan.**
1. The IC (Command) selects Ops (Operations). Operations assigns the Medical Team (Medic 1, Medic 2) and Systems Group Supervisor. Usually two Medics will be assigned depending on the incident needs and manpower availability. The Systems Group will have a leader and as many personnel as manpower and transportation allows. The Systems Group will include the personnel necessary to set up the Main Line, Belay Line, and to act as Edge-Man.
 2. Operations, Medics, and Systems personnel depart the stations and STOP as soon as possible. Command coordinates additional personnel assignments and their transportation to the incident. Personnel should respond in the Rescue vehicles first and then to the Response vehicles.
 3. In route, Operations develops a checklist of actions that will take place when the initial personnel arrive at the incident. This includes size up, briefing by other agencies involved in the rescue, setting systems to allow the Medics to access the subjects, and getting equipment ready. As appropriate, Ops should establish radio contact with any emergency unit on scene or in command.
 4. Arriving on scene, Operations sizes up the situation and contacts personnel on scene for a briefing. The Medical Team prepares to access the subject with all medical and rope

- equipment they expect to need to stabilize physically, medically, and emotionally. The Systems Group provides whatever access support the Medical Team requires.
5. When Command arrives on scene, he checks in with Operations. Additional personnel are assigned as needed. Command provides resource support to Operations, coordinates any contact with outside agencies, and manages documentation of the incident.

3.03 Swiftwater Rescue Pre-Plan

- A. **Purpose.** The purpose of the Swiftwater Rescue Pre-Plan is to expedite the Team's response to an incident requiring Swiftwater Technician skills or specialized Team equipment to affect the rescue with the minimum risk to the rescuers and subject.
- B. **Authority.** The SAR function is within the jurisdiction of the SBCSO. Swiftwater rescue techniques require specialized training and equipment, plus the ability to work as a Team. The Sheriff's SAR personnel train regularly and are equipped to provide state of the art response swiftwater rescue incidents.
- C. **Emergency.** A swiftwater rescue situation requires an immediate response by the SAR Team because of travel times, injuries possibly received by subject, exposure to the environment, and lack of medical, physical and environmental stability common to swiftwater rescue situations.
- D. **Notification.** The SAR Team is paged through Dispatch. Advise in the page that the incident is a swiftwater rescue, the location, and who to report to on scene.
- E. **Standard Personnel Assignments**
 1. Incident Commander
 - a. Team leader with overall command of the incident. Determines incident objectives and strategy.
 - b. Interfaces with other agencies to provide resource support to the incident.
 - c. Training Level: SBCSAR IC
 - d. Equipment: Communications
 2. Operations Section Chief
 - a. Priority 1: Assigns and coordinates Swimmer 1, Upstream 1, and Downstream 2 as the minimum response
 - b. On scene command of the rescue
 - c. Training Level: Swiftwater Rescue Technician II or SBCSAR IC
 - d. Equipment: Communications
 3. Swimmer 1
 - a. Priority 1: Access, stabilize & extricate subject
 - b. Training Level: Swiftwater Rescue Technician I, EMT-1
 - c. Equipment: Communications, "Live Bait" PFD, Helmet, Fins, Wet/Dry Suit
 4. Swimmer 2
 - a. Assist Swimmer 1 to access, stabilize & extricate subject
 - b. Transport additional equipment to/for subjects.
 - c. Training Level: Swiftwater Rescue Technician I, EMT-1
 - d. Equipment: Communications, "Live Bait" PFD, Helmet, Fins, Wet/Dry Suit
 5. Upstream 1

- a. Priority 1: Positioned upstream from the incident to act as a lookout for trees, logs, flash flood or other risks to personnel
 - b. Training Level: Swiftwater First Responder
 - c. Equipment: Communications
6. Upstream 2
 - a. Assist Swimmer 1 and 2 to access the subject. Establishes, maintains and coordinates upstream anchors and rope systems
 - b. Training Level: Swiftwater First Responder
 - c. Equipment: Communications, PFD, Helmet
7. Downstream 1
 - a. Establishes, maintains and coordinates downstream rope systems and anchors
 - b. Provides throw bag protection
 - c. Training Level: Swiftwater First Responder
 - d. Equipment: Communications, Helmet, PFD and Throw bag
8. Downstream 2
 - a. Priority 1: Downstream throw bag protection
 - b. Training Level: Swiftwater First Responder
 - c. Equipment: Communications, Helmet, PFD and Throw bag
9. Downstream 3
 - a. Downstream throw bag protection
 - b. Training Level: Swiftwater First Responder
 - c. Equipment: Communications, Helmet, PFD and Throw bag
10. Live Bait 1
 - a. Positioned downstream, ready to enter water and grab subject
 - b. Training Level: Swiftwater Rescue Technician I
 - c. Equipment: Communications, Helmet, "Live Bait" PFD, Throw bag
11. Live Bait 2
 - a. Positioned downstream to provide belay to Live Bait 1
 - b. Training Level: Swiftwater Rescue Technician I
 - c. Equipment: Communications, Helmet, "Live Bait" Throw bag
- F. **Initial Incident Response Objectives**
 1. These initial response objectives should be completed as soon as possible to stabilize the situation, increase the chances of rescuing the subject and maximizing the efficiency of the Team's response.
 2. Establish Team's command and control system.
 3. Place Ops in position to size up the incident.
 4. Establish downstream backups with throw bags.
 5. Effect any immediate action necessary to prevent loss of the subject.
- G. **Procedure.** Response procedures are generic and intended to form the guidelines for the response. They are based on the nationally recognized LAST System: Locate, Access, Stabilize and Transport.

1. First Priority. The duty IC selects Ops. Operations selects Swimmer 1, Upstream 1 and Downstream 2. Personnel should respond in the Rescue vehicles first and then the Response vehicles, depending on the availability at the station.
2. Second Priority. The second vehicle should include as many Swiftwater Technicians as possible. Based on the requirements of Operations, the second vehicle should respond to the scene or respond to a location across the body of water from the scene per the direction of IC or Ops.
3. Third Priority. The IC provides for the transportation of additional personnel in the remaining Response or Transport vehicles and with supplying Operations with such resources as are requested.
4. Order of Rescue. Based on the size up of the incident, Operations will select the method of rescue offering the lowest risk to the rescuers. The following methods are listed in decreasing order of safety. Time, skill level of personnel on scene and available equipment are factors in selecting the best method:
 - a. Reach
 - b. Throw bag
 - c. Highline with Flotation
 - d. Highline above the Water
 - e. Highline in the Water
 - f. Tethered Boat
 - g. Free Boat
 - h. Contact Rescue (“live bait”)
 - i. Helicopter

H. **Safety Policy.** All personnel participating should have the proper equipment and training for their assignment. Only Swiftwater Technicians should enter the water as swimmers. Team members on shore with exposure to falling in shall wear PFDs and helmets.

1. Personal Flotation Device (PFD). All personnel within ten feet of the riverbank must be wearing Type III/IV or approved equivalent.
2. Helmets. All personnel within ten feet of the riverbank must be wearing an approved helmet.
3. Live Bait Harness. Swimmers tethered to a rope must be wearing an approved “live bait” type harness with functioning quick release.
4. Hypothermia. Team members should monitor all subjects and personnel exposed to water for hypothermia. Any shivering should be reported to the Team leader and corrective action taken.
5. Ropes. All ropes crossing moving water will be rigged as tension diagonals unless used as high lines or for boat tending.

3.04 OHV Emergency Operation Pre-Plan

A. Purpose.

The purpose of the OHV Emergency Operation Pre-Plan is to expedite the Team’s response to an incident requiring OHV driving skills or usage of specialized OHV Team equipment to affect the rescue with the minimum risk to the rescuers and subject.

B. Authority.

The SAR function is within the jurisdiction of the SBCSO. OHV rescue techniques require specialized training and equipment, plus the ability to work as a Team. The Sheriff’s SAR personnel train and are equipped to provide emergency response to rescue incidents requiring usage of Off-Highway Vehicles.

C. Emergency.

The emergency requiring an OHV response lies in the nature of the original SBCSAR mission (i.e. what SBCSAR was originally called for).

D. Notification.

The SAR Team is paged through Dispatch. Advise in the page that the incident is on a known OHV accessible location, the nature of the emergency and who to report to on scene.

E. Standard Personnel Assignment

When an SBCSAR vehicle is assigned a mission Off-Highway; every SBCSAR Team Member assigned to a vehicle is an active participant in the vehicle's off-highway mission. This means no one is a simple passenger onboard the vehicle. Everyone has one of two roles that they actively fulfill.

1. Pilot

- a. Responsible for driving the vehicle
- b. Overall responsibility for the vehicle occupants safety
- c. 100% relies and listen on his spotter(s) to get him through difficult terrain

2. Co-Pilot/Spotter

- a. Role fulfilled by anyone else in the vehicle that is not the pilot
- b. Provide the Pilot with vehicle clearance information from the passenger seat or from outside the vehicle
- c. Goes out of the vehicle and guide the Pilot through difficult terrains

F. Initial Incident Response Objective

1. Identify the location of the incident SBCSAR need to respond to and confirmed it is accessible using Off-Highway Vehicles.
2. Assess current terrain conditions.
3. Assess the access strategy and future transport needs.
4. Assess the number of SAR personnel necessary for the response
5. Assess the proper vehicle response
6. Assign the personnel and deploy the necessary vehicles
7. Monitor the response and adjust as new information comes in.

G. Known OHV Locations in Santa Barbara County

The following is a list of known OHV locations within the Santa Barbara County with their ratings and notes. Each OHV trail is rated as easy, moderate or difficult for both dry and wet conditions. A trail rated as "*Easy*" can be traveled using any of SBCSAR's 4x4 vehicles. Any trail rated "*Moderate*" indicate the presence of some difficult passages and an increase risk for vehicle to get stuck. With such rating, SBCSAR Type III Vehicles (specialized OHV) should be used in conjuncture with team member experienced with OHV response and vehicle recovery. Any trail rated "*Difficult*" requires the use of SBCSAR Type III vehicles as well as experienced team members familiar with the area involved in the response.

Rainstorms can seriously affect OHV areas up to weeks afterwards. As a safe rule of thumb, SBCSAR will use Type III vehicles off-highway during rainstorm and up to at least a week thereafter.

1. Edison Catway

Dry: Easy – Wet: Moderate

2. **West Camino Cielo**

Dry: Easy – Wet: Moderate – Note: Street Legal Vehicles Only

This road is limited to street legal vehicle access only. Usage of SBCSAR ROHVs is limited to emergency response only. Possible concerns with this area during and after rainstorms include: slippery mud; steep terrain; high risk for VOTS and vehicle rollover; possible landslide and large rocks blocking OHV access.

3. **East Camino Cielo towards Juncal**

Dry: Easy – Wet: Difficult – Note: Street Legal Vehicles Only

This road is limited to street legal vehicle access only. Usage of SBCSAR ROHVs is limited to emergency response only. A gate managed by Forest Services is found at the trailhead. This gate is maintained closed by Forest Services during rainstorm and up to a few weeks after the rainstorm passes thru until the road is clear and dry again. Possible concerns with this area during and after rainstorms include: slippery mud; very steep terrain; high risk for VOTS and vehicle rollover; landslide and large rocks blocking OHV access.

4. **Little Camusa Road from Juncal to Pendola Station**

Dry: Easy – Wet: Moderate – Note: Street Legal Vehicles Only

This road is limited to street legal vehicle access only. Usage of SBCSAR ROHVs is limited to emergency response only. It is possible to continue on Little Camusa Road beyond the Pendola Station and requires the Forest Service notification and possibly authorization if the gate is closed. Check with your IC to get this authorization. Possible concerns with this area during and after rainstorms include: slippery mud; steep terrain in some areas; elevated risk for VOTS and vehicle rollover; landslide and large rocks blocking OHV access and other OHV users not aware of SAR's presence.

5. **Divide Peak Trail**

First ½: Dry: Easy – Wet: Moderate

Second ½: Dry: Difficult – Wet: Difficult

A closed Forest Service gate border the entrance of this trail. This trail is accessible by any regular OHV Vehicle up to the ½-way point. Beyond the ½-way point, usage of ROVHs is better suited for this type environment which includes features like deep rots, steep inclines, cliffs, etc. An SCBSAR Type III OHV vehicle can possibly make it through beyond the ½-way point under dry conditions but would seriously slow down the response. The access is impossible beyond that point for non-ROHV vehicles on wet terrain.

Regardless of the terrain conditions, if the emergency were located beyond the ½-way point, proper response would be to deploy the ROHVs followed by proper OHV vehicles up to the ½-way point for a possible intercept.

Possible concerns with this area during and after rainstorms include: slippery mud; very steep terrains; high risk for VOTS or vehicle rollover; landslide and large rocks blocking OHV access and other OHV users not aware of SAR's presence. Any team assigned to this road should have an OHV experienced team leader. When deploying ROHVs beyond the ½-way point, experienced team members should be involved in the response.

6. **Jamison Lake Access**

Dry: TBD – Wet: TBD

A closed Forest Service gate at Juncal limits access to this area.

7. **Angustora's Pass / Gibraltar Road to Red Rock Day Use Area**

Dry: Easy – Wet: Moderate

A Forest Service gate can be located at both entrance of this OHV Trail. The top entrance is on East Camino Cielo and the bottom entrance is at Red Rock Day Use Area. Both gates are usually closed and locked. Possible concerns with this area during and after rainstorms include: slippery mud, steep terrains, landslide and large rocks blocking OHV access.

8. **Gibraltar Mines**

Dry: TBD – Wet: TBD

9. **Buckhorn Road**

Dry: Easy – Wet: Moderate to Difficult

Accessible through a Forest Service gate located at Upper Oso Campground. An ROHV would be a preferred vehicle to navigate this terrain followed by any of the specialized OHV vehicles (Type III) prior using a regular SAR vehicle. Possible concerns with this area during and after rainstorms include: slippery mud; steep terrain at some locations; elevate risk for vehicle rollover and VOTS, landslide and large rocks blocking OHV access and other OHV users not aware of SAR's presence.

10. **Little Camusa Road from the Buckhorn Road**

Dry: Easy – Wet: Moderate

This road is accessible though the Buckhorn road off of Upper Oso Campground. An ROHV would be a preferred vehicle to navigate this terrain followed by any of the specialized OHV vehicles (Type III) prior using a regular SAR vehicle. A locked Forest Service gate may prevent access to the Pendola area. If passage through is necessary, notification and authorization from Forest Services may be required. Check with the IC to get that authorization. Possible concerns with this area during and after rainstorms include: slippery mud, landslide and large rocks blocking OHV access and other OHV users not aware of SAR's presence.

11. **Santa Cruz Campground Trail**

Dry: Easy – Wet: Difficult

This OHV trail is accessible through the Buckhorn road and leads into Santa Cruz Campground. A Forest Service locked gate can be found at the entrance of this trail. During wet conditions, this trail is easier to access by ROHVs although still considered a difficult terrain. Under such circumstances, specialized OHV (Type III) vehicles should be staged if possible at the entrance. Concern for these vehicles is their heavier weight and difficulty to make the steep climb back up from the Santa Cruz Campground on mud. Slippery mud and a very steep climb are the main concerns during and after rainstorms.

12. **Happy Hollow Campground**

Dry: Easy – Wet: Moderate

An ROHV would be a preferred vehicle to navigate this terrain followed by any of the specialized OHV vehicles (Type III). Slippery mud and some steep areas are the main concerns during and after rainstorms.

13. Cody's Road

Dry: Moderate – Wet: Difficult

An ROHV would be a preferred vehicle to navigate this terrain followed by any of the specialized OHV vehicles (Type III). This is a very challenging terrain to negotiate under dry condition with slippery gravel like base, off camber turns, narrow passages next to cliffs and very steep hills. Possible concerns with this area during and after rainstorms include: slippery mud; loose gravel; off camber turns on loose gravel; very steep terrain at many locations; high risk for vehicle rollover or VOTS with high cliffs; landslide and large rocks blocking OHV access. Any team assigned to this road under any conditions should have an OHV experienced team leader and preferably someone familiar with the area.

14. Zaca Ridge Road

Dry: Easy – Wet: Moderate

Possible concerns with this area during rainstorm include: slippery mud.

15. McKinley Mt. Road

Dry: Easy – Wet: Moderate

Possible concerns with this area during rainstorm include: slippery mud; steep terrain at some locations; landslide and large rocks blocking OHV access.

H. OHV Response Deployment Procedure

1. The minimum team size for an OHV response is 2 team members per vehicles. A team of 3 would be preferred, as it would provide with more manpower if needed. A team greater than 3 members managing an OHV response would be considered inefficient. When more than 4-5 members are responding, they should be divided into 2 teams if possible and practical for the situation.
2. There will always be 2 or more vehicles involved in an OHV Emergency Response. A second (and more units) unit is necessary to provide backup if any emergency with the primary team occurs (and vice-versa).
3. When responding to any SAR emergency in an Off-Highway context, at least one of type III vehicle equipped with heavy vehicle recovery equipment should be deployed. If not deployed as primary response vehicles, they should at least be deployed as safety backup vehicles. Even when deployed as backup, they can serve as safety vehicle (i.e. provide safety support to any primary response vehicle) and easily respond, extricate and evacuate any team members if an issue with the primary response vehicles occurs. Equipped with heavy recovery gear, it can get any of SBCSAR's vehicle unstuck.
4. When operation involves potential for Mud (typically up to one week after a rainstorm and possibly longer) or Sand and Sand Dunes, Type III (Specialized Response) vehicle only will be used for this operation.
5. When operation involves sand dune or beach access with deep sand, tires must be deflated to 10-15 PSI using the tire deflators inside the vehicle.
6. Deploy the appropriate vehicle for the appropriate trail conditions.
7. Based on the mechanism of injury (e.g. response to an OHV vehicle accident, fall victim in back country, etc.), when transport of non-ambulatory subject is expected on mud or sand terrain, a type III vehicle capable of transporting such subject should be employed at the very minimum. Such subject cannot be transported in the bed of a pickup type

vehicle. Even if these vehicles cannot make it all the way to the scene, any distance they cover is distance you do not have to walk.

8. When transport of ambulatory subject is expected on mud or sand terrain, the following specialized OHV (Type III) vehicles could be used with 2 rescuers onboard:
 - a. Polaris RZR 4-seat can transport up to 2 subjects.
 - b. R5/R15 can transport 1 subject each.
 - c. R3 with can transport up to 2 subjects. When the optional rear seat is installed, an additional 3 subjects can be transported.
 - d. R12 with can transport up to 3 subjects.

I. Safety Policy

1. Wear your PPE at all time when using the ROHVs: DOT approved helmet, Gloves, Eye Protection, Seatbelts.
2. Wear your seatbelt at all time when the vehicle is moving
3. When spotting, always walk forward or sideways but never backward
4. Always use a spotter when you cannot see obstacles in your travel path
5. Do not exceed the safe speed of travel nor your passengers' nerves
6. Do not push yourself and do not let your ego win
7. Use the vehicles within their limits
8. R3 Fording Safety Policy
 - a. Every rescuers onboard must be SRT Certified
 - b. R3's driver must be trained to execute such operation
 - c. Downstream and Upstream safeties must be deployed
 - d. A rescue swimmer must be ready
 - e. R3's doors must be removed
 - f. PFDs must be available inside the vehicle but not worn
 - g. Passengers must wear proper PPEs at all time
 - h. Driver must provide all passengers with proper safety briefing prior engaging in such operation
 - i. Driver must be able to safely walk the path and ensure water level will not exceed the hood of the vehicle or that the current isn't too strong for the operation

3.05 OHV Recovery Operation Pre-Plan

A. Purpose.

The purpose of the Vehicle Recovery Operation Pre-Plan is to increase the Team's safety and expedite the Team's response to an incident requiring Vehicle Recovery skills or specialized Team equipment to affect the rescue with the minimum risk to the rescuers.

B. Authority.

The SAR function is within the jurisdiction of the SBCSO. SBCSAR does not provide a public vehicle recovery service. This service is solely limited to SBCSAR vehicle and other County agency vehicles as necessary. Vehicle Recovery techniques require specialized training and equipment, plus the ability to work as a Team. The Sheriff's SAR personnel train and are equipped to provide state of the art response Vehicle Recovery incidents.

C. Vehicle Recovery IS NOT an Emergency.

A Vehicle Recovery does not require an immediate emergency response by the SAR team. The emergency lies in the need to extricate stranded subjects from the vehicle, which is covered elsewhere in this document. Vehicle Recovery themselves are not an emergency

and should be treated as such to reduce the risk associated with such operation. It is always acceptable to abandon a vehicle to return later with more resources as necessary.

D. Notification.

Under such circumstances, the SAR IC or the on-scene SAR personnel would notify the SAR team of the incident.

E. Standard Personnel Assignment

1. Team Leader
 - a. Responsible for supervising the recovery operation
 - b. Ensures everything that needs attention gets it
 - c. Responsible for the scene safety
 - d. Ultimate responsible for the operation outcome
2. Winchmaster
 - a. Evaluates the recovery load using the winching chart
 - b. Design and implement the winching system
 - c. Responsible for the scene safety
 - d. Responsible for operating the winch
3. Safety Officer
 - a. Ultimate scene safety responsibility

F. Initial Incident Response Objective

1. Stabilize and secure the winched vehicle
2. Establish the team's command and control system if not established already
3. Evaluation of the recovery load
4. Design of the winching system (Towing can be the answer)
5. Implementation of a winching system
 - a. Ensure proper positioning of the winching vehicle
 - b. Ensure proper anchoring of the winching vehicle
 - c. Ensure proper care of the winch line/cable
6. Ensure non-necessary personnel is out of the "hot" zone
7. Recover the vehicle
8. Repeat from step 1 as necessary

G. Towing Safety Policy

Towing can be just as dangerous as winching a vehicle but could be the fastest way to unstuck a stuck vehicle. When towing a vehicle, SBCSAR Team Members only make use static towing technique. The following is a list of safety guidelines to follow when towing another vehicle:

1. Make use of a static strap or rope of at least 20 feet long preferably 30 feet long
2. Make sure you attach the recovered and recovering vehicle to their frame
3. On the towed vehicle, disengage the transfer case (set the 4WD selector to "N")
4. Before towing, slowly take the slack out
5. Never shock load the strap or rope
6. The towed vehicle keeps the tension by lightly applying the brakes (prevents the bungee action). Setting the parking brake $\frac{1}{4}$ to $\frac{1}{2}$ way may help provide tension as well.
7. Concentration and Good Communication between vehicles is key

H. **Winching Operation Communication**

Communication is a very important component of a winching operation. There are a few verbal commands and it is very important to understand their meanings to prevent confusion and risking an accident. During the actual operation, everyone must listen to the commands given by the Winchmaster. At any time, any one can call STOP.

1. Winch is Cold – The winch is disengaged and the scene is now safe
2. Winch is Hot – The winch is engaged and the scene is not safe
3. Ready to Winch – Question asked by the Winchmaster prior to winching
4. Winching – Safety Officer answering the Winchmaster's previous question
5. Stop – Used by anyone at any time to stop any operation. Winch should go cold.

