

NFPA® 610

Guide for Emergency and Safety Operations at Motorsports Venues

2014 Edition



NFPA, 1 Batterymarch Park, Quincy, MA 02169-7471
An International Codes and Standards Organization

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NFPA® 610

Guide for

Emergency and Safety Operations at Motorsports Venues

2014 Edition

This edition of NFPA 610, *Guide for Emergency and Safety Operations at Motorsports Venues*, was prepared by the Technical Committee on Safety at Motorsports Venues. It was issued by the Standards Council on May 28, 2013, with an effective date of June 17, 2013, and supersedes all previous editions.

This edition of NFPA 610 was approved as an American National Standard on June 17, 2013.

Origin and Development of NFPA 610

The 2003 edition was the first edition of NFPA 610, *Guide for Emergency and Safety Operations at Motorsports Venues*. A Technical Committee was appointed by the NFPA Standards Council in 1998 to address the subject of safety at motorsports venues. The committee wrote this guide to assist facility owners, operators, promoters, and emergency management personnel in developing and implementing a system that provides for effective emergency operations at motorsports facilities and events. The guide is intended to assist with the planning for emergency operations, training and equipping emergency workers, and deploying resources at the time of an incident. These operations can lead to more effective fire suppression in the event of a fire and to improved rescue and medical care for competitors in post-crash situations, while providing for the safety of emergency response personnel working at the venue.

For the 2009 edition, the application statements were revised to indicate that the document is not intended to apply to non-motorsports events conducted at a motorsports venue, because such events are covered by other NFPA codes and standards. The revised document provides a better description of scalability by creating a method to classify events. This was carried through the discussion of emergency action plans. A sample emergency action plan was included in Annex B for a simple event that is generally perceived as posing less risk of injury than that encountered in legal and responsible travel in an automobile on public roads. Revisions were made to the Emergency Action Plan Checklist in Chapter 4 to further assist persons running simple events in determining what their emergency action plan should include.

The revised document recognized the National Incident Management System (NIMS) and reflects the use of NIMS in managing emergency incidents at motorsports events.

Chapter 5 was completely rewritten to reflect a “Knowledge, Skill, Ability” format for denoting minimum training requirements for persons expected to operate in the various positions that could be needed if an emergency were to occur at a motorsports event. The question of who can provide training to persons expected to meet the different capability levels was clarified.

Chapter 6 was revised to reflect the latest editions of personal protective equipment (PPE) standards that can be referenced when purchasing protective equipment for emergency workers at motorsports events. Recognizing that some events are run at night, when visibility is poor, a recommendation for use of garments with retroreflective trim or a light source was added. A PPE matrix was developed and added as Annex C to provide increased direction as to the type and style of PPE for the motorsports safety workers.

Chapter 7 was revised to reflect changes in portable fire extinguishers and extinguishing agents based on NFPA 10, *Standard for Portable Fire Extinguishers*, including the addition of agent discharge performance for dry chemical extinguishers.

The entire 2009 edition of the document was reviewed and revised to increase the clarity, usability, and understandability of the text.

In the 2014 edition, the committee changed the use of an emergency action plan to an incident action plan. These changes are reflected throughout the body of the document and the Sample Incident Action Plan in Annex B. The new incident action plan includes language for the newly defined Level I through Level III motorsports events. The committee also added a new definition for *event*, and referenced definitions for *incipient stage* and *incident action plan* from other NFPA documents. Other major changes in the 2014 edition include the consolidation of Chapter 8 recommendations to reflect a single section for all staffing information needs, updated figures and sample forms, clarification on PPE recommendations, and editorial changes throughout.



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NOTE: Membership on a committee shall not in and of itself constitute an endorsement of the Association or any document developed by the committee on which the member serves.

Committee Scope: This Committee shall have primary responsibility for documents on training, personnel, equipment, and facilities not covered by other NFPA documents as they relate to emergency operations and safety at motorsports venues.

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A reference in brackets [] following a section or paragraph indicates material that has been extracted from another NFPA document. As an aid to the user, the complete title and edition of the source documents for extracts in advisory sections of this document are given in Chapter 2 and those for extracts in the informational sections are given in Annex E. Extracted text may be edited for consistency and style and may include the revision of internal paragraph references and other references as appropriate. Requests for interpretations or revisions of extracted text should be sent to the technical committee responsible for the source document.

Information on referenced publications can be found in Chapter 2 and Annex E.

Chapter 1 Administration

1.1 Scope. This guide addresses planning, training, personnel, equipment, and facilities as they relate to emergency and safety operations at motorsports venues.

1.2 Purpose. The purpose of this document is to provide guidance for the development of a system that provides for the safety of emergency response personnel and effective emergency operations at motorsports facilities and events through planning, training, and equipping, and through the deployment of necessary resources.

1.3 Application.

1.3.1 This guide applies to motorsports events held at both indoor and outdoor facilities, whether temporary or permanent, except for air or water events.

1.3.2 As all portions of this document might not apply to every motorsports event or venue, the authority having jurisdiction and the event/venue official should review this document against the operating environment of the event or venue and determine which components of this guide are applicable. No statement within or section of this document can be applied independently without reference to other applicable sections.

1.3.3 This guide is not intended to apply to non-motorsports events conducted at motorsports venues.

1.3.4 It is also recommended that an implementation plan be developed based on the applicable portions of this guide.

1.4 Equivalency. Nothing in this guide is intended to prevent the use of systems, methods, or devices of equivalent or superior quality, strength, fire resistance, effectiveness, durability, and safety over those recommended by this guide.

Chapter 2 Referenced Publications

2.1 General. The documents or portions thereof listed in this chapter are referenced within this guide and should be considered part of the recommendations of this document.

2.2 NFPA Publications. National Fire Protection Association, 1 Batterymarch Park, Quincy, MA 02169-7471.

NFPA 10, *Standard for Portable Fire Extinguishers*, 2013 edition.

NFPA 1561, *Standard on Emergency Services Incident Management System*, 2008 edition.

NFPA 1581, *Standard on Fire Department Infection Control Program*, 2010 edition.

NFPA 1936, *Standard on Powered Rescue Tools*, 2010 edition.

NFPA 1951, *Standard on Protective Ensembles for Technical Rescue Incidents*, 2013 edition.

NFPA 1971, *Standard on Protective Ensembles for Structural Fire Fighting and Proximity Fire Fighting*, 2013 edition.

NFPA 1977, *Standard on Protective Clothing and Equipment for Wildland Fire Fighting*, 2011 edition.

