



# **SKI PATROL MANUAL**

This manual is dedicated to the members that spend countless hours to become proficient in all aspects of this very unique work that we call ski patrol.



## **SKI BLUEWOOD Ski Patrol Manual**

### **Introduction**

The purpose of this manual is to give the Bluewood Ski Patroller a clear outline of our policies and procedures. It is the responsibility of every patroller to become familiar with this manual. The National Ski Patrol standard will be used in areas and issues that this manual does not address.

This is only a guideline; we primarily depend on your good judgment and skill as a ski patrol member. As a member of the ski patrol you have the opportunity to do the most challenging work any ski area has to offer.

You are a member of a select group. Conduct yourself accordingly.

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	2012



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### **1. PATROL MEMBERS**

#### **1.1 PREREQUISITES**

Patrol members must hold a current Outdoor Emergency Care (OEC) and/or a Washington State (EMT or Paramedic) certification, and/or Nursing License with Trauma Certification or Training with a copy on file with the Patrol Director.

Patrol members must commit to patrol a minimum of 10 days through the ski season.

Patrollers must be available for duty at 8:00 am and stay until the mountain is clear after closure.

Each member must train and be competent in chair and self-evacuation procedures and attend yearly training before patrolling. Any member that is unable to attend the training will need to have written or verbal permission to patrol from the Patrol Director and make up the training at a later date.

Each patroller must complete the yearly on-snow Bluewood Ski Patrol refresher checklist.

Patrol members must supply their own first-aid patrol vest. This must be worn at all times while on duty.

Patrollers must show the physical stamina required for sled handling and work in foul weather.

Patrollers must have the ability to maintain a clear head in emergency situations.

Each member must be a competent skier and be able to ski in all conditions and all terrain.

Patrol members must show a willingness to learn and to accept direction from supervisors.

Patrol members must be eighteen (18) years of age or older.

#### **1.2 RESPONSIBILITIES**

##### **Medical Training**

It is the sole responsibility of the patroller to obtain and maintain their own Outdoor Emergency Care and/or Washington State EMT/Paramedic certification(s) or Nursing License. Washington State certified medical personnel need to be proficient with Columbia County EMS protocols and be signed off as such. Nurses need to complete a Trauma course such as Pre-Hospital Trauma Life Support (PHTLS) or obtain trauma training from the Bluewood Ski Patrol and demonstrate the ability to proficiently treat traumatic injuries.



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### **Training**

Each patroller must complete all patroller check-off forms with the Patrol Director or Assistant Director. Patrollers are expected to participate in regular schedule trainings throughout the season.

### **Emergency Medical Care**

Administer emergency medical care and transportation of patients according to Bluewood Ski Patrol standards, OEC, and State of Washington/Columbia County EMS protocols.

### **Mountain Closure**

Carry out mountain closure procedures and know sweep routes. Conscientiously clear area of skiers at day's end. No patrol member is allowed to end the shift until the mountain closure is completed and the rental shop and office are clear unless previously given permission by the Patrol Director, Assistant Director or Hill Boss.

### **Safety**

Hill safety is the responsibility of all patrollers. Keep signs, bamboo, fencing, and boundary rope in good order. Recognize and correct or mark hazardous conditions. Side-slip and shovel when needed. Carry out assigned duties. Enforce the policies, rules and regulations of the mountain as stated in the Ski Bluewood Employee Handbook, Ski Patrol Manual, Skier Responsibility Code of Conduct and the Washington State Administrative Code (WAC) with guests and employees. Try to prevent problems before they occur by emphasizing the skier responsibility code. Actively warn or, as a last resort, remove reckless and dangerous skiers. Act professional at all times. Avoid being abusive or using foul language. Call for assistance from other patrol members and mountain manager if a problem arises.

### **Avalanche Control**

Carry out avalanche control work. Understand the basic principles of avalanche control, ski cutting, rope belay, the use of avalanche transceivers and basic safety procedures. Understand avalanche control guidelines and pursue training available through National Ski Patrol and Bluewood Ski Patrol or outside courses.

### **Avalanche Rescue**

Be familiar with avalanche rescue procedures and know the locations of search and rescue equipment. We encourage you to take additional avalanche rescue courses, through National Ski Patrol or other agencies. Understand avalanche rescue guidelines and pursue training available through National Ski Patrol basic avalanche course and Patch advanced course.

### **Radio Procedures**

Be familiar with proper patrol dispatch and radio procedures. Use plain English and avoid using 10-codes. While an emergency incident is in progress radio traffic should be limited to emergency traffic only. Other mountain operations may be requested to switch to another channel or frequency. If necessary ski patrol can declare "Emergency Traffic Only" over the radio to clear the frequency of non-emergency radio traffic.

### **Equipment**

Check and maintain all patrol equipment. Report and/or correct any repairs needed or malfunctions noted.



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### **Search and Rescue**

Understand search and rescue procedures. Help conduct in-area search when necessary. Be familiar with out-of-area search plan. Search and Rescue guidelines and procedures are available in section 3.15 of this manual.

### **Chair Evacuation**

Yearly training in chair evacuation and self-evacuation. Be familiar with all evacuation procedures. Know the location of all evacuation equipment and carry your self-evacuation equipment with you at all times while on duty.

### **Documentation**

Fill out all accident report forms completely, correctly and legibly. Be aware of the need for additional documentation and recognize “red flag” situations. Be familiar with the SOAP (Subjective, Objective, Assessment, Plan) report writing format. See attachment in appendix.

### **Public Relations**

Provide assistance and advice in a friendly manner. Project a courteous, competent, professional image. Be calm and tactful in all situations.

### **Communications**

The radio is an important tool and is to be used only for transmissions appropriate to patrol. Respect this tool and the responsibility that goes along with it.

The ski patrol has priority in emergency situations.

Keep radios out of the weather when possible. A list of radio call numbers will be provided to you. Call numbers starting with “4” are paid patrollers, numbers starting with “3” are volunteers, numbers starting with “2” are lift and maintenance, numbers starting with “1” are managers, and numbers starting with “5” are ski school employees. Patrol Trainees may be designated with a PT for Patrol Trainee followed by a number in order starting from 1. Patrol Trainee numbers are reassigned and start over every season. (i.e. the first Patrol Trainee of the year would be PT1.)

Put all radios in the charge stands at the end of the day and turn to the “off” position.

Remember that we are not the only business using this frequency. What you say is being heard by several hundred people up to several hundred miles away. Use the utmost caution when talking about accidents, deaths, or maintenance problems. Speak clearly and concisely, and keep conversations to a minimum. Use plain and basic English when communicating over the radio.

The Bluewood Ski Patrol has gained authorization from various agencies and organizations to utilize inter-agency operations frequencies such as REDNET, OSCCR, HEAR, SAR and Columbia County Fire District 3 primary dispatch frequency. These channels should only be used when dealing with an emergency situation and when required to help coordinate information and resources with other agencies.





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### **1.3 TRAINEE REQUIREMENTS**

Commit to patrol a minimum of 10 days through the ski season. Additional work days maybe required to earn a vest.

Trainees must be available for duty at 8:00 am and stay through until the mountain is clear after closure.

Must obtain an OEC and/or Washington State EMT/Paramedic or certification or a Nursing License to become a full patrol member.

Complete the entire trainee checklist before becoming a full patrol member.

Trainees must show a maturity level and willingness to learn.

Trainees cannot wear any identifying cross or patrol jacket until they become a full patrol member.

Trainees cannot do any unsupervised emergency medical treatment.

Trainees must have supervision with all toboggan training.

### **1.4 BENEFITS**

For a complete list of patrol member benefits please refer to the Schedule of Employee Benefits in the Ski Bluewood Employee Handbook.

### **1.5 REGULATIONS**

All patrol members are employed by Ski Bluewood and will follow the regulations contained in the employee handbook.

All patrol members are required to adhere to the patrol prerequisites and guidelines stated within this manual.

## **2. RULES AND POLICIES**

### **2.1 APEARANCE**

Clean appearance is required on the ski patrol. Come to patrol clean and with hair neatly trimmed. Men, beards and mustaches need to be neatly trimmed. Patrollers need to also follow the appearance policies of the employee handbook.



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### **2.2 UNIFORMS**

Patrol members will wear a black patrol vest. Patrol members who were originally coated with a red and black patrol vest are grandfathered and may continue to wear a red or black patrol vest. Black fleece, jacket, coat or shell will be worn under your patrol vest. Patrol jackets can be worn over or under your patrol vest on rainy or snowy days. Black storm pants or ski pants are required. The Patrol jackets must stay at Bluewood and are not to be taken home.

### **2.3 ALCOHOL AND DRUGS**

The use of alcohol or drugs is prohibited and is cause for termination.