I. **Winching Safety Policy**

1. Do not winch a vehicle if the recovery weight is estimated above 19,800 lb.
2. Once the winch is operational, the Winchmaster and Safety officers are in charge of the scene and everyone else must be in a safe zone called the "cold" zone starting 1-1/2 times the pull distance in any direction.
3. The winched vehicle must be secured when the winch is non-operational (parking brake, parking gear, etc.)
4. The winching vehicle must be properly anchored at all time when connected to the winched vehicle.
5. There are two zones: a cold (safe) zone and a hot (danger) zone.
6. The hot zone is anywhere within 1-1/2 times the pull length in any direction.
7. Do not stay within 6-8 feet of the fairlead when the winch is operational
8. If at all possible, the Winchmaster should control the winch from inside the vehicle or behind an open door.
9. Handle the cable hook using a hook strap.
10. Do not wear loose clothing around the winch.
11. NEVER leave the winch unattended when the remote switch is connected.
12. Everyone in the hot zone must wear helmet, gloves and eye protection at all time.
13. Open the hood of the winching vehicle to increase safety
14. Put a damper midway on a winch cable
15. Never exceed 82.5% of a winch cable rated capacity per NLGI

3.06 **Electronic Distress Signal Search Pre-Plan**

- A. **Purpose.** To coordinate the resources involved in locating Emergency Locator Transmitters (ELT), Emergency Position Indicating Radio Beacons (EPIRB) or Personal Locating Beacons (PLB) in the response area of the SBCSOs SAR personnel.
- B. **Authority.** Under the National Search & Rescue Plan, the responsibility for land search for non-military aircraft and individuals rests with the individual states. The California State Search & Rescue Plan delegates this responsibility to the counties. The SBCSO has determined that it has adequate resources trained and equipped for response to electronic distress signals and that it will rely on its own resources for the initial response.
- C. **Search is an Emergency.** It is the policy of the SBCSO to treat an ELT or EPIRB signal as an emergency distress signal indicating the need to search for those in distress until such information is available to determine that the signal is a non-emergency alarm.
- D. **Sources of Notification of a Distress Signal**

1. Satellite. County Dispatch will receive a call from State OES, which receives it from the Air Force Rescue Coordination Center. The time delay between activation of the signal and notification of local authorities can be as much as 12 hours.
 2. Guarded Channel. The Federal Aviation Administration (FAA) and some pilots monitor the emergency frequencies. Notification will usually come from an area FAA facility and may include basic information such as the general area of the signal or the listening aircraft's position.
 3. Local Monitoring System. This is a local system that provides notification of an ELT, EPIRB or PLB, usually within ten minutes of activation. In most cases, the system provides initial direction information for the signal. Notification goes through County Dispatch.
 4. Other Agencies. When the Civil Air Patrol (CAP), ARES or a neighboring county tracks an ELT, EPIRB or PLB signal into Santa Barbara County, they are expected to notify the Sheriff's Office prior to entering its jurisdiction.
 5. Other. Sometimes an ELT, EPIRB or PLB signal will be detected by someone listening to a radio or scanner. Notification may go to the department, an FAA Center or Flight Service Station, or directly to SBCSAR.
- E. **Response Plan.** An ELT, EPIRB or PLB signal is notification of an emergency operation and SAR personnel should be responded per the SAR Response Pre-Plan, Section 3.1.
1. Search Operations. If there is a determination made that the operation is a non-emergency alarm, continue to Section 3.4 H, "Search Procedures – Limited Response" The IC will coordinate all involved outside agencies as required by the response.
 2. Because an ELT, EPIRB or PLB search could involve a wide area of the county, the Amateur Radio Emergency Services (ARES) may be requested to provide communications support or additional direction finding Teams.
 3. If information becomes available to allow the determination of a probable non-emergency alarm, then the response will be scaled down as appropriate.
 4. Such information may include Direction Finder (DF) readings that indicate the transmitter is located at the Santa Barbara Airport, Santa Barbara Harbor, in a highly populated area in which a downed aircraft would have been noticed and reported, or that the signal is coming from some distance outside the county.
 5. The decision to downgrade a response will be made by the IC.
- F. **Standard Command Assignments**
1. Incident Command (IC). SBCSAR Team leader with overall command of the operation.
 2. Operations Section Chief. Dispatches and coordinates the Field Teams.
 3. Planning Section Chief. Responsible for plotting information received from Field Teams and determining Field Team assignments.
 4. Field Team Leader. Command of Field Team.
- G. **Search Procedures — Full Response**
1. SAR personnel are paged and will respond to the station. The IC will assign staff positions to log in field assignments, record and plot readings and manage communications. When appropriate, the IC will contact Air Force Rescue Coordination Center (AFRCC), Federal Aviation Administration (FAA), U.S. Coast Guard and the Monitoring System operator for information and coordination.
 2. Direction Finding units are checked for operation before leaving the station. This may also provide an initial reading.

3. The first Team available to leave should be sent in the direction of highest probability. While driving an East/West route or North/South, they will look for a change in the “to-from” direction indicator. Additional Teams will be dispatched as needed for mobile direction finding as above or to take readings at locations that will allow triangulation of the signal.
4. Initial readings will plot as a triangle on the map.
5. Field Teams should be sent into the triangle to search for the signal, or if necessary, take additional readings.
6. If poor signal quality of the initial readings does not provide a workable triangle, Field Teams should be assigned to locations that will provide better readings. This usually means a higher elevation, but could include moving away from terrain blocking locations or mobile monitoring for a strong signal. Terrain blocking may be used to isolate multiple signals.

H. Search Procedures —Limited Response

If information is available at the time of notification for the IC to downgrade the response to a high probability of a non-emergency alarm, a single Field Team may be dispatched to locate the transmitter. Such information would be a strong indication that the signal is coming from an airport, a harbor, a populated area, or out of our jurisdiction. The Team will remain prepared to escalate to a full emergency response if any indication is received that the operation is not a non-emergency alarm.

I. Deactivation

1. **Necessity.** An operating ELT, EPIRB or PLB will continue to transmit a distress signal on the emergency frequency until it is deactivated or the battery dies. The signal will continue to be heard by the international satellite system, FAA facilities and the local ELT Monitoring System. If another ELT, EPIRB or PLB is activated, the signal from the first one makes the second very difficult to recognize and to track, potentially causing a delayed emergency response to a real emergency. Depending on weather conditions and the terrain, the non-emergency signal can cause interference for distances over several hundred miles.
2. **Crash Site.** The priority at a crash site will always be the treatment of the injured. Integrity of the site must be maintained as required by the federal investigators. After the operation scene has been stabilized, the ELT can be turned off at the direction of the IC or a member of the investigating agency. When properly done, such act does not interfere with the investigation by the FAA, National Transportation Safety Board (NTSB) or County Coroner.
3. **Non-Emergency Alarms.** The owner of the transmitter should be contacted and requested to turn the unit off. If the possibility exists that ELT, EPIRB or PLB might activate again as a non-emergency alarm, the batteries should be removed, the antenna disconnected or both. The following information should be recorded: owner’s name, address, time deactivated, ELT, EPIRB or PLB manufacturer, model, serial number and suspected cause of activation. The IC will report the last four items to AFRCC, the ELT Monitoring System operator, and any involved FAA facility.
4. **Private Property.** Team members should not enter private property to turn off a non-distress ELT, EPIRB or PLB. If the owner cannot be contacted, then the IC will contact the Sheriff’s SAR Coordinator, or if not available, the appropriate agency for assistance. If the ELT is located inside an aircraft and legal entry cannot be made, an external antenna can be tented with aluminum foil. If an ELT is deactivated on an aircraft or an

EPIRB on a vessel by any means, a notification sticker must be attached in a conspicuous location.

5. **Authority to Turn Off Signal.** If an owner or other person responsible for an ELT, EPIRB or PLB refuses to respond to assist or refuses to deactivate the unit, the owner may be in violation of California Penal Code § 148.3 “False Report Of Emergency.” Federal Communications Commission Regulations provide citable sections and penalties for misuse of an emergency frequency. Use of the frequencies 121.775 and 243 MHz for other than aviation emergencies is referenced in 47 CFR §§ 87.187(k). For proper use of an EPIRB, see 47 CFR § 80.311 “Authority for Distress Transmission.”

3.07 Guidelines for suspending an operation

A. Missing/injured Person Located

1. Account for all personnel and equipment.
2. Advise County Dispatch and the SAR Coordinator that the Command Post has secured and Teams are in route to their assigned station.
3. Complete and submit all reports and logs within 24 hours upon securing the operation.

B. Missing Person Not Located

1. The following are considerations are presented as a guide to Search Managers who may be faced with the responsibility of suspending an operation when the subject has not been located.
2. What are the chances that the missing person is alive?
 - a. Known injuries or medical condition
 - b. Subject’s experience level and equipment
 - c. Current weather conditions
3. What is the assessment of the search area covered?
 - a. Have all search zones been searched and re-searched?
 - b. Are there any unresolved clues?
4. Consider the safety of search personnel.
 - a. Fatigue
 - b. Current and forecasted weather
5. Other SAR operations may occur with demands for a higher priority.
6. Status of search resources.
 - a. Serious equipment malfunctions
 - b. As resources are depleted what is the availability or replacement resources?
7. Outside pressures to continue the search.
 - a. Family
 - b. Media
8. Is the continued search effort no longer affordable or practical from a cost standpoint?
9. If the missing person has not been located the operation will not be suspended until the SAR Division Commander or the area Operations Commander has been thoroughly briefed.

C. ELT, EBIRB and PLB

1. The transmitter is located, deactivated and the circumstances surrounding the activation are dealt with.
2. Signal is lost and is unable to be re-acquired
3. Signal is determined to be out of the responding jurisdiction of SBCSAR

3.08 Incident Critique

- A. The purpose of a Critique is to learn what was done correctly and incorrectly during an operation, and to learn from our mistakes. All questions, suggestions and input that may help improve Team techniques and safety are encouraged.
- B. The following guidelines shall be followed during critiques:
 1. Critiques are intended to be a positive learning tool.
 2. Team members need to learn to accept critique without hard feelings.
 3. Arguing with fellow members is not productive.
 4. Personal gripes against individuals should be discussed among involved members separate from the critique.
 5. Everyone should go into the critique with the attitude of "How can I/we do it better next time?"
- C. The following format will be used in critiques:
 1. Discuss sequence of what happened.
 2. What did we learn?
 3. What went wrong?
 4. What went right?
 5. What improvements can be made for future operations?
 6. Training Committee, monthly, will publish critique and review summary.
- D. When critiques will be held.
 1. A brief operation critique, or debrief, shall be held at the end of every operation, at the discretion of the IC. The IC is responsible for the heading the critique. The brief critique allows for some of the following inputs.
 - a. Double check for clues that may have been overlooked.
 - b. Allow all personnel the opportunity to provide first hand input.
 - c. Allow Team members to discuss problem areas or techniques that need to be improved.
 - d. Allows outside agency personnel to provide input.
 - e. Brings attention to areas where more training is needed.
 2. A full operation critique will be held at the first all Team Meeting following the operation. The Training Committee will be responsible for the critique at these meetings.

SECTION 4.0 GENERAL INCIDENT PROCEDURES

4.01 Incident Command System

A. When an ICS System is Needed

All SAR incidents operate using the Incident Command System. It is the responsibility of the IC to delegate such duties and establish a Chain of Command based on the complexity of the incident and the number of personnel and agencies involved. When working with multiple agencies a unified command will be established.

B. Establishing A Command Post

A command post (CP) will be established as quickly as possible at the location most convenient to the emergency. Ideally good access by ground vehicles, radio and telephone communication, and helipad should be available.

1. Unless otherwise directed all personnel and equipment should report to the CP for the purpose of logging in, checking out equipment, and Team briefings.
2. When space permits all personnel assigned to an individual unit shall report to a designated staging area away from the actual CP. While awaiting assignments personnel shall make preparations for field deployment.
3. Unless specifically assigned to the CP operation itself, all personnel shall refrain from milling about the area, or congregating inside the CP vehicle.
4. All operation control and operational information shall be channeled back to the CP for coordination.

4.02 Field Team Briefing and Debriefing

- A. The IC shall brief Field Teams on information obtained from the witness report, or other available sources, and give assignment instructions.
- B. If available, Team leaders shall receive a subject photo, briefing sheet, sketch, photo or reproduction of shoe pattern, and a copy of a map showing the assigned area.
- C. Teams returning from the field shall be debriefed by the IC on the following:
 1. Explicit coverage area that the Team actually carried out.
 2. The POD (probability of detection) for the effort.
 3. The location of any clues found, regardless of how insignificant they may seem.
 4. Search difficulties or gaps in coverage encountered.
 5. Hazards in the area.
 6. Problems with communications.
 7. Suggestions, ideas, recommendations for future searching efforts.

4.03 Rescue and Evacuation

- A. Immediately after locating the subject(s), the IC shall be notified and proper emergency medical care shall be provided to stabilize the injured or ill. There after, the IC shall be given all information necessary to plan the evacuation.
- B. The most convenient access should be well marked as soon as the subject is located. This will provide for a quicker response by the assisting personnel. Access includes impromptu helicopter landing zones.
- C. Rescue and evacuation shall be carried out by the most effective and quickest method, but taking into consideration:

1. Condition of the subject.
2. Safety of the subject and rescue personnel.
3. Equipment and human resources available.
4. Safety of the subject and rescuers is of paramount importance. Often conditions are such that evacuation techniques other than simply walking their personnel out may have to be employed.
 - a. Only those techniques proven to be reasonably safe and/or effective will be used for evacuations.
 - b. Whenever helicopter evacuations are used, only proven safe techniques shall be employed.
 - c. A secondary, or back up contingency plan to evacuate the subject shall be established.

4.04 Body Recoveries

- A. The following considerations apply to situations when a Field Team locates a deceased person or when working at a body recovery incident. Specific procedures when assisting a Coroner's Operation are located in Section 10.4.
- B. On a body recovery incident, the IC will request volunteers for the Field Team, which will handle, package and transport the body. The Field Team Leader will confirm that the team members are comfortable with handling a body.
- C. At the conclusion of a body recovery incident, all participating team members will be encouraged to discuss the incident openly between team members. If there is any post incident stress, they should talk to a Team member or IC, and that post incident stress counseling is available through the department.
- D. The urgency for evacuating fatalities is low. Safety to rescuers shall not be sacrificed to remove the remains.
- E. Bodies shall not be moved until permission to do so has been received from the Coroner, or as otherwise directed by the IC.
- F. If the removal of remains must be delayed, at least two Team members shall stay with the remains at all times unless otherwise directed by the IC.
- G. Helicopters normally shall not be called in to evacuate bodies unless it is safer and more economical than other methods. Four wheel drive vehicles or stokes basket with wheels would be strongly considered as primary tools for body removal.
- H. If a Deputy-Coroner is not available, it becomes the primary responsibility of the Field Team Leader to make a reasonable attempt to photograph or sketch the position of the body and immediate surroundings before anything is moved. Notes or drawings should be made which describe the unusual or suspicious findings about the body or scene itself.
- I. The possibility of suspicious circumstance must be kept in mind. After confirming that the subject is deceased step out of the area in the direction least likely to be used as an entry/exit point without disturbing the body or the surroundings. Mark the route for future personnel. Immediately notify the IC.
- J. Critical Incident Stress Debriefing (CISD) is recommended for Team members following any stressful operation.

4.05 Property Protection

- A. Except in “life and death” situations (determined by the IC), the highest regard shall be given to the protection of public and private property.
- B. Under no circumstances shall “convenience” dictate the destruction of property.
- C. In the event private property must be crossed or used for static operation purposes, reasonable attempts shall be made to contact the owner for access prior to removing fencing or cutting locks. The IC shall authorize any such action.
- D. The owner or caretaker of property upon which the Teams have entered by such means, without prior authorization, shall be notified within a reasonable period of time. Repairs or replacement of property security devices shall be resolved between the property owner and the County.

4.06 Documentation and Reporting Requirements

It is the responsibility of the IC to collect and compile all reports and operation documentation in a timely manner.

4.07 Incident Debriefing

- A. The incident is not over until the vehicles are fueled and all equipment is readied for the next response. The IC remains in charge of the response until the work is completed. The IC notifies Dispatch that “Rescue units are 10-10” when all personnel have returned to their respective stations.
- B. An incident debriefing shall be conducted at the end of each operation. The following concerns shall be addressed:
 - 1. Any injuries to personnel
 - 2. Any equipment problems and any issues that need to be addressed before the next incident
 - 3. Any equipment problem and any issues that need to be addressed before the next incident

4.08 Out Of County Responses

- A. **Scope**
Provide guidelines for team size and management for out-of-county responses.
- B. **Limitations**
The duty IC will determine that sufficient resources will be available to meet in-county response needs.
- C. **Authorization**
Out-of-county responses for Mutual Aid assistance should be approved by a Sheriff’s SAR Coordinator or other person assigned to act in his authority
- D. **Team Leadership**
An IC or Apprentice IC will accompany all mutual aid contingents. An exception may be made if:
 - 1. The contingent includes an experienced team member to whom the duty IC can delegate the team leadership. The duty IC will be responsible for checking with the team leader and confirming the safe return of the team.
 - 2. The contingent includes an experienced team member and a SAR Coordinator.

E. Team Size

Team size will vary dependent on the type of request and the Team's ability to support out-of-county operations.

1. General Search Teams

A general search team will be a minimum of two-member field team, selection based on individual skills matched to the search requirement and environment.

2. Search Dog Teams

Search dog teams will be comprised of one support handler for every dog handler, forming 2-person teams. When a handler is requested directly through CARDA, the duty IC will be notified. Teams will then be dispatched as a SB SAR team.

3. Winter/Alpine Search Teams

Winter/Alpine search teams will be consistent with SOG 10.6 guidelines.

F. Notification

1. Upon deployment of a mutual aid contingent, the Duty IC will send an informational SAR Leader page unless previous pages have indicated the response.
2. The team leader will notify the duty IC upon arrival at the CP.
3. Additional notification will be made if requirements change during the support and when the team has checked out to return home.

- G. Reports** The IC or Apprentice IC on the out-of-county incident will file the report. If the contingent does not include an IC or apprentice, then the report will be filed by the duty IC authorizing the response.

4.09 Patrol Procedures

- A. A "Patrol" provides the opportunity for Team members to develop the knowledge of a particular area. As uniformed personnel in a marked vehicle, it can provide the department with an immediate response should an operation occur in the area of the patrol.
- B. The duty IC must be notified.
- C. The patrol must qualify as a Field Team with a Regular Member acting as Team leader.
- D. Notify the IC of the general time, location, and vehicle.
- E. Tell dispatch you will be 10-8 in the general area you plan to be in.

4.10 Auxiliary Personnel

A. Non-Member

1. The following persons are not members of the Team, but may be called upon during an incident or training to provide assistance appropriate to their particular skills. In such situations they will be considered to have the limitations of a Trainee Member. These persons will usually be uniformed personnel of the Sheriff's Office or other county emergency service agencies. Examples are:
 - a. ARES Group
 - b. Sheriff's Reserve Deputies
 - c. Coroners
 - d. Paramedics
2. When participating, the appropriate uniform for the situation shall be worn.

- B. **Limitations** Trainee Members and Non-Members have limitations on Incidents and Trainings as specified in this document.
1. Exceptions may be made by the IC as required to fulfill operation objectives.
 2. Exceptions may be made by the Training/Safety Committee Chair or Training Leader to fulfill a training need if safety is not compromised.

4.11 Containment Teams

- A. **Purpose.** The purpose of Containment Teams is to provide a resource that establishes a search perimeter, which encompasses the subject, and beyond which he/she is unlikely to pass without being detected. They are also used to obtain information from others that have been in the search area. See Appendix F for the Containment Team Interview Form.
- B. **Guidelines.** Personnel need to be prepared to handle the task assigned whether it is sitting at a trailhead or conducting a moving patrol.
1. Any personal limitations should be made clear to the IC or his staff before beginning the assignment.
 2. Personnel need to be unidentifiable as part of the search effort via a uniform and/or ID card.
 3. Interview persons in or coming from the search area using the Containment Team Interview Form.
 - a. Identify yourself as part of the search effort and solicit information only from those willing to give it.
 - b. Note what locations and times the person was in an area, even if the subject was not seen.
 - c. Remember, an interview is not an interrogation. Be courteous!
 - d. At all times conduct yourself in a professional manner.

4.12 Search Response Priority Analysis

- A. The following priority checklist will be used as a guide to determine the urgency of the response.
- B. The lower the overall priority rating, the greater the urgency of the response for a search. Young children and medical emergencies will get an immediate, maximum response.

Age	
Very young	1
Very old	1
All others	2-3
Medical Condition	
Known or suspected injury, illness, or mental problem	1-2
Healthy	3
Known fatality	3
Number of Subjects	
One alone	1
More than one (unless separation suspected)	2-3

Standard Operating Guidelines

Experience	
Not experienced, does not know area	1
Not experienced, knows area	1-2
Experienced, does not know area	2
Experienced, knows area	3
Equipment	
Inadequate for environment and weather	1
Questionable for environment and weather	1-2
Adequate for environment and weather	3
Weather Profile	
Past and/or hazardous weather	1
Past and/or hazardous weather	1-2
Predicted hazardous weather (8 hours or less)	2
Predicted hazardous weather (more than 8 hours)	3
No hazardous weather predicted	
Terrain/Hazards Profile	
Known hazardous terrain or other hazards	1
Few or no hazards	2-3
Total	

4.13 Operation Call Codes

009A	Missing Adults
009J	Missing Juveniles
010F	Found Child
012	Outside Agency Assist
014	Plane Crashes
030	Coroners Cases
031	Suicide
070	Forest Service Assist
071	Search/Rescue Non-Injured Person
072	Wilderness Rescue
073	Search/Rescue Lost Person
074	Search/Rescue Assist Detectives
075	Search/Rescue Injured Person
076	Search/Rescue Recovery Deceased
077	Search/Rescue ELT Assist
	Search/Rescue Out of County Mutual
078	Aid
079	Swiftwater Rescue

080	Suicidal Subject
097	Search/Rescue Ocean
098	Search/Rescue Swiftwater
099	Search/Rescue Car Over The Side

4.14 Sheriff's Aero Squadron

A. CAPCOM (Airborne communications relay)

1. The Incident Commander may request the assistance of the Sheriff's Aero Squadron when the incident's location prevents normal communication between the Command Post and field teams.
2. The request is made through the SAR Coordinator who will contact the Aero Squadron Liaison or, if not available, the Aero Squadron Captain (normally through County Dispatch).
3. The CAPCOM pilot will be notified of any other aircraft working the incident and a contact frequency will be provided before take-off. Contact with other aircraft working the incident must be made before entering the incident airspace.
4. Whenever possible, the flight altitude for the CAPCOM must be established prior to take-off in order to ensure adequate separation from other aircraft working the incident. The CAPCOM pilot will be responsible for any communication with all other aircraft working the incident if a change in altitude is required.
5. The Incident Commander should assign a team member to act as the relay radio operator. If a team member is not available, Aero Squadron may be teamed together with one as a relay radio operator. Note: the pilot is not expected to act as the relay radio operator.
6. The Aero Squadron has Kenwood TK-290 portable transceivers that have SAR frequencies on Channels 15 and 16.

B. Other Incidents

1. The Aero Squadron can also be requested to provide support at the following SAR operations.
 - a. Missing or overdue vehicles
 - b. Missing or overdue watercraft
 - c. Missing or overdue aircraft
 - d. ELT activation

Note: Fixed wing aircraft search support activities are usually grid search, route of travel search, or ELT direction finding when a wide area is involved.

2. The request for Aero Squadron assistance at any of the previously listed SAR operations (excluding Airborne Communications Relay), is made through the SAR Coordinator who must obtain approval through the Sheriff's Department Air Support Supervisor, or if not available, the Sheriff's Department Special Operations Division Lieutenant responsible for SAR teams, prior to authorizing Aero Squadron assistance. Once Authorized, the SAR Coordinator will contact the Aero Squadron Liaison or, if not available, the Aero Squadron Captain (normally through County Dispatch).

SECTION 5.0 COMMUNICATIONS

5.01 Field Team Status Codes

When a Field Team is away from base and not in regular communication, they are to report status every 30 minutes unless otherwise requested by Ops. This will primarily be used when Teams are out of contact with base for periods of one half hour or more. Do not confuse this with the MRA Patient Code below.

- A. **Status 1** – Okay-proceeding normally with assignment
- B. **Status 2** – Encountering difficulties in performing assignment. This may be a result of difficult terrain, weather conditions or the assignment is challenging the Team's skill level.
- C. **Status 3** – Assistance required to complete assignment. The Field Team may need additional equipment, transportation or manpower. The assignment is above the skill level of the Team.
- D. **Status 4** – Unable to continue assignment, but able to return without assistance.
- E. **Status 5** – Emergency condition that requires the rescue of the Field Team.

Rescue or evacuation of this Team will become the number one priority of the operation.

Communication is: "Team (**number**) is Status (**number**)."

Example: "Team 3 is Status 1."

5.02 MRA Codes for Patient Status

The MRA Code is used to discreetly inform the operation management of the medical condition of the patient. This is particularly important if the patient is seriously hurt or deceased. Failure to use this code properly could have traumatic effect on family and friends of the patient. Secondly, the code provides discreet information to the operation management regarding resources needed for patient transport.

- A. **MRA Code 1** – Patient is in good physical and medical condition. The Field Team does not require any additional assistance.
- B. **MRA Code 2** – Patient requires medical treatment. The Field Team will require additional personnel and equipment for treatment. Patient will require an ambulance. Using discretion, this code should be followed with a description of the patient's condition and the resources that are required for treatment and evacuation. This is a graduated scale. Code 2.0 means minor treatment is required before the patient can be evacuated. Code 2.9 is the most critical injury level and an indication that an all out effort will be necessary to provide medical care and transportation while keeping the patient alive.
- C. **MRA Code 3** – Deceased subject: the coroner will be notified and arrangements will be made to notify the family. Additional personnel and equipment will be needed for transport.

Communication is: "Team (**number**) Subject is MRA Code (**number**)."

Example: "Team 2 Subject MRA Code 2."

SECTION 6.0 EQUIPMENT

6.01 Equipment Operation – Refer to Appendix B

6.02 Issued Equipment

Upon successful completion of the SAR Academy and promotion to Training Status, selective team equipment will be issued to Trainee members that have satisfactorily completed their equipment check. This equipment is SBCSAR and/or SO property and shall be returned to SBCSAR when a Team member quits, or as requested by the direction of the BOD. See Appendix F for details.