2.3 Other Publications.

2.3.1 ANSI Publications. American National Standards Institute, Inc., 25 West 43rd Street, 4th Floor, New York, NY 10036.

ANSI/ISEA Z87.1, *Occupational and Educational Personal Eye and Face Protection Devices*, 2010.

2.3.2 ASTM Publications. ASTM International, 100 Barr Harbor Drive, P.O. Box C700, West Conshohocken, PA 19428-2959.

ASTM D 3578, *Standard Specification for Rubber Examination Gloves*, 2010.

ASTM F 2413, *Standard Specification for Performance Requirements for Protective (Safety) Toe Cap Footwear*, 2011.

2.3.3 SFI Publications. SFI Foundation, Inc., 15708 Pomerado Road, Suite N208, Poway, CA 92064.

SFI Specification 3.2A, *Driver Suits*, November 29, 2001.

SFI Specification 3.3, *Driver Accessories*, December 31, 2010.

SFI Specification 31.1A, *Flame Resistant Motorsports Helmet — Open Face*, December 1, 2001.

SFI Specification 31.2A, *Flame Resistant Motorsports Helmet — Closed Face*, December 1, 2001.

SFI Specification 31.1/2005, *Flame Resistant Motorsports Helmets*, December 1, 2001.

SFI Specification 41.1A, *Motorsports Helmets — Open Face*, December 1, 2001.

SFI Specification 41.2A, *Motorsports Helmets — Closed Face*, December 1, 2001.

SFI Specification 41.1/2005, *Motorsports Helmets*, December 1, 2001.

2.3.4 Snell Publications. Snell Memorial Foundation, Inc., 3628 Madison Avenue, Suite 11, North Highlands, CA 95660.

M2000, *Standard for Protective Headgear for Use with Motorcycles and Other Motorized Vehicles*, 2000.

M2005, *Standard for Protective Headgear for Use with Motorcycles and Other Motorized Vehicles*, 2005.

M2010, *Standard for Protective Headgear for Use with Motorcycles and Other Motorized Vehicles*, 2010.

SA2000, *Standard for Protective Headgear for Use in Competitive Automotive Sports*, 2000.

SA2005, *Standard for Protective Headgear for Use in Competitive Automotive Sports*, 2005.

SA2010, *Standard for Protective Headgear for Use in Competitive Automotive Sports*, 2010.

2.3.5 U.S. Government Publications. U.S. Government Printing Office, Washington, DC 20402.

Homeland Security Presidential Directive 5 (HSPD-5), 2003.

Title 29, Code of Federal Regulations, Part 1910.95, "Occupational noise exposure," 2006.

Title 29, Code of Federal Regulations, Part 1910.133, "Eye and face protection," 1996.

Title 29, Code of Federal Regulations, Part 1910.1030, "Bloodborne pathogens," 2001.

2.3.6 Other Publications.

Merriam-Webster's Collegiate Dictionary, 11th edition, Merriam-Webster, Inc., Springfield, MA, 2003.

2.4 References for Extracts in Mandatory Sections.

NFPA 472, *Standard for Competence of Responders to Hazardous Materials/Weapons of Mass Destruction Incidents*, 2013 edition.

NFPA 600, *Standard on Industrial Fire Brigades*, 2010 edition.

NFPA 1051, *Standard for Wildland Fire Fighter Professional Qualifications*, 2012 edition.

NFPA 1500, *Standard on Fire Department Occupational Safety and Health Program*, 2013 edition.

NFPA 1561, *Standard on Emergency Services Incident Management System*, 2008 edition.

Chapter 3 Definitions

3.1 General. The definitions contained in this chapter apply to the terms used in this guide. Where terms are not defined in this chapter or within another chapter, they should be defined using their ordinarily accepted meanings within the context in which they are used. *Merriam-Webster's Collegiate Dictionary*, 11th edition, is the source for the ordinarily accepted meaning.

3.2 NFPA Official Definitions.

3.2.1* Approved. Acceptable to the authority having jurisdiction.

3.2.2* Authority Having Jurisdiction (AHJ). An organization, office, or individual responsible for enforcing the requirements of a code or standard, or for approving equipment, materials, an installation, or a procedure.

3.2.3 Guide. A document that is advisory or informative in nature and that contains only nonmandatory provisions. A guide may contain mandatory statements such as when a guide can be used, but the document as a whole is not suitable for adoption into law.

3.2.4 Labeled. Equipment or materials to which has been attached a label, symbol, or other identifying mark of an organization that is acceptable to the authority having jurisdiction and concerned with product evaluation, that maintains periodic inspection of production of labeled equipment or materials, and by whose labeling the manufacturer indicates compliance with appropriate standards or performance in a specified manner.

3.2.5* Listed. Equipment, materials, or services included in a list published by an organization that is acceptable to the authority having jurisdiction and concerned with evaluation of products or services, that maintains periodic inspection of production of listed equipment or materials or periodic evaluation of services, and whose listing states that either the equipment, material, or service meets appropriate designated standards or has been tested and found suitable for a specified purpose.

3.2.6 Should. Indicates a recommendation or that which is advised but not required.

3.3 General Definitions.

3.3.1 Clean-Up Personnel. Personnel primarily responsible for restoring a racing surface by mitigating liquid spills and removing debris.

3.3.2 Command Post. The location where the incident commander and associated staff are located during an emergency incident.

3.3.3 Competition Area. The designated area of a motorsports venue in which vehicles compete, perform, train, demonstrate, or test at competitive speeds.

3.3.4 Critical Incident Stress. An unusual or traumatic event that creates or might create stress or other adverse condition for persons who have been exposed to the event but who have not necessarily incurred bodily injury from the event.

3.3.5 Drag Strip. A straight, open-ended course without turns that generally does not incorporate changes in elevation.

3.3.6 Emergency Incident. Any situation to which an emergency services organization responds to deliver emergency services, including rescue, fire suppression, emergency medical care, special operations, law enforcement, and other forms of hazard control and mitigation. [1561, 2008]

3.3.7 Emergency Medical Personnel. Personnel primarily responsible for providing emergency medical care or having additional responsibilities of extrication.

3.3.8 Emergency Medical Services (EMS). The provision of treatment, such as first aid, cardiopulmonary resuscitation, basic life support, advanced life support, and other pre-hospital procedures, including ambulance transportation, to patients. [1500, 2013]

3.3.9 Emergency Services Personnel. Personnel who are designated by the emergency action plan or who are operating above the motorsports safety awareness level to serve in responder or safety roles, including emergency medical personnel, marshals, vehicle recovery personnel, rescue personnel, security personnel, track fire fighters, and pit area fire fighters.