### **2.4 PATROL ROOM**

The patrol room is for authorized personnel only. Friends or family may enter the patrol room with the presence of a patroller. Friends and family should stay in the front lobby of the patrol room. Friends and family are not allowed in the patrol room during an incident. The doors shall remain locked any time a patroller is not in the patrol room. The front curtain should be drawn anytime a patient is been evaluated in the patrol room. Each patrol member will be issued a key to the patrol room. Please make sure the patrol room is kept locked when not staffed. Patrollers will turn in their patrol room key at the end of every season. Patrollers will not duplicate or share their patrol room key.

### **2.5 MOUNTAIN OFFICE**

The mountain office is off limits to all patrol members except for the Patrol Director and Assistant Patrol Director.

### **2.6 DAILY RESPONSIBILITY**

#### **Punctuality is important to our operation, make sure you are on time!**

The day starts at 8:00 am and you are not done with work until the mountain is closed and the mountain is clear. Failure to report on scheduled days, without advance notice, jeopardizes coverage and cannot be tolerated. It is your responsibility to find someone to cover if you cannot patrol and to notify the Patrol Director.

### **2.7 LUNCH STAGING**

Patrol members must come in for lunch in stages; we cannot tolerate several patrol members being off the mountain for lunch at the same time. It is your responsibility to know who is taking a lunch break and at what time, so that we have adequate coverage on the mountain at all times. You are still in service while on lunch and required to respond if needed.

### **2.8 SKIING**

All patrol members need to follow all the rules and regulations of the mountain as listed in the employee handbook, skier responsibility code and Washington State WAC. To maintain confidence with the guests on the mountain patrollers need to have a strong skiing ability and sound technical skills.



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### **2.9 LIFT LINE**

A separate lane is in place for use by on duty patrol members. Patrollers need to use this lane to gain access to the lift. Please wait for the ticket checker before moving forward. At times, patrollers may be split up and used as singles. In the event of an emergency, inform the ticket checker and proceed to loading. On duty patrollers need not show their employee ID to board the lift but are required to have an employee pass on their person. Trainees must be identifiable and have on them a valid lift ticket. Family and friends are allowed to use this line as long as it does not interfere, backup or prevent other guests from boarding the lift in a timely fashion.

### **2.10 HILL ORGANIZATION**

Each morning a briefing will given to the on duty patrollers by the Patrol Director, Assistant Director or any patroller that was on duty the previous day. This report should include the status of the mountain and highlight any recent, temporarily or atypical changes on the mountain. The report should also identify any special activities for the day such as buses, races or groups visiting the hill. Any To Do items that need to be accomplished should also be shared during the morning briefing. If necessary the Patrol Director, Assistant Director and/or Hill Boss can fill out a Work Order form to assist with organizing and completing To Do projects.

A Hill Boss should be identified for the day. In the absence of a Hill Boss the Patrol Director, Assistant Director or most senior patroller on duty, will fill this position. The Hill Boss will be responsible for assigning runs at the morning briefing, assigning sweep runs and turning in weather reports (top & bottom snow totals, temperature, precipitation and cloud cover) at 0900hrs, 1200hrs and 1630hrs. The Hill Boss will also make sure the run status signboards are updated accordingly.

### **2.11 REFUSAL OF CARE**

This form is kept in the patrol room and is to be filled out whenever a patient is refusing care against medical advice. It must be signed by parent or guardian, a minor cannot refuse first aid if you think it is needed. A Refusal of Care form is an attachment to an incident report form. This means an incident report form must also be filled out when a patient is refusing care. Make sure the patient has been educated on the risks, benefits and alternatives of refusing care. Always advise a patient who is refusing care to follow up with a physician as soon as possible.

### **2.12 FOOT PASSENGERS AND FOOT TRAFFIC**

A foot passenger is a person who is using a ski lift for purpose other than skiing, all foot passengers must abide by the following rules:

All foot passengers shall have in their possession, a valid lift ticket issued for the purpose of riding the lift. This ticket known as a "One Ride" ticket is good for 1 person to ride a lift one time on the day the ticket is issued. A "One Ride" ticket is for the purpose of riding the lift full circuit can only be used between 10 am and 3:30 pm.

Foot passengers must not load without assistance from lift supervisor.



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Foot passengers will not be allowed to unload at the top of the lift without prior approval from the Mountain Manager

Foot passengers must obey all applicable rules in the ANSI B77.1 code as outlined in Section I.

Foot traffic is only allowed on a case-by-case basis. Foot traffic must be approved through the Patrol Director, Assistant Director or Hill Boss.

Downhill foot traffic should be avoided. Any guest walking on a run should be contacted by patrol. Patrol should offer resources such as a toboggan, down load the lift or snowmobile to get the guest off the hill in a safe and timely manner.

Uphill traffic (hiking, snowshoe, skiing, etc.) is not typically allowed on the hill during normal operating hours. Any guest caught traveling up a hill or run should be contacted by patrol. Any uphill traffic needs to be approved by the Patrol Director, Assistant Director or the Hill Boss and is only allowed on a case-by-case basis. Guests need to be advised that hiking uphill is dangerous and could result in potentially life threatening or fatal injuries if collision with downhill skier took place. Uphill foot traffic does not have the right-of-way or priority over downhill traffic.

### **2.13 VINTNERS SNOWCAT OPERATIONS**

**These are the Vintners Snowcat Operator/Attendant Requirements set forth by the Bluewood Ski Patrol. These requirements are to be used in conjunction with the Bluewood snowcat operations plan.**

Vintners Snowcat Operator shall have snowcat operating experience and be able to demonstrate proficiency in operating a snowcat with sleigh safely. Vintners Snowcat Operator shall be employees of Ski Bluewood. Vintners Snowcat Operators will be approved by both the Mountain Manager and Ski Patrol Director.

Vintners Snowcat Operator/Attendant shall be responsible for and advise guests of the following information:

- Vintners will be open on a case-by-case basis at Bluewood Ski Patrol's discretion and can be closed for any reason at the discretion of the Ski Patrol or Mountain Management.
- Vintners is off piste terrain skiing therefore there are no marked runs and hazards including but not limited to; trees, tree wells, stumps, and brush may be encountered and are not be marked.
- Vintners is for expert skill level only. It is the guest's responsibility to determine their skill level and whether Vintners is appropriate for their ability.
- When open, Vintners hours of operation are typically from 10am – 3pm, and may change without notice.
- Guests skiing Vintners when Vintners is closed will subject to disciplinary action that may include loss of their general lift ticket/pass and Vintners ticket/pass.
- Vintners Snowcat Operator/Attendant is responsible for checking guest's tickets and passes.
- Avalanche Danger always exists.
- During snowcat operations uphill foot traffic will not be allowed on the Vintners trail. Vintners Snowcat Operator/Attendant should always be aware of the possibility of foot traffic.



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Vintners Snowcat Operator/Attendant shall be familiar with the geography and layout of Vintners. Vintners Snowcat Operator/Attendant shall be able to clearly advise guests on the potential danger areas and the Vintners area boundary. Vintners Snowcat Operator/Attendant shall be able to advise guests on how to stay in the Vintners area. The Vintners Map in the appendix shows the Vintners Ridge and Vintners Drainage area that Vintners Snowcat Operators need to be familiar with.

### 2.14 SWEEP ROUTES

It is the responsibility of the Hill Boss to have enough people for sweep, assign sweep routes and clear the mountain after completion of sweep. The minimum number of people needed for sweep is five. The runs in bold type are the main sweep routes, other runs or areas listed within that route must be visually and audibly checked. The two perimeter routes of Country Road, and Tamarack, and Huckleberry need to be done by patroller or personnel with radios. It is recommended that all individuals participating in sweep have a radio on their person. Ski Instructors and Lift Operators may assist with sweep as needed and requested by the Patrol Director, Assistant Director and/or Hill Boss. Ski Instructors and Lift Operators assisting with sweep need to be briefed on the sweep procedures and should not be used if they do not seem confident with the sweep procedures. All participants of sweep will meet at Tower 1 after sweeping their run to confirm they are off the hill and their run is clear.

- |  |  |   |
|--|--|---|
| 1. <b>Country Road</b><br>Champagne<br>Velcro<br>Stump Farm<br>Baby Face | 4. <b>Huckleberry</b><br>Jackhammer<br>Ego<br>Alder Patch<br>Huck Finn<br>Prime Time / Hogback | 7. <b>Scorpio</b><br>Jackhammer<br>Champagne<br>Daytona |
| 2. <b>Skyline</b><br>Green Giant<br>Rated R<br>Two Cannon<br>Alderon     | 5. <b>Tamarack</b><br>Tamarack Trail<br>Lower Vintner's Ridge<br>Two Cannon<br>Waterworks      |   |
| 3. <b>Slalom</b><br>Ego<br>Daytona<br>Manockums<br>Alder Patch           | 6. <b>Nickel Ridge</b><br>Nickel Bowl<br>Walla Walla Sweet<br>Race Training Run<br>Waterworks  |   |

After the mountain is clear, then the Hill Boss will check to see if Rental and Mountain Control are clear. **No one on sweep leaves until the Mountain, Rental and Mountain Control are clear. The Hill Boss then calls the Mountain Manger and tells him that the mountain is clear.**

#### Vintner's Ridge Closure

Vintner's Ridge closes at 3:00 pm. Close trail and place closed signs at pick up point. Two (2) patrollers minimum are required to sweep Vintner's Ridge, one on snowmobile and the other on skis. Patrollers must notify 99 when they have completed sweeping Vintner's Ridge.