SECTION 7.0 MEDICAL

7.01 Santa Barbara County Medical Protocols

To access Santa Barbara County Medical Protocols, access:

http://www.sbcphd.org/ems/pp_main.html

7.02 Santa Barbara County Wilderness Medical Protocols

A. Wilderness Medicine – Definition and Overview

“Wilderness” medicine is a term that is commonly used although there is no common understanding of what it means. Wilderness medicine, therefore, is a specialty that is oriented more toward context than content. It takes the standard and universal principles of medical care and applies them to a specialized working context:

1. **Extended patient management** For any number of reasons, transport to a hospital-level facility is delayed, prolonged, or even impossible. It becomes necessary, therefore, to manage the “hospital” phase of patient care in a field setting.
2. **Extreme environments** Environmental forces such as heat, cold, altitude, sun exposure, etc., especially over prolonged time, cause special problems for both the patient and the rescuer that are not commonly seen in conventional medicine.
3. **Limited equipment** Equipment that is standard in conventional practice is often unavailable in remote field conditions. This requires a specialized approach to equipment and creative use of simple, portable, and improvised materials.

B. Purpose of Wilderness Protocols

Conventional First Aid and Emergency Medical Technician (EMT) curricula are designed for an urban environment, and assume the availability of 911 communications and rapid ambulance transport to a hospital. Backcountry outfitters and experiential educators have found the conventional medical protocols do not address the specialized wilderness context of delayed rescue transport in remote areas, prolonged exposure to severe environments, and the limited availability of medical equipment.

Appropriately trained individuals that regularly work in remote environments have developed these protocols for use. They are based on the principles an accredited and recognized wilderness school in Wilderness Emergency Medical Technician (WEMT).

C. Authorization Criteria

Authorization for use of these protocols is granted to WEMTs of Santa Barbara County Search and Rescue, Inc. (SBCSAR) only under the following conditions:

1. The WEMT has responded under the authorization of the Sheriff to a search and rescue incident or is participating in a team training.
2. The transportation time to a hospital exceeds two hours except in the case of an anaphylactic reaction in which no minimum transport time is required.

The WEMT holds a current WEMT certification from an accredited and recognized wilderness program (i.e., Wilderness Medical Associates, Wilderness Medical Institute or SOLO), and follows the specific procedures and techniques followed in that course

7.03 Medical Transport Procedures

- A. SBCSAR is not licensed to transport any ill or injured person by vehicle nor do we have the equipment required of an ambulance. If we do transport, it will be when all other options have been attempted and it is determined SBCSAR vehicles are the best operational resource to use. It will be done under the direction of the proper medical authority.
- B. When the MRA Subject Code is a 2, the IC should notify Dispatch that we have an injured subject and request that they notify the ambulance provider. Give details as they are available.
- C. When an ambulance is requested, advise them of the following and record this information:
 - 1. ETA of the subject to the location accessible by the ambulance.
 - 2. If we need a paramedic in the field. Advise how he will reach the subject.
 - 3. Summary of SBCSAR Medic subject survey.
 - 4. Ask for the expected ETA of the ambulance.
- D. The subject may leave under his own transportation arrangements if he desires. If his injuries are serious, advise him that leaving would be unsafe, that paramedics are en route, and that he should be checked or transported by the paramedics.

Note: A signed Basic Life Support (BLS) Release form shall be obtained. Command and the SAR Coordinator should be kept informed of the situation.

7.04 Medical Equipment Packs

- A. **Hasty Med Pack/Fast Pack**
This is the first pack to be taken into the field by a Hasty Team. It contains the basic essentials to stabilize a patient until the overall situation is evaluated and additional equipment is requested. See Appendix J for contents.
- B. **Oxygen Pack**
The Oxygen pack is important equipment for the stabilization of the patient under certain conditions. It is considered a medication to support the patient. See Appendix J for contents.
- C. **Base First Aid Kit/Public Relations Med Pack**
This unit is to be used for Public Relations events and for Base support for special events or triage situations. See Appendix J for contents.
- D. **Training Med Pack**
The Training Med Pack is for SBCSAR training sessions only. The items it contains are not guaranteed to be sterile or meet the expiration requirements of the contents. See Appendix J for contents.
- E. **Personal Med Pack**
Personal Med Pack is for the individual SBCSAR Team Member. It is a suggested list of items to be carried. It should also contain personal medications for the individual. It is recommended that the medications carried for personal use be rotated at least every six months as a minimum. See Appendix J for contents.
- F. **Burn Kit**
The Burn Kit is located at the SAR Facility in Santa Barbara and another in Station 34 SAR Garage in the medical cabinet. The contents are specifically designed for a burn patient. See Appendix J for contents.

7.05 Medical Certifications

It is the responsibility of the individual Team member to keep the Medical Officer aware of a change of medical training status and to provide copies of current documents.

SECTION 8.0 ROPE RESCUE

8.01 Rope Standards

All team ropes and webbing shall meet the NFPA 1983 standard on fire safety ropes.

8.02 Rope and Webbing Classifications

A. Climbing Rope

Team ropes for rock climbing are 11 mm by 165-foot dynamic ropes from recognized manufacturers.

B. Rescue Rope

Rescue ropes are low stretch (static) kern mantle ropes of synthetic fibers. Ropes of 1/2-inch diameter are intended for rescue systems near the support vehicles. Standard lengths for the 1/2-inch ropes are 300 feet and 600 feet. Ropes of 7/16 inch diameter are intended for situations where their lighter weight makes transport to the scene easier, thus offsetting the decreased margin of safety. Standard length for 7/16inch rope is 200 feet.

C. Field Team Rope

The Field Team rope meets the same requirements as rescue rope and may be used for the same applications. Their size is 7/16inch by 100 feet. They are intended as a field portable rope for a search Team.

D. Personal Protection Rope

Intended for personal protection such as belays and rappels. With approval of the IC they may be used on rescues that have extended, difficult access such that carrying 7/16-inch rescue rope would delay the rescue or increase the hazards. "PPR" are also the primary ropes for rescue systems on snow. Size is 3/8-inch by 200 feet and each bag includes 6 mm Prusiks. They are not designed to be used in mechanical advantage raising rescue systems.

E. Training Rope

Training ropes meet the same requirements as rescue rope. They are sized 7/16 or 1/2-inch by 150 foot. Ends should be color-coded black and the ropes are stored in the rope closet. On trainings, the preference is to use the training ropes first.

F. Water Rescue Rope

Rope made of floating material packaged in a bag with an attached bag. This rope is specifically used for swiftwater, ocean and other water type rescues. Also known as a rope throw bag.

G. Prusik Rope

Rope used for Prusik hitches in technical systems must be a minimum of 8 mm for use on 7/16 and 1/2-inch rescue ropes. The rope should be of a soft, supple construction to allow reliable gripping whenever used as a belay.

H. Webbing

One inch tubular webbing with spiral construction, or one-inch flat web. Personal and Team web should be replaced whenever worn, cut, contaminated, or after 4 years. Standard lengths for Team web:

Color	Length	Primary Use
Yellow	30 feet	Wrapping stretcher
Orange	15 feet	General purpose

I. Web Slings

Commercially sewn runners, Multi-Loop-Straps™, Daisy Chains™ and etriers are a tight, spiral weave web or flat web. Personal and Team web should be replaced whenever worn, cut, contaminated or after 4 years. Home sewn web is not appropriate because of a lack of strength specifications.

J. Escape Rope

Each Field Team (Field Team member) may carry an escape rope for personal rappels and belays. The recommended length is 100 feet. Minimum tensile strength shall be 5000 pounds. Escape ropes must not be used in rope systems. The Team does not supply escape rope.

8.03 Rope Recue Kits

A. Rescue Kit 300

Primary rope kits for the main line and the belay line for rescues near the roadside. See Appendix K for contents.

B. Rescue Kit 200

1. Primary rope packs for main line and belay line for stretcher systems when the equipment must be packed into a remote location.
2. Initial rappel line, medic line or edge men lines for rescues near the roadside.
3. See Appendix K for contents.

C. Personal Safety Rope (PSR) 200

A personal safety rope kit is Team equipment provided for a Team Member when he/she must use it to self-belay.

D. Hardware

Hardware and web is stored in the rope bag on top of the rope.

8.04 Standardized Voice Commands

On Belay	Is the belay ready?
Belay On	Yes, the belay is ready.
On Main Line	Is the main line ready?
Main Line On	Yes, the main line is ready.
Ready to Raise (Lower)?	Confirmation that everyone is ready to raise (lower). Begin pulling rope in. Command given by stretcher tender.
Raise	Begin letting rope out. Command given by stretcher tender.
Lower	
Faster	Increase the rate of movement.
Slower	Decrease the rate of movement.
Rope Free	Rope is clear and no one is relying on it for support.
Stop	Stop all movements on all systems.

A. Standardized Whistle Commands

For rope rescue operations – Stop, Up, Down, Rope Free and Help (SUDRH):

Stop	1 short whistle blast
Up	2 short whistle blasts

Down	3 short whistle blasts
Rope free	4 short whistle blasts
Help	Continuous

Source: ASTM Standard

B. River Rescue Operations

Stop/Attention	1 blast
Upstream	2 blasts
Downstream	3 blasts
Emergency	3 blasts repeated

Source: Rescue 3 International

8.05 Team Approved Knots

The following knots have been approved for use with rope and or webbing.

A. Knots in rope:

1. Butterfly Knot
2. Clove Hitch
3. Double Figure 8 Loop
4. Double Fisherman's
5. Figure 8 on a Bight
6. Figure 8 Bend
7. Figure 8 Follow Through
8. Girth Hitch
9. Inline Figure 8
10. Overhand Knot
11. Prusik Hitch – 2 Wrap and 3 Wrap
12. Safety Knot (Half of a Double Fisherman's)
13. Tensionless Hitch

B. Knots in web:

1. Overhand Knot
2. Water Knot
3. Square Knot
4. Mariner's Knot

8.06 Anchors

TBD

8.07 Standard Rope Systems

The Team uses the following rope systems. The standard reference is the CMC Rope Rescue Manual, Third Edition, 1998.

A. Anchor Systems:

1. Wrap 3, Pull 2
2. Wrap 2, Pull 1
3. Loop Wrap
4. Multi-Point using Anchor Plate (Finish with a Figure 8 Loop)

5. Multi-Point using In-Line Figure 8

B. Belay Types:

1. Independent Belay: used for systems and rappels
2. Bottom Belay: used for rappels
3. Self-Belay, Prusik Hitch: used for rappels
4. Self-Belay, Prusik Hitch and 8-Link: used for rappels
5. Running Belay: used for continuous lowering of a stretcher with tenders down a trail.

C. Rope Systems:

1. Tandem Prusik Belay
2. Lowering System
3. Raising System
4. Change of direction
5. Mechanical Advantage Systems
6. 1:1 with a change of direction
7. 3:1
8. 9:1
9. 2:1
10. Piggyback system
11. Reversing a system
12. Knot Pass through a System

D. Stretcher Harnesses:

1. Low Angle (Scree) Evacuation
2. ProSeries Harness
3. Improvised Harness
4. High Angle (Vertical) Evacuation

E. Edge Man System

F. Stretcher Tender System

G. Patient Tie-In

8.08 Rope Rescue Safety Rules

- A. Rescue rope is to be used in all technical rescue systems. This includes the belay line with the admonition for the belay Team to keep the slack out of the belay line.
- B. Do not step on the rope. Stepping on a rope grinds grit into the sheath that will cause accelerated wear. Rescuers should know where their feet are when working in the high angle environment for their own protection. Do not step on or in a rope flaked out for a lowering to avoid entanglement when the rope moves.
- C. Do not straddle the rope. Standing over or too close to a loaded rope exposes rescuers to possible injury if the system fails and the rope goes flying.
- D. Protect the rope from sharp edges. Sharp bends reduce the strength of a rope. When the rope is loaded, bends greatly increase the effects of abrasion and can possibly cut the rope. Use edge pads, edge rollers, or rig the rope differently.
- E. Avoid exposure to chemicals when using or storing the rope. Anything harmful to nylon or polyester is not good for the rope. Although not always avoidable, water reduces the strength of nylon rope as much as 15 percent. If you can, keep it dry.

- F. Rope service life is four years. All rope, rope used as Prusiks and webbing must be dated and labeled when purchased. Any rope or webbing must not be damaged or older than four (4) years of age. Rope or webbing not in compliance with this or other sections will be removed and delivered to the Equipment Committee.
- G. Each rope must have its own independent anchor system. Attach the belay line to a different anchor point than the main line.
- H. Each raising or lowering system shall have an independent belay. This allows a separate back up system whenever moving a rescuer, patient or stretcher.
- I. Use a tender for Prusik Hitch belays. Whenever possible, Prusik Hitch based belays should have a Team member tending the Prusik Hitch. Depending on the construction and condition of the Prusik cord, the reliability of a Prusik Hitch belay can vary.
- J. All personnel in rock or technical situations will wear helmets. This includes personnel on top and on the bottom.
- K. All members working near the edge of a cliff or other precipice will be tied-in at all times. The correct procedure is to tie-in and then move to the edge.

8.09 Rope Care

A. Rope Log

Rope logs are kept in the vehicle manual in each vehicle. Ropes should be logged after each use.

B. Rope Life

TBD

C. Rescue Rope Inspection

1. Inspection of Nylon, Polyester, or Nylon/Polyester Blend, or Both Kern mantle Rope shall be in accordance with ASTM F 1740 - 96 Guidelines.
2. Rope Log is to be filled in after a rope has been inspected.
3. Ropes shall be checked carefully after each training use to make sure there are no cuts, chafed areas, broken fibers, soft or hard spots, glazed surface, discolorations or diameter variation. If any of the above are noted, the line should be retired from service. If the line has been subjected to shock loads, fall loads, or abuse other than normal rappel or rescue training, the line should be retired from service. Each line should be inspected before being used even if the line has never been previously used. Keep lines away from acids, alkalis; exhaust emissions, rust or other strong chemicals. Do not allow rope to be shock loaded or used over sharp bends. If the line becomes soiled, it can be washed in cold water and a mild detergent; air dry in a hose tower out of direct sunlight. Do not dry in an automatic dryer.
4. It is impossible to state when to retire a line because of the many variations with each line; if there is any doubts about the integrity of a line retire it.

D. Washing Rescue Ropes

1. Rope shall be washed as needed using the following method.
2. Rinse off muddy or especially dirty rope or web with water. A Rope Washer like the units made by SMC and BOKAT makes this step easier. Scrub tough spots with a nylon bristle brush. Soak rope in water and mild detergent, such as Lifeline Cleaner, made especially for nylon rope. Woolite or other mild detergents that are safe for nylon may also be used. Rinse using a Rope Washer or washing machine.

Standard Operating Guidelines

3. A top-loading washing machine is the easiest way to clean rope. Run the empty machine through a cycle with plain water to rinse away any harsh detergents. Wash rope in cold water on the gentle cycle with Lifeline Cleaner or other detergent. Double the rope and “daisy-chain” it to keep single lines from tangling or getting caught in the agitator. Rope bags can be washed along with ropes.
4. During the rinse cycle, add a small amount of Downy fabric softener to replace the lubricant the rope loses during repeated use and washing. Do not use more than one ounce of Downy to 3 gallons of water.
5. Air dry the rope or webbing in a cool, shaded place. Do NOT dry nylon products in the sun as prolonged exposure to ultraviolet rays will damage nylon. If necessary, wet ropes can be stuffed into rope bags. Mildew may occur, but this does not adversely affect the rope.
6. Blood or other body fluids can be washed away using chlorine bleach. Wellington states that the small amount of bleach specified in most decontamination protocols will have minimal effect on the rope’s fibers.

SECTION 9.0 NAVIGATION

9.01 Position Reporting

Team members should know how to locate a position on the map and transmit that location by all of the following systems:

- A. UTM in kilometers
- B. Latitude/Longitude - Primary system when communicating with aircraft.
- C. Orientation to landmarks/description
- D. Route of travel plus a cross reference
- E. Triangulation
- F. Range and bearing

9.02 Map Numbering System

- A. Air Force Rescue Coordination Center (AFRCC) Grid System. The AFRCC Grid System is based upon the Uniform Mapping System (UMS). This system based on Sectional Aeronautical Charts, which have been divided into 15-minute grids. The grids are the same as 15-minute grids on USGS topographical maps. Each 15-minute grid is further broken down into four 7 ½-minute grids. This is the primary system for identifying 7 ½-minute topographical maps. This system was originally devised to allow land and air based searchers to exchange location points.
- B. The 15-minute topographical map is divided into 4 squares. The squares are labeled “A, B, C & D” starting in the upper left quadrant. Thus each 7 ½minute topographical map can be identified by a grid number and a grid letter.

A	B
C	D

SECTION 10.0 SPECIAL OPERATIONS

10.01 Air Operations

A. Branch Director

When the management of air resources exceeds the span of control of Ops, then the Air Operations Branch Director position will be staffed. Air Ops should be located to allow best communications with Operations and any aircraft. If possible, a location allowing a view of the operational area should be selected. Functional considerations:

1. Receive complete briefing from Operations
2. Develop an Air Ops plan before aircraft arrive
3. Possess a map of the area and plotting tools
4. Possess a GPS unit
5. Possess signaling capability to help aircraft locate you or the LZ
 - a. Mirror
 - b. Chemical light sticks
6. Possess communications
 - a. SAR repeater and simplex frequencies for initial call up
 - b. Aircraft radio for alternate frequency
7. Brief incoming aircraft resources
 - a. Location
 - b. Weather
 - c. Operation including description of missing subjects and/or patient condition and level of urgency
 - d. Radio contact frequency
 - e. Planned initial assignment: search, transport, med-evac
8. Assign Landing Zone (LZ) staff if a landing is anticipated.

B. Helicopter Resource Request

Helicopter support is requested through the SAR Coordinator, SAR Lieutenant, or the Sheriff supervisor responsible for the operation. If none of these individuals are available, IC shall make decision on the most appropriate helo service to request based on the craft's capabilities, availability and location to the incident.

C. Helicopter Safety Rules

1. Briefing

There is always time for a preflight briefing. Discuss the intended operation with the pilot so that he and the Field Team Leader both know what is expected. Review any safety procedures the pilot feels appropriate and ask any questions the Field Team Leader feels are appropriate.

2. Approaching or Leaving a Helicopter

- a. Always look for the pilot's or the crew chief's signal before approaching the helicopter. The Field Team Leader should always watch the helicopter and its crew

when his Team is close to it. Personnel not involved in the loading or unloading should stay at least 50 feet away from the helicopter.

- b. Always approach or leave to the front of the helicopter so that you are within the view of the pilot or crew chief.
 - c. Approach or leave the helicopter in a crouched position. The main rotor blades can get as close as five feet to the ground.
 - d. Do not run when approaching or leaving the helicopter.
 - e. Do not carry objects above head level to avoid the chance of them being struck by the rotor blades. Long objects such as stretchers, skis and antennas must be carried parallel to the ground.
 - f. All lightweight objects whether on your gear or in the landing area must be secured so that they cannot be blown into the rotor blades. Put hats inside your pack or jacket and make sure all pockets are closed.
 - g. Stay away from the tail rotor at all times. Never walk around the tail rotor. (It is best to stay forward of an imaginary line extending out from the passenger compartment at all times.)
 - h. Never approach or leave the helicopter from any side where the ground is higher than the ground on which the helicopter is standing or hovering. On the uphill side of the helicopter, the rotor blades can be very close to the ground.
 - i. All vehicles shall be kept at a distance from the helicopter equivalent to that prescribed for a person, or greater if the pilot or crew chief so directs.
 - j. No smoking within 100 feet of the helicopter during landing or takeoff operations. No smoking during fueling operations or around fuel storage areas or vehicles.
 - k. Do not stand under or forward of a hovering helicopter.
 - l. Main rotor blades will lower as their RPM decreases.
- D. **Helicopter Hand Signals** The Team uses the standard hand signals common to the USFS and the military.
- E. **SAR Helitac Insignia** SAR Helitac Insignia worn on helmet by Helitac qualified Team members. See Team Policy for details. Current issue is blue in color. The insignia is worn on the top of the helmet with the letter "H" oriented toward the front.

10.02 Swiftwater

A. Standard of Training

- 1. Providers of Swiftwater Technician I training shall be in conformance with NFPA 1670 and NFPA 1006.
- 2. Providers of Swiftwater Technician II training shall be in conformance with NFPA 1670 and NFPA 1006.

B. Standard River Rescue Priority

- 1. First priority protect yourself
- 2. Second protect your Teammates next
- 3. Third rescue the subject
- 4. Reach, Throw, Row, Go, Tow, and Helo is the standard order of preference. The particular skill level and experience of the Team and the members on scene may influence this order.

C. Ten-Foot Rule

All Team members within 10 feet of swift moving or deep water must wear personal floatation device (PFD) and helmets.

D. River Rescue Absolutes

1. Never tie a rope to your body. Use a “quick release” PFD.
2. Always protect upstream. Provide a lookout with communications and lighting as necessary to warn of anything coming downstream towards the rescue.
3. Always have multiple back ups downstream. One rescuer with a throw bag is not enough.
4. Keep It Simple.
5. Always dedicate people and equipment to Plan B.
6. Always swim with feet up. Putting your feet down while moving with the current is the cause of foot entrapment. Exception: a strainer should be attacked aggressively, swimming headfirst.

E. Contamination of Equipment

1. Wet suits and such equipment used when searching in a built-up or urban area can become contaminated, requiring disposal or decontamination after use.
2. Urination in the wetsuit should be avoided.

F. Standard Terminology

1. Upstream – Direction water flow is coming from
2. Downstream – Direction water flow is traveling
3. River Right-to your right when facing downstream
4. River Left-to you left when facing downstream

G. Swiftwater Hand Signals

The following are the signals used by the Team:

One hand and extended above head	Distress, assistance needed
Two hands forming an "O" or One hand on head	Okay
Two hands extended above then pointing to right or left	Move, swim or move boat in that direction
Two hands extended above head then wave arms and point right or left	Eddy out in that direction

H. For river rescue operations:

Stop/Attention	1 blast
Upstream	2 blasts
Downstream	3 blasts
Emergency	3 blasts repeated

Source: Rescue 3 International

I. Vehicle Rescue During Floods

The following is from the Flood Rescue Update presented by Rescue 3 International, January 1992.

1. Vehicles are part of all three river “loads”.
 - a. Initially they float 45 to 60 seconds or longer depending on air tightness.
 - b. When neutral, they become part of the suspended load. This is the most critical time since they may tumble. If the surface current is faster than 6 mile per hour, most vehicles will continue to roll until they hit an obstruction, often becoming an unrecognizable and compressed mass of wreckage.
 - c. If the vehicle becomes “negative” quickly enough, it will often settle to the bottom, becoming relatively “stable” unless the laminar flow increases in velocity causing further rolling.
2. Hydrology around the vehicle is the same as around a rock. Low flows create an eddy on the downstream side. Higher flows create a spillover eddy. Even higher flows may set up a “hole,” and finally a standing wave over the vehicle. Vehicles which are straight on to the current are more stable than those that are sideways or at an angle to the current.
3. Procedures
 - a. Secure the vehicle. Rescue ropes have sufficient strength for this task. You may need the assistance of the occupants in the vehicles.
 - b. If the vehicle is resting on a hard surface, or a potentially washed-out asphalt roadway, remember that the occupant’s weight may be all that is preventing a roll.
 - c. Approach from the eddy side. Use a boat under power or with a two or four point system. Swim or use a rescue board to get to the vehicle. If possible get a rescuer to the vehicle as soon as possible. Remember, panic is the feeling that all escape routes have been eliminated, combined with a lack of information. If not able to get to the vehicle quickly, make sure communication with occupants is kept up and rescuers on shore go about their business deliberately even if they are not quite sure what they are going to do.
 - d. Consider displacing each occupant with a rescuer to keep the vehicle from rolling until all the occupants are out. Then snatch rescuers all at once.
 - e. If the vehicle is sideways remember the REVERSE HIGH SIDE RULE. Unlike a boat where we move to the downstream side to make a high side move, in a vehicle that is sideways, the occupants may want to stay to the upstream side to prevent a downstream roll.
 - f. If a vehicle is fully submerged or the surface current is 6 mph or more, AVOID DRASTIC DECOMPRESSION. Do not pop a downstream window, as you may lose all the glass explosively, as well as the occupants. Crack a window first.
 - g. Remember, vehicles do not roll over quickly even in fast current. There is plenty of time for TRAINED rescuers to get out of the way of a potential roll.
 - h. As always, consider helicopters as a last alternative.

10.03 Dog Team Operations

Mission Statement: The primary purpose of the Santa Barbara County Search and Rescue (SBCSAR) Dog Team Program is to provide Santa Barbara County Search and Rescue with highly trained and skilled mission ready dog teams to aid in the search of lost or missing people.