3.3.10 Event. A planned activity or gathering of participants in which one or more motorized vehicles are operated for speed and/or performance, which is conducted at a motorsports venue and includes, but is not limited to, all related activities, such as a designated race as well as all periods for

participant registration, vehicle inspections, time trials, qualifying races, practice runs, exhibitions, post-race inspections, or postponed dates related thereto.

3.3.11 Event/Venue Official. An individual assigned to oversee the operation of a particular event or the facility and who might serve as both the event official and venue official.

3.3.12 Garage. A secured area, protected from the elements by a structure or structures, in which competition vehicles are parked or stored and in which work is performed.

3.3.13 Hazard. That which is capable of posing an unreasonable risk to health, safety, or the environment; capable of causing harm.

3.3.14 Hazardous Materials Incident. An incident involving hazardous or volatile chemicals or other materials that, pursuant to local, state, or federal law, requires prescribed actions for clean-up, disposal, or both.

3.3.15 Hazardous Situation. An act or condition that is judged to present a danger to persons or property that is so urgent and severe that it requires immediate corrective or preventive action.

3.3.16 Incident Action Plan (IAP). A written or verbal plan stating the overall objectives, strategy, and specific tactics for a specified period of time. [1051, 2012]

3.3.17 Incident Commander (IC). The individual responsible for all incident activities, including the development of strategies and tactics and the ordering and the release of resources. [472, 2013]

3.3.18 Incident Management System (IMS). A system that defines the roles and responsibilities to be assumed by responders and the standard operating procedures to be used in the management and direction of emergency incidents and other functions. [1561, 2008]

3.3.19 Incipient Stage. The early stage of a fire, in which the progression has not developed beyond that which can be extinguished using either portable fire extinguishers or handlines flowing up to 473 L/min (125 gpm). [600, 2010]

3.3.20 Local Authority. See 3.2.2, Authority Having Jurisdiction.

3.3.21 Major Facility. A purpose-built motorsports venue occupying a large amount of land that can accommodate a mass gathering to witness a motorsports event.

3.3.22* Marshal. An individual assigned to provide observation and communications, to show flags to drivers, to provide first-response fire fighting and first-response emergency medical care, and to remove debris and assist in removing vehicles.

3.3.23 Medical Gloves. An item of emergency medical protective clothing that is designed and configured to provide barrier protection to the wearer's hand to at least the wrist.

3.3.24 Motorsports Safety Awareness Level. A designation for the capability expected of an individual who has been given basic safety information as provided by the venue/event incident action plan.

3.3.25 Motorsports Safety Command Manager. An individual in management assigned to oversee the direction and supervision of the venue/event incident action plan and operations.

3.3.26 Motorsports Safety Operations Level. A designation for the capability expected of operations personnel that pertains

to their specific responsibilities and duties as provided by the venue/event incident action plan.

3.3.27 Motorsports Safety Specialist Level. A designation for the capability expected of highly specialized personnel that pertains to the performance of their specific areas of rescue or emergency expertise as provided by the venue/event incident action plan.

3.3.28 Motorsports Safety Technician Level. A designation for the capability expected of emergency personnel that pertains to the implementation of rescue procedures as provided by the venue/event incident action plan.

3.3.29 Motorsports Venue. A facility or designated area at which motorsports and related activities are conducted.

3.3.30 Multi-Casualty Incident (MCI). An emergency casualty incident involving multiple persons with bodily injuries that exceeds the capacity of the medical resources available at the motorsports venue/event.

3.3.31 Multi-Use Facility. A motorsports venue that incorporates more than one type of course and is adaptable to a variety of motorsports disciplines.

3.3.32* National Incident Management System (NIMS). A system mandated by Homeland Security Presidential Directive 5 (HSPD-5) that provides a consistent nationwide approach for federal, state, local, and tribal governments; the private sector; and nongovernmental organizations to work effectively and efficiently together to prepare for, respond to, and recover from domestic incidents, regardless of cause, size, or complexity.

3.3.33 Off-Track Emergency Response. Response to emergencies at a motorsports facility in areas other than the competition area and immediately adjacent areas including, but not limited to, hospitality areas, concession stands, cooking facilities, grandstands, parking areas, and media areas.

3.3.34* Paddock Area. A secured or restricted area in which competition and support vehicles are parked or staged, or both, and in which work is performed.

3.3.35 Pit Area. A designated area in which work is performed on competition vehicles during the race or performance.

3.3.36 Pit Area Fire Fighter. A fire fighter who is responsible for providing fire suppression in the pit area and who might be responsible for fire suppression at the fueling depot.

3.3.37 Recovery Personnel. See 3.3.49, Vehicle Recovery Personnel.

3.3.38 Rescue Personnel. Personnel assigned to extricate injured or trapped occupants from disabled competition vehicles.

3.3.39 Road Course. A closed, permanent course on which there are turns in both directions and that might incorporate changes in elevation.

3.3.40 Sanctioning Body. The individual or organization responsible for the rules and conduct of the competition.

3.3.41 Security Personnel. Personnel, with or without arrest authority, assigned to control crowds and traffic at a motorsports venue and whose duties might also include checking of credentials and identification and deterring theft.

3.3.42 Site Emergency Team. An organized group of trained response personnel operating under an emergency response plan and appropriate standard operating procedures that handles and controls actual or potential emergency incidents

and that responds to emergencies for the purpose of control or stabilization of the incident.

3.3.43 Street Circuit. A closed, temporary course on closed public or private roadways on which there are turns in both directions and that might incorporate changes in elevation.

3.3.44 Terrorist Activities. Disruptive or violent actions taken by an organized group or individuals in order to intimidate a population group or civil authorities.

3.3.45 Track Clean-Up Personnel. Personnel whose primary responsibility is to keep the racing surface in proper condition for racing; sometimes called track restoration personnel.

3.3.46 Track Emergency Medical Personnel. Personnel assigned to emergency medical duties on and adjacent to the competition area who respond by ambulance, safety vehicles, other vehicles, or on foot and whose training levels range from first responder to medical doctor.

3.3.47 Track Fire Fighter. A fire fighter primarily responsible for competition area fire suppression activities and possibly extrication efforts.

3.3.48 Track Restoration Personnel. See 3.3.45, Track Clean-Up Personnel.

3.3.49 Vehicle Recovery Personnel. Personnel primarily responsible for the operation of vehicle recovery equipment and the removal of disabled competition vehicles and their components from the competition and adjacent areas.