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### **2.14 FOREST SERVICE NOTIFICATION**

Ski Bluewood management shall notify the United States Forest Service within 1 hour of being notified of the following incidents:

1. Fatality at the ski area
2. An out of area search and rescue operation
3. Serious injury (life-threatening or head/neck/back as described below) related to lift operations

Ski Bluewood management shall notify the United States Forest Service within 24 hours of being notified of the following incidents.

1. Life threatening injury (Airway, Breathing, or Circulation injuries).
2. Head, neck, back injuries where ski patrol suspects there is actual injury/paralysis and not just protocol treatment.
3. Chairlift derailed
4. Rope evacuation of chairlift.
5. Skier falls from chairlift.
6. Motor vehicle accident where the vehicle comes to rest in the North Fork Touchet River.

Contact would be in the following order with calls continuing down the list until actual contact with named person is made:

Permit Administrator		
Jeff Bloom	Work: 509.522.6277	Home: 509.529.8829
Operations Staff		
Randy Dohrmann	Work: 509.522.6276	Home: 541.938.3773
District Ranger		
Rick Newton	Work: 509.522.6290	

This list is not intended to be all-inclusive. Ski Bluewood management is encouraged to contact the Forest Service anytime an incident occurs where Bluewood management feels immediate Forest Service investigation or awareness is appropriate.

### **2.15 DOCTOR ON-CALL PROGRAM**

Medical doctors will sign in at the information desk. The information desk staff will get copies of their medical certification and narcotics card before signing them in. The doctor's name will be placed on the on-call board in the Patrol Room and at Patrol Dispatch. If you are the patroller in charge of the patient, the medical treatment provided is your responsibility not the physicians. Make sure the physician respects Bluewood Ski Patrol, Columbia County, and State of Washington EMS protocols. Any physician providing treatment outside of protocol or against protocol must be made aware that they are accepting all liability for patient care and care cannot be transferred to an individual with a lower level of care. The physician must complete a signed attachment form before leaving the patrol room.

If a doctor is needed in the patrol room, notify Mountain Control and they will make sure the lift operators place red flags at both top and bottom of all lifts. The physician will also be paged in the lodge.



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### **3. PROCEDURES**

#### **3.1 HILL SAFETY**

Hill safety is the preventative end of the ski patrol business. A well-maintained hill generally means fewer accidents and first aid required. Plumb signs and tight fences let the guests know that the ski area is well run by professionals.

Marking hazards is an area where setting a strict policy is a difficult task. While skiing, be aware and observant, watching for safety hazards and maintaining existing markings.

The most important consideration in marking hazards is the visibility of the marker to skiers.

All bamboo markers and rope fences should be flagged.

Fences, signs, tower pads, bamboo, etc. should be adjusted and/or straightened, especially after storms or in spring conditions to help prevent the post from freezing in the ground.

Rope will never be tied to trees, lift towers or other permanent objects. Rope is tied to bamboo only.

Rope must be tied to bamboo with a clove hitch, so that placement, removal and tightening can be done easily and quickly.

Maintaining credibility and consistency with signs and closures is important.

If snowcat operations are occurring during skiing hours, that run or section of the hill should be closed with appropriate signs, rope and bamboo. A patrol member may also need to be stationed at the run closure to make sure that no one skis that run until the snowcat is out of the area and the run is reopened. If the run is still open or if the snowcat is going through the base area a patrol member should be with the snowcat to escort it and warn skiers.

Ski races and race training require additional signs, rope, fencing, etc., to be placed before races or training begins. Coordination needs to be done with the Bluewood race department and various ski teams. Race training courses will be allowed only with the approval of the Mountain Manager and/or Patrol Director. Setting up and tearing down of the course is the ultimate responsibility of the race department or race teams.

Litter on the mountain, under the lift lines and around the lodge can create an accident potential and is unsightly. Please remove any litter that you find and actively enforce Ski Bluewood's no litter policy. Maintain and empty, when necessary, trash cans on both top and bottom of all chairlifts.

Signs and barricades should be authorized by the Patrol Director or Assistant Director before being set up or taken down.



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### 3.2 SKIER SAFETY

Our ski patrol takes pride in providing as safe a skiing environment as we can for our guests. This unfortunately requires the 'policing' of the mountain for reckless or out of control skiers.

Anytime a skier is stopped for reckless or dangerous behavior, one of the following procedures should be followed:

***A verbal warning:***

Take an educational rather than authoritarian approach. Leave no doubt as to your correctness.

***Lift ticket or season pass removal:***

At the patroller's discretion, remove lift ticket or season pass from a skier who is blatant in their reckless or out of control skiing. Season passes that are removed need to be given to the Mountain Manager.

Skiers that jump off the chairlift will have their lift ticket or season pass removed without exception. If you see anyone jumping off the chairlift notify patrol members, by radio, immediately so that the skier or skiers can be apprehended. Then notify the Mountain Manager and escort the guest to him or her.

Skiers in out of bounds or closed areas will have their lift tickets removed, without exception.

#### **Skier Responsibility Code**

- Ski under control and in such a manner you can stop or avoid other skiers and objects.
- When skiing downhill or overtaking another skier, you must avoid the skier below you.
- You must not stop where you obstruct a trail or are not visible from above.
- When entering a trail or starting downhill, yield to other skiers.
- All skiers shall use devices to help prevent runaway skis.
- You shall keep off closed trails and posted areas and observe all posted signs.

#### **Washington State Laws that apply to Skiing**

##### **RCW 79A.45.030**

(1) In addition to the specific requirements of this section, all skiers shall conduct themselves within the limits of their individual ability and shall not act in a manner that may contribute to the injury of themselves or any other person.

(2) No person shall:(a) Embark or disembark upon a ski lift except at a designated area;(b) Throw or expel any object from any tramway, ski lift, commercial skimobile, or other similar device while riding on the device;(c) Act in any manner while riding on a rope tow, wire rope tow, j-bar, t-bar, ski lift, or similar device that may interfere with the proper or safe operation of the lift or tow;(d) Willfully engage in any type of conduct which may injure any person, or place any object in the uphill ski track which may cause





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another to fall, while traveling uphill on a ski lift; or(e) Cross the uphill track of a j-bar, t-bar, rope tow, wire rope tow, or other similar device except at designated locations.

(3) Every person shall maintain control of his or her speed and course at all times, and shall stay clear of any snow grooming equipment, any vehicle, any lift tower, and any other equipment on the mountain.

(4) A person shall be the sole judge of his or her ability to negotiate any trail, run, or uphill track and no action shall be maintained against any operator by reason of the condition of the track, trail, or run unless the condition results from the negligence of the operator.

(5) Any person who boards a rope tow, wire rope tow, j-bar, t-bar, ski lift, or other similar device shall be presumed to have sufficient abilities to use the device. No liability shall attach to any operator or attendant for failure to instruct the person on the use of the device, but a person shall follow any written or verbal instructions that are given regarding the use.

(6) Because of the inherent risks in the sport of skiing all persons using the ski hill shall exercise reasonable care for their own safety. However, the primary duty shall be on the person skiing downhill to avoid any collision with any person or object below him or her.

(7) Any person skiing outside the confines of trails open for skiing or runs open for skiing within the ski area boundary shall be responsible for any injuries or losses resulting from his or her action.

(8) Any person on foot or on any type of sliding device shall be responsible for any collision whether the collision is with another person or with an object.

(9) A person embarking on a lift or tow without authority shall be considered to be a trespasser.

**RCW 75A.45.050**

(1) Any person who is involved in a skiing accident and who departs from the scene of the accident without leaving personal identification or otherwise clearly identifying himself or herself before notifying the proper authorities or obtaining assistance, knowing that any other person involved in the accident is in need of medical or other assistance, shall be guilty of a misdemeanor.

(2) An operator shall place a prominent notice containing the substance of this section in such places as are necessary to notify the public.

**RCW 79A.45.070**

A person is guilty of a misdemeanor if the person knowingly skis in an area or on a ski trail, owned or controlled by a ski area operator, that is closed to the public and that has signs posted indicating the closure



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Any person skiing outside designated trails/runs within the ski area boundary shall be responsible for injuries/losses resulting from his action. All designated trails/runs are identified on the trail map. Areas bordering and between trail/runs are not designated trails/runs.