A. Dog Handler/Support Handler Requirement

1. All potential dog handlers or support handlers must be approved by a majority vote of the Incident Commanders Committee prior to entering the dog team program.

2. The dog handler or support handler must be an active SB CSAR field team member at “trainee” classification or higher and must be in good standing with SB CSAR.
3. The dog team (dog and handler) or support handler must be an apprentice or mission ready member of the California Rescue Dog Association (CARDA).
4. The dog handler or support handler understands that he/she is a team member first, then a dog handler or support handler. Dog handlers and support handlers are expected to be competent in all of the basic SB CSAR team skills and are required to participate in incidents and trainings whether the dogs are involved or not. This shall not preclude the dog handler or support handler from attending CARDA trainings that conflict with SB CSAR team trainings provided the dog handler or support handler meets the minimum qualifications for SB CSAR training attendance at the end of the year to remain an active member on the SB CSAR team.
5. The dog handler or support handler is expected to be knowledgeable and demonstrate sound judgment in canine search technique and lost person search and rescue.
6. A non-mission ready dog team must advance to mission ready status within two (2) years after becoming a CARDA apprentice dog team. If the dog team does not advance within this time, the dog team committee shall re-evaluate the dog team and determine its continued participation in the program. The dog team committee’s re-evaluation report shall be submitted to the Incident Commanders Committee for final approval.
7. The dog team committee shall review each apprentice dog team’s progress approximately one (1) year after the team’s entrance into the SB CSAR dog team program. The dog team committee shall submit an evaluation of both the handler and dog to the Incident Commanders Committee. The evaluation shall include a recommendation on the dog team’s continued participation on the SB CSAR dog program.
8. The support handler understands that he/she must advance to operational status within one (1) year. If he/she fails to advance within this time, the dog team committee shall re-evaluate the support handler and determine his/her continued participation in the program. The dog team committee’s re-evaluation report shall be submitted to the Incident Commanders Committee for final approval.
9. The dog handler is responsible for ensuring that all CARDA certifications and skills sheets are maintained in the dog’s personnel file.
10. The dog handler or support handler is responsible for maintaining documentation and written logs to support on going training in applicable skills.
11. The dog handler or support handler is responsible for all costs associated with achieving and maintaining CARDA mission ready status or CARDA support handler mission ready status. The SB CSAR team may provide limited funding of the dog team program however the level of sponsorship (funding) is subject to change at any time and the dog handler or support handler carries ultimate responsibility.
12. The dog handler is responsible for all veterinarian costs associated with the medical treatment of a dog injured during an actual search incident or a training scenario.
13. The dog handler owns, and is responsible for, the welfare of the dog.
14. The dog handler holds ultimate responsibility for the dog’s actions at all times.
15. The dog handler is responsible for cleaning up after his/her dog.

B. Dog Requirements

1. The dog team (dog and handler) must be an apprentice or mission ready member of CARDA.

2. A non-mission ready dog team must advance to mission ready status within two (2) years. If the dog team does not advance within this time, the dog team committee shall re-evaluate the dog team and determine it's continued participation in the program. The dog team committee's re-evaluation report shall be submitted to the Incident Commanders Committee for final approval.
3. The dog team committee shall review each apprentice dog team's progress approximately one (1) year after the team's entrance into the SBCSAR dog team program. The dog team committee shall submit an evaluation of both the handler and dog to the Incident Commanders Committee. The evaluation shall include a recommendation on the dog team's continued participation on the SBCSAR dog program.
4. The dog must be in the handler's control at all times.
5. The dog shall not display undue aggression towards passive, friendly strangers, or non-friendly, non-aggressive strangers.
6. The dog must be able to associate with other dogs, on or off leash, without showing undue aggression. This is not intended to reprimand accidents or symbolic gestures of dominance within the pack.
7. Dogs must be in identifying dog vest/uniform when on duty.
8. Dogs must be crate trained.
9. Dogs must be crated or on tether while in the base camp area or during team training when not working.
10. Any required County or City dog license and all dog vaccinations, must be current and on file in the dog's personnel file. Vaccinations shall minimally include: Rabies, Distemper, Lepto, Para-influenza, Parvo, Coronavirus and Bordetella.
11. An annual physical examination by a veterinarian is required to determine the dog's health and fitness for continued search and rescue work.

C. Operational Standards

1. When a page is received for a search, mission ready dog team handlers shall respond with their dogs to the nearest Sheriff's station. Once at the station, dog handlers shall follow the Search Incident Response Plan for further action.
2. At the request of the on duty Search and Rescue Incident Commander, a dog team (dog and handler) that is an apprentice member of CARDA training towards mission ready status but not yet certified, may be called to assist in a search.
3. Deployment of dogs in an actual search and rescue incident shall be at the discretion of the on duty Search and Rescue Incident Commander.
4. The Incident Commander has the sole authority to control the strategic and tactical aspects of the SBCSAR team involvement in any field operation, including the use of the dog teams. Political aspects of an operation should be referred to the highest-ranking SBCSAR personnel available.
5. When deployed, dog teams shall be part of a field team. Dog teams shall not be deployed alone.
6. Funding of the dog team program shall be based on a level of sponsorship (funding) determined by the Board of Directors. The ultimate responsibility for any costs associated with achieving and maintaining a CARDA mission ready dog team status or CARDA support handler status lies with the dog handler or support handler.
7. Whenever possible, and with prior approval of the Incident Commander, dog teams and support handlers shall be allowed to use team vehicles to attend out of County trainings.
8. Dogs may be allowed to attend non-canine SBCSAR team trainings with the permission of the assigned training leader. This will allow for general socialization of the dog.

9. At the dog handler's discretion and with approval from the assigned training leader, dog teams may be incorporated into training search scenarios as appropriate. This may include dogs that have not reached mission ready status.
10. SBCSAR team members shall be aware of and respect a dog's territory, for example, the dog's food, toys, equipment and the dog handler's vehicle.
11. Team members who are aware of physical or emotional conditions that might be triggered by close proximity to dogs shall notify the dog handlers. The dog handlers shall take all necessary precautions to keep the dogs away from these team members so that aggravation of the physical or emotional condition is prevented.
12. If an incident occurs that has the potential to cause, or causes, physical harm to a dog or handler, all involved parties (team member(s) and dog team(s)) will meet with the Incident Commanders Committee to discuss the incident. The committee will listen to input provided by all the involved parties and witnesses and appropriate action will be taken to decrease the likelihood of a reoccurrence.
13. Disciplinary action involving a dog team shall be handled in accordance with SBCSAR by-laws, section 9.05, Grievances, Timely action, Review.
14. If the dog team (dog and handler) or support handler responds to a search and rescue incident as a member of CARDAs, the dog handler or support handler is responsible for his/her own transportation (a team vehicle will not be authorized).

10.04 Coroner's Operations

The following are notes from the Team training presented by Sgt. Nelson of the Coroner's Bureau.

- A. Presumption is always in favor of the person. If in doubt, start life support.
- B. In California, any reasonable person can determine death.
- C. Coroner's legal responsibility is to determine manner & cause of death.
- D. The time the decedent is found to be dead is very important to the Coroner's investigation. The SAR report should include the following information, which should also be provided to the deputy coroner at the scene:
 1. Name of the decedent
 2. Time the decedent is located and determined to be dead
 3. Location where the decedent is found
 4. Position of the body
 5. Name of the individual finding the decedent and determining death
- E. It is the Coroner's responsibility to determine the:
 1. Circumstance
 2. Manner
 3. Cause of death
- F. Coroner's Bureau staff will respond to all aircraft crash deaths, homicides and other deaths when there are unique or suspicious circumstance.
 1. Most cases handled by a patrol Deputy Sheriff who is also Deputy Coroner.
 2. Reserve Deputy Sheriffs are not Reserve Deputy Coroners.
- G. The custody and control of the body and property is the responsibility of the Coroner. No other person may search or disturb the body except at the direction of the Coroner.
 1. Except that pursuant to 27491.3(d) California Government Code, any peace officer may search the person or property of a person, whose death is due to a traffic accident to

- locate a drivers license or identification card to determine if an anatomical donor card is attached. Such anatomical donor card must then be immediately furnished to the Coroner.
2. If the Deputy Coroner is not present; at the direction of the Deputy Coroner, collect all personal belongings and place them in the clear plastic bag that comes in the body bag.
- H. Unless specifically directed by the Deputy Coroner, DO NOT MOVE THE BODY.
1. This would interfere with the investigation if the body is disturbed prematurely.
 2. The decision to move the body will be made by the primary investigating officer or supervisor.
 3. If a safety hazard or condition exists which requires movement or an expedited movement, the investigating Deputy Coroner must be informed as soon as conditions permit, without undue delay.
 4. If movement is necessary due to a safety hazard, then as much information regarding the condition, position and presence of other evidence should be noted, documented and provided to the investigating Deputy Coroner.
 5. If movement is not recommended due to a safety hazard, notify the investigating Deputy Coroner or supervisor immediately.
- I. Safety
1. Wear the proper protective gloves at all times when handling a body.
 2. Notify your supervisor and the Coroner's Bureau immediately if blood borne pathogen exposure occurs or is suspected.
 3. Properly dispose of used gloves.
- J. Homicide scenes will be under the direction and control of the Major Crimes Supervisor or the designated primary investigator. All personnel at the scene shall follow their instructions. Pending the arrival of detectives, the initial responding deputy or field supervisor is the scene commander.
- K. Aircraft Accidents
1. National Transportation Safety Board (NTSB) has primary jurisdiction over the aircraft, except for military aircraft.
 2. Coroner has jurisdiction over the bodies.
 - a. Coroner does not need to wait for the NTSB to arrive before moving bodies.
 - b. Coroner's Bureau will always be involved in an aircraft accident and will usually respond to the scene to investigate.
 3. Bodies should not be moved without the direction or authorization of the Coroner. All recovery of bodies and effects is at the direction of the Coroner.
- L. Photographs are always appreciated.
1. Digital or 35 mm preferred.
 2. Polaroid acceptable for location and orientation purposes.
 3. Criminalistics will replace 35 mm film, but not Polaroid.
 4. Give film to Coroner and note on report a general description of what was taken.
- M. Firearms
1. When possible; do not touch, leave it for a Deputy to handle.
 2. When not possible:

- a. Photograph in place
- b. Describe condition found
- c. Unload if you know how to do it safely
- d. DO NOT TRANSPORT LOADED. If you do not know how to safely handle that specific type of firearm, ask for somebody who does.

N. Multiple Casualties

1. Identify the location of bodies, body parts, and personal effects and leave them alone, in position, undisturbed.
2. Photograph everything in place, undisturbed.
3. Recovery of remains and effects and the investigation is done at the direction of the Coroner.

O. Media

1. Covered by General Order 80-5, Media Relations Policy (Revised Nov 1997) See Appendix L.
2. All release to the media should be done by the deputy or the Public Information Officer (PIO). Refer all media personnel to the deputy or PIO.
3. No one, including the media, are allowed access to a crime scene. Consider the death scene a crime scene until the detectives determine otherwise. Allow no access, except to authorized personnel.
4. Graphic video, photographs or film of decedents is strongly discouraged, especially those wherein the decedent can be identified. Most local media organizations do not publish such depictions. "No release," is requested pending the notification of the next-of-kin in all cases.

10.05 Evidence Search

The Team often responds to provide assistance to Major Crimes or Criminalistics to search for evidence. Usually this is will be a grid search of a wide area search or for terrain that is difficult to access. The following should be remembered on this type of operation:

- A. Report anything unusual or out of place and let the Detectives determine its relation to the case.
- B. Do not touch or pick anything up unless directed by a Detective to do so. Anything found becomes part of the crime scene. Be careful where you step as other evidence may be located nearby.
- C. Pay attention to detail, we are usually looking for something small or hard to find.
- D. It is possible that a team member finding evidence connected with the case will be asked by the court to testify. This may require taking time off during the week. If this will pose a difficulty, the Team member may not want to participate in the evidence search.

Refer all media to the PIO or the supervisor. Because the Team is usually working away from the primary crime scene, we may create an opportunity for a media contact. If approached, explain that we are assisting with the investigation and refer them to the PIO.

10.06 Winter/Alpine Operations

- A. Scope. Provide trained, experienced and equipped personnel to handle winter search & rescue within Santa Barbara County and to respond to mutual aid search requests in winter or alpine conditions.

- B. Parameters. Winter incident parameters vary depending on the distance from the road, weather conditions, and the expected duration of the field assignment.
- C. Conditions
1. **Winter** conditions are cold weather, snow travel, snow camping. Team member should be able to use snowshoes or skis.
 2. **Alpine** conditions required the ability to travel on steeper terrain, the use of crampons and ice axe, and the ability to do a self-arrest. Altitudes in excess of 8,000 feet and traveling in snow require a high level of physical fitness.
- D. Locations
1. **In county** search and rescue includes both the ability to field day search and overnight operations. The team is also responsible for rescue operations in snow conditions.
 2. **Out of county** responses are predominately search teams to support a mutual aid request. Operating requirements could include day or overnight search assignments in winter conditions or alpine terrain.
- E. Duration
1. **A two-person (minimum) day operation team** would primarily be a search team without an overnight assignment. They should be trained and equipped to survive an unexpected overnight stay.
 2. **A two-person (minimum) overnight operation team** would be used for an assignment that requires an overnight camp in winter conditions. When possible, a larger team should be considered to allow for carrying tent, additional food, and snow camping equipment.
 3. **A three-person (minimum) overnight operation team** would be used for an assignment that requires an overnight camp in alpine conditions. The larger team would allow for carrying tent, additional food and snow camping equipment. If this assignment is during an out of county mutual aid incident, this minimum number may be met by combining members of SBSCAR with other qualified Type I Alpine personnel.
- F. OES Mutual Aid Guidelines – Type 1
1. **Type 1 Environment** Extreme Conditions. Snow, ice, desert, heat, heavy ground cover, low angle to vertical, and altitudes over 7,000 ft.
 2. **Type 1 Personal Capabilities and Skills –Ground Searcher** Fitness appropriated for the conditions, terrain and mission. Ability to perform all Rescue member skills in a winter, snow, or alpine environment.
 3. **Type 1 Team Capabilities and Skills** Rescue member rope rescue skills plus lead climbing and belaying on snow, use of crampons and ice axe, and snow and ice anchor systems
- G. Personal Requirements
1. **Technician** meets the requirements for OES Type 1 for winter, snow, or alpine conditions.
 2. **Specialist** is the advanced level for particularly hazardous conditions or as a team leader for difficult conditions.
- H. Snow SAR Technician Skills Checklist

	Technician	Specialist
Snow Travel		

Standard Operating Guidelines

Ice axe arrest	x	x
Snowshoes/skis	x	x
Roped travel		x
Avalanche beacons	x	x
Boot axe belay		
Crampons	x	x
Avalanche awareness	x	x
Avalanche hazard evaluation		x
Snow systems		
Anchors	x	x
Flukes	x	x
Pickets	x	x
Three-tail system/running belay	x	x
Stretcher rigging/tender	x	x
Human anchor	x	x
Bollards		x
Ice screws		x
Winter Camping/Survival		
Overnight camping with hike in	x	x
Avalanche awareness		x
Emergency snow shelter training		x
Additional nutrition needs	x	x
Winter medical		
Describe methods of heat loss	x	x
Describe methods of providing heat	x	x
Symptoms and treatment of frostbite	x	x
Symptoms and treatment of hypothermia	x	x
Altitude illnesses	x	x

I. Equipment Checklist

Item	Comment	Source
Clothing		
Boots	Mountaineering, crampon compatible	Personal
Base layer (top & bottom)	Synthetic, wicking layer	Personal
Socks & liners	Synthetic	Personal
Hat	Beanie type & ball cap	Personal
Balaclava	optional	Personal
Insulating layer (top & bottom)	Synthetic	Personal

Hard shell (top & bottom)	Breathable	Personal
Gloves or mittens (hard shell)	Breathable	Personal
Insulating gloves or mittens	Synthetic	Personal
Gaiters	Full size waterproof (breathable best)	Personal
Sunglasses		Personal
Goggles		Personal
Headlamp		Personal
Travel		
Crampons	10 or more point (step-in preferred)	Personal
Ice axe (sized to fit)	Designed for snow or glacier travel	Personal
Snow shovel		Team/Personal
Avalanche beacon		Team/Personal
Avalanche probe		Team/Personal
Snow shoes	Advanced terrain	Team/Personal
Trekking poles	with snow baskets	Personal
Skis	XC/Tele (if terrain and skill level permits)	Personal
Shelter		
Ground pad	Full length	Personal
Sleeping bag	15-degree or lower	Personal
Bivvy bag	Substitute for sleeping bag for day assignments	Personal
Bivouac sack	Waterproof/breathable	Personal
Tarp	6x8 unless tent is carried	Personal
Fire starter		Personal
Candle		Personal
Personal Equipment		
Water	More than normal	Personal
Food	24 hours at least	Personal
Heat packets	Hand warmers	Personal
Cup, spoon		Personal
Sunscreen/chapstick		Personal
Personal First Aid Kit		Personal
Large backpack	Internal frame	Personal
Whistle	Weather proof	Personal
Knife	or Multi-tool	Personal
Chemical lightsticks	12 hour	Personal
Flagging tape	Bright	Personal
Toilet paper		Personal

Standard Operating Guidelines

Parachute cord	50 feet	Personal
Garbage bags	Large heavy duty x 2	Personal
Pen and paper	Waterproof	Personal
Batteries	for GPS, radio, headlamp	Team/Personal
Duct tape	Lots of it	Personal
Rescue		
Harness	Climbing type	Personal
Carabiners	Locking x 4	Personal
Webbing	15' x 2	Team/Personal
Prusiks	(2) 6 mm x 60 inch	Personal
Helmet		Personal
Rappel device	Rappel 8 or other lockable, for 3/8" rope	Personal
Field team gear		
Tent	4-season, 3 or more person	Team/Personal
Map	for correct area	Team/Personal
Stove	white gas with base & wind screen	Personal
Cook kit	for stove	Personal
Fuel for stove	1 liter white gas	Personal
GPS		Team/Personal
First aid kit	Fast pack or equivalent	Team
Radio	Two or more	Team/Personal
Batteries	Spares for radio, GPS	Team/Personal
Patient warmth	Bivvy bag, extra clothes, gloves, hat	Team/Personal
Team Rescue Gear		
Pickets		Team
Flukes		Team
Stretcher	Plastic or toboggan	Team
Ropes	200' 3/8 inch	Team
Hardware kit	Carabiners, prusiks, lowering device	Team
Webbing	15 foot lengths, at least 2 per person	Team
Patient packaging	Burrito kit	Team
Trauma treatment	Miller board, splints, oxygen	Team

10.07 OHV Operations

A. Scope

Provide trained, experienced and equipped personnel to handle specialized Off-Road response within the Santa Barbara County and to respond to mutual aid response that requires the use of specialize Off-Road equipment.

B. Training

By nature, an Off-Road response is a high-risk response. Therefore, prior to engaging in an

Off-Road operation, SBCSAR team member should seek proper training to avoid damaging the equipment as well as to avoid accidents and personal injuries.

SBCSAR provides its member with an Off-Road Basic and Review courses on an ongoing basis. Off-Road driving skills are perishable skills. Therefore, it is strongly recommended that SBCSAR team members attend the Off-Road Basic course at least once and the Off-Road Review course as often as possible.

SBCSAR team members also have access to the Off-Highway Vehicle (OHV) Basic and Review Courses textbook material on the SBCSAR Google Drive under the [Training/OHV Program](#) directory.

C. **Team Equipment**

Every SBCSAR vehicles (to the exception of R1) are very capable 4x4 vehicles. What sets SBCSAR apart from other agencies is their use of specialized Off-Road vehicles capable of accessing subjects on difficult access terrain under various conditions, which is inaccessible to standard 4x4 equipment. The following is a list of specialized Off-Road response vehicles and their capabilities:

1. **R3 – AGML H1 Hummer**

Most capable Off-Road vehicle in the SBCSAR fleet. Equipped with heavy recovery equipment. Capable of providing transport to non-ambulatory subjects as well as for 4 passengers total. This is the only vehicle that can provide access to the Upper Oso Area when the Santa Ynez River level is too high for a standard vehicle to cross it. Has the greatest clearance of all SBCSAR vehicles.

2. **R12 – Chevy Suburban 2500 HD Off-Road Modified**

Highly capable Off-Road vehicle capable of transporting 5 passengers total. Equipped with heavy recovery equipment. Like R3, it is the only other vehicle capable of transporting a non-ambulatory subject. Like R3, this vehicle has a great ground clearance.

3. **R5/R15 – Ford F-150 SVT Raptors**

Highly capable Off-Road vehicle. Limited to the transport of 3 rescuers total and can provide transport to a single ambulatory subject with 2 rescuers onboard only. Also equipped with Light Recovery equipment.

4. **RZR1/RZR2 – Polaris RZR 800 XP 2-seat**

Small size Recreational Off-Highway Vehicle (ROHV). Can access area limited to smaller size vehicles. Limited to the transport of 2 passengers only and cannot provide transport to any subjects. Both vehicles are equipped with minimal recovery equipment so they can get themselves or another RZR unstuck.

5. **RZR4 – Polaris RZR 900 XP4 4-seat**

Small size Recreational Off-Highway Vehicle (ROHV). Can access area limited to smaller size vehicles. Can transport up to 4 passengers thus capable to providing transport for up to 2 potential ambulatory subjects with 2 rescuers onboard. This vehicle is equipped with minimal recovery equipment so it can get itself or another RZR unstuck.

Knowing and understanding the nature of the SBCSAR Off-Road mission will go long ways in selecting the appropriate vehicle to guarantee the success of the mission at hands.

D. What to do if an SBCSAR Off-Road vehicle is in an accident

In the event of an Off-Road vehicle accident, the following steps should be performed using the L.A.S.T. acronym in order:

1. **LOCATE**
Quickly assess the location of the stranded team
2. **ACCESS**
Access the scene safely
3. **STABILIZE (Scene → Vehicle → Subject)**
Once on-scene, perform a quick scene size-up, secure the scene and provide medical treatment as necessary in the following order as much as possible:
 - a. Scene size-up.
 - b. Assign someone to be responsible for the safety of the scene throughout the operation
 - c. Secure the scene.
 - d. As the scene is being secured, start Medical Assessment and Treatment from distance until vehicle is stabilized (remember you can talk to your subject and they may be able to help you treat them from the distance)
 - e. Stop the engine if still running and stabilize the vehicle (parking brake, rope systems, chocks, etc.). If a vehicle is on its side or upside down, do not try to put back up on its wheels. Doing so may cause more injuries to the trapped subjects.
 - f. Once the vehicle is stabilized continue medical treatment and start extrication

Note: The priority is to secure the scene first, then the vehicle. Securing the scene ensures that no outside factors to the scene, like other vehicles, will come and cause some safety issues. Once the scene safety is under control, then stabilize the vehicle. Patient treatment can start at any time. Remember you can talk to your patient and they can always try to help you. Never put yourself in a vehicle that is unstable. Delay physical treatment until the vehicle has been stabilized.

4. **TRANSPORT**
Once the subjects are stabilized; provide safe transport to advance care.

10.08 OHV Recovery Operations

A. Scope

Provide trained, experienced and equipped personnel to handle vehicle recovery response. SBCSAR is not in the business of recovering layperson vehicles that were stuck. That said, it should be able to provide proper resources to recover its own vehicles if one were to get stuck. A vehicle recovery operation is NEVER AN EMERGENCY. Leaving a vehicle behind for a period of time and bringing everyone home is always an option.

B. Training

By nature, a vehicle recovery response is a high-risk response. Therefore, prior to engaging in a vehicle recovery operation, SBCSAR team members should seek proper training to avoid damaging the equipment as well as to avoid accidents and personal injuries.

SBCSAR provides its member with a Vehicle Recovery Course annually minimum. Vehicle recoveries require skills that are perishable. Therefore, it is strongly recommended that SBCSAR team members attend this Vehicle Recovery Course as often as possible.

SBCSAR team members also have access to [Vehicle Recovery Course Textbook](#) material online on the SBSCAR Google Drive under the [Training/OHV Program/Vehicle Recovery Course Material](#) directory.

C. Winch Operation

Everyone of the SBCSAR 4x4 capable vehicles are equipped with a winch to be used for recovering a vehicle. The proper usage of a Winch is further discussed in Appendix B.04 of this document as well as in detail within the [Vehicle Recovery Course Textbook](#) material.

D. Vehicle Towing Operation

Vehicle Towing Operation is covered in the Vehicle Recovery Course. SBCSAR employs static towing techniques to recover vehicles. Because of lack of training and risk level associated with dynamic towing of vehicles, SBCSAR does not employ and discourage the use of such techniques.