Chapter 4 Incident Action Plan

4.1 General. For each motorsports event, an incident action plan (IAP) should be prepared by the venue owner/operator working in conjunction with the authority having jurisdiction (AHJ). Changing resources and event characteristics might require ongoing modifications or built-in adaptability. A designated person should be responsible for the maintenance of the plan. (*See Annex B for sample IAPs.*)

4.1.1 For the purpose of this document, an IAP is a formal written plan that defines roles and responsibilities; identifies potential emergency conditions at the event site; and prescribes the procedures and objectives reflecting the overall incident/event strategy, tactics, risk management, and member safety to be followed to minimize or prevent loss of life and property. In certain jurisdictions, this may also be referred to as an emergency action plan (EAP) or emergency operations plan (EOP). It should be noted that for the purposes of this document, an IAP does not refer to an IAP as defined by the National Response Framework and the National Incident Management System (NIMS).

4.2 Level of Event. For the purpose of developing IAPs, motorsports events are classified as Level I through Level III in this document.

4.2.1 A Level I motorsports event is an event that is generally perceived as posing less risk of injury than that encountered in legal and responsible travel in an automobile on public roads. Events in this level typically have less than 1000 people on site. Examples include, but are not limited to, club or private events held usually in parking lots or other temporary facilities and autocrosses, manufacturer ride and drives, or new car introductions at racing facilities.

4.2.2 A Level II motorsports event is an event that is generally perceived as posing a risk of injury similar to that encountered in legal and responsible travel in an automobile on public roads. Events in this level typically have 1000 to 10,000 people on site. Examples would include, but not be limited to, entry-level competitions, noncompetitive driving schools, motorcycle enduros, closed-course rallies, street legal drag racing, stand-alone time trials, or karting or quarter midget competitions.

4.2.3 A Level III motorsports event is an event that is generally perceived as posing a risk of injury higher than those encountered in legal and responsible travel in an automobile on public roads. Events in this level typically have greater than 10,000 people on site. Examples include, but are not limited to, oval competitions, speed tests, road course speed events, tractor pulls, monster truck events, drag racing, drifting, or motocross.

4.3 Statement of Purpose.

4.3.1 The IAP should begin with a statement of purpose that defines the goals of the plan.

4.3.1.1 An example of a statement of purpose for a motorsports venue running Level I and II events is as follows: "This plan defines response systems for on-track and off-track incidents. This plan also provides for coordination between the site emergency team response and AHJs to promote an effective response."

4.3.1.2 An example of a statement of purpose for a motorsports venue running Level III events is as follows: "The purpose of this incident action plan is to provide response procedures to protect people and property during an emergency or disaster situation. This plan identifies and assigns personnel to various tasks and responsibilities, thus creating the site emergency team. This plan defines response systems for on-track and off-track incidents. This plan also provides for coordination between the site emergency team response and AHJs to promote an effective response."

4.3.2 All parties involved in the operations described in the IAP should know their responsibilities under the plan.

4.4 Adapting IAP to Resources and Event.

4.4.1 The IAP should be capable of being scaled to the size and type of event.

4.4.2 The IAP should be applied based on the level of event. This requires the owner/operator to address the hazards expected from the type of event planned as well as the expected quantity of persons present.

4.4.3 The IAP should identify the number and types of roles necessary to carry out the objectives of the plan.

4.5 Consistency with Plans of the AHJ.

4.5.1 The IAP should be consistent with emergency operation plans of the authority or AHJs. Motorsports venues are designed in different configurations, based on the type of competition/performance that takes place at a facility. Facilities include, but are not limited to, ovals, drag strips, road courses, street circuits, arenas, major facilities, and multi-use facilities. The facility might be located within a major city or in a rural area. Due to these variables, it is important that the facility, when preparing an IAP, work closely with the local providers of emergency services to incorporate its plan into their community emergency plan.



4.5.2 The venue might be responsible for meeting the requirements placed on it by the AHJs beyond the guidelines given in this document.

4.6 Management Structure.

4.6.1 The IAP should define a management structure for handling emergency situations.

4.6.2 The management structure should be based on an incident management system (IMS) consistent with NFPA 1561, *Standard on Emergency Services Incident Management System*.

4.6.2.1 For Level I and II events, the IAP may depend on the expertise and resources of outside responding agencies and personnel to initiate response and manage the emergency based on the National Incident Management System (NIMS).

4.6.2.2 For Level III events, venue officials and responders should provide a coordinated response based on the NIMS.

4.6.3 The IAP should provide for the coordination of efforts by the wide variety of agencies that might interact in an emergency situation, including event staff, local agencies, state agencies, and federal authorities.

4.6.4 The IAP should be provided to all agencies identified in the plan, and such agencies should acknowledge their participating roles in the plan.

4.6.5 The IAP should provide for unified command with an incident commander (IC) and a predefined command post location. For Level I motorsports events, such a command post location could be a designated meeting location where coordinators for each of the emergency operations could gather. For Level II and Level III motorsports events, the command post might be a fixed facility equipped with communications and command/control technology.

4.6.6 The IAP should establish a predetermined area for staging of resources, giving consideration to arrival and departure access.

4.6.7 The IAP should provide for the creation and distribution to participating agencies designated in the plan and to on-site personnel of current site location information that includes significant features on the property. This information could be disseminated as a map. However, to provide more flexibility, some features, such as gates, might be better described as being located near a seating section or a particular building, rather than being included as part of a map detail.

4.7 IAP Components. The IAP should contain the components specified in 4.7.1 through 4.7.10.4 for all motorsports venues, events, or both. The amount of detail included for each component is dependent on the level of the event, the identified hazards of the event, and the Incident Action Plan Checklist (see *Figure 4.12*).

4.7.1 Fire Protection Component.

4.7.1.1 The IAP should include fire protection information for the facility, the event, or both. It is important that the plan include information on any materials that present a fire hazard specific to the event, including their location, the quantity of material, and how the materials are distributed, together with the impact the presence of the materials could have on the event or on the persons present at the event.

4.7.1.2 The IAP should include information on the fire protection available at the venue. This could include information related to fire alarm systems, standpipe systems, sprinkler systems, fire extinguishing systems, and fire hydrants or other available water resources. The identification of the agencies and a method to contact those responsible for the maintenance or repair of these fire protection systems are important if a system needs repair.

4.7.1.3 To supplement the fixed fire protection, an inventory of fire suppression vehicles and equipment scheduled to be on the property and the methods of contact for agencies and management personnel responsible for response to fire-related scenarios should be part of an IAP.

4.7.2 Traffic Control Component.

4.7.2.1 The traffic control component should include plans for inbound and outbound flow of emergency vehicles and provisions for emergency evacuation of all or part of the site.