### **Washington State Law Prohibits**

(1) leaving the scene of a skiing accident without obtaining assistance, notifying authorities, or clearly identifying yourself, (2) skiing in a closed area, or riding a closed lift; (3) Interfering with the safe operation of a lift-, (4) loading or unloading a lift at other than designated areas; (5) crossing the track of a surface lift at other than designated crossing; (6) throwing or dropping any object from a lift, or littering a ski slope; (7) failing to follow written or verbal instructions for lift use; (8) skiing near towers, equipment, vehicles, and other obstacles.

Intoxicated or drug user skier's lift ticket or season pass will be removed and the guest escorted to the patrol room to wait for arrival of the Columbia County Sheriffs Department.

### **3.3 PATROLLER RADIO PROCEDURES**

Use plain English and speak clearly when talking over the radio.

When advised by a guest or employee directly of an incident notify Patrol Dispatch and relay as much information as possible regarding the details of the incident.

Radio traffic should be directed to Patrol Dispatch when dealing with all incidents.

When responding to an accident, broadcast your call number, location of accident and if you are responding with or without a sled. If responding with a sled, designate which sled you are going to respond with.

When you arrive at the accident scene notify Patrol Dispatch that you are arriving and your exact location. Call Patrol Dispatch if you need more patrollers or more equipment. When you are in route to Patrol Room call Patrol Dispatch with your ETA.

If you need an ambulance call Patrol Dispatch and give them a short report of your patients condition and they will have mountain control dispatch an ambulance. The response time is approximately 30-40 minutes for the ambulance from Dayton so call them as soon as you think you need them. Do not ask Mountain Control for the ETA of the Columbia County Ambulance. This only creates more work for Mountain Control and Columbia County Dispatch. If necessary confirm with Mountain Control that Columbia County Dispatch has been notified.



## **SKI BLUEWOOD Ski Patrol Manual**

### **3.4 PATROL DISPATCH ACCIDENT RADIO PROCEDURE**

When notified of an incident by Mountain Control obtain as much information as possible regarding the incident. This will help with the immediate and proper allocation of the appropriate resources.

Obtain the location of all available patrollers. Determine which patroller(s) is closest to the incident and assign them to the call.

When updated with information regarding the incident repeat and relay the information as necessary over the radio to confirm the accuracy of the message. This will also help assure that all patrollers are aware of any updated information regarding the incident.

All other non-essential or non-emergency radio traffic should stop or switch to another non-interfering channel. Channel 1 (primary repeated channel) should be reserved for Patrol Dispatch and emergency incidents. Patrol Dispatch and emergency incidents have priority over any other radio traffic.

If necessary Patrol Dispatch can assign an alternative (tactical or operations) channel to other departments or patrollers who are not involved in the emergency incident. This will allow other business to continue on the mountain without disrupting the emergency situation. Patrol Dispatch may also clear the airwaves by calling for "Emergency Traffic Only" over the radio. This helps inform other employees of an emergency situation on the mountain and indicates emergency radio traffic only.

If the patroller at Patrol Dispatch is required to respond to an incident the next available/closest patroller will assume the Patrol Dispatch responsibilities from their current location while enroute to Patrol Dispatch.



## SKI BLUEWOOD Ski Patrol Manual

### 3.5 MOUNTAIN CONTROL ACCIDENT RADIO PROCEDURE

Use this protocol **only** when dealing with Ski Patrol Dispatch for medical/trauma related incidents. All other requests (*i.e. courtesy ride, equipment retrieval, etc.*) will be directed to “9-9”

#### How to Notify Ski Patrol Dispatch of an Incident/Injury

1. Obtain the following information from the Reporting Person/Party (aka “RP”).
  - a) Patient’s sex & age (*if unknown use approximate age*)
  - b) Patient’s location, have RP confirm on a map.
  - c) Patient’s chief complaint/condition (*i.e. broken leg, concussion, lacerated hand*)
2. Keep the RP at the Info Desk in case additional information is necessary.
3. Advise Patrol Dispatch by using the “Hey you, It’s me” form of radio traffic.
  - Example:  
*MOUNTAIN CONTROL:* “Patrol Dispatch, -(from)- Mountain Control”  
*PATROL DISPATCH:* “This is Patrol Dispatch go ahead”  
*MOUNTAIN CONTROL:* “We have a report of...(fill in with info from Step 1)”

#### How to Notify Columbia County Ambulance upon Request from Patrol Dispatch

1. Call Columbia County Dispatch @ 9-1-1 or directly @ 509.382.2518
2. Request Columbia County Ambulance respond to Ski Bluewood
3. Provide as much information as possible regarding incident/injury/condition of patient.

#### How to Notify Medical Helicopter (*LifeFlight, MedStar*) Upon Request from Patrol Dispatch

- Contact the medical helicopter ambulance service in the following order. *This is due to a difference in geographical proximity to Ski Bluewood.*
  1. **LifeFlight** – *Lewiston, ID or La Grande, OR*
    - a. LifeFlight Dispatch Number: 1.800.452.7434
  2. **MedStar** – *Richland, WA or Spokane, WA*
    - a. MedStar Dispatch Number: 1.800.422.2440



## SKI BLUEWOOD Ski Patrol Manual

### 3.6 SLED HANDLING AND TOBOGGAN LOCATIONS

Every patrol member will receive detailed sled handling training during their trainee process. Every season patrol members will complete sled handling refresher training so their skills will be at a professional level. Sled handling skill requirements are based on National Ski Patrol and Bluewood Ski Patrol training standards.

Routine accidents transported by sled can usually be handled by a lone patroller. If you have any doubts about terrain or snow conditions, request assistance with sled handling.

When skiing a sled across long flat areas, you may want to call for the assistance of another patroller or snowmobile assistance.

Absolutely never let a sled get away from you. If you fall do not let go of the sled and make every attempt possible to maintain control of the sled. Call for assistance before you get in a situation that you cannot handle. A runaway sled is cause for termination from the patrol.

#### Location of Toboggans

Top of Skyline Express sled rack:

- 2 Cascade sleds with longboard, straps, set of cervical collars and blankets
- 4 Crystal (short and long runners) sleds with sled pack.

Country Road/Velcro:

- 1 Crystal (short runner) sled with sled pack.

Tamarack:

- 1 Crystal (short runner) sled with sled pack.

Skyline:

- 1 Crystal (long runner) sled with sled pack.

Top of Platterpull:

- 1 Crystal (short runner) sled with sled pack.

Top of Triple Nickel:

- 1 Cascade sled with longboard, set of cervical collars, and blankets.
- 2 Crystal (short runners) sleds with sled packs.

Vintners Ridge:

- 1 Crystal (long runner) sled with sled pack.

Patrol Room:

- Extra sled packs.

All sled packs include: 2 blankets, quick splint, ladder splint, airplane splint, foam padding and bio hazard bags.



## SKI BLUEWOOD Ski Patrol Manual

### 3.7 SLED AND EQUIPMENT LOADING ONTO CHAIRLIFT

Only authorized and trained personnel that are 18 years of age or older, will be allowed to carry race gates, signs, sleds/toboggans, etc. on the chairlifts

#### **Sled Chairlift Loading Procedures**

Prepare the sled for chairlift loading by securing all handles and sled pack. Attach the sled carrier to the D-rings of the sled. **Check everything twice**, you do not want anything falling from the sled as it is loaded on the chairlift. You may want to secure your ski poles in the sled to leave your hands to manage the sled during loading and unloading. The lift operator must slow the lift for you when loading a sled.

On the Skyline Express lift, place the readied sled on the wood deck next to the yellow board "Stop" and "wait here" sign.

When you are ready to load the sled on the chairlift, notify the lift operator and have the chairlift slowed.

Ask the guests, in the lift line, directly behind you to wait so you can get into position for sled loading.

You are now ready to load the sled either by yourself or with another patroller. Those procedures are as follows:

#### **One Patroller Sled Loading**

Have your skis on and immediately slide up to the red board "load here" sign. You must be on the right side.

Leave one empty chair in front and behind you.

The lift operator will pull the sled up into position on the red board.

You will hold the sled carrier and lift it up several inches so the rear of the sled will clear underneath the chair as it comes around the lower bullwheel.

As you ride up the chair with the sled, have hand contact on the sled carrier at all times.

Prepare to unload the sled at the top of the chairlift by sliding the sled harness forward.

#### **Two Patroller Sled Loading**

Both patrollers have their skis on. The patroller on the right side immediately goes up to the red board /load here sign.

Leave one empty chair in front of you and behind you.

The lift operator will pull the sled up into position on the red board.

The patroller on the left side goes up to the red board/load here sign after the lift operator has positioned the sled.