E. Vehicle Recovery Kit

Each of the specialized OHV truck and ROHV is equipped with a Heavy, Light or minimal recovery kit. Each recovery kit is made of the following equipment:

1. Minimal (ROHVs)

- a. Tree Saver Strap 2"x10' (1)
- b. Winch Remote with hook strap (1)
- c. Pair of construction gloves (1)
- d. Shackles $\frac{5}{8}$ in. (1)

2. Light (R5/R15)

- a. ARB 9000 Snatch block pulley (1)
- b. Tree Saver Strap 3"x10' (1)
- c. Winch Remote with hook strap (1)
- d. Pair of construction gloves (1)
- e. Recovery Chain $\frac{5}{16}$ " x 10' (1)
- f. Shackles $\frac{5}{8}$ in. (3)

3. Heavy (R3/R12)

- a. ARB 9000 Snatch block pulley (1)
- b. Tree Saver Strap 3"x10' (1)
- c. Winch Remote with hook strap (1)
- d. Pair of construction gloves (1)
- e. Recovery Chain $\frac{5}{16}$ " x 10' (1)
- f. Shackles $\frac{5}{8}$ in. (4)
- g. Winch Line Extension $\frac{1}{2}$ " x 50' rated 36,500 lb. (1)
- h. Tow Strap rated 40,000 lb. (1)
- i. Factor55 Recovery Hitch rated 51,000 lb. (1)
- j. Towing Bridle rated 25,000 lb. (1)
- k. PullPal Anchor (1)

F. Vehicle Cribbing Kit

R3 and R12 are both equipped with a vehicle cribbing kit. The kits is made of the following equipment:

- 1. 4" x 4" x 24" (8)
- 2. 2" x 6" x 24" (8)

SECTION 11.0 SAFETY

11.01 General Safety Procedures

A. Field Packs.

Complete field packs will be carried by all Field Team members when operating in the field, unless Operations gives approval to the contrary.

B. Field Team Equipment.

Each Field Team must be equipped with an appropriate means of communications, navigation, medical supplies and other equipment as needed to complete the operation.

C. Helmets.

Only helmets approved by the IC Committee will be used in SBCSAR activities. Appropriate helmets will be worn by all personnel in rock, water, bicycle, ATV, helo or technical situations. Helmets will be carried by all personnel in field situations.

D. Helitac Personal Equipment.

Goggles, gloves, and helmet will be worn by all members while operating near helicopters. Ear protection is recommended for extended exposure.

E. Heavy or Dense Brush.

While operating in heavy brush, all Team members will wear helmets, gloves and goggles and appropriate clothing. While in heavy brush each Field Team member must remain in voice contact with at least one (1) other Field Team member.

F. Personal Limitations.

Any member of the Team whose performance or capabilities are limited by time commitments, health, and lack of confidence in completing the assignment or lacking in proficiency of the needed skills should notify his Team leader either at the start of the operation or when the particular assignment is given. The purpose of this paragraph is to recognize that limitations exist, change frequently, and to take them into account in the overall planning to assure the success of the operation and maximize the safety of the members.

11.02 Critical Incident Stress

SBCSAR has long recognized the need to protect its members from psychological and emotional harm as well as the usually expected risks of physical harm. The following procedures were adopted for this purpose:

A. Critical Incident Stress Debriefing (CISD) for Body Recovery

1. The recovery of the remains of the deceased is not the primary SAR although the circumstances of the incident may require the Team's special skills.
2. If a Team member does not feel like participating, he should not respond to the operation.
3. The IC will ask for volunteers to do the packaging. If no one volunteers, the Team will assist the paid, law enforcement officers in accessing the site.
4. The Field Team Leader will confirm that the members are comfortable with their assignment. If any member is uncertain, he should tell the Field Team Leader before the Team enters the field.
5. If you are having trouble during the recovery, notify the Field Team Leader as soon as possible. A person may withdraw from a recovery at any time.
6. If problems or concerns develop later, see the debriefing procedure below.

B. Critical Incident Stress Debriefing Procedure

1. Individual — The first step is to recognize a potential problem before it escalates. Start by talking to a Team member or an understanding friend or relative. Several Team leaders have open offers to listen to anyone with a problem. If there is no one with whom you can talk, or if that has not helped, contact the Team President and arrangements will be made for professional counseling. Any change in mood, sleep patterns or eating may indicate possible problems.
2. Team — After any response that the Team leaders, based on input or observation, determine to fit the critical incident stress model, a mandatory debriefing will be scheduled. It has been determined that attendance will be mandatory since the person that needs the debriefing the most will likely be the one not wanting to attend.

C. Warning Signs of Stress

1. Physical
 - a. Stomach problems or indigestion
 - b. Headaches
 - c. Chest pain or difficulty breathing
 - d. High blood pressure
 - e. Hyper-alertness or easily startled
2. Emotional
 - a. Irritability or anger
 - b. Preoccupation with event or individual's role in it
 - c. Depression, guilt or anxiety
 - d. Emotional numbness
3. Behavioral
 - a. Impulsive or excessive risk taking
 - b. Silence or withdrawal
 - c. Sleep disturbance or nightmares
 - d. Changes in personal or work habits
4. Cognitive
 - a. Poor concentration
 - b. Increased difficulty in making decisions
 - c. Memory problems
 - d. Difficulty with details

11.03 Illegal Growing Operations

- A. The key is to recognize the clues and avoid entering a growing operation. By the time you see plants, you will already be within the perimeter that the grower wants to protect. Look for the following clues as you travel:
1. Trash, particularly plastic from fertilizer bags
 2. Trails cut or worn in unusual places
 3. Plastic piping
 4. Changes in the water supply
 5. Trip wires
- B. Be particularly vigilant in areas that would make good locations for growing operations:

1. Accessible water
2. Flat terrain
3. Difficult to see or access by hikers
4. Buildings in remote areas

11.04 Safety Procedures for Field Interviews

- A. It is always possible that the lost person that we are looking for has been the subject of a criminal act. The person you stop to interview on the road or trail may be the one that committed the crime. It has happened in other jurisdictions. The possibility of encountering an illegal grower, a suicidal subject, or someone that will react violently to authority does exist.
- B. The first thing to realize is that SBCSAR Team members are not law enforcement officers and have no duty to arrest or detain anyone. Our duty is to protect ourselves and continue our operation to save our subject. Our safety lies in our ability to convince everyone that we are there to help someone in distress. If the passerby can assist us, great. If not, we move on.
- C. When interviewing parties to get clues, we normally will ask for a name, address, social security and phone numbers. If there is any reluctance to provide that information, do not insist. Thank the person and allow them to go on their way.
- D. If you have reason to believe the person has information essential to the search, or may be involved in the subject's disappearance, contact Operations once you are safely out of sight and hearing of the person. Operations will forward the information to law enforcement and they can determine how to proceed.

11.05 Wildfire Survival Checklist

- A. Watch Out Situations
 1. Fire not scouted and sized up.
 2. In country not seen in daylight.
 3. Safety zones and escape routes not identified.
 4. Unfamiliar with weather and local factors influencing fire behavior.
 5. Uninformed on strategy, tactics and hazards.
 6. Instructions and assignments not clear.
 7. No communication link with crew members/supervisors.
 8. Constructing line without safe anchor point.
 9. Building fire line downhill with fire below.
 10. Attempting frontal assault on fire.
 11. Unburned fuel between you and the fire.
 12. Cannot see main fire, not in contact with anyone who can.
 13. On a hillside where rolling material can ignite fuel below.
 14. Weather is getting hotter and drier.
 15. Wind increases and/or changes direction.
 16. Getting frequent spot fires across line.
 17. Terrain and fuels make escape to safety zones difficult.
 18. Taking a nap near the fire line.
- B. Standard Fire Orders
 1. Fight fire aggressively but provide for safety first.
 2. Initiate all action based on current and expected fire behavior.

3. Recognize current weather conditions and obtain forecasts.
4. Ensure instructions are given and understood.
5. Obtain current information on fire status.
6. Remain in communication with crewmembers, your supervisor and adjoining forces.
7. Determine safety zones and escape routes.
8. Establish lookouts in potentially hazardous situations.
9. Retain control at all times.
10. Stay alert, keep calm, think clearly, and act decisively.

11.06 Exposure to Infectious Diseases

All Team members are required to attend the SO training on exposure to infectious disease.

APPENDIX A ABBREVIATIONS

AFRCC	Air Force Rescue Coordination Center
ARES	Amateur Radio Emergency Service
ATV	All Terrain Vehicle (Quads)
BFR	Big Fat Rock
BLS	Basic Life Support
BOD	Board of Directors
CARDA	California Rescue Dog Association
CFR	Code of Federal Regulations
CIS	Critical Incident Stress
CLEMARS	California Law Enforcement Mutual Aid Radio System
CP	Command Post
DF	Direction Finder or Direction Finding
DOJ	Department of Justice
DOT	Department of Transportation
ELT	Emergency Location Transmitter
EMS	Emergency Medical Services
EMT	Emergency Medical Technician
ETA	Estimated Time of Arrival
EPIRB	Emergency Position Indicating Radio Beacon
FAA	Federal Aviation Administration
FCC	Federal Communications Commission
GVWR	Gross Vehicle Weight Rating
GPS	Global Positioning System
GSD/RM-22	County of Santa Barbara Accident Report
IC	Incident Commander/Incident Command
ICS	Operation Command System
ID	Identification
IRB	Inflatable Rubber Boat
LAST	Locate, Access, Stabilize and Transport
LSD	Limited-Slip Differential
LZ	Landing Zone
MRA	Mountain Rescue Associates
NFPA	National Fire Protection Association
NLGI	National Lubricating Grease Institute
NTSB	National Transportation Safety Board
OES	Office of Emergency Services
OHV	Off-Highway Vehicles
Ops	Operations or Operations Section Chief
PIO	Public Information Officer
PFD	Personal Flotation Device
PLS	Point Last Seen

PLB	Personal Locating Beacon
RMS	Codes Incident Case SBSO Dispatch CAD Codes
ROHV	Recreational Off-Highway Vehicle
ROHVA	Recreational Off-Highway Vehicle Association
RP	Reporting Party
RPM	Revolutions per minute
RRT1	Rope Rescue Technician I
SAR	Search and Rescue
SBCSAR	Santa Barbara County Search and Rescue
SBCSO	Santa Barbara County Sheriff's Office
SBSO	Santa Barbara Sheriff's Office
SO	Sheriff Office
SOAP	Sample Objective Application Plan
SOG	Standard and Operating Guidelines
SOP	Standard and Operating Procedures
SRT1	Swiftwater Rescue Technician
SUDRH	Whistle Command for Rope Rescue (Stop, Up, Down, Rope Free, Help)
UAIA	Union Alpine International Association
USAR	Urban Search and Rescue
USFS	United States Forest Service
UTM	Universal Transverse Mercator
VOTS	Vehicle Over The Side
WEMT	Wilderness Emergency Medical Technician

APPENDIX B EQUIPMENT INSTRUCTIONS

B.01 GPS Receivers Operation

A. Model: Trimble SCOUT or SCOUTMASTER GPS

1. Background: The Trimble SCOUT/SCOUTMASTER GPS is a radio receiver designed for land navigation using satellites to determine locations. The SCOUT will provide a direct readout of the Latitude and Longitude in Degrees and Minutes, or Degrees, Minutes and Seconds, plus UTM and other locations systems. In the navigation mode, it provides the distance and direction to a Waypoint.
2. Reception: Best reception occurs when the antenna, the upper half of the unit, is held horizontal and is able to pick up three or more satellites. The number of satellites is indicated by the ~ symbols in the lower left corner of the screen. Performance decreases inside of buildings and automobiles. A deep, narrow canyon may not have access to the satellites blocked by the terrain. You will need to move higher in order to get a view of more of the horizon.
3. Care and Maintenance: The SCOUT operates on four AA batteries. Continuous running time is 4 to 5 hours, so spare batteries should be carried. Changing batteries will not lose the memory, if done within thirty minutes. The unit is not waterproof and should be kept in its plastic bag if used in the rain.
4. Operation
 - a. Turning the receiver on
Press the Power and Up Arrow keys down simultaneously until the copyright message scrolls along the bottom of the screen. 2) Once the copyright message has finished scrolling across the screen, the unit will be ready to use.
 - b. Turning the receiver off Hold the Power key down for 5 seconds, or push the Power key and Down Arrow key down simultaneously for immediate power off.

B. Garmin E-Trex GPS

1. Background
2. Reception
3. Care and Maintenance
4. Operation

B.02 Specialized Team Vehicles Operation

The SBBSAR team is equipped with 4x4 vehicles capable of accessing very difficult terrains. Prior using this specialized equipment, it is strongly encouraged for the team members to attend any of the SBBSAR's OHV Courses as they provide proper training on vehicle safety and practice time.

Do not use any of the specialized vehicles without proper training. Seek proper training. In order to remain safe and use these vehicles appropriately, always observe the following safety rules and maintenance guidelines for our specialize vehicles:

A. R3 (AGML H1 Hummer) Operation

Refers to SBBSAR vehicle known as Rescue 3 and identified at the Santa Barbara County with vehicle ID 4330.

1. When checking out the vehicle
 - a. Fill the vehicle log form

- b. Check the oil level and quality (damaged from previous usage could lead to a leak)
 - c. Check for the presence of transmission fluid (same reasons as for checking oil)
 - d. Start the engine (this is a diesel vehicle so wait for the wait light to go off)
 - e. Let the engine warm up for 5 minutes prior leaving
 - f. Ensure the “*Deep Fording*” switch points to “*vent*” (the small pointer)
 - g. Ensure the Transfer-Case selector is set to “*H*”
 - h. Check the tire pressure to be 35 PSI on all 4 tires (to prevent damaging the drive train)
 - i. Ensure water and diesel containers are secured
 - j. Ensure the rear tire carrier is properly secured
 - k. Ensure the gas cap is properly secured
 - l. Ensure the headlights are turned on prior leaving
 - m. Ensure all doors are closed prior leaving
 - n. Release the emergency brake
2. When driving the vehicle
- a. Wear your seatbelt at all time
 - b. This is a tractor trailer, drive it like so and not like a race car
 - c. Give yourself plenty of room with the surrounding vehicles
 - d. Do not drive on pavement for extended distance when Transfer Case selector is set to “*HL*” or “*L*”. This will damage the drive train
 - e. When the Transfer-Case selector is set to “*L*”, do not exceed:
 - (i) 10 MPH in 1st gear
 - (ii) 15 MPH in 2nd gear
 - (iii) 20 MPH in D gear (or drive)
 - (iv) 25 MPH in (D) gear (or over drive)
 - f. If the green light behind the turn signal does not flash when using them, make sure the headlight switch is turned on.
3. When returning the vehicle
- a. Secure the vehicle using the Emergency Brake
 - b. Ensure the headlights are turned off
 - c. Ensure the Transfer Case selector is set to “*H*”
 - d. Ensure the “*Deep Fording*” switch points to “*vent*” (small pointer)
 - e. Check the transmission fluid for proper level while the engine is running
 - f. Turn the engine off
 - g. Check for leaks (grease/oil) on the inside of each wheel
 - h. Clean the inside of the vehicle
 - i. Clean the outside of the vehicle (ensure all dust/sand/mud is removed from the under carriage of the vehicle as well)
 - j. Complete the vehicle log form
4. Fording the Vehicle
- Fording this vehicle requires special training and procedures. Do not attempt this operation without proper training as this could result in vehicle damage and severe personal injuries or death to you or other team members. Let the IC know you are not trained for such operation and seek proper training prior using this vehicle as such.
5. Maintenance

- a. Always have the engine running when using electrical instruments. This vehicle is equipped with a 24V system that cannot be jumped started in the field.
- b. Always start the engine or remove the vehicle keys when the wait light is off. Failure to do so will result in burning the vehicle's glow plugs.
- c. Use diesel fuel
- d. When towing or winching the vehicle, ensure the Transfer Case selector is set to "N"
- e. Always clean the vehicle and under carriage after using Off-Road. This will ensure all dust, sand and mud is being removed from the vehicle. Dust, sand and mud attract moisture, which will result in vehicle component to rust.

B. R12 (Chevy Suburban 2500 HD) Operation

Refers to SBCSAR vehicle known as Rescue 12 and identified at the Santa Barbara County with vehicle ID 5090.

1. Operating the Air-Compressor

- a. The compressor is located under the hood of the vehicle by the front driver side tire.
- b. To operate the compressor for inflating tires, ensure the air-locker switches are OFF and toggle ON the "Compressor" switch found on the top center console inside the vehicle.
- c. An air pressure gauge is found on the dash by the driver side's A post. The top number register the pressure found within the manifold while the bottom number reports the pressure in the air-locker line.
- d. To inflate tires, connect the air hose to the inflation port on the compressor's manifold and turn the valve's handle inline with the inflation port.
- e. When done inflating tires, ensure the pressure from the manifold is completely released and then turn the valve handle 90 degree. Leaving the valve open will prevent the compressor from operating the air-lockers when needed.

2. Operating the Rear Air-Locking Differential

It is strongly recommended to read the ARB Air-Locker user manual prior using this vehicle feature. The manual can be found online on the SAR Google Drive.

- a. Safety
 - (i) Be sure you are completely stopped or driving in a straight line not exceeding 5 MPH without any wheel spin, any acceleration or deceleration when locking/unlocking the rear differential.
 - (ii) Always leave the air-locker actuator switch in the OFF position when not in use. This will prevent the air-locker from engaging when using the compressor for the purpose of inflating tires.
 - (iii) Although the air-locker is engineered tough, it should never be engaged during wheel spin. This could cause undue wear or damage to the air-locker or other drive train components as a result of the shock created when both wheels are suddenly forced to turn at the same speed.
 - (iv) To reduce the risk of vehicle drive train damage and/or the loss of control of your vehicle, always reduce speed when the air-locker is engaged, or any time you are negotiating rough terrain. Slow and methodical off road driving will prolong the life of all drive train components.
 - (v) Driving on high traction surfaces (e.g. dry pavement, concrete, bitumen, sandstone, etc.) with the air-locker engaged (locked) is very harsh on drive

train components and could result in damage to the vehicle. Lock the differential only when necessary to overcome limited traction.

- (vi) Having the air-locker engaged (locked) **will affect your steering**. Make sure you take the time to get to know the effects of driving with a locked differential before you attempt any use, which may put you, your passengers, or your vehicle at risk.
 - (vii) In the event of rear tire puncture, do not put the spare tire on the rear axle unless the spare tire has been upgraded to a full size tire.
- b. Locking the differential
- (i) Be sure you are completely stopped or driving in a straight line not exceeding 5 MPH without any wheel spin, any acceleration or deceleration when locking/unlocking the rear differential.
 - (ii) Make sure all the switches are in the OFF positions.
 - (iii) Turn ON the air-compressor by toggling the “Compressor” switch found on the above head center console. You should notice the pressure gauge registering an increase in pressure in the manifold (top number on the gauge).
 - (iv) If the pressure gauge top number reports 0 PSI, stop the vehicle and manually verify the air-compressor is functional.
 - (v) Keep the air-compressor running and lock the rear differential by toggling the “Rear-Locker” switch found on the top center console. You should notice the pressure gauge registering an increase in pressure in the differential line (bottom number on the gauge).
 - (vi) If the pressure gauge bottom number reports 0 PSI, stop the vehicle and disengage the rear-locking differential.
 - (vii) If the pressure gauge bottom number reads below 100 psi and you can still hear the compressor running, you have a leak somewhere in the system. Stop and evaluate what the problem is.
- c. Unlocking the differential
- (i) Be sure you are completely stopped or driving in a straight line not exceeding 5 MPH without any wheel spin, any acceleration or deceleration when locking/unlocking the rear differential.
 - (ii) Unlock the rear differential by toggling OFF the “Rear-Locker” switch found on the top center console.
 - (iii) Turn OFF the air-compressor by toggling the “Compressor” switch found on the top center console. You should notice the pressure gauge registering an increase in pressure in the manifold.
- d. When back at the station and after working with the rear air-locker, release the pressure from the manifold by opening the valve located on the manifold under the hood of the vehicle.

C. R5/R15 (Ford F-150 SVT Raptor) Operation

TBD

B.03 Recreational Off-Highway Vehicles (ROHV) Operation

The SBSCAR team is equipped with Polaris RZR vehicles of various configurations. Prior using these vehicles, team members must have completed the Recreational Off-Highway Vehicle Association (ROHVA) online safety training at <https://cbt.rohva.org>. Attendance to any of the

Standard Operating Guidelines

SBCSAR's OHV Course is strongly encouraged as proper training on vehicle safety and practice time is provided. When using one of these vehicles, always observe the following safety rules and maintenance guidelines:

- A. Do not transport any passenger in the rear-carrier area
- B. Do not overload these vehicles
- C. Wear PPE at all times: DOT approved helmet (rock helmet is not approved), Gloves, Proper Clothing, Eye Protection
- D. Wear the seatbelts at all time when the vehicle is moving
- E. Avoid inserting your thumbs in the steering wheel
- F. To prevent excessive wear as well as unwanted vehicle behavior, refrain from driving these vehicles on pavement over a long distance
- G. No excessive speeding, fish tailing, donuts, reckless driving is allowed with these vehicles
- H. Be respectful of the vehicle and your passengers' nerve
- I. Drive with due regards to others that may be present on trails
- J. Follow the vehicle's refueling procedure and only use 91 Octane fuel
- K. When driving less than 10MPH for extended period, use the "L" gear
- L. Do not exceed 15-20MPH when using the "L" gear
- M. Always completely stop the vehicle when changing gears or switching from 2WD to 4WD

B.04 Winch Operation

A. General Overview

All SBCSAR Off-Road rescue vehicles MUST be equipped with a winch rated approximately 1.5 times the GVWR. The following is a table indicating the winch rating requirements per vehicle GVWR:

Winch Rating Chart	
GVWR (lb.)	Winch Rating (lb.)
6,000	9,000
7,000	10,000
8,000	12,000
10,000+	15,000+

The following table provides a list of qualifying winch and their total weight (with Synthetic Line). Every winch installed should be equipped with synthetic winch line. This is for safety reasons as well as it will save 20 lb. over steel wire.

Winch Selection			
Winch	Rating (lb.)	Weight (lb.)	Line Length (ft.)
Warn® XD9000	9,000	58	75
Warn® XD9000i	9,000	65	100
Warn® 9.5cti	9,500	89	100
Warn® 9.5xp	9,500	68	75
Warn® Zeon™ 10	10,000	75	100

Warn® Zeon™ 12	12,000	78	75
Warn® Endurance 12	12,000	80	75
Warn® M15000	15,000	116	90

Every SBCSAR vehicle is equipped with a Warn winch except for R3 that uses a Mile Marker Hydraulic winch (rated 10,000 lb.). SBCSAR Team members must get familiar with their usage prior using them. Instruction manual for these winches can be found online on the SBCSAR Google Drive in the [Quartermaster/User Manuals](#) section.

B. Positioning and Preparation of the Vehicles

1. Position the vehicle so the load is inline with the winch
2. Serious effort shall be made to make the winching vehicle “feel heavier” than the load being recovered. Secure the vehicle by using any and all of the following in priority order.
 - a. Chocking the rear wheels, setting the parking brake and setting the parking gear
 - b. Place the front wheels in holes dug with a shovel
 - c. Anchoring the winching vehicle with another vehicle or suitable anchor
3. Run the engine to prevent a dead battery
4. On the winched vehicle, set the transmission gear to “N” when the vehicle is actively being winched.

C. Automatic Brake

An automatic brake will hold the load when the winch is non-operational.

D. Winch Cover

The winch shall be covered when not in use.

E. Winch Operation

1. Connect the winch remote to the winch and let everyone know the winch is now “hot”
2. Use the remote switch to control the winch
3. The winch is rated for intermittent duty. Periodically check the motor temperature to make sure it is not too hot.

F. Winch Safety

1. If you are not trained to use a winch, avoid using it and seek proper training.
2. Wear your PPE at all time when operating the winch: Gloves, Helmet and Eye Protection
3. If at all possible, avoid using a winch that uses cable.
4. Do not exceed the winch capacity (including any of the equipment used)
5. Open the hood for safety and, when using cable, put a Kevlar tarp (found in vehicles) on top of the wire to absorb any lashing in case of breakage.
6. When the winch is operational, all personnel shall be kept away at least 1-1/2 time the pulling distance in all directions to prevent injury.
7. Operate the winch from the front driver or passenger seat (behind open door is ok). Avoid being within 6 feet of the winch box when the winch is operational.
8. Whenever the winch is left unattended, the scene must be rendered safe and the winch remote must be disconnected from the winch to prevent accidental activation of the winch.
9. Whenever the winch is disengaged, the scene must be rendered safe and the winched vehicle parking brake engaged and transmission gear set to park.