4.7.2.2 The traffic control component should include the identification and method of contact for agencies or persons, or both agencies and persons, responsible for traffic flow management and emergency traffic scenarios.

4.7.3 Emergency Medical Services (EMS) Component. The IAP should include EMS response information for the venue, the event, or both.

4.7.3.1 EMS response information generally should include an inventory of EMS equipment and staffing scheduled to be at the venue as well as the identification and method of contact of agencies and management personnel responsible for response to a medical emergency.

4.7.3.2 The IAP should identify the emergency medical care provided at the event and the procedure for obtaining an additional level of care or a higher level of care if necessary.

4.7.4 Multi-Casualty Incident (MCI).

4.7.4.1 The IAP should provide for coordination between EMS and public safety agencies having jurisdiction in the area where the venue is located, for the purpose of managing an MCI.

4.7.4.2 Agencies and management personnel responsible for response to MCIs should be identified along with methods of contact.

4.7.5 Civil Disturbance/Terrorist Incident/Active Shooter. The IAP should include a component for response to possible disruptive or terrorist activities.

4.7.6 Hazardous Materials Incidents.

4.7.6.1 The IAP should identify any necessary resources anticipated to mitigate any hazardous materials incident that impacts the site.

4.7.6.2 The IAP should include information on the location of the material safety data sheet (MSDS) for hazardous materials on the site.

4.7.6.3 The IAP should include contact information for response agencies that could assist with hazardous materials incidents that might occur on site.

4.7.7 Environmentally Threatening Incidents, Including Weather-Related Problems.

4.7.7.1 The IAP should consider the management of weather-related and environmental problems, including factors such as the geographic location of the venue and conditions unique to the local area or time of year.

4.7.7.2 The IAP should contain procedures for the following:

- (1) Receipt of weather and other emergency warnings
- (2) Event cancellation prior to or after the start of activities
- (3) Notification of warnings to participants, staff, and guests
- (4) Evacuating, sheltering, or providing direction to people potentially affected by the threat

4.7.7.3 Planning should consider conditions that can adversely impact an event, such as the following:

- (1) Simultaneous events at other nearby venues
- (2) Government-declared emergencies or warnings, such as predicted deteriorating weather or environmental problems
- (3) Proximity to other locations or operations with the potential for creating environmental hazards, such as rail yards, manufacturing facilities, and nuclear power plants

4.7.8 Relocation/Evacuation. Planning for the complete or partial relocation/evacuation of a facility should include the following:

- (1) Person(s) authorized to order the relocation/evacuation prior to or after the start of activities
- (2) Consideration of the estimated time to complete the relocation/evacuation
- (3) Notification procedure for the relocation/evacuation of participants, staff, and guests
- (4) Assistance and resources needed to effect an orderly relocation/evacuation
- (5) Availability and utilization of shelters on site or off site

4.7.9 Resources. The IAP should consider the utilization of available resources to deal with an emergency situation.

4.7.9.1 Personnel. The IAP should describe each position key to the provisions of the plan and the primary responsibilities of that position as it relates to the plan. Personnel resources that the plan may identify include the following:

- (1) Administrative/event/maintenance staff
- (2) Sanctioning body staff/officials
- (3) Security/law enforcement personnel
- (4) Fire personnel
- (5) EMS personnel
- (6) Emergency management representatives
- (7) Contracted service providers

4.7.9.2 Equipment and Supplies. The IAP should identify and determine the availability of internal and external resources that could be used in an emergency situation, such as the following:

- (1) Heavy equipment
- (2) Generators
- (3) Power tools
- (4) Traffic barriers
- (5) Fencing
- (6) Construction materials
- (7) Fire-fighting equipment
- (8) Technical rescue equipment
- (9) Portable lighting
- (10) Patient care equipment and multi-casualty equipment

- (11) Refrigeration facilities
- (12) Welding and cutting tools
- (13) Debris removal equipment
- (14) Hazardous waste mitigation equipment

4.7.9.3 Transportation. The IAP should identify and determine the availability of transportation resources that could be used in an emergency situation, such as the following:

- (1) Trams
- (2) Tractors
- (3) Buses
- (4) Trucks
- (5) Personal vehicles
- (6) Agency vehicles available for movement of personnel and victims

4.7.10 Communication Component.

4.7.10.1 The IAP should include an emergency communication component to establish coordination of all communication systems operating at the event, including the following:

- (1) Public address system and digital message board (if available)
- (2) Broadcast radio frequency for public announcements
- (3) Two-way radio system, channel assignments, or both
- (4) Telephone systems (internal and external)
- (5) Cell/satellite systems information
- (6) Data systems
- (7) Social media

4.7.10.2 Consideration should be given to communication challenges that might arise, especially during an emergency, such as the following:

- (1) Communication with marshals, response personnel, and administrative/event staff
- (2) Notification of guests and participants
- (3) Responsibility for the following:
 - (a) Communication with the news media
 - (b) Authorized release of information and the wording of media releases
 - (c) Locations for interviews or press conferences
 - (d) Identification of contacts to provide information
- (4) Communication systems failures due to equipment failure, interference, or systems overload

4.7.10.3 Where a backup communication system that could be used in the event of a failure of the primary system is identified, the backup system should consist of a technology sufficiently different from the primary system to make failure of the backup system unlikely in the event of a primary system failure.

4.7.10.4 Pre-event testing of communication systems should be part of the IAP. It might not be possible to test some parts of the system until the event is in full progress. At that time, problems related to equipment positioning and radio channel interference might first become apparent, and alternatives should be considered.

4.8 Pre-Event Agreements.

4.8.1 Prior arrangements for assistance from outside agencies for resources such as fire, rescue, law enforcement, EMS, and contracted services should be established where needed.



4.8.2 Incidents or events that might require multiple jurisdictional response should be identified.

4.9 Critical Incident Stress Debriefing (CISD).

4.9.1 A process for identifying incidents in which critical incident stress is a significant hazard should be established and should include identifying personnel adversely affected by incident stress and promptly initiating critical incident stress debriefing (CISD).

4.9.2 CISD assistance and resource availability should be identified.

4.10 Death at the Venue. The IAP should include procedures for notification of appropriate authorities and compliance with local statutes in the event of a death at the venue.

4.11 IAP Review.

4.11.1 The IAP should be reviewed periodically and changed as appropriate to meet current or future conditions.

4.11.2 A post-incident review should be held with participating agencies to identify practices that could benefit from additional attention or plan revision.

4.12 IAP Checklist. The use of a checklist might help event organizers verify that their IAP has addressed all appropriate elements. Figure 4.12 shows an IAP checklist that can be modified as appropriate to fit local needs.