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Prepare to unload the sled at the top of the chairlift by sliding the sled harness forward.

Only patrol members and trainees are allowed on the chair with a sled, no other skiers are allowed.

Race gates or bamboo will be carried in bundles of no more than 15 poles of the plastic screw-in type and no more than 20 of the bamboo type.

All bundles will be tightly strapped or taped at both ends. Strapping and taping used must be strong enough to hold all poles tightly together and done in such a way that the strapping and taping will not come undone while poles are being transported.

Only 1 person and 1 bundle of poles will be allowed on a chair at any one time.

Poles will be carried in such a way that they will not come in contact with lift machinery, lift towers, fences or other persons.

All race gates will screw ends shall be carried so the screw end is forward.

A person carrying 3 or less poles is not required to strap or tape them together and may ride the chair as a triple.

One person may carry fencing and a maximum of 2 people may ride the chair when fencing is transported. Fencing does not need to be strapped.

Signs on posts will be treated the same as race gates, with these exceptions:

1. No more than 3 signs allowed in a load.
2. More than 2 signs must be strapped.
3. Signs on posts shall be carried so the sign is forward.
4. May ride as a double or single only.

Ladders loaded on the lift will be done by authorized and trained personnel, that are 18 years of age or older. Only 1 ladder and 1 person will be allowed on a chair. Ladders can only be loaded with approval from the Mountain Manager and assistance from the lift supervisor.

### **3.9 EMERGENCY MEDICAL CARE AND TREATMENT OF INJURED SKIERS**

Respond with a sled, unless there is ample coverage and someone is available at Patrol Dispatch. Notify Patrol Dispatch via radio where you are going. Example: 3-6 responding with sled to a possible 10-50 on lower Huckleberry.

Routine accidents should be able to be handled by a lone patroller, Do not over-staff accidents, this is unprofessional and may even add to the patient discomfort. The patroller in charge of the accident should call for assistance, if needed.



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The first patrol member that arrives at the accident is the patroller in charge unless there is a patroller with a higher certification on scene. It is their duty to conduct and oversee the medical care and ensure the accident procedure is handled properly from start to finish.

Handle all accidents according to EMT, Bluewood Ski Patrol standards and Washington State/Columbia County EMS protocols.

Have assistance ready at the Patrol Room for transport of sled into the room and lifting and moving of patient.

**Note: Accidents will not be discussed with the public or other Ski Bluewood employees who have no accident responsibilities. Accidents will only be discussed within the patrol group and area management. If anyone asks you about the details of an accident, politely tell them that you cannot discuss any accidents occurring at Ski Bluewood.**

### Location of Specialized Medical Equipment

#### Skyline Express upper lift station

- Oxygen pack, face masks, bag-valve mask, set of airways, v-vack suction
- Hare traction splint
- Shears for ski boot cutting and removal
- Kendrick Extrication Device (KED)
- Scoop-Stretcher

#### Triple Nickel upper lift station

- Oxygen pack
- Hare traction splint
- Scoop Stretcher

#### Patrol Room

- Oxygen and face masks, bag-valve mask, set of airways
- All bandaging and splinting equipment
- Glucose for diabetic with insulin shock
- Glucometer
- Folding stretcher
- Cervical collars
- Shears for ski boot cutting and removal
- Blood pressure cuff and stethoscope
- ILS Medications and IV Equipment/Supplies
- AED and ECG Monitor
- ALS Airway Equipment
- Electronic Suction
- 2 Extra Backboard with Straps





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### 3.9 MEDICAL DOCUMENTATION

Document every injury you attend to, no matter how minor it may appear.

The Minor Injury book is for minor injuries only (i.e. request for ice or bandage). Any injury involving the head, neck, spine or splinting must be completed on an Incident Report Form.

Use only a ball point pen, make it neat and readable.

Do not use conjectures, like "I think the guest was pushed".

Note who speaks to a guest and who escorts or directs him/her to the first aid room.

Everything you observe or are told is important so document everything.

When necessary (i.e. unique incident or ambulance/helicopter transport) an additional SOAP (Subjective, Objective, Assessment, Plan) report should be created and attached to the Incident Report Form. A SOAP outline can be found in the appendix.

Never insist that a guest has to have first aid. If first aid is refused, get the patient's signature on the first aid refusal form. If the patient will not sign, attempt to get his/her refusal in front of a witness and get a statement from the witness.

Additional Incident report paperwork may be necessary. Fill out further documentation and attach it to the report form. Please remember you cannot over document an accident.

#### **Incident Report Form Guidelines**

All fields in the Incident Report Form should be filled out or have N/A written in them. No field should be left empty. Reports need to be finished in a timely fashion, usually during or immediately after the incident

Recheck your completed incident report form. Do not leave any spaces blank. Fill in blanks with "N/A" (not applicable), "none" or a line through the space.

If you need additional documentation, complete an Incident Report Form Attachment and include the Incident Report Form number.

If you give the patient the pink copy of the Incident Report Form, you need to note that on the top of the original form.

Sign your name, staple any additional documentation to the incident report form and place in the basket.

The Incident Report Forms will be reviewed by the Patrol Director or Assistant Patrol director for accuracy before final approval.

"Red flag" incidence will be reviewed by the Patrol Director, Mountain Manager and Area Owner for final approval.



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If a lift operator or Terrain Park employee needs to fill out any of their Departments' specific paperwork that is not kept in the Patrol room notify the Mountain Manager or Ski Patrol Director and they will have them do so and return it by the end of the day.

If the patient is using Bluewood rental equipment notify the rental shop and they will come to the patrol room, get the equipment, test it, complete the paperwork and return it to the Patrol Director by the end of the day. Make sure you get the numbers off the rental equipment for your report before they come and get it.

In the patroller comments section of your report list all the attachments your report will have.

### **3.10 HELICOPTER ACTIVATION AND LANDING ZONE**

If a helicopter evacuation is warranted, notify Mountain Control so they can give the helicopter air ambulance service the following information:

Location of Ski Bluewood, longitude and latitude

Address: 2000 N Touchet, Dayton, WA 99328

Latitude: 46.05° N

Longitude: 117.51° W

Our Radio Frequency (MedStar and LifeFlight should already have this info)

Channel 1

RX: 155.175      Tone: 136.8

TX: 158.940      Tone: 136.8

REDNET

RX: 153.830      Tone: None

TX: 153.830      Tone: None

Patient Condition

Emergency Medical Treatment Given

Columbia County Ambulance will be requested any time a helicopter is activated. An ALS ambulance from Walla Walla Fire Department may also be requested as needed for ALS patients. When possible use the ambulance to transport the patient from the patrol room to the landing zone. When the ambulance is unavailable alternative methods (i.e. snowmobile toboggan, vehicle or 6 point stretcher) may be used to transport the patient to the landing zone.

Upon helicopter approach to the landing zone all personnel should wear goggles and have everything within or near the landing zone firmly secured. The patient needs to be covered with blankets, especially their face to protect them from blowing snow and debris created by the helicopter rotor wash.

#### **Helicopter Landing Zone Locations**

First choice:            Parking lot

Second choice:        Area by the Gray Water shed at the Parking Lot entrance

Third choice:           Platterpull area

Fourth choice:        Dayton General Hospital



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### Helicopter Landing Zone

Use the Helicopter Landing Zone pack located in the patrol room. It contains the equipment necessary to secure and identify a landing zone including strobes for easy identification of the landing zone.

The landing zone selected should be at least 60ft. x 60ft. and as level as possible (less than 8 degree slope). It should be clear of wires and poles and the touchdown area should be clear of stumps, large rock, etc.

At night, a 100ft. x 100ft. zone is preferable. Strobes should be placed around the landing zone. Other lights or vehicle headlights can be used to help the pilot locate the zone. If headlights are used, they should be placed on low beam.

The helicopter will contact you on our radio frequency when they are approximately 10 minutes out. You should brief the pilot on the location of wires or other obstacles near the landing zone. If you see the helicopter before the pilot locates the zone, he may ask for directions to your position. Give him directions relative to the helicopter (i.e., We are at your three o'clock or 'We are north of you)

You should ensure that the patient is not in the landing zone itself and is protected from wind, snow and flying debris. Always approach the helicopter from the front or side and only when motioned in by the pilot or crew. **Avoid the tail rotor at all times.** If the helicopter is on a slope, approach and depart from the downhill side. Patrol members and other Bluewood employees need to ensure that spectators remain clear of the helicopter at all times.

### 3.11 RED FLAG INCIDENTS

Any incident that warrants special attention is a "red flag" incident. Examples are incidents in which: a guests collides with lift machinery, grooming equipment, buildings, hit and run incidents, incidents involving slips and falls in the lodge area, collision with man-made obstacles such as signs or fences, any lift related incident, injury in a closed or out-of bounds area, any severe injury, or any time a victim or their family or friends are irate and/or confrontational. Most incidents that happen in the terrain park are "red flag" incidents.