B.05 Capstan Operation

A. General Overview

The use of a Capstan type winch in rescue work is to aid in the hauling of a system. The Capstan should never be used alone, and should always have a belay. The Capstan is a mechanical advantage added to a main line system that works based on rope friction on a turning drum. When raising a stretcher, the operator activates the Capstan using a remote control switch. With the use of a minimum of 3 wraps on the Capstan drum, the stretcher can be raised. When lowering, the Capstan is not needed but should remain ready to use at any time in case an immediate need to raise the load occur. The rope should fill the Capstan drum (around 7 wraps) to start with increased friction. The operator can lower a load by controlling the reduction the overall rope friction on the Capstan drum or systematically removing rope wraps from the drum. When using the Capstan, the emergency brake shall be set, the truck in park, and the wheels blocked.

B. Positioning and Preparation of the Vehicle

1. In-line with stretcher path.
2. Run the vehicle engine to allow for the hydraulic pump to work.

C. Remote Control Switch

1. The remote control switch is used to power in the rope
2. The remote control switch should not be left unattended when plugged in.

D. Automatic Brake

An automatic brake will prevent the Capstan from unwinding in the opposite direction and help the operator to hold the load. The automatic brake cannot be used by itself to hold the load. At any time the Capstan is not activated, the operator must manually hold the load using the automatic brake or secure the rope appropriately.

E. Capstan Cover

The Capstan shall be covered when not in use

F. Capstan Safety

1. Gloves, helmets, and eye protection should be worn at all times.
2. All personnel shall be kept away from the cable while under tension to prevent injury.
3. The vehicle with the Capstan shall be secured at all time
4. When the Capstan is left unattended, the remote switch shall be unplugged and the rope properly secured.

G. Capstan Kit

1. The remote switch necessary to activate the Capstan
2. The necessary pulley and carabiners to create the system.
3. A pair of construction glove to be used by the operator

B.06 Vehicle Air-Compressor Operation

Every team members should get familiar with the vehicle equipment including their Air-Compressor usage. The following section will describe some of the specific usage rules to follow to avoid excessive wear or damage of SBCSAR's Air-Compressors.

A. R3 (24V Heavy Duty Compressor)

1. Equipped with a 33% Duty Cycle Air-Compressor
2. For every 15 minutes on, it should be turned off for 30 minutes

3. Avoid touching the compressor when being used as the surface may be too hot
4. The air must always be free flowing (i.e. the air output should never be blocked)
5. The engine must be running when using the compressor
6. Located in the vehicle's cabin behind the rear passenger seat
7. Controlled by a switch next to the compressor

B. R5 (12V VIAIR 450H Very Light Duty Compressor)

1. Equipped with a 100% Duty Cycle Air-Compressor
2. Can run up to 60 minutes without needing to be turned off
3. Avoid touching the compressor when being used as the surface may be too hot
4. The air must always be free flowing (i.e. the air output should never be blocked)
5. Located under the vehicle behind the winch
6. Controlled by an auxiliary switch in the vehicle's center console

C. R12 (12V ARB CKMTA12 Very High Duty Compressor)

1. Equipped with a 100% Duty Cycle Air-Compressor
2. Can run up to 60 minutes without needing to be turned off
3. Capable of running small air tools like an impact wrench
4. This compressor is equipped with solenoids that will stop the compressor if the internal pressure reaches more than 150 PSI.
5. Necessary for the operation of the Rear-Locking Differential
6. Avoid touching the compressor when being used as the surface may be too hot
7. Located under the hood of the vehicle by the front light assembly.
8. Controlled by switches located on the top center console inside the vehicle.

D. R15 (12V ARB CKMA12 Heavy Duty Compressor)

1. Equipped with a 50% Duty Cycle Air-Compressor
2. For every 30 minutes on, it should be turned off for 30 minutes
3. Avoid touching the compressor when being used as the surface may be too hot
4. The air must always be free flowing (i.e. the air output should never be blocked)
5. Located in the truck bed by the tailgate on the driver side of the vehicle
6. Controlled by a switch located by the compressor

B.07 Line Guns

TBD

B.08 O₂ Kits

TBD

B.09 Miller Full Body Splint

TBD

APPENDIX C RADIO EQUIPMENT SPECIFICATIONS

C.01 Motorola HT-600 Portable Radios

The Team has six Motorola HT-600 handheld radios. Two radios and a spare alkaline battery for each are in the orange vehicle bag. When the radios are returned, verify the radio is turned off, replace the rechargeable battery if necessary, and return it to the Motorola Charger.

Notes on Use:

- A. The VOL/POWER control turns the radio on and off, and adjusts the volume.
- B. Alkaline batteries provide backup power and fit in the radio harness battery pocket.

Channel	Description
1	MRA
2	Fire White

C.02 Motorola HT-200 Portable Radios

The Team has a few Motorola HT-200 handheld radios. Some are stored in the vehicles, some in the cabinet. They are used primarily when the loss of a radio is possible, such as in the waterproof radio bags for in water operations. When the radios are returned, make sure the radio is turned off, and the battery is turned over.

Notes on Use:

- A. The VOL/POWER control turns the radio on and off, and adjusts the volume.
- B. Use a coin or the edge of a key to open the battery compartment and reverse the battery.

Channel	Description
1	MRA

C.03 Motorola VHF Spectra Radios

The Team has a Motorola Spectra radio mounted in each vehicle.

Notes on Use:

- A. The POWER button turns the radio on and off. The radio performs a self-check when turned on.
- B. The VOLUME button is used to adjust the volume up and down.
- C. The SCAN button allows the radio to scan preset channels.

Channel	Agency/Frequency Use	Receiver Frequency	Transmitting Frequency	PL De-code	PL En-code	Radio Name
1	Tactical Team Frequency		MRA			
2	Tactical Team Frequency with PL 179.9 (28)		MRA PL			
3	Tactical Team Frequency linked to CAP		MRA LK			
4	CLEMAR - State law enforcement mutual aid		CLEMAR			
5	County Fire A1 Repeater frequency - dispatch		COFDA1			
6	County Fire A2 - Direct on A1 receive frequency		COFDA2			
7	County Fire A3 Repeater frequency		COFDA3			

8	County Fire A5 - Direct on A1 receive frequency		COFDA5			
9	State fire frequency (White) direct		COFDA7			
10	USFS Direct		FS			
11	USFS La Cumbre Peak Repeater		FS NET			
12	Santa Barbara City Fire Green - dispatch		CITYFD			
13	Carpinteria - Summerland primary frequency		CARPFD			
14	Amateur Radio K6TZ		K6TZ			
15	Amateur radio Portable repeater		PORTAP			
16	Civil Air Patrol Gound frequency		CAP			
17	UCSB		UCSB			
18	Santa Barbara Harbor Patrol		HARBOR			
19	Marine Emergency		CH 16			
20	Weather (receive only)		WX			

C.04 Sheriff's Office UHF Radios

The Team has a Sheriff's Office UHF radio mounted in each vehicle.

Notes on Use:

- A. The A button turns the radio on and selects the A bank of frequencies. The B button turns the radio on and selects the B bank. The Red button turns the radio off.
- B. Buttons select the frequency.
- C. The priority button allows the radio to monitor Channel 1A when another channel is selected.

Channel	Agency/Frequency Use	Receiver Frequency	Transmitting Frequency	PL De-code	PL En-code	Radio Name
1A	County Wide		1 / OPS 1			
2A	County Wide / CLETS		2 / OPS 2			
3A	Caprinteria, Montecito - Tactical		3 / SOUTH			
4A	Lompoc, Guadalupe, Santa Maria - Tactical		4 / NORTH			
5A	Car to car		5 / ONE D			
6A	Car to car		6 / TWO D			
7A	Mutual Aid, Local Special Ops		7 / CLEMAR			
8A	Goleta, Santa Ynez Valley - Tactical		8 / SYNEZ			
1B	Car to car		9 / SOUTH D			
2B	Car to car		10 / NORTH D			
3B	Car to car		11 / RED D			
4B	Santa Maria, Santa Barbara City - Mutual Aid		12 / SM/SB			
5B	Santa Barbara Admin - Mutual Aid		13 / SB ADMIN			
6B	Lompoc City - Mutual Aid		14 / LOPD			
7B	Santa Barbara, SLO - Mutual Aid		15 / RED			
8B	San Luis Obispo - Mutual Aid		16 / SLOSO			

C.05 Radio Checkout and Responsibilities

Radio, Radio Harness and Extra Battery Check Out Procedure

- A. When responding from the SBCSAR Facility Team members checking out a Team radio, radio harness and/or an extra battery must place a nametag on the hook(s) that corresponds to the number and item you are taking.

For example:

1. If you take a radio labeled "2", hang a name tag on the hook labeled "2" on the Radio Check Out board.
 2. If you take a radio harness labeled "8", hang a name tag on the hook labeled "8" on the Radio Harness Check Out board.
 3. If you take an alkaline battery pack labeled "12", hang a name tag on the hook labeled "12" on the Alkaline Battery Check Out board.
- B. It is procedure to take an alkaline battery pack when a radio is checked out.
 - C. When responding from Santa Ynez, Lompoc or Santa Maria, radios and extra battery packs must be picked up in the Sheriff's Office. Be sure to take available radios based on the number of responding Team members leaving the station. Put the extra radios in the radio bag inside the vehicle.
 - D. When returning to the stations replace the radios to their chargers.

APPENDIX D RADIO FREQUENCIES

D.01 VHF Frequencies

SBCSAR Mobile and Handheld Radios in Priority Order

Channel	Agency/Frequency Use	Rec Freq	Xmit Freq	PL De-Code	PL En-code	Radio Name
1	SBCSAR Repeater	155.160	150.790	131.8	131.8	SARR
2	SBCSAR Tactical Freq 1	155.160	155.160		131.8	SART1
3	SBCSAR Tactical Freq 2	155.235	155.235		131.8	SART2
4	Clemar State Law Mutual Aid	154.920	154.920		131.8	CLEMAR
5	County Fire Channel 1 Repeater	153.770	154.250	110.9	82.5	CFR1
6	County Fire Channel 2 Repeater	153.905	154.995	110.9	127.3	CFR2
7	County Fire Channel 3 Repeater	153.980	155.715	110.9	127.3	CFR3
8	OES Fire Mutual Aid (White) 2	154.265	154.265			OESFW2
9	OES Fire Mutual Aid (White) 3	154.295	154.295			OESFW3
10	Montecito Fire Repeater (Red)	154.335	150.775	82.5	82.5	MONTFD
11	Carpinteria Fire Dir (Blue)	154.190	154.190			CARPFD
12	Santa Barbara City Fire Repeater (Green)	154.445	155.775	82.5	82.5	SBCTFD
13	Lompoc City Fire Repeater (Purple)	154.430	154.070		127.3	LPCTFD
14	Santa Maria City Fire Repeater (Brown)	154.445	153.950		127.3	SMCTFD
15	USFS Forest Net La Cumbre Repeater	170.550	169.900		131.8	FS LC
16	Marine Emergency Direct (CH16)	156.800	156.800			MECH16
For radios with additional frequencies it is recommended that the following frequencies be added in the order listed						
17	Para Glider Direct	147.675	147.675			PGLID
18	Hang Gliders Direct	144.250	144.250			HGLID
19	US Coast Guard Direct (CH22)	157.100	157.100			CGCH22
20	USFS Forest Net Plowshare Repeater	170.550	169.900		114.8	FS PS
21	OES Fire Mutual Aid (White) 1	154.280	154.280			OESFW1
22	Harbor Patrol Direct (CH 73)	156.675	156.675			HPCH73
23	USFS Service Net La Cumbre Repeater	171.550	172.325		131.8	FS NET
24	USFS Forest Net Santa Ynez Repeater	170.550	169.900		156.7	FSSY
25	USFS Forest Net Direct	170.550	170.550			FS DIR
26	USFS Air to Grown Direct	170.000	170.000			FS AIR
27	Civil Air Patrol Repeater	148.150	143.900		131.8	CAP
28	SB South County ARES Repeater	146.790	146.190		131.8	SCARES
29	SB West County ARES	147.120	147.720		131.8	WCARES
30	SB Central County ARES Repeater	147.210	147.810		131.8	CCARES
31	SB North County ARES Repeater	145.140	144.540		103.5	NCARES
32	Amateur Frequency Direct	146.520	146.520			AR DIR
33	Weather Frequency	162.400				WX
34	USFS Forest Net Tepesquet Repeater	170.550	169.900		127.3	FS TEP
35	USFS Forest Net Mount Able Repeater	170.550	169.900		167.9	FS MA

Standard Operating Guidelines

36	Officer of Emergency Serv Direct	154.295	154.295			OES
37	USFS Service Net Plowshare Repeater	171.550	172.325		114.8	FS PS
38	VAFB Fire Tactical	148.200	150.200		127.3	VAFBF
39	VAFB Fire Tactical	148.100	150.300		127.3	VAFBF

D.02 UHF Frequencies

SBCSAR Mobile and Handheld Radios

Channel	Agency/Frequency Use	Rec Freq	Xmit Freq	PL De-Code	PL En-code	Radio Name
1	Sheriff Operation Freq 1	460.275	465.275	110.9	82.5	SOF1
2	Sheriff Operation Freq 2	460.325	465.325	110.9	82.5	SOF2
3	Sheriff Tactical South	460.175	465.175	82.5	82.5	STSO
4	Sheriff Tactical North	460.225	465.225	82.5	82.5	STNO
5	Sheriff Operation Direct 1	460.275	460.275	110.9	110.9	SOD1
6	Sheriff Operation Direct 2	460.325	460.325	110.9	110.9	SOD2
7	Sheriff Clemars	460.025	460.025	82.5	82.5	SC
8	Sheriff Santa Ynez Tactical	460.300	465.300	127.3	127.3	SSYT
9	Sheriff South Tactical	460.175	460.175	82.5	82.5	SSO.T
10	Sheriff North Tactical	460.225	460.225	82.5	82.5	SNO.T
11	Sheriff Red Direct	460.050	460.050		82.5	SRD
12	SB & SM City Priority	460.100	465.100		82.5	SBSMPR
13	Santa Barbara City Admin	460.400	465.400		82.5	SBCAD
14	Lompoc Police Department	460.125	465.125		82.5	LPD
15	Sheriff Red Repeater	460.050	465.050		82.5	RRPT
16	Sheriff SLO South	460.150	465.150		67.5	SLSO
For radios with additional frequencies it is recommended that the following frequencies be added in the order listed						
17	SB Harbor Patrol PD Direct	453.050	453.050		82.5	HPPD
18	Hope Ranch Patrol	461.125	461.125		82.5	MECH16
19	SB South County Amateur Repeater	441.400	446.400		131.8	ARSC
20	SB Central, North & So Co Repeater	444.300	449.300		131.8	ARCNS
21	SB South County Amateur Repeater	442.200	447.200			ARSC
22	Amateur Radio Direct	446.000	446.000			ARD
23	Amateur Radio Direct	446.500	446.500			ARD

APPENDIX E COMMUNICATIONS

E.01 Portable Repeater

TBD

E.02 Radio Procedures

TBD

E.03 Call Signs – Team Vehicles and Personnel

TBD

APPENDIX F TEAM FORMS AND EQUIPMENT

F.01 Operation Management

The most current forms may be retrieved from the SBCSAR web site.

Form No.	Document Title
SBCSAR ICS 200	Quick Sheet
SBCSAR ICS 201	Incident General Briefing
SBCSAR ICS 202	Incident Objectives
SBCSAR ICS 203	Organization Assignments
SBCSAR ICS 204	Team Assignments
SBCSAR ICS 204A	Field Interview From
SBCSAR ICS 204C-1	Tracking Team Debriefing
SBCSAR ICS 204C-2	Tracking Form
SBCSAR ICS 204D	Dog Team Debriefing
SBCSAR ICS 204E	Equestrian Team Debriefing
SBCSAR ICS 204F	Urban Interview Log
SBCSAR ICS 204G	Containment Team Interview Form
SBCSAR ICS 205	Communications Plan
SBCSAR ICS 206	Medical Plan
SBCSAR ICS 206A	Medical Report
SBCSAR ICS 207	Incident Organization
SBCSAR ICS 208	Incident Status Summary
SBCSAR ICS 211	Personnel Check-In/Check-Out
SBCSAR ICS 211A	Agency Check-In/Check-Out
SBCSAR ICS 214	Radio Log
SBCSAR ICS 214B	Clue Report Form
SBCSAR ICS 218	Support Vehicle Inventory
SBCSAR ICS 220	Air Operations Summary
SBCSAR ICS 221	Demobilization Checkout
SBCSAR ICS 222	Incident Weather Forecast
SBCSAR ICS 226	Report of Injury
SBCSAR ICS 300	Missing Aircraft Worksheet
SBCSAR ICS 301	ELT/EPIRB Worksheet
SBCSAR ICS 303	ELT/EPIRB Field Team Log
ELT/EPIRB DF Base	ELT/EPIRB DF Base Reports

F.02 Vehicle Classification

The Santa Barbara County Search & Rescue vehicles can be divided into 6 different types. Each type defines a function a vehicle can perform and the requirements to perform this function. Any vehicles can potentially meet more than one type. Each vehicle types are defined below:

A. **Type I** (Light Rescue)

Equipped with a standard set of rescue equipment and ropes with a stretcher. Two Type I vehicles have enough gear for a complete a rope rescue system. During swiftwater season,

the vehicle carries swiftwater rescue equipment. This is the primary response vehicle in support of a rescue and for field team transport on searches. Such vehicle is capable of towing any of SBCSAR's trailers with 2 rescuers onboard. Any SBCSAR vehicle meeting these requirements, can receive the Type I declaration.

B. Type II (Heavy Rescue)

Equipped with a capstan winch for Vehicle-Over-The-Side (VOTS) rescues. Carries two sets each of General-Duty rope rescue equipment for a roadside rescue, two sets of Light-Duty rope rescue equipment for backcountry rescues, multiple stretchers for mass casualty incidents, specialized rescue equipment and swiftwater rescue equipment. This is the primary response vehicle for heavy rescue including Vehicle Over The Side (VOTS) type rescue, USAR, etc. Such vehicle shall not be used for towing except for moving a trailer from one location to another over a short distance like in a parking lot. Any SBCSAR vehicle meeting these requirements, can receive the Type II declaration.

C. Type III (Specialized OHV Rescue)

Specialized vehicles, including SBCSAR's ROHVs, that can handle rescues in both Mud and Sand Terrain. They carry Light-Duty rope rescue equipment for backcountry operations, but may not have room for a stretcher or heavy rescue equipment. Two Response vehicles would have enough gear for a rope rescue system. Carries vehicle recovery equipment. These are vehicles that have greater backcountry and beach access capabilities. Unless specified otherwise, such vehicle shall not be used for towing except for moving a trailer from one location to another over a short distance like in a parking lot. Any SBCSAR vehicle meeting these requirements, can receive the Type III declaration.

D. Type IV (Command)

Vehicle equipped with a radio console and computers that provides the SBCSAR IC with a command post platform. Such vehicle shall not be used for towing except for moving a trailer from one location to another over a short distance like in a parking lot. Any SBCSAR vehicle meeting these requirements, can receive the Type IV declaration.

E. Type V (Transport)

Vehicle a solely used for transport of field teams and towing. Equipped at the minimum with basic medical equipment and one complete rope rescue system. Such vehicle should be able to transport a minimum of 5 team members with their personal packs. Such vehicle must be capable of towing an SBCSAR trailer. Any SBCSAR vehicle meeting these requirements, can receive the Type V declaration.

F. Type VI (Trailer)

Trailer used to carry the SBCSAR team ROHVs and USAR equipment. SBCSAR trailer shall not exceed 7,000 lb. and the tongue weigh for vehicle shall not exceed 700 lb. Any SBCSAR vehicle meeting these requirements, can receive the Type VI declaration.

The Table below shows the current list of SBCSAR's Vehicle as of the writing of this document with their typing and passenger load. A given vehicle can meet more than one type. An "X" represents the main type of a vehicle and an "S" represents any secondary type. Any "X" or "S" followed by a "T" is a vehicle capable of towing over long distance with 2 rescuers onboard.

SBCSAR Vehicle Types									
Vehicle	Model	I	II	III	IV	V	VI	Seating Available	Max Rescuers
R1	Chevy C5500				X			2	2
R2	Ford E-350					X		8	8

Standard Operating Guidelines

R3	AGML H1 Hummer			X				4	4
R4	Chevy Suburban	X _T				S _T		5	5
R5	Ford F-150 Raptor			X				5	3
R6	Ford E-350		X					5	4
R8	GMC Yukon XL	X _T				S _T		5	5
R9	Chevy Tahoe				X			5	5
R11	GMC Yukon XL	X _T				S _T		5	5
R12	Chevy Suburban	X _T		S _T		S _T		5	5
R13	Chevy Suburban	X _T				S _T		5	5
R14	Chevy Suburban	X _T				S _T		5	5
R15	Ford F-150 Raptor			X				5	3
R16	Chevy Suburban	X _T				S _T		5	5
RZR1	Polaris RZR 2-Seat			X				2	2
RZR2	Polaris RZR 2-Seat			X				2	2
RZR4	Polaris RZR 4-Seat			X				4	4
T1	RZR1 Trailer						X		
T2	RZR2 Trailer						X		
T3	RZR4 Trailer						X		
T4	USAR Trailer						X		
Total		7	1	7	2	8	4	69	64

F.03 Vehicle Design Guide

Vehicle purchase incurs a large expense in the SBCSAR team funds. In order to ensure that proper vehicles are being purchased or modified, the IC Committee and Board Of Directors must be provided with proper information that will help make a successful decision. This section will provide the minimum regulations on steps to follow in order to approve or disapprove a vehicle purchase/modification project.

A. Vehicle Loading Chart

The Quartermaster is responsible to maintain a [vehicle-loading chart](#). This chart can be found on the SBCSAR Google Drive under the [Quartermaster](#) section.

B. Vehicle Design Guidelines

1. Any future vehicle purchase and build out should be managed by the Quartermaster (or a person of his choosing) as a project and should be documented as such and presented to the IC Committee and Board Of Director for final approval.
2. Prior to designing a vehicle, the IC Committee should provide the Quartermaster with a list of requirements including the typing this future vehicle must meet.
3. Any deviation from these guidelines must be justified, clearly documented and explained so the IC Committee and Board Of Directors can make a conscious and informed decision.
4. Prior BOD approval for purchase of a given vehicle, the IC Committee and BOD should be presented with one or more vehicle options with the following for each option:
 - a. The detailed loading chart of the vehicle
 - b. The original list of requirements and how the current vehicle option meet or not the requirements

- c. A list of additional requirements discovered during the study phase for which each vehicle option would be compared with.
- 5. The detailed loading chart of the vehicle must show it will not exceed the vehicle's GVWR less 3%. The 3% value is a safety margin to ensure the final result will not exceed the actual GVWR. The loading chart must account for everything that will be added to the vehicle as shown below:
 - a. Passengers & Packs
 - b. Light Bar (50 lb. for traditional style, 30 lb. for supervisor style)
 - c. Communication (30 lb. for 2 VHF and 1 UHF radio)
 - d. Minimum Team Rescue Equipment. Extra room should be included on top of the figures below for possible future expansion
 - (i) Type I – 400 lb.
 - (ii) Type II – 800 lb.
 - (iii) Type III – 400 lb. + extra necessary recovery equipment
 - (iv) Type IV – 150 lb.
 - (v) Type V – 150 lb.
 - e. The actual weight of the winch being used (or capstan)
 - f. The actual weight of the bumper necessary for the installation of the winch
 - g. Any internal build out to store the team equipment
 - h. The additional weight of any OEM modified equipment
 - i. The additional weight of any other non-standard equipped components
- 6. The vehicle must be capable of carrying 1 rescuer (170 lb.) and his personal equipment (30 lb.) per available seating position in the vehicle.
- 7. The Towing Loading Chart should account for 2 Rescuers with packs as passengers (400 lb.) and 700 lb. for the trailer tongue weight for a total of 1,100 lb.

C. **SBCSAR Vehicle Modification**

In order to improve its rescue response, SBCSAR may need to modify vehicles from time to time. Such modification should be well planned and follow the rules set forth in section F.03.B. The planned modification must still provide a vehicle with a load that is 3% less than the GVWR.