Chapter 5 Training

5.1 General.

5.1.1 Any paid or volunteer personnel having an assignment or defined responsibility with a motorsports facility or serving a designated function at a motorsports venue should be informed or trained using the levels defined in Sections 5.2 through 5.6 commensurate with their assigned function. Personnel performing the described assignments should receive periodic, updated training.

5.1.2 Training to meet Sections 5.2 through 5.6 should be conducted by personnel who are qualified through formal training and have experience in this field. This includes trainers such as an equipment manufacturer or a sanctioning body that has a formal training program.

5.2 Motorsports Safety Awareness Level.

5.2.1 Persons functioning at the motorsports awareness level should be informed of the facilities and the possible hazards, how to call for assistance, and their role, if any, in the incident action plan (IAP). This information, if applicable, should include the following:

- (1) Recognition of what hazards exist in their area of operation and the potential incidents associated with those hazards
- (2) Recognition of the presence of a hazardous situation or safety threat
- (3) Identification of an emergency incident
- (4) Familiarization of basic safety measures to take to protect themselves from the risks associated with the incident
- (5) Realization of the need for immediate assistance and the ability to make appropriate notifications as identified in the IAP

- (6) Familiarization of reasonable and prudent initial actions that might reduce the severity of the incident
- (7) Familiarization of the existence of the incident management system (IMS) and the public relations plan
- (8) Knowledge of facility features and access/egress points

5.2.2 It is not the intent of this guide to expect someone informed at the awareness level to take an aggressive role in reducing the severity of the incident. However, there might be actions the person could take as they move to a safe area, such as closing a door, shutting off a fuel valve on a burner, shutting off a power switch, or directing people away from the incident area, as these actions could reduce the severity of the incident without jeopardizing their own safety.

5.2.3 The motorsports safety awareness level training might be accomplished with a briefing and/or handout that can include a map.

5.3 Motorsports Safety Operations Level.

5.3.1 Persons expected to function at the motorsports safety operations level should be informed to the motorsports safety awareness level; have knowledge of the facilities and the event-specific hazards; know how to call for emergency assistance; have the knowledge, skill, and ability to take first emergency mitigation actions in their areas of operation; and understand their role in the IAP.

5.3.2 Motorsports safety operations-level persons typically include pit area fire fighter, track clean-up personnel, repair and maintenance workers, off-track emergency responders, track emergency medical personnel (non-rescue), marshals, vehicle recovery workers, security, and event/venue officials. Training programs should be identified that can assist the individual to develop the following:

- (1) Knowledge, skill, and ability to recognize and identify hazards
- (2) Knowledge, skill, and ability to select and properly use personal protective equipment (PPE) appropriate to the function or assignment
- (3) Knowledge, skill, and ability to function within an assigned role in the National Incident Management System (NIMS)
- (4) Knowledge, skill, and ability to suppress incipient fires with a portable fire extinguisher
- (5) Knowledge, skill, and ability to perform hazard control operations, incident mitigation, and extrication operations within the capabilities of the resources and PPE available in their areas of operation
- (6) Knowledge, skill, and ability to use basic equipment and follow established emergency guidelines
- (7) Knowledge, skill, and ability of appropriate measures to assist or rescue victims
- (8) Knowledge, skill, and ability of procedures to return to routine operation

5.4 Motorsports Safety Technician Level.

5.4.1 Persons expected to function at the motorsports safety technician level should have the knowledge, skills, and ability of the motorsports safety operations level; have knowledge of the facilities and the event-specific hazards; have the knowledge, skill, and ability to take emergency mitigation actions in their areas of operation; and understand their role in the IAP.

INCIDENT ACTION PLAN (IAP) CHECKLIST				
“□” Indicates an item that should be considered in the IAP for the indicated level.				
IAP Component	Event Level			Assistance Needed and Possible Resources
	I	II	III	
Plan distribution				
Local public safety	☐	☐	☐	
Sanction body	☐	☐	☐	
Event coordinator	☐	☐	☐	
Track management	☐	☐	☐	
Subcontractors	☐	☐	☐	
Management structure				
Incident Commander			☐	
Operations Officer		☐	☐	
Safety Officer			☐	
Unified command			☐	
Personnel				
Liaison Officer			☐	
Communications Officer			☐	
Public Information Officer			☐	
Other positions			☐	
Responsibility of track personnel detailed		☐	☐	
Consistent with and coordinated with emergency operations plans of authorities having jurisdiction	☐	☐	☐	
Consistent with and coordinated with sanctioning body requirements	☐	☐	☐	
Access to on-site emergency services		☐	☐	
Access to off-site emergency services	☐	☐	☐	
Command post identified		☐	☐	
Resource staging location identified		☐	☐	
Communications system				
On-site		☐	☐	
Off-site			☐	
Radio			☐	
Telephone	☐	☐	☐	
Centralized system			☐	
Testing of system			☐	
Release of information to media considered			☐	
Site maps			☐	

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FIGURE 4.12 Checklist for Verifying Completeness of an IAP.

INCIDENT ACTION PLAN (IAP) CHECKLIST (Continued)

“□” Indicates an item that should be considered in the IAP for the indicated level.

IAP Component	Event Level			Assistance Needed and Possible Resources
	I	II	III	
Fire protection plan				
Hazards identified	☐	☐	☐	
Equipment resources				
On-site	☐	☐	☐	
Off-site	☐	☐	☐	
Personnel resources				
On-site	☐	☐	☐	
Off-site	☐	☐	☐	
Traffic control				
On-site			☐	
Off-site			☐	
Emergency medical services (EMS)				
On-site	☐	☐	☐	
Off-site	☐	☐	☐	
Does the IAP include methods for handling the following?				
Multi-casualty incidents (MCIs)		☐	☐	
Terrorism incidents		☐	☐	
Hazardous materials incidents		☐	☐	
Environmental and weather incidents		☐	☐	
Evacuation decisions, process, and notification methods		☐	☐	
Death management		☐	☐	
Critical incident stress management			☐	
Process identified for receiving government, weather, and other warnings		☐	☐	
Evacuation resources identified			☐	
Arrangements for requesting and receiving outside assistance when necessary	☐	☐	☐	
Process for amending and updating plan	☐	☐	☐	
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FIGURE 4.12 *Continued*

5.4.2 Typically, persons trained to the motorsports safety technician level may include pit area fire fighters, track fire fighters, and combination or cross-trained personnel responsible for extrication, rescue, and/or emergency medical services (EMS). Training programs should be identified that can assist the individual to develop the following:

- (1) Knowledge, skill, and ability to implement the venue's IAP
- (2) Knowledge, skill, and ability to function within an assigned role in the NIMS
- (3) Knowledge, skill, and ability to select and use proper PPE for the technician level
- (4) Knowledge, skill, and ability to use hazard and risk assessment techniques
- (5) Knowledge, skill, and ability to suppress fires that are commonly expected at the venue/event or in their specific assignment, given adequate equipment
- (6) Knowledge, skill, and ability to perform advanced hazard control operations, incident mitigation, and rescue operations within the capabilities of the resources and PPE available in their areas of operation
- (7) Knowledge, skill, and ability to extricate or remove victims
- (8) Knowledge, skill, and ability to conduct basic patient assessment, initiate patient care, and call for advanced medical support
- (9) Knowledge of the type of competitive vehicles and specific features and hazards associated with those vehicles
- (10) Knowledge, skill, and ability to use event-specific special equipment, including power tools used to cut or remove vehicle body and structural components
- (11) Knowledge, skill, and ability to apply the relevant standard operating procedures guidelines
- (12) Knowledge, skill, and ability to implement the procedures to return to routine operation
- (13) Knowledge, skill, and ability to drive and operate an on-track emergency response vehicle

5.5 Motorsports Safety Specialist Level.

5.5.1 Persons expected to function to the motorsports safety specialist level should have the knowledge, skills, and ability of the motorsports safety operations level; have knowledge of the facilities and the event-specific hazards; have a specific knowledge, skill, or ability to take specialized mitigation actions in their demonstrated areas of expertise; and understand their role in the IAP.

5.5.2 Typically, the motorsports safety specialist would include on-track physicians; hazardous entry, stabilization, and extrication specialists; recovery vehicle operators; and specialized track maintenance personnel. Training programs should be identified that can assist the individual to develop the following:

- (1) Knowledge, skill, and ability to select, apply, and use specialized equipment, PPE, and procedures necessary to perform their assigned function
- (2) Knowledge, skill, and ability to perform specific and specialized hazard control operations, incident mitigation, or extrication operations within the capabilities of the resources in their specific areas of operation

5.6 Motorsports Safety Command/Manager. Persons expected to function to the motorsports safety command/manager level should have the knowledge, skills, and ability of the motorsports safety operations level; have detailed

knowledge of the facilities and the event-specific hazards; have the knowledge, skill, and ability to command or direct emergency mitigation actions; and understand all roles in the IAP. Training programs should be identified that can assist the individual to develop the following:

- (1) Knowledge, skill, and ability to implement and direct the IMS
- (2) Knowledge, skill, and ability to implement and manage the event/venue IAP
- (3) Knowledge of the hazards and risks associated with personnel working in motorsports safety roles
- (4) Knowledge, skill, and ability to activate and coordinate with external emergency resources
- (5) Knowledge of the responsibility to the AHJ

Chapter 6 Personal Protective Equipment (PPE)

6.1 General.

6.1.1 All personnel with assigned responsibilities at a motorsports venue should wear appropriate personal protective equipment (PPE) commensurate with the hazards associated with their assignment, as determined by a risk assessment.

6.1.2 A PPE program should be established that might contain such items as the following:

- (1) PPE selection and use (*See Annex C.*)
- (2) Storage, maintenance, and inspection procedures
- (3) Training considerations

6.1.3 Personnel functioning in multiple capacities should wear PPE commensurate with the task associated with the highest level of exposure. For example, personnel whose primary responsibility is emergency medical service (EMS) might also be responsible for fire fighting. When such personnel are performing the more hazardous duty, in this case fire fighting, they should be protected to that higher level when performing that task. Therefore, members can be attired in their EMS uniform, while having the fire-fighting PPE available for use when a fire occurs.

6.1.4 PPE should be selected and used in accordance with the manufacturer's instructions. Some protective clothing designed for motorsports competitive use is not intended for fire-fighting use.

6.1.5 During selection of PPE, careful consideration should be given to fit and comfort. PPE that fits poorly will not afford the necessary protection. Initial and continued wearing of the PPE are more likely if it fits the wearer comfortably.

6.1.6 PPE should be maintained and stored in accordance with the manufacturer's instructions.

6.1.7 PPE alone should not be relied on to provide all levels of protection against all hazards.

6.1.7.1 PPE should be used in conjunction with proper use of tools and equipment, proper training, standard operating guidelines, and deployment of personnel to minimize the risk(s) to responders.

6.1.7.2 PPE meeting the requirements of a standard or specification is designed to provide a specific level of protection and should not be used beyond the level for which it is intended.



6.2 Eye Protection.

6.2.1 Care should be taken to recognize the possibility of multiple and simultaneous exposure to a variety of eye hazards. A list of the hazards expected to be encountered should be developed. Examples of the expected hazards are impact from flying debris, dust, heat, chemical splash, bloodborne pathogens, glare, and optical radiation from welding or a cutting torch.

6.2.2 Personnel exposed to a potential hazard or dealing with a specific incident should use primary face and eye protection appropriate for that given specific hazard.

6.2.3 Face and eye protection should meet the requirements of 29 CFR 1910.133, "Eye and face protection," or ANSI/ISEA Z87.1, *Occupational and Educational Personal Eye and Face Protection Devices*.

6.2.4 Emergency medical personnel or others with potential exposure to bloodborne pathogens should wear eye protection in accordance with the requirements of 29 CFR 1910.1030, "Bloodborne pathogens."

6.2.5 Persons whose vision requires the use of prescription lenses should wear either protective devices fitted with prescription lenses or protective devices designed to be worn over regular prescription eyewear when required.

6.2.6 Wearers of contact lenses should wear appropriate eye and face protection devices in a hazardous environment. Dust, high heat, or chemical environments might represent an additional hazard to contact lens wearers.

6.3 Foot Protection.

6.3.1 All personnel with assigned responsibilities at a motorsports venue should wear appropriate protective footwear commensurate with the hazards associated with their assignment. The footwear appropriate for motorsports emergency response can be variable.

6.3.2 Track clean-up personnel, vehicle recovery personnel, marshals, and EMS personnel should wear appropriate closed-toe protective footwear commensurate with the tasks they routinely perform.

6.3.2.1 Purpose-built shoes designed expressly for the needs of an emergency response team can be used but should consist of a sole with heel, totally enclosed upper of leather or heat- and flame-resistant material, insole, and shank, and should provide some amount of penetration, impact, and compression protection. Both the sole and heel should be of nonslip tread. Additional considerations should include double-welt construction, toe and metatarsal protection, and bloodborne pathogen protection.