Prompt and accurate reports must be written. If you suspect a problem, regardless of its nature, contact the Patrol Director or Assistant Director.

Every effort should be made to obtain the names and addresses of impartial witnesses, as well as their written statements.

Red flag incidences will be reviewed by the Patrol Director and area management for completeness and accuracy.



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### **3.12 CAMERA CALL**

If photos would help document an incident, do so immediately, before snow and weather conditions change.

Photographs should show:

The location of the victim, using some form of marker if the photos are taken after the evacuation.

The victim's view of approach to the site.

Any obstacles involved, and any signs, barricades, or warnings.

condition of the lift ramp, walkway, or whatever is appropriate.

**Do not verbalize your thoughts or admit or imply that you or the area are responsible, have errored or are in any way liable or will do anything that is not an approved patrol procedure.**

**Do not give out information to anyone, including the press.**

**Refer any investigators or press to the ski area management.**

The outcome of a lawsuit may depend entirely on the ability of patrol personnel to investigate and document an incident. You cannot over document.

### **3.13 LIFT BREAKDOWN AND EVACUATION PROCEDURES**

#### **Lift Evacuation Plan**

Whenever a chair lift will not start under its primary power source, the lift operator shall advise the Mountain Manager and/or the Lead Mechanic. At that time an inspection shall be performed to investigate the cause of the failure. The Ski Patrol Director, the Assistant Ski Patrol Director, or the Ski Patrol Hill Boss should be informed and kept up to date on all findings of the investigation. Once the cause is known, the Mountain Manager and/or the Lead Mechanic will advise the Ski Patrol Director, the Assistant Ski Patrol Director, or the Ski Patrol Hill Boss whether the problem can be fixed. If the Mountain Manager and/or the Lead Mechanic estimate that repair time will be longer than 20 minutes then the Lift Evacuation Plan shall be implemented.

If at any time during the Lift Evacuation the chair lift becomes operable the Ski Patrol Director, Assistant Ski Patrol Director, Ski Patrol Hill boss and/or the Evacuation Leader shall be informed and confirm that the evacuation can stop. The location of all evacuation teams shall be determined and each team individually informed to stop the evacuation process. Each evacuation team will be confirmed with the Evacuation Leader that all guests, personnel and equipment are safely clear of the lift. A Ski Patrol member will also ski the lift line to confirm all guests, personnel and equipment are clear of the lift. The Evacuation Leader may give the all clear to the Mountain Manager and/or Lead Mechanic to attempt to restart the lift.



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### **Lift Evacuation Orders**

1. The Mountain Manager and/or the Lead Mechanic are responsible for determining the need of a Lift Evacuation.
2. Once the need for a lift evacuation is determined the Mountain Manager and/or the Lead Mechanic will give the evacuation order to the Ski Patrol Director, the Assistant Ski Patrol Director, the Ski Patrol Hill Boss.
3. All communications are to take place over the radio channel 1 (Bluewood Primary Repeated Frequency). This will allow for all evacuation personnel to have the same information available to them simultaneously.
4. The Ski Patrol Director, the Assistant Ski Patrol Director, or the Ski Patrol Hill Boss will confirm the order with the Mountain Manager and/or the Lead Mechanic.
5. Once the evacuation has been ordered the Ski Patrol Director, the Assistant Ski Patrol Director, or the Ski Patrol Hill Boss will order and confirm that the Lift be locked out and tagged out by the Mountain Manager and/or the Lead Mechanic.

### **Lift Evacuation Procedures**

These Lift Evacuation Procedures are guidelines and should be followed by all personnel involved in the Lift Evacuation process. Deviation from these guidelines is permitted if the safety of the guests or personnel is reduced by following the guidelines. Deviation from the guidelines must be granted by the Ski Patrol Director, Assistant Ski Patrol Director, Ski Patrol Hill Boss and/or the Evacuation Team Leader (Ski Patrol Member).

These guidelines shall be used in the evacuation of able (with common ski and/or snowboarding equipment) guests off the chair lift. In the event that a guest is incapacitated and/or non-ambulatory then deviation from these guidelines is permitted. Special resources and equipment should be considered to assist in the evacuation of these guests. The Ski Patrol Director, Assistant Ski Patrol Director, Ski Patrol Hill Boss, and/or the Evacuation Team Leader will deviate as necessary from the guidelines to safely evacuate the guest. Deviation from the guidelines will be evaluated on a case-by-case basis.

1. The Ski Patrol Director, the Assistant Ski Patrol Director, or the Ski Patrol Hill Boss will be the Evacuation Leader.
2. The Evacuation Leader shall determine the position of all available Ski Patrol personnel.
3. The Evacuation Leader will have one Ski Patroller ski the lift line and advise, calm, and reassure guests about the Evacuation Plan. The second contact with guests will take place at the time of evacuation. If the evacuation takes longer than 45 minutes a Ski Patrol member will again ski the lift line and make contact with guests that are still on the lift.
  - a. This Ski Patroller should evaluate any problem areas for evacuation along the lift line. Under no/low snow conditions the highest distance from ground to chair is 48 feet and is located between towers one and two as well as eleven and twelve, is 48'.



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- b. This Ski Patroller should also determine if any guests are in immediate distress and/or have a life threatening condition making their evacuation a priority. If the guest is unwilling or unable to assist or safely be evacuated with the "T-seat," a member from the evacuation team will self ascend up to the chair with the use of ascenders. Once the team member has reached the guest, he will put a rescue harness on the guest and then lower the guest to the ground.
        - c. All the information obtained by skiing the lift line should be communicated back to the Evacuation Leader via radio.
4. The Evacuation Leader shall advise all Ski Patrollers stranded on the lift that the lift has been locked out and tagged out and to self evacuate using their self-evacuation equipment.
  - a. Ski Patrol members will use their Self Evacuation Equipment described in the Self Evacuation Equipment section.
5. The Evacuation Leader shall prepare an Incident Action Plan (IAP) for each specific lift evacuation.
  - a. The IAP should include and/or consider but, not be limited to, the following:
    - i. Number of available Patrollers
    - ii. Number of guests on chair lift
    - iii. Available Ski School and/or Lift Operators to assist/aid in the Lift Evacuation
    - iv. The need for additional/special resources such as:
      1. Calling in additional Ski Patrol members
      2. Columbia County Fire District 3
      3. Walla Walla Fire Department Technical Response Team
    - v. Any identified hazards/problem areas that will impact the lift evacuation
    - vi. Weather conditions both current and forecasted.
    - vii. Estimated amount of time for a total evacuation
      1. It should be noted the estimated amount of time for a total evacuation is dependent on several variables including number of guests on the chair lift and number of available Ski Patrollers. Estimated times are based on a full chair lift with 5-6 available Ski Patrollers.
        - a. Estimated amount of time for total evacuation of Skyline Express is 2 hours.
        - b. Estimated amount of time for total evacuation of Triple Nickel is 1 hour.
    - viii. Strategic positioning of Evacuation Teams for most efficient evacuation.
6. The Evacuation Leader will assign available personnel to Evacuation Teams of at least 2 members each.
  - a. Evacuation Teams will consist of at least one Ski Patrol member. Other team members may consist of:
    - i. Ski School Instructors
    - ii. Lift Operators
    - iii. Fire Department Personnel



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- iv. Knowledgeable Guests
    - b. Evacuation Teams will consist of the following positions
      - i. Evacuation Team Leader (Ski Patrol Member)
      - ii. Evacuation Team Assistant (At least 1 Assistant)
    - c. Evacuation Teams shall have at least one radio for communications with the Evacuation Leader and other Evacuation Teams
      - i. Evacuation Teams will communicate on channel 1 (Bluewood Primary Repeated Frequency) unless another channel is otherwise designated.
7. Evacuation Teams will be supplied with Evacuation Rope Bags specific to the lift being evacuated. Evacuation Rope Bags are obtained from the Top Lift Operators Shack at the top of the lift.
  - i. Evacuation Rope Bags will contain the equipment identified in the Lift Evacuation Equipment section.
8. The Evacuation Leader will identify locations for the strategic placement of the Evacuation Teams to make the chair evacuation as time efficient as possible
9. Each Evacuation Team will go to their assigned location to start chair evacuations. Upon arrival contact should be made with the guests on the chair. Continual communication should take place with guests in an effort to calm, reassure and inform them on the evacuation process. The guests will also need to be informed of their role in the evacuation and should be provided with basic step by step instructions.
10. Once the Evacuation Team is in place they will use the Ball and Rope or Bag and Rope throw device as a guide rope in the following manner:
  - a. To throw from the ground an attempt to make it over the haul cable.
    - i. Throwing of the Ball or Bag should be attempted from under the middle of the lift line and thrown towards the outside of the lift line and away from the guests on the chair. This is done to prevent the ball or bag from being thrown over multiple cables or lines or hitting guests on the chair. If multiple unsuccessful attempts at throwing the Ball or Bag throw device over the haul cable occur then use the alternative method described in step b.
  - b. The Ball and Rope or Bag and Rope throw device can also be used by climbing the tower and tossing the ball or bag over the haul cable.
11. After the guide rope has been placed then the guide rope will be attached to the evacuation rope and the guide rope will pull the evacuation rope over the haul cable until the rope saver is locked into place on the haul cable.
12. The Evacuation Team Assistant will be responsible for providing step by step instructions to the guest as to body positioning and how to operate the T-Chair. Instructions should include positioning of the T-Chair between legs, sitting on seat of T-Chair putting the safety rope under one arm pit and around neck then cinching up tension device to snug safety rope against their body. This person will also assist the Evacuation Team Leader in belaying the guests from the chair lift to the ground.
13. The Evacuation Team Leader will be in charge of belaying the guests off the chair lift. The belayer will use their webbing harness, locking carabineer and eight-plate from their self evacuation equipment to control the guest decent. This person should be the Ski Patrol member if only one Ski Patroller exists on the Evacuation Team.
14. Any additional members of the Evacuation Team will be used as an Evacuation Team Assistant.