D. **SBCSAR Vehicle Requirements**

- 1. Must be able to transport 1 rescuer and his personal equipment per seating position available in the vehicle.
- 2. Must be equipped with a winch rated approximately 1.5 times the GVWR or appropriate capstan size.
- 3. Winch must be equipped with proper Synthetic Winch Lines (no cables)
- 4. Must be equipped with a 4x4 transmission

E. **Vehicle Types Minimum Requirements By Types**

- 1. Type I (Light Rescue)
 - a. Equipped with a Rear-Locking Differential is strongly recommended
 - b. Equipped with a Front Limited-Slip Differential (LSD) is suggested
 - c. Equipped with an Air-Compressor is suggested
 - d. Capable of towing and must be equipped with proper towing receiver

2. Type II (Heavy Rescue)

- a. Equipped with a Capstan Winch.
- b. Equipped with proper scene lighting
- c. Equipped with a generator to provide power to utility tools (USAR need)
- d. Equipped with a Rear-Locking Differential is strongly recommended
- e. Equipped with a Front Limited-Slip Differential (LSD) is suggested
- f. Equipped with an Air-Compressor that can run air-tools is suggested
- g. Equipped with an appropriate towing receiver hitch
- h. Not required to be able to tow

3. Type III (Specialized)

- a. Equipped with 12.50-inch profile flotation style Mud Tires or equivalent
- b. Equipped with a Rear-Locking Differential
- c. Equipped with a Front Limited-Slip Differential (LSD) or better
- d. Equipped with an Air-Compressor is required. An Air Compressor that can run air-tools is recommended.
- e. Equipped with an appropriate towing receiver hitch
- f. Not required to be able to tow

4. Type IV (Command)

- a. Equipped with a Rear-Locking Differential is strongly recommended
- b. Equipped with a Front Limited-Slip Differential (LSD) is suggested
- c. Equipped with an appropriate towing receiver hitch
- d. Not required to be able to tow

5. Type V (Transport)

- a. Equipped with a Rear-Locking Differential is strongly recommended
- b. Equipped with a Front Limited-Slip Differential (LSD) is suggested
- c. Capable of towing and equipped with proper towing receiver

6. Type VI (Trailer)

- a. Must not exceed a GVWR of 7,000 lb.
- b. Must not exceed 700 lb. of tongue weight
- c. Tongue weight must be set to 10%-15% of the current trailer weight with load
- d. Any trailer exceeding a GVWR of 3,500 lb. must be equipped with trailer brakes

F. Non-Conforming Vehicles

Current SBCSAR vehicles (2014 and prior) may be close to their GVWR and not provide for a rescuer for every seat available in the vehicle. In such case, everything possible shall be made to maximize the number of rescuers onboard. The minimum acceptable number of rescuers is 3 rescuers. When the vehicle seating is reduced to conform to the GVWR, conscious effort shall be made to avoid exceeding the new seating level. The following list is a list of vehicle with GVWR concerns and their seating adjustment. Such vehicle may not be used for towing over long distances.

SAR ID	County ID	GVWR (lb.)	Estimated Load (lb.) (w/ adjusted seating)	Seating	Adjusted Seating
R5	5287	7,300	7,300	5	3
R6	4134	9,400	9,360	5	4
R15	5505	7,300	7,300	5	3

F.04 Towing a Trailer

- A. Towing over long distances should be done with an SBCSAR vehicle designed for such operation. Regardless of their design, all SBCSAR vehicles should be capable of towing a trailer over a short distance (like in moving a trailer within a parking lot from one spot to another).
- B. Towing an SBCSAR trailer adds, per previous design guidelines, up to 700 lb. of payload on the vehicle, which roughly account for the weight of 3 rescuers. When towing a trailer, the driver of the vehicle is responsible to ensure proper vehicle loading and not exceeding the GVWR.
- C. For practical reasons as well as a safe rule of thumb, SBCSAR should not be towing any trailer with more than 2 rescuers onboard.
- D. To prevent excessive wear on the vehicle's tires and drive train, any vehicles that have Type III rating (Specialized) should be used as last resort vehicle for towing over long distances.
- E. To reduce the risk of a trailer being attached improperly to a vehicle, team members should always re-check and ask for another member to double check their trailer attachment prior leaving with the trailer.

F.05 Vehicle Distribution Plan

The following is the vehicle distribution plan throughout the Santa Barbara County Stations and their response capabilities the Quartermaster is trying to maintain:

- A. Station 32 – Santa Maria (1 Vehicle)
 1. Type I (Light Rescue) – 1 vehicle
 2. Type V (Transport) – 1 vehicle
- B. Station 34 – Lompoc (0 Vehicles)
- C. Station 35 – Santa Barbara (10 Vehicles, 2 Polaris RZR's and 3 Trailers)
 1. Type I (Light Rescue) – 4 vehicles
 2. Type II (Heavy Rescue) – 1 vehicle
 3. Type III (Specialized) – 3 vehicles, 1 2-seat Polaris RZR and 1 4-seat Polaris RZR
 4. Type IV (Command) – 2 vehicles
 5. Type V (Transport) – 5 vehicles
 6. Type VI (Trailer) – 3 Trailers
- D. Station 36 – Santa Ynez (3 Vehicles, 1 Polaris RZR and 1 Trailer)
 1. Type I (Light Rescue) – 2 vehicles

2. Type III (Specialized) – 1 vehicle and 1 2-seat Polaris RZR
3. Type V (Transport) – 2 vehicles
4. Type VI (Trailer) – 1 trailer

- E. Station 37 – Cuyama (0 Vehicles)
- F. Station 39 – Carpenteria/Montecito (0 Vehicles)

F.06 Issued Team Equipment

- A. Key
 1. SAR Station 35 (Sheriff's Community Center)
 2. SO (Station 31)
 3. Padlock
- B. Locker and Key (if applicable)
- C. Team jacket (if applicable)
- D. Helmet (if applicable)
- E. Pager and belt case
- F. Patches
 1. Sheriff
 2. Team
- G. SO Identification Card

F.07 Personnel Equipment List

A. Uniform

Rescue Required	Field Required	Rescue & Field Recommended	Base Required
Shirt, Long Sleeve, Orange Uniform 1 each with patches	Shirt, Long Sleeve, Orange Uniform 1 each with patches	Shirt, Long Sleeve & Short Sleeve 1 each with patches	Shirt, Long Sleeve, Orange Uniform 1 each with patches
Pants, Green Uniform 1 each	Pants, Green Uniform 1 each	Pants, Green Uniform and Cargo 1 each	Pants, Green Uniform 1 each
Boots, Mountaineer Type	Boots, Hiking Type		Boots, Hiking Type
Belt	Belt	Belt, Rappel Type	Belt
Hat (Sun)	Hat (Sun)		Hat (Sun)
Socks	Socks	Socks, Wicking & Heavy 1 each	Socks
Jacket, Orange Gortex	Jacket, Orange Gortex		Jacket, Orange Gortex
Parka, Orange		60/40 SAR Mountain Type	
Rain Parka	Rain Parka	Gortex	Rain Parka
Rain Pants or Bibs	Rain Pants or Bibs	Gortex	Rain Pants or Bibs
Gaiters	Gaiters		

B. Pack Items

Rescue Required	Field Required	Rescue & Field Recommended	Base Required
Backpack , Internal Frame	Backpack, Internal Frame		Pack

Rescue Pack, Internal Frame	Day Pack		
Sleeping Bag	Sleeping Bag		Sleeping Bag
Ensolite Pad	Ensolite Pad		Ensolite Pad
Groundcover	Groundcover		Groundcover
Bivouac Shelter	Bivouac Shelter		Bivouac Shelter
Space Blanket/Suit			
Water, 2 qt min	Water, 2 qt min	3-4 qts	Water, 2 qt min
Eating Utensils	Eating Utensils		Eating Utensils
Cook-Kit	Cook-Kit		Cook-Kit
Stove & Fuel	Stove & Fuel		Stove & Fuel
Food Supply, 24 hours	Food Supply, 24 hours	"Energy Type"	Food Supply, 24 hours
Compass	Compass	Altimeter	Compass
Whistle	Whistle	Weatherproof	
Knife	Knife	Multi-Tool	Knife
Scissors		Paramedic style	
Chemical Light Sticks	Chemical Light Sticks		
Flagging Tape (2)	Flagging Tape		Flagging Tape
Matches	Matches	Water/Wind proof	Matches
Fire Starter	Fire Starter		
Toilet Paper	Toilet Paper		Toilet Paper
Parachute Cord 50'	Parachute Cord 50'		
Garbage Bags (2- Large)	Garbage Bags (2- Large)		
Notepad	Notepad		Notepad
Writing Instrument	Writing Instrument		Writing Instrument
Eye Protection Goggles	Eye Protection Goggles	Sunglasses, Clear Glasses	Sunglasses
AAA, USFS	AAA, USFS		AAA, USFS
Leather Gloves	Leather Gloves	Leather and polypro	Leather Gloves and polypro
Flashlight	Flashlight	Extra bulbs & batteries	Flashlight
Headlamp	Headlamp	Extra bulbs & batteries	
Extra Clothes for You	Extra Clothes for You		Extra Clothes for You
Extra Clothes- Subject			

C. Equipment

Rescue Required	Field Required	Rescue & Field Recommended	Base Required

Standard Operating Guidelines

Helmet, White UIAA	Helmet, White UIAA		
Tracking Device	Tracking Device		
Measuring Device	Measuring Device	Small tape measure	
Harness	Harness		
Figure 8 with Ears	Figure 8 with Ears		
Gibbs Ascender			
Pulleys (1)			
Locking Carabiners (6)	Locking Carabiners (2)		
1" x 15 Ft Web (2)			
		Pick Off or Stretcher Strap	
Prusik Loops (2)	Prusik Loops (1)		
Multi-Loop Strap,L		Load Release Strap	

D. Forms

Rescue Required	Field Required	Rescue & Field Recommended	Base Required
Tracking Form	Tracking Form		Tracking Form
Field Interview Form	Field Interview Form		Field Interview Form

E. First Aid Kit

Rescue Required	Field Required	Rescue & Field Recommended	Base Required
Personal First Aid Kit	Personal First Aid Kit		Personal First Aid Kit
		4" X 4" Gauze Pads (4)	
		Band-aids (10)	
		Sunscreen	
		Sam Splint	
		Rubber Gloves (4 pr)	
		Antibiotic Ointment	
		4" Cling Roller Gauze	

		Moleskin	
		1" Adhesive Tape	
		Antiseptic Solution	
		Pain Relief Tablets	
		Tecnu	
		Chap Stick	
		Personal Medications	
		Tweezers	
		Soap Notes	
		Writing Instrument	

F. **Winter** Only required for those participating in winter operations

Rescue Required	Field Required	Rescue & Field Recommended	Base Required
Winter Boots	Winter Boots	Double Plastic	Winter Boots
Wool/Synthetic Socks (2 pr)	Wool/Synthetic Socks (2 pr)		Wool/Synthetic Socks (2 pr)
Thermal Underwear	Thermal Underwear		Thermal Underwear
Full Body Ensolite Pad	Full Body Ensolite Pad	Thermarest	
Balaclava	Balaclava		
Insulated Jacket	Insulated Jacket		Insulated Jacket
Gloves	Gloves	Wool or synthetic	Gloves
Waterproof Mittens	Waterproof Mittens		
Full Knee Gaiters	Full Knee Gaiters		
Crampons	Crampons		
Pile Insulating Layers	Pile Insulating Layers		Pile Insulating Layers
Bouillon, Tea or Soup Mix	Bouillon, Tea or Soup Mix		
Ice Axe	Ice Axe		
Winter Sleeping Bag	Winter Sleeping Bag		Winter Sleeping Bag

Standard Operating Guidelines

4 Season Tent	4 Season Tent		
White Gas Stove	White Gas Stove		
Snow Shovel	Snow Shovel		
Avalanche Beacon	Avalanche Beacon		
Avalanche Probe			

G. Personal Equipment Details

1. Uniform Shirt Orange shirt with insignia as specified in Team Policy.
2. Uniform Pants Team Policy specifies green pants. Loose fitting “BDU” pants with cargo pockets work best in the field.
3. Boots Medium weight hiking or mountaineering boots with uppers that provide protection and ankle support when carrying loads or kicking steps in shale. Vibram™ or lug type soles provide traction. A mountaineering type sole works better when climbing on rock. Certain activities such as river rescue, snow & ice travel or rock climbing may require special foot wear.
4. Belt The obvious purpose is to hold your pants up, and also provides a place to carry accessory equipment such as a folding knife or multi-tool. Many Team members use a Uniform Rappel Belt, which has a V-Ring tie-in point allowing use for an emergency belay or rappel.
5. Socks As necessary to fit your footwear. Two layers are suggested to help prevent blisters. Wool and polypropylene socks keep the feet warm in wet conditions.
6. Uniform Jacket The Team has a limited number of orange, Goretex jacket with liner. Sheriff’s patch on the left shoulder, SBSCAR patch on the right shoulder. This jacket is SO property and issued by the Quartermaster to responding Team members based on seniority.
7. Uniform Parka An orange “mountain parka” style jacket with insignia as specified in Team Policy. The Sierra Designs 60/40 Parka is the model used by most Team members.
8. Rain Gear Survival often depends on staying warm and dry. Rain gear consists of jacket, pants, gaiters and headgear. It needs to be tough enough to stand up to the chaparral and sandstone. Backcountry operations require rain gear that is waterproof and breathable to prevent the wearer from becoming soaked from the outside or the inside. Inexpensive “industrial” rain gear is suitable for roadside work such as for a car over or urban evacuations.
9. Pack Keeps your gear together, ready to go, and for carrying it in the field. Internal frame packs fit better and last longer in cars, Team vehicles and through the brush. They are also less likely to hang up exiting or entering helicopters. Experience has shown that a small pack and a large pack or a large pack and a duffel bag are needed. This allows gear to be sorted for the particular operation depending on how much gear is required. A two-hour rescue requires Team members to move quickly while a backcountry search assignment requires more survival gear. Winter operations may require an even larger pack to carry the added equipment.
10. Sleeping Bag A lightweight bag or space blanket is appropriate during the warmer months and a heavier bag for the winter season. Shelter and sleeping bag are part of the treatment for hypothermia. A synthetic fill bag is less expensive and easier to care for

- than down and will maintain its insulation value even when wet. Down bags will pack smaller and may be lighter but will lose its effectiveness if it gets wet.
11. Ground Pad Provides insulation from the ground for added warmth. Can be used as a splint or padding for a patient. For winter operations a “Sitz” pad can be carried for sitting on at rest stops or for insulating your stove from the snow.
 12. Shelter Sufficient to keep you warm, dry and out of the wind as appropriate for the time of year and the type of activity. This can be a tube tent, bivouac sack, one-person tent or tarp.
 13. Water Two quarts are required, but during the summer, four quarts are more appropriate. Consider a fluid/sugar replacement powder such as Gookinaid, E.R.G., Cyto-Max, Gatorade or any of the other many products. At minimum, have some way to replace lost salt (other than salt tablets). Backcountry water will not be drinkable unless treated or filtered.
 14. Stove/Cup/Spoon Recommended for every field Team, essential during the winter season. A metal cup can be used for cooking.
 15. Food Current requirement is to have food for 24 hours. On most operations you should have high energy, snack type foods can be eaten while traveling to help keep you going. A reserve food and pack stove should be available for potential overnight operations.
 16. Compass A sighting, protractor type compass that will permit accurate bearings and do map plotting.
 17. Knife/Scissors Outdoor survival, rope work and first aid often require a cutting edge. The large paramedic scissors or safety knives are safer around ropes than a knife.
 18. Whistle For attraction of lost persons or emergency signaling. River rescue requires a high intensity, waterproof model.
 19. Trail Tape For marking trails, tracks, evidence or edges of search areas. A long piece can be used as a wind direction indicator at a helicopter landing zone.
 20. Matches/Fire Starter Waterproof matches or any reliable means of starting a fire or lighting a stove. A backup carried in your first aid kit is a good idea. Tinder or candle can be a real help if you are trying to light wet wood in the rain.
 21. Toilet Paper Except for water, a field pack should equip you for 24 hours. Even when operating out of a campground, the outhouse may not have any. Can double as light duty paper towels or tissues.
 22. Nylon Cord Multiple uses from stringing up a tube tent to tying a tag line on an edge pad.
 23. Notebook/Pen/Pencil Record keeping is essential for the Field Team as well as at base. Waterproof notepads are recommended. A pen or pencil is also needed for map work or filling in forms.
 24. Garbage/Trash Bags Large garbage bags can provide an emergency rain shelter for you or a patient. Use one to line your pack to keep your gear dry in the rain. Use it as a clean surface for changing shoes on wet or dirty ground or for gear storage if you need to leave gear behind in a vehicle.
 25. Sunglasses Eye protection from the sun. On snow, side shields are recommended.
 26. Goggles To provide protection when moving through brush or during helicopter operations.
 27. Maps As required for the operation. Map packets are stored in Team vehicles. It is good practice for each member to have at a minimum a AAA map with the grid system marked on it and a USFS map.
 28. Gloves Leather gloves for hand protection in brush, when handling ropes, rappelling or around helicopters. Rappel gloves add extra leather to the palms and fingers for added protection when rappelling or belaying. Examination gloves for handling patients and bodies. Polypropylene gloves will keep your hands warm even when wet.

29. Flashlight Use for map reading, tracking and as a backup to your headlamp. Field Teams should take one of the Team's Pro-Lites for searching and route finding.
30. Headlamp For night travel and operations. Carry spare bulbs, batteries and spare parts as needed.
31. Extra Clothes for the Team Member
32. Jacket A parka, sweater or vest as needed to provide adequate warmth appropriate for the time of year and type of activity. Fleece, bunting and polyester fills are less expensive and easier to care for than down and work better when wet. Down will pack smaller and may be lighter but will lose its effectiveness if it gets wet.
33. Thermal Underwear Thermal tops and bottoms consistent with the time of year and type of activity. Cotton is not acceptable as it will not maintain its insulating value if it gets wet.
34. Headgear Head protection consistent with the time of year and type of activity. Sun can bake the brain and harm the eyes in winter and summer and broad brim hats are encouraged. In cold weather, heat is lost quickly from an uncovered head.
35. Extra Clothes for the Subject The jacket, thermal underwear or other extra clothes carried can also be used for the subject. An alternative is a jumpsuit or jacket and pants made out of space blanket type material, which provides a lightweight means of carrying extra warmth and inexpensive clothing for a victim.
36. Helmet Required by Team Policy and issued by the Team. Members may use their own helmets. Preferred helmet color is white. Helmet for general purpose use must meet the UIAA climbing helmet standard. Kayak/river helmet or a climbing helmet that drains well is required for water operations.
37. Tracking Device A tracking stick is necessary for the Step-By-Step Tracking Method used for training and when the tracking gets difficult. A collapsible hiking stick works well and has multiple uses. A threepiece gun cleaning rod is inexpensive and easy to carry. Adding rubber O-rings allows the user to mark heel and toe positions.
38. Tape Measure A small tape measure able to measure at least 3 feet, primarily for taking the measurements of a footprint for track identification.
39. Harness A rescue type harness that provides adequate support for your body for the extended sitting that may be encountered during a high-angle rescue. Wide padding at the waist provides lower back support on low-angle stretcher evacuations. Climbing harnesses may be suitable depending on the width of the webbing. Padded harness increases comfort although will add weight and bulk.
40. Webbing Fifteen foot lengths of one-inch tubular web or flat webbing. Mark the end of the web with your initials and date placed in service.
41. Prusik Loops Team lengths for an 8 mm Prusik cord are 57 in and 70 inches. If only one loop is carried for a self-belay on a rappel or handline, the 70 inch length is recommended.
42. Descender An aluminum Figure 8 Descender with ears.
43. Carabiners Locking, aluminum carabiners.
44. Ascenders Gibbs 1/2-inch ascenders. Forged cam, aluminum shell recommended.
45. Pulley Two-inch rescue pulley, Russ Anderson, CMC Rescue, RA/SMC or equivalent.
46. Personal First Aid Kit This is a personal first aid kit. You should have your own Band-Aids, aspirin, blister care, chapstick, sunscreen, personal medications and other items to maintain yourself in the field. See Appendix J for details.

APPENDIX G VEHICLE ACCIDENT REPORTING PROCEDURE

G.01 What to do in case of an accident

County of Santa Barbara documentation and reporting instructions for vehicle accidents involving County vehicles.

- A. Determine if anyone is injured.
- B. Do not move your vehicle unless:
 - 1. The accident is minor and traffic is heavy
 - 2. Your vehicle represents a serious hazard to vehicles
- C. Set flares or other warning devices.
- D. If the accident occurs within Santa Barbara County, notify the SBC SO dispatcher and request a Law Enforcement Officer respond to the accident scene to complete an accident investigation.
- E. If the accident occurs outside of Santa Barbara County, telephone the local Police or SO and request a Law Enforcement Officer respond to the accident scene to complete an accident investigation.
- F. Be sure to obtain the name, address, telephone number, vehicle license plate number, vehicle identification number, vehicle description and insurance information from the other party(ies) involved. Also obtain names, addresses and telephone numbers of all witnesses.
- G. Do not discuss the accident with anyone except:
 - 1. The investigating officer
 - 2. SBC Insurance adjuster
 - 3. Your immediate supervisor
- H. Do not admit responsibility/liability for the accident.
- I. Sign nothing except the Accident Report and citation if necessary.
- J. Complete the "County of Santa Barbara Vehicle Accident Form" (GSD/RM-56) by the end of the workday and take it to your supervisor. This form may be obtained from Vehicle Operations: Santa Barbara: (805) 681-5571 Lompoc: (805) 735-7039 Santa Maria: (805) 934-6120
- K. Report INJURY ACCIDENTS by phone to Risk Management at (805) 884-6860. The Department is to submit the County of Santa Barbara Vehicle Accident form and accident report to Risk Management at 114 East Haley Suite A, Santa Barbara, CA 93101:
 - 1. immediately if accident involves a serious personal injury
 - 2. within 24 hours in cases of minor (all other) accidents
 - 3. on the first working day after a weekend or holiday

G.02 Insurance Coverage

- A. The County is self-insured as described under Motor Vehicle Code Section #16021 and #16051. Law enforcement agencies should be aware that all Santa Barbara County Vehicles with "E" plates are covered in this manner.
- B. Other drivers/property owners who may want to file a claim with the County as a result of an accident should contact General Services/Risk Management at (805) 884-6860.

G.03 If the vehicle is disabled

A. Telephone Vehicle Operations for assistance /instructions

Santa Barbara: (805) 681-5571

Lompoc: (805) 735-7039

Santa Maria: (805) 934-6120

B. After hours or on weekends telephone the Santa Barbara County Sheriff's dispatcher:

Santa Barbara: (805) 681-4100

Lompoc: (805) 737-7737

Santa Maria: (805) 934-6150

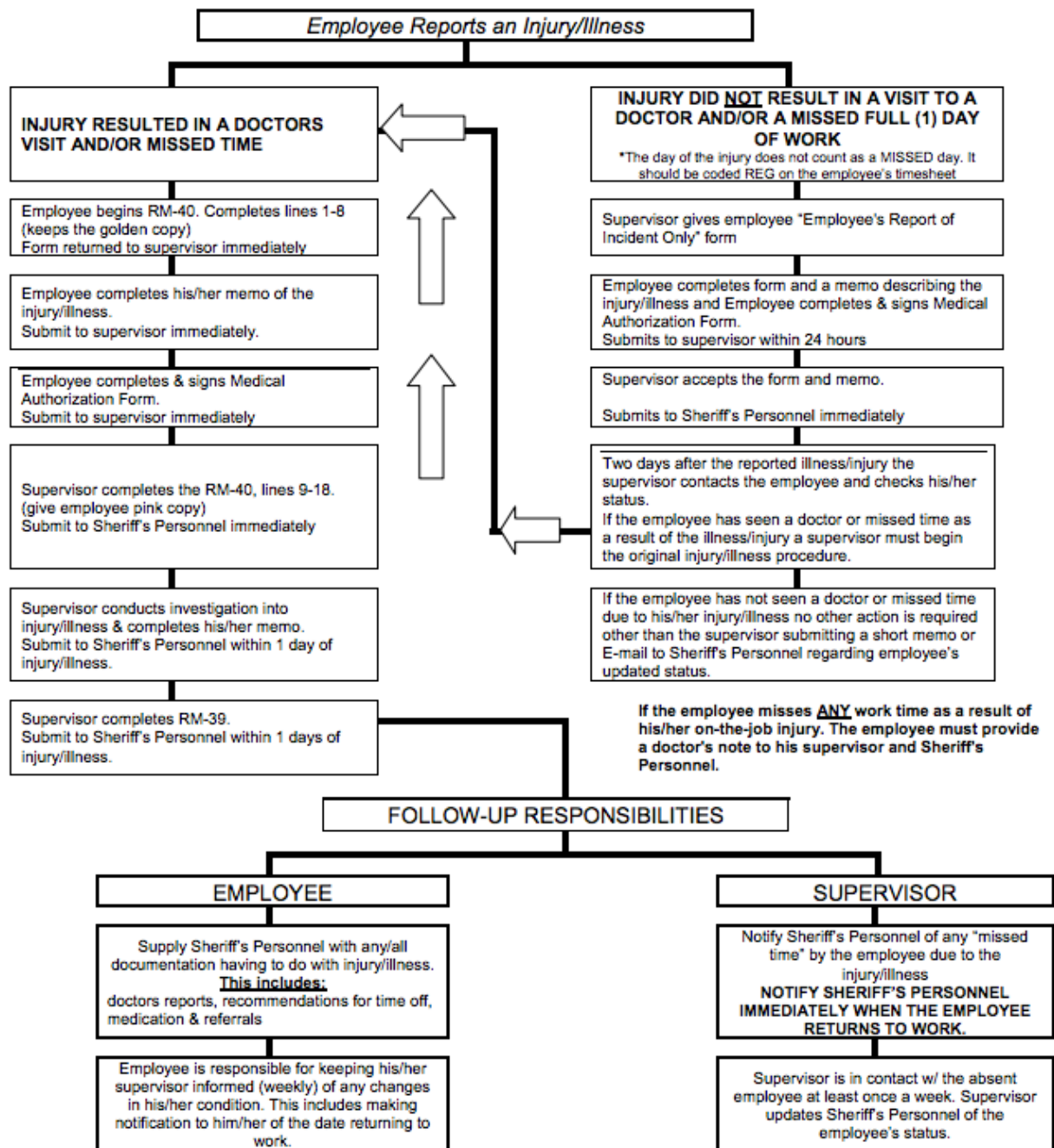
C. Out-of-county only:

1. Repairs under \$100.00 (one hundred dollars) required to permit safe travel home may be charged on Departmental MasterCard or paid out-of-pocket for reimbursement. Itemized Billings must be submitted to Vehicle Operations regardless of method of payment.
2. If repair estimate is \$100.00 (one hundred dollars) or more, telephone Vehicle Operations for instructions – do not proceed with repairs over \$100.00 (one hundred dollars) unless authorized to do so.

G.04 Forms

The Santa Barbara County Search & Rescue [Vehicle Damage Report form](#) can be accessed on the SBCSAR Google Drive under the [Administration/Policy](#) folder.

APPENDIX H PERSONAL INJURY INFORMATION



NOTE: Upon completing an Infectious Materials Exposure Report the original should be submitted to Sheriff's Personnel immediately (along with the necessary claim forms).

- A. RM-40 Employee's Claim for Workers' Compensation Benefits (State Form).
- B. RM-39 Supervisor's Report on Employee's Workers' Compensation Claim

Injured on the Job? Need Medical Attention? Where Should you Go?

Go to one of the following medical providers listed below for your work related injury/illness:

Santa Barbara	Santa Barbara Industrial Medical Group 4850 Hollister Avenue Santa Barbara CA 93111 (805) 681-9913 Monday-Friday, 8:30 AM-5:30 PM
Carpinteria	Sansum-Santa Barbara Medical Foundation Clinic-Urgent Care 4806 Carpinteria Avenue Carpinteria CA 93013 (805) 566-5000 Monday-Friday, 8:00 AM-6:00 PM, Saturday-Sunday, 9:00 AM-2:00 PM
Santa Maria	Central Coast Urgent Care Center 340 East Betteravia Road Suite C Santa Maria CA 93454 (805) 922-0561 Monday-Friday, 8:00 AM-8:00 PM, Sat-Sun. & Holidays, 9:00 AM-5:00 PM
Lompoc	Valley Medical Group of Lompoc 135 North Third Street Lompoc, CA 93436 (805) 736-1253 Monday-Friday, 8:00 AM-12:00 Noon and 2:00 PM-5:00 PM, Saturday Urgent Care, 9:00 AM-Noon Office of Risk Management 114 East Haley Street, Suite A Santa Barbara, CA 93101 Phone: 805-884-6860 Fax: 805-884-6861

If you require medical attention after regular clinic business hours, go to the closest emergency medical facility.

APPENDIX I PAGER POLICY

I.01 Sheriff's Office Pagers

Pagers are issued with Board approval - to Trainee and Regular Members. Pagers shall be retained in a safe and protected location while SBCSAR Members are in the field. Members are liable for any and all damages to the pager and its accessories as specified in SBCSAR Policy and below.

I.02 SBCSAR Academy Graduates

Once a Probationary Member has successfully completed the SBCSAR Academy the SBCSAR Academy Leader shall contact the SBCSAR Personnel Officer. The Personnel Officer makes the recommendation to the Board. Upon Board approval, and an existing SBCSAR pager becomes available it will be assigned, in coordination with SBSO Special Services, to the Trainee Member.

- A. In the event one is not available the SBSO SAR Manager will be notified. The manager will arrange for a new pager and will contact the SBCSAR Personnel Officer when the pager and assigned pager number(s) is/are available.
- B. The Personnel Officer will be responsible for contacting the SBSOs Web Master/Pager Programmer to have "SAR All" programmed into the pager and to inform Internet paging site personnel.

I.03 Pagers that need repair

SBCSAR members are to contact the SBCSAR Personnel Officer to make arrangements for return of the damaged pager and for a replacement pager. The Personnel Officer will be responsible for having any repaired or replacement pager properly programmed by the SBSO SAR Manager.

I.04 Return of pagers

The Personnel Officer shall collect the pager from a terminating or change of status to associate member and return it to Special Services. Should any problems arise during the attempt to have the pager returned, the SBSO SAR Manager will be notified.

I.05 SBCSAR Leader Group Pages

SBCSAR IC Committee will first approve any additions, deletions or corrections to individual SBCSAR pagers. Once approved, members shall make an appointment with the Web Master for the reprogramming required.

I.06 Lost/Damaged Pagers

A lost or damaged pager due to the negligence of the SBCSAR member is to be paid for by that member as specified in SBCSAR Policy § 4.06.

APPENDIX J MEDICAL INFORMATION

J.01 Santa Barbara County Emergency Medical Technician – (EMT-I) Protocols

http://www.sbcphd.org/ems/pp_medical_cntl.html

J.02 Santa Barbara County Wilderness EMT Protocols

TBD

J.03 Hasty Med Pack

Scope: Provide stabilization and assessment capabilities for a Field Team

Required: Each Field Team

Contents:

Qty	Stock Medical Item	Description
1	C-Collar adjustable	stifNeck
1	Sam Splint	36"
1	Sterile Dressing	8"x10"
2	Biohazard Bags	Red
1	Pocket Mask	Adult
2	Sterile Roller Gazes	4"
10	Sheer Strip Band Aids	1"
1	Elastic(ACE) Bandage	4"
2	Triangular Bandages	40"x40"x56"
10	Sterile Dressings	4"X4"
1	Jack Frost Ice Packs	Small
1	Light Stick	Reusable
1	Tape	Waterproof
1	Splinter Forceps	4.5"
1	EMT Shears	Regular
1	Oral Airway	Kit
1	Penlight	Non-Reusable
1	Stethoscope	Single Hose
4	Latex Gloves	Large
1	BP Cuff	Adult
5	Vionex Hand Wipes	Packet
2	Pencils	Mechanical
1	Space Sleeping Bag	Non-Reusable
1	Syringe W/Catheter	60cc
4	Safety Pins	Large
1	Glucose	25grams
8	Providence Iodine Swabsticks	Packet
4	Neosporin Foil Packs	Packet
1	Electrolite Replacement Drink	1 Qt Packet
4	Benadryl 25mg	Packet

4	Tylenol 500mg	Packet
4	Ibuprofen	Packet
4	Immodium A-D	Packet
4	Sudafed	Packet
4	Medical Evaluation forms	Small
4	Pepto Bismol Tabs	Packet
4	Bayer Aspirin	Packet
1	Inventory Tag	Team
4	Heavy duty bags	Sandwich
1	Rescue Medi-Pack	Harper

J.04 Oxygen (O₂) Pack

Scope: Provide oxygen for a patient

Required: As Requested

Contents:

Qty	Description
1	Omega D-Sleeve Red
1	Liter Flow Regulator
1	BVM Adult
1	Nasal Cannulas Adult
1	Non Rebreather Mask Adult
1	Pocket Mask W/O ₂ inlet
4pr	BSI Gloves

J.05 Base First Aid Kit / Public Relations Med Pack

Scope: Provide Base Support (Not to be taken in the Field)

Required: As Needed

Contents: TBD

J.06 Burn Kit

Scope: Provide for burn patient stabilization

Required: As Needed

SAR Facility Contents:

Qty	Item	Description
2	Sodium Chloride	250 cc
1	Eve Wash	4 oz
4	Burn Towels	Disposable
1	Polymer Cloth	
1	Burn Sheet	
1	Ace Bandage	4"
2	Dressing Face	
5	Gel Burn Dressing	4" X 4"

Standard Operating Guidelines

1	Latex Gloves	Adult
1	Roller Gauze	4.5" X 4 yds
7	Vaseline Gauze	4" X 4"
1	Gel Burn Dressing	8" X 4"
1	Sterile Dressing	3" X 3"
1	Sterile Dressing	12" X 6"
10	Sterile Dressing	4" X 4"
1	Sterile Dressing	2" X 2"
1	Burn Card	Instructions

Station 34 Contents:

Qty	Item	Description
2	Sodium Chloride	250 cc
1	Eve Wash	4 oz
3	Burn Towels	Disposable
1	Polymer Cloth	
1	Burn Sheet	
1	Ace Bandage	4"
2	Dressing Face	
2	Gel Burn Dressing	4" X 4"
1	Latex Gloves	Adult
1	Roller Gauze	4.5" X 4 yds
7	Vaseline Gauze	4" X 4"
0	Gel Burn Dressing	8" X 4"
1	Sterile Dressing	3" X 3"
1	Sterile Dressing	12" X 6"
0	Sterile Dressing	4" X 4"
1	Sterile Dressing	2" X 2"
1	Burn Card	Instructions

J.07 Training Med Pack

Scope: Provide materials for Training purposes only. Items in this pack are not sterile.

Required: For Training purposes only

Contents:

Qty	Stock Medical Item	Description
1	C-Collar adjustable	stifNeck
1	Sam Splint	36"
1	Sterile Dressing	8"x10"
2	Biohazard Bags	Red
1	Pocket Mask	Adult
2	Sterile Roller Gazes	4"
10	Sheer Strip Band Aids	1"
1	Elastic(ACE) Bandage	4"

2	Triangular Bandages	40"x40"x56"
10	Sterile Dressings	4"X4"
1	Jack Frost Ice Packs	Small
1	Light Stick	Reusable
1	Tape	Waterproof
1	Splinter Forceps	4.5"
1	EMT Shears	Regular
1	Oral Airway	Kit
1	Penlight	Non-Reusable
1	Stethoscope	Single Hose
4	Latex Gloves	Large
1	BP Cuff	Adult
5	Vionex Hand Wipes	Packet
2	Pencils	Mechanical
1	Space Sleeping Bag	Non-Reusable
1	Syringe W/Catheter	60cc
4	Safety Pins	Large
1	Glucose	25grams
8	Providence Iodine Swabsticks	Packet
4	Neosporin Foil Packs	Packet
1	Electrolite Replacement Drink	1 Qt Packet
4	Benadryl 25mg	Packet
4	Tylenol 500mg	Packet
4	Ibuprofen	Packet
4	Immodium A-D	Packet
4	Sudafed	Packet
4	Medical Evaluation forms	Small
4	Pepto Bismol Tabs	Packet
4	Bayer Aspirin	Packet
1	Inventory Tag	Team
4	Heavy duty bags	Sandwich
1	Rescue Medi-Pack	Harper

J.08 Personal First Aid Kit

Scope: Provide Team member a guideline of items to be carried in their pack

Required: For individual Team member

Contents:

Band Aids	Ace Bandage
Blister Rx	Tecnu or other Poison Oak Rx
Headache Rx	Personal medications
Sunscreen	Other as required
Chapstick	

APPENDIX K ROPE RESCUE KITS**K.01 600 Foot Rope Kit ($\frac{1}{2}$ " Rope)**

Quantity	Item
600 feet	$\frac{1}{2}$ " Rope
1	Rope Bag

K.02 300 Foot Rope Kit ($\frac{1}{2}$ " Rope)

Quantity	Item
300 feet	$\frac{1}{2}$ " Rope
1	Large Rescue Multiloop Strap (Orange)
1	Medium Rescue Multiloop Strap (Yellow)
1	Large Rescue Runner
1	Brake Bar with Tie-off
8	Locking Steel Carabiners
3	Large Locking Steel Carabiners
1	Non-Locking Aluminum Carabiner
1	Gibbs Ascender with Extended Loop
2	57" Prusik
2	70" Prusik
1	2" Prusik Minding Pulley
1	2" Standard Pulley
1	Anchor Plate
2	Vehicle Anchor Straps
3	1" X 15' Web (Orange)
1	Edge Guard
1	Rope Bag (Red)
1	Rope Bag (Red)

K.03 200 Foot Rope Kit ($\frac{7}{16}$ " Rope)

Quantity	Item
200 feet	$\frac{7}{16}$ " Rope
1	Large Rescue Multiloop Strap (Orange)
1	Medium Rescue Multiloop Strap (Yellow)
1	Large Rescue Runner (Blue)
1	Brake Bar with Tie-off
8	Locking Aluminum Carabiners
1	Non-Locking Aluminum Carabiner
1	Gibbs Ascender with Extended Loop
2	57" Prusik
2	70" Prusik
1	2" Prusik Minding Pulley
1	2" Standard Pulley
1	Edge Guard
2	Vehicle Anchor Straps
3	1" X 15' Web (Orange)
1	Rope Bag (Blue)
1	Rope Bag (Blue)

K.04 200 Foot Rope Kit ($\frac{3}{8}$ " Rope – Not to be used in technical systems)

Quantity	Item
200 feet	$\frac{3}{8}$ " Personal Safety Rope
4	57" 7mm Prusik
1	Rope Bag (Orange)

K.05 165 Foot Rope Kit (11mm Dynamic Rope For Lead Climb Only)

Quantity	Item
165 feet	11 mm Rope
1	Rope Bag (Orange)

K.06 100 Foot Rope Kit ($\frac{7}{16}$ " Rope)

Quantity	Item
100 feet	$\frac{7}{16}$ " Rope
1	Rope Bag (Yellow)

K.07 PSR Rope Kit ($\frac{3}{8}$ " Personal Safety Rope)

Quantity	Item
200 feet	$\frac{3}{8}$ " Rope
4 each	6 mm 57" Prusiks
1 each	Aluminum Locking Carabiner
1 each	Rope Bag

K.08 Webbing

TBD

K.09 Anchor Systems

TBD

APPENDIX L MEDIA RELATIONS POLICY

SHERIFF'S DEPARTMENT Santa Barbara County

General Order 80-5 (Revised 1/25/01)

To: All Personnel

From: Sheriff Jim Thomas

Date: January 25, 2001

Subject: MEDIA RELATIONS POLICY (REVISED)

The purpose of this policy is to create a professional relationship between employees of this Department and representatives of the print and broadcast media. It also serves to assist the media in getting timely news information from the SBSO, while providing both the media and our deputies with a basic outline of releasable information.

Policy Statement: The policy of the Santa Barbara County Sheriff's Department is to cooperate fully and impartially with authorized news media representatives. Members of the Department will release and disseminate public information to the media as long as the information does not unduly interfere with the mission of the Department, the exercise of individual constitutional protection, or does not violate the law.

Legal /Historical Perspective: The First Amendment to the U.S. Constitution reads, in part, "Congress shall make no law...abridging the freedom of speech, or of the press..." *J. Higgenbotham describes the first amendment as written to guarantee that the freedom of speech and of the press would contribute to an informed electorate and competent government.*

The Sixth Amendment states, "In all criminal prosecutions, the accused shall enjoy their right to a speedy and public trial, by an impartial jury of the state and district wherein the crime shall have been committed..." *The amendment guarantees the rights of individuals to a fair and impartial trial.*

The Fourteenth Amendment declares, "No state shall make or enforce any laws which shall abridge the privilegesof citizens; nor shall any State deprive any person of life, liberty, or property, without due process of the law; nor deny to any person within its jurisdiction the equal protection of the laws..."

The argument is often presented by the media that by restricting it from crime scenes or areas of disaster or catastrophe it is being deprived of privileges unduly.

An effective policy should balance the three constitutional amendments and ensure that the "presence and actions of the media do not hinder, interfere, or jeopardize the safe and effective accomplishment of our mission." The deputy sheriff would be wise to acknowledge that the media does not have a constitutional right to special access to information which is not available to the general public.

NEWS CONFERENCE: No member of this Department shall call a news conference without the express consent of the Sheriff.

CODE 20 (BREAKING STORY): A Code 20 is an event that requires ***immediate*** notification of the media.

The shift supervisor shall take immediate steps to notify the media by use of the Code 20 paging system. The Public Information Officer (PIO) shall be contacted and advised the nature of the Code 20. The ranking deputy at the scene of a Code 20 can request the PIO to respond to the

scene if deemed necessary. In the absence of the PIO, the ranking deputy at the scene shall assume the responsibility of a PIO.

Process for activation of a Code 20 will be done through the Department's in-house alphanumeric paging system. The Code 20 message sent should be brief and to the point. The message should also refer to the Sheriff's Newslane for a more detailed statement.

SHERIFF'S NEWSLINE: The Sheriff's Newslane is the internal tool used to report significant daily activity from each of the Sheriff's stations. The Newslane is used by staff members as well as the media to be informed of what law enforcement activities are occurring in the County at any given time. The patrol supervisor at each station is responsible for updating the Newslane for his/her shift. The Sheriff's Newslane is also a tool used to report and promote Department activities. The PIO will have the responsibility to monitor the Newslane and to keep the messages current.

ROLE OF THE PUBLIC INFORMATION OFFICER: The PIO has the authority to speak on behalf of the Sheriff on all matters involving the agency. The PIO ensures the timely and adequate release and dissemination of factual information to the public as prescribed in the PURPOSE statement. The PIO consults and advises the Sheriff on significant issues. The PIO is responsible for arranging media interviews and news conferences, responding to major incidents to both support Department personnel and assist news media, and assisting Department personnel in interpreting media policy. The PIO is responsible for training department personnel, regarding media issues. Lastly, the PIO is responsible for registering and providing press passes to the media.

Certain types of information are released ONLY by the PIO or the Sheriff; i.e., information relating to internal affairs investigations, officer-involved shootings, pending civil matters, statements that are operationally or politically sensitive, and disciplinary matters involving Department employees. The PIO ensures statistical information is correct before its release.

DAILY ACTIVITY LOGS: Daily activity logs generated through the Sheriff's Records Management System (RMS) shall be released to the public upon request. This information includes times, substance, and location of all complaints or requests for assistance that were not issued a case number. For calls for complaints that resulted in a case number being issued, use, "incident reports - incident summary". (Use STAC in RMS to obtain a daily activity log.)

(Government Code 6254(f))

Caution: Name and addresses of victims defined by Section 293(a) of the Penal Code may not be released to the public. These names and addresses shall be "blacked out" prior to the release of the information.

INVESTIGATIVE INFORMATION: The following information should be released to the media in criminal matters *(Government Code 6254(f) requires the release of the following information to the public.):*

- A. The arrested person's name, age, sex, residence, employment, marital status, and
- B. Biographical information. (The identity of a suspect will not be released prior to arrest, unless it will aid in the apprehension of the suspect or prevent harm to the public).
 - 1. The substance of text of the charge, complaint, indictment, or information;
 - 2. The amount of bail and location held;
 - 3. Circumstances leading to the arrest, including time and place of arrest, resistance, pursuit, possession and use of weapons, and description of items seized at the time of the arrest;
 - 4. Type of force used against the victim and extent of injuries to the victim or assailant;

Standard Operating Guidelines

5. Age and sex of the victim (no name) and general location (no address) when rape or sex offenses are involved; and
6. Information, which may assist in the investigation, such as lookouts for persons or vehicles.

CAUTION: The following information should be kept confidential:

- A. The name of a victim of any crime defined by Section 261, 264, 264.1, 273a, 273d, 286, 288, 288a, 289, 422.6, 422.7, or 422.75 of the Penal Code may be withheld at the victim's request or at the request of the victim's parents or guardian if the victim is a minor. (Penal Code Section 293(a) and SBSO General Order 89-3)
- B. The identity of any juvenile arrested, investigated, or contacted. Only a presiding judge of juvenile court can release information. (Welfare and Institutions Code Section 827.)
- C. Observations about a defendant's prior criminal record, character, or reputation;
- D. Statements, admissions, confessions or alibis attributable to a defendant, or the refusal or failure of the accused to submit to an examination or test;
- E. Results of any examination or tests, or refusal or failure of the accused to submit to an examination or test;
- F. Statements concerning the identity, anticipated testimony, and/or or credibility of prospective witnesses;
- G. Opinions regarding guilt or innocence of the accused and/or possibility of a plea bargain;
- H. Information received from other law enforcement agencies without prior concurrence to release such; and
- I. Personnel records of members of the Department.

The employee will keep in mind that the information disseminated to the public shall not infringe on the defendant's right to receive a fair trial.

SPECIAL THREAT SITUATIONS: A special threat situation is a circumstance involving a sniper, a barricaded suspect with or without hostages, or any terrorist activity. Deputies shall refrain from making public statements at the scene of special threats. Only the PIO or the on-scene commander will release information at the scene. The on-scene commander of a special threat situation will ensure that an area is designated for the media. The media area will be outside **both** the inner perimeter (the area closest to the suspect) and the outer perimeter (the area of containment farthest from the threat). (*SBSO General Order 87-3*) The following guidelines apply to special threats:

- A. The media should be treated courteously and professionally;
- B. The media will not be allowed access to any area which may cause evidence to be destroyed, altered, damaged, or otherwise prejudiced by its existence in being published or portrayed;
- C. Only the on-scene commander may grant exceptions;
- D. The media will be notified of special circumstances which may jeopardize their safety, such as the presence of chemicals, explosives, gunfire, etc.; and
- E. In prolonged situations, the principal negotiator may speak with reporters; however, the hostage-taker or terrorist will not have messages broadcast unless granted exception by the

Sheriff or his designee.

CAUTION: The following will not be released:

- A. Identity of the perpetrator or the terrorist group involved;
- B. Details of the terrorist act;
- C. Details of the tactical operations or techniques used by the deputies; and
- D. The use of special weapons and equipment.

Disaster: A disaster is defined as an unplanned or unexpected situation involving substantial damage to property and/or loss of life. Usually the disaster will cause substantial inconvenience and disruption to the public service and normal routines in life. The disaster scene should be handled as follows:

- A. Disaster and accident scenes may be closed to the public pursuant to law; however, the media is exempt from this restriction. As soon as a disaster or accident is identified and secured, authorized media shall be permitted access to the affected area. They must be advised of any existing danger (Penal Code Section 409.5(d));
- B. If the disaster is a crime scene, it will be closed to all unauthorized persons, including the news media;
 - 1. If the disaster requires any special response from the Department, the deputy will treat the situation as a tactical operation and will not allow release of information relative to the techniques used to manage the disaster;
 - 2. The Department will comply with the established County of Santa Barbara Emergency Management System. When a County emergency is declared, the County Administrative Officer is designated as the coordinator and manager of the Emergency Operations Center. The emergency Public Information System will be activated which draws upon several county and city Public Information Officers to release information to the public in a controlled responsible manner;
 - 3. If fire, medical, or emergency relief is required, the media will not be allowed into areas where their safety or the investigation is compromised; and
 - 4. The media will not be prevented from access to any area solely because of the possibility of injury or death. If this is the only consideration, the media should be advised of the danger and allowed to make the decision to enter on their own volition.

MEDIA PARTICIPATION IN LAW ENFORCEMENT ACTIVITIES:

Media requests to accompany and document law enforcement personnel in the performance of their duties should be discouraged in order to protect the constitutional rights of citizens and to protect the department from civil liability. Due to the fourth amendment restrictions regarding private property access to non-law enforcement persons, the media will not be allowed to accompany law enforcement personnel onto private property during the execution of search or arrest warrants or other related duties in which the resident has not given explicit and valid consent to media access. In instances in which law enforcement personnel are performing their duties exclusively on public property (i.e., marijuana fields in the Los Padres National Forest) the fourth amendment restrictions do not apply and media participation may be permitted at the supervisor's discretion.

INTERDEPARTMENTAL MATTERS:

Pertaining to the internal operations of the Department, including policy issues, civil lawsuits, criminal behavior of employees, and/or suspected improprieties of employees. The media shall be denied access to the contents of reports and records when the release of such information would:

- A. Interfere with law enforcement proceedings, including pending investigations;
- B. Deprive a person of the right to a fair trial or an impartial adjudication or give one party to a controversy an undue advantage by exclusion of access to such information;
- C. Constitute an unwarranted invasion of the personal privacy rights of another person;
- D. Reveal the identity of an individual who has furnished information to the Department under confidential circumstances;
 - 1. Disclose investigative techniques and procedures, thereby impairing future effectiveness of the Department; and/or
 - 2. Endanger the life or physical safety of any person.