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15. The belayer will position themselves downhill and slightly out away from under lift line if possible. This is especially important when evacuating guests who weight more than the belayer. Additional personnel maybe required to help provide additional weight and traction to the belayer. To provide additional breaking and control over heavier guests the belayer may elect to wrap the belay rope around itself below the haul rope.
16. In a controlled manner the belayer will slowly and safely lower the guest to the ground.
17. Once the guest is safely on the ground guest contact information shall be obtained by a member of the Evacuation Team. Contact information will include:
  - a. Full Name
  - b. Address
  - c. Phone Number
  - d. Chair Number
  - e. Time Evacuated Off Chair Lift
18. It is recommended the Evacuation Team Leader have guests ski down to the lodge in groups after being evacuated off the chair lift. This will help prevent guests from getting injured and/or lost on the way down to the lodge/base area. If available have a Ski School Instructor and/or another Bluewood employee escort guests to the lodge or base area. Guests are encouraged to stop at the lodge to warm up and, if requested, be checked out by Ski Patrol. Once a guest is evacuated off the chair lift and their information is obtained, they will not be required to stay at Ski Bluewood and are free to leave the resort.
19. The leader of each evacuation group will be responsible for identifying guests that need for first aid or further treatment after they have been safely evacuated from the chair. If there is a need for further care the group leader will coordinate care with the Ski Patrol Director, Assistant Ski Patrol Director, or Hill Boss in charge of evacuation to dispatch resources that are needed.
20. Lift Evacuation Procedures steps 12-16 must be repeated for each guest on the chair.
21. As each chair is completely evacuated move onto the next chair with guests. This may require flicking and tugging on the evacuation rope to get it over the chair.
22. After all the guests are evacuated off chairs located between any two lift towers the Evacuation Rope must be pulled off the Haul Rope. The rope cannot be passed over the sheave assembly.
23. Lift Evacuation Procedures 10-11 will be repeated in order to place the Evacuation Rope back over the haul rope. This process will be repeated at each lift tower.
24. Evacuation will continue until all guests are safely evacuated and counted for or until the lift is back in operational mode.
25. When the Lift Evacuation is complete a Post-Evacuation report shall be completed by the Ski Patrol Director, Assistant Ski Patrol Director or the Evacuation Leader. The Post-Evacuation report should include, but not limited to, the following:
  - a. Names and Contact information of all guests evacuated
  - b. Any incidents that occurred during evacuation
  - c. Times when evacuation was ordered, started, stopped and any incidents that occurred
  - d. Weather Conditions





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### **Lift Evacuation Training**

Lift Evacuation Training shall be completed at least once a year by all active Ski Patrol Members. A pre-season Ski Patrol Training which includes Lift Evacuation Training will be scheduled before every ski season by the Ski Patrol Director. Lift Evacuation Training should include practicing Self Evacuation and Lift Evacuation Procedures including hands on scenarios.

All Ski Patrol members are invited and encouraged to attend. Invitations are also sent to the Mountain Manager, Lift Mechanics and any others possibly involved in the Lift Evacuation process. Any Ski Patrol member not able to participate in the Lift Evacuation Training will make up the training at a scheduled make up training day.

It is recommended that a joint Lift Evacuation Training session be scheduled with Ski School instructors and Lift Operators to go over their role in the event that a Lift Evacuation occurs. This training may not include hands on practice but classroom style training. All lift evacuation drills will be recorded in the lift operational log.

### **Lift Evacuation Equipment**

#### **Ski Patroller Self Evacuation Equipment**

- Each Ski Patroller is required and responsible for carrying their own Self Evacuation Equipment. This equipment should include:
  - a. 2 Locking Carabineers
  - b. 1 Eight-Plate
  - c. 1 Short Piece of 1" Tubular Webbing tied in a loop with a water knot (Anchor Point)
  - d. 1 Long Piece of 1" Tubular Webbing tied in a loop with a water knot. (Harness)
  - e. 150' of 7mm (or greater) kernmantle static rope
- This equipment is to be stored and carried with the Ski Patroller in their patrol vest while on duty.
- Inspection of equipment should take place at least once a year and after each use. Rope and webbing should be replaced if worn or damaged, and every five years regardless of use.

#### **Lift Evacuation Rope Bags**

Rope bags containing the Lift Evacuation equipment shall be kept at the top of each lift in the Top Lift Operators Shack. Each bag also has specific documentation maintained by the Ski Patrol Director or the Assistant Ski Patrol Director. This documentation includes information on the condition and length of rope and last time the rope was inspected.

Lift Evacuation Rope Bags contain 90' to 120' of ½ inch kernmantle static rope, rated at 9600lbs, with an attached T-Chair evac seat. Lift Evacuation bags also contain a Ball and Rope or Bag and Rope throw device to assist in looping evacuation rope over the haul cable. Paperwork to obtain guest information is also included in the Lift Evacuation Rope Bag. Lift Evacuation Bags will be stored in the Patrol Room over the off-season to protect rope and equipment from the elements and other damage.



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Life Evacuation Rope Bags will be inspected prior to every season and after every use. If a Life Evacuation Rope Bag fails inspection it will be marked Out of Service with a red tag and taken to the Patrol Room for repairs.

### 3.14 AVALANCHE RESCUE AND CONTROL

Avalanches are natural and complex phenomena that experts do not fully understand. No one can predict their occurrence with absolute certainty. A great many factors must be considered when determining the degree of avalanche danger.

#### **Avalanche hazards at Ski Bluewood exist in the following locations:**

Vintner's Ridge	Hillside above Tamarack cat track
Vintner's Ridge gully	Hillsides on both sides of the Parking Lot
No-No Knoll	Hillside next to the Lodge
Hillside above Country Road cat track	Hillside next to the Platterpull

This list is not all inclusive and there may be other areas within the ski area that have avalanche potential.

#### **Many factors can increase an avalanche potential, some of these factors are:**

Slopes of 30 to 45 degrees.

Leeward slope with snow build up creating a cornice.

Clearings or natural slide areas.

Most avalanches occur during or shortly after storms.

Winds with a constant speed of 15 mph or higher will cause an extreme increase in avalanche hazards. As the wind accelerates on the windward side of a slope, it picks up snow and deposits it on the leeward slope.

High temperatures cause snow to lose its cohesive strength. Low temperatures cause dry snow to remain loose and unstable. On the average, new snow will settle and stabilize when temperatures are near freezing.

#### **Skiers Caught in an Avalanche**

Avalanche search sequence:

- Locate avalanche site**
- Hasty search completed**
- Coarse probe completed**
- Fine probe completed**

Speed is the essential factor in finding a victim alive. Competent rescue personnel should reach the accident site with all possible haste.

Any witnesses need to be held so they can identify the avalanche site and where the victim was last seen.



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Notify all patrol members of avalanche burial and location, via radio.

The Patrol Director or his designee will appoint a Rescue Team Leader.

Bring avalanche shovels, avalanche rescue pack, and probes to the avalanche site.

The Team Leader and witnesses must get to avalanche site quickly and complete hasty search. Before a hasty search can begin an Avalanche Guard must be stationed in a safe location with a full view of the avalanche area to warn search party of further avalanche danger. Absolutely no one goes into the avalanche area if the Avalanche Guard suspects avalanche danger. Those in the danger zone must exit immediately.

Mark the victim's last seen point with bamboo, flagging, or some other highly visible object.

Quickly search the surface downhill from the last seen point, for sign of the victim. Look for gloves, hat, goggles, glasses, poles, skis, etc. Look downhill from the last known point where the victim was seen.

Additional teams may be appointed to help out with the probe lines and getting more equipment, including medical equipment, to the site. Use of other employees and guests is acceptable in extreme circumstances.

Once the quick visual check for clues has been completed, a coarse probe line in the most likely location can begin. The coarse probe moves rapidly. It is intended to locate the victim quickly at burial depths where the victim has the most chance of survival. The line moves fast enough to uncover clues in the debris surfaces as well as to probe for the buried victim.

Initial probing activities are concentrated in the most probable areas for finding the victim, such as around trees, boulders, or other obstructions, where changes in slope occur, and at the tip and edges of the debris. If the last-seen point has been clearly marked, the search will further concentrate in the natural fall line downhill from this point.

The coarse probe does not guarantee the victim will be found alive, but statistical analysis shows that the increase of speed over the fine probe improves the victim's chance of survival. Analysis further shows that the victim's chance of survival is also better if the coarse probe is repeated when it fails to find him on the first sweep.

The fine probe virtually guarantees the victim will be found if he is not buried below the probe depth, but there is a much greater chance that he will be found dead.

The Ski Patrol Director or his designee is the Rescue Leader and is in charge of the rescue site.

A Scribe should be assigned to record and document all information, times and activities associated with the avalanche and rescue efforts.

Mountain Control will act as Dispatcher and standing by to notify Dayton General Hospital, Columbia County Ambulance, Helicopter, and /or the Columbia County Search and Rescue as needed



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### **When the Victim is Found**

Immediately start artificial respiration if required. Do not wait until the entire victim's body is uncovered to start artificial respiration if necessary.

Treat for mechanical injuries such as bleeding and fractures.

Transport to hospital as soon as possible if condition warrants.

### **Terminating the Search**

The Search Effort will be Cancelled Only by the Patrol Director or His Designee and Mountain Manager when the victim has been found, or when environmental conditions are such that continuing rescue efforts may result in further loss of life or injury

This procedure is a general outline and by no means a detailed avalanche search procedure. All patrollers are urged to pursue training in avalanche rescue to improve their avalanche knowledge, understanding and rescue skills.

### **Transceiver Search Technique for Victim Wearing Transceiver**

Every patrol member that is doing avalanche control work must carry a transceiver and know how to use it.

In order to rescue a buried live victim, other patrollers need to stay at the site and act quickly.

Shovels should accompany transceivers. The purpose of carrying a transceiver is defeated if you can locate a victim but can't dig him out.

Turn the transceiver on and to transmit and leave it there at all times when a search is not underway.

Strap the transceiver where it can't be separated from you, usually under your coat or other durable clothing.

Follow all guidelines for avalanche rescue. Remember you must station a lookout (Avalanche Guard) before patrol members go into the slide area.

It is not possible to foresee and to describe every conceivable avalanche accident. The objective in all cases must be to find the victim as quickly as possible. The following applies in all cases:

**Don't panic**

**Get organized.**

**Keep in mind that it takes much longer to climb up than to ski or walk down.**

**Don't permit random searching.**

### **Initial Phase of Search Procedure**

Carefully note and mark the last location where the victim was seen. If there is a danger of additional avalanches, post an avalanche guard and those in potential avalanche areas must be prepared to switch their transceivers to transmit if an avalanche is believed to be eminent.



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During a search ensure **ALL** transceivers are unlocked, out of the transmit position and switched to receive on high (maximum) volume. Under stress mistakes can and have been made so the The Team Leader must check all transceivers to be sure they are all on receive.

A single searcher with his transceiver on transmit can frustrate the entire search, **possibly resulting in the death of the buried person.**

Keep the receiver volume all the way up until a signal is received. You should be able to hear some background noise (static).

Use whichever transceiver search pattern you are most comfortable with and is most appropriate for the situation.

Practicing these techniques in non-emergency situations periodically will reduce your search times significantly.

When the victim is found, first aid should be carried out in the following order:

- Assess airway and assist respirations as necessary.
- Treat for mechanical injuries such as bleeding and fractures.
- Transport to hospital as soon as possible.

### **Avalanche Control**

Every patrol member that is involved in avalanche control work should wear a transceiver and know how to use it. Ideally all Patrollers performing avalanche control work carry a shovel. At a minimum there should be at least two shovels available and carried by avalanche guards/spotters located outside the avalanche area. Transceivers will be useless if a patrol member is buried in a slide and you have no way of digging them out.

Avalanche control work will take 2 patrollers minimum. One to do the actual work and the other acting as a lookout. At a minimum the lookout must have a shovel. This is strenuous work so you should trade off frequently.

Ski cutting is one of the simplest ways to control avalanches on uniform slopes. Ski cutting must never be undertaken on slopes below cornices or other areas with significant snow loads.

Cornices build up and can trigger slab avalanches that can survive sliding long distance without breakup and smash into skiers far below. Whenever possible, cornices should be controlled routinely, especially after periods of high winds, to minimize their size. Small cornices can be stomped or skied off during control work. Larger cornices are stomped with Patroller on a secure belay from above the cornice. Patrollers doing cornice control work and their spotters should watch for signs of snow instability above the cornice control work. If cracks or other signs of instability are showing up above the Patroller performing the cornice work that Patroller should consider moving their work to a point at or upslope from the unstable area.

General safety principles for work on medium cornices are:



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Close areas below the cornice to the public. Place “Avalanche Danger” signs at access points to avalanche areas. Maintain radio contact as required.

Allow only one person at a time may work on the roof of the cornice at a time.

Although the belay is essential, it must be regarded as a second line of defense and there for backup protection only. Every possible precaution should be taken to remain on the safe side of the cornice roof. Before proceeding out on the cornice roof, establish the closest safe working line to the cornice.

Avalanche control and mountaineering experience and skill are invaluable in making prudent decisions about avalanche and cornice control work. Experience teaches us that cornices can break off a considerable distance back from the edge. Observers stationed in safe areas near the ends of a cornice may be able to assist the Patroller on the cornice with establishing safer routes and lines.

Patrollers are urged to take additional training classes in avalanche control work.

### **3.15 SEARCH AND RESCUE**

#### **In-Area Search**

The patrol is responsible for all in-area searches.

Have all witnesses complete a missing person report and hold the witnesses in case additional information is needed.

Have patrol members search the base area. The base area is where missing people are usually found.

Searches of the ski area will only commence with the authorization of the Patrol Director or his designee.

#### **In-Area Search Procedure:**

1. Search areas where the person was seen last.
2. Re-sweep the entire mountain.
3. Perform a thorough check of the area boundary looking for tracks leaving the area.
4. Sweep the entire mountain again.
5. Place Columbia County Sheriff “on standby” by notifying their dispatch.
6. When the person is located call Columbia County Sheriff dispatch to remove them from “standby”.

#### **Out of Area Search**

If the ski area is “secured” through an in-area search, and tracks are discovered or other factors indicate the missing person left the area boundary, subsequent search efforts will be determined by the Patrol Director or Assistant Director, Mountain Manager and the Area Owner.

If an out-of-area search is required, the Columbia County Sheriffs Office must be notified and a search number assigned. The U.S. Forest Service will need to be notified a search is eminent or has begun. Columbia County Search and Rescue must be notified.



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If you are going to participate in an out-of-area search, you will need to have an Emergency Worker Registration card, issued by the Department of Emergency Services, State of Washington.

Patrollers involved in out of area searches need to understand the Columbia County search and rescue organizational plan and standard operating procedures.

The Patrol Director or Assistant Director will be in charge of the Bluewood search team.

The search team will consist of Patrollers who want to volunteer to participate and have an Emergency Worker Registration card.

### **3.16 BACK COUNTRY SKIING**

#### **Backcountry Skier Check-In/Check-Out Procedure**

All skier that cross-country ski out-of-area must check in with the Mountain Office/Information Desk, fill out the Backcountry Skier form and leave their drivers license with the Information staff. Upon return from out-of-area skiing they can pick up their drivers license. This proves has been established so the ski patrol and mountain management can ensure people who leave the ski area return safely.

If a backcountry skier has not checked-in by closing time, the patrol will conduct a search as follows:

- Check the base area, rental, restrooms, lodge, pub, etc.

- See if their car is still in the parking lot.

- Call the skiers phone to see if they can be contacted and their location established.

- Initiate a search of the area boundary.

- Initiate an out-of-area search.

#### **Backcountry Skiing Closure**

The Patrol Director or Assistant Patrol Director will notify the Information Desk of a backcountry skiing closure. No one will be allowed to leave the ski area to backcountry ski during these closures.

Closures will be instituted by the Ski Patrol due to avalanche danger, poor weather, limited visibility, high winds or other factors deemed by the patrol to present a danger to backcountry skiers.