6.3.2.2 Boots that meet the requirements of NFPA 1551, *Standard on Protective Ensembles for Technical Rescue Incidents*; NFPA 1977, *Standard on Protective Clothing and Equipment for Wildland Fire Fighting*; NFPA 1971, *Standard on Protective Ensembles for Structural Fire Fighting and Proximity Fire Fighting*; or ASTM F 2413, *Standard Specification for Performance Requirements for Protective (Safety) Toe Cap Footwear*, are examples of boots that could be chosen. These standards are noted for guidance and suggestion and are not intended to limit the user. Other purpose-built footwear that incorporates the protection features of these standards but that might not specifically meet the standards could be worn if approved by the AHJ.

6.4 Hand Protection.

6.4.1 The activities of each function should be studied to determine the degree of dexterity required and the duration,

frequency, and degree of exposure to the hazard. No single glove can provide protection against all potential hand hazards.

6.4.2 Track clean-up and vehicle recovery personnel should wear gloves that provide protection from heat, sharp objects, or rough surfaces.

6.4.3 Personnel engaged in fire fighting should wear gloves that provide thermal protection, conductive heat resistance, flame resistance, cut resistance, puncture resistance, dexterity, and grip characteristics. Gloves that meet the requirements of NFPA 1971, *Standard on Protective Ensembles for Structural Fire Fighting and Proximity Fire Fighting*, or NFPA 1977, *Standard on Protective Clothing and Equipment for Wildland Fire Fighting* (protective work glove only), are examples of gloves that could be chosen. These standards are noted for guidance and suggestion and are not intended to limit the user.

6.4.4 Personnel engaged in extrication should wear gloves that provide thermal protection, conductive heat resistance, cut resistance, puncture resistance, dexterity, and grip characteristics. Gloves that meet the requirements of NFPA 1951, *Standard on Protective Ensembles for Technical Rescue Incidents*; NFPA 1971, *Standard on Protective Ensembles for Structural Fire Fighting and Proximity Fire Fighting*; or NFPA 1977, *Standard on Protective Clothing and Equipment for Wildland Fire Fighting* (protective work glove only), are examples of gloves that could be chosen. These standards are noted for guidance and suggestion and are not intended to limit the user.

6.4.5 Personnel should wear emergency medical gloves when providing emergency medical care that exposes them to the hazards of bloodborne pathogens.

6.4.5.1 Medical gloves should be single-use, be disposable, and meet the requirements of ASTM D 3578, *Standard Specification for Rubber Examination Gloves*.

6.4.5.2 Universal precautions should be followed when treating any victim of illness or injury. Different localities and jurisdictions mandate different levels of protection for the worker. NFPA 1581, *Standard on Fire Department Infection Control Program*, and 29 CFR 1910.1030, "Bloodborne pathogens," can be used as reference to determine the proper level of protection for the worker.

6.5 Head Protection.

6.5.1 Thermal Protection.

6.5.1.1 Thermal protection should be provided by a protective hood designed to provide limited protection to the head, face, and neck.

6.5.1.2 Pit area fire fighters and track fire fighters involved in fire suppression operations should wear a hood that meets the requirements of NFPA 1971, *Standard on Protective Ensembles for Structural Fire Fighting and Proximity Fire Fighting*.

6.5.1.3 EMS and rescue personnel who might be exposed to flash fire should wear a hood that meets the requirements of NFPA 1971, *Standard on Protective Ensembles for Structural Fire Fighting and Proximity Fire Fighting*, or SFI 3.3, *Driver Accessories*.

6.5.2 Impact Protection.

6.5.2.1 Personnel riding in or on response vehicles should be seated and restrained with a safety belt at all times while the vehicle is in motion.

6.5.2.2 If the job function is such that personnel cannot be seated and belted, they should wear impact protection that provides protection for the head. Helmets that meet the requirements of Snell, SA2000, SA2005, or SA2010, *Standard for Protective Headgear for Use in Competitive Automotive Sports*; Snell, M2000, M2005, or M2010, *Standard for Protective Headgear for Use with Motorcycles and Other Motorized Vehicles*; SFI Specification 31.1A, *Flame Resistant Motorsports Helmet — Open Face*; 31.2A, *Flame Resistant Motorsports Helmet — Closed Face*; 31.1/2005, *Flame Resistant Motorsports Helmet*; 41.1A, *Motorsports Helmets — Open Face*; 41.2A, *Motorsports Helmets — Closed Face*; or 41.1/2005, *Motorsports Helmets*; or DOT helmets are some examples of the type of head protection that could be worn by personnel exposed to falls from moving vehicles. These documents are noted for guidance and suggestion and are not intended to limit the user.

6.5.2.3 Pit area fire fighters who are exposed to the hazards of flying debris and tools should wear head protection that provides impact protection. Helmets that meet the requirements of NFPA 1971, *Standard on Protective Ensembles for Structural Fire Fighting and Proximity Fire Fighting*; Snell, SA2000, SA2005, or SA2010, *Standard for Protective Headgear for Use in Competitive Automotive Sports*; Snell, M2000, M2005, or M2010, *Standard for Protective Headgear for Use with Motorcycles and Other Motorized Vehicles*; SFI Specification 31.1A, *Flame Resistant Motorsports Helmet — Open Face*; 31.2A, *Flame Resistant Motorsports Helmet — Closed Face*; 31.1/2005, *Flame Resistant Motorsports Helmet*; 41.1A, *Motorsports Helmets — Open Face*; 41.2A, *Motorsports Helmets — Closed Face*; or 41.1/2005, *Motorsports Helmets*; or DOT helmets are some examples of the type of head protection that could be worn. These documents are noted for guidance and suggestion and are not intended to limit the user.

6.6 Hearing Protection. Hearing protection should be worn by all personnel exposed to high noise-level hazards in accordance with 29 CFR 1910.95, “Occupational noise exposure.”

6.7 Torso Protection.

6.7.1 Pit fire fighters, track fire fighters, and rescue personnel have the potential to be exposed to both flash fires and running fuel fires and should be protected from the dangers from both types of fires as well as the radiant heat expected while engaged in fire-fighting operations.

6.7.2 Pit area fire fighters, track fire fighters, and certain rescue personnel who actively engage in or are exposed to the hazards of fire fighting should wear a protective garment that meets or exceeds the requirements of NFPA 1971, *Standard on Protective Ensembles for Structural Fire Fighting and Proximity Fire Fighting*.

6.7.2.1 Alternatively, a protective garment that meets or exceeds the requirements of SFI 3.2A/5, *Driver Suits*, may be used only when worn in conjunction with fire-resistant thermal protection underwear.

6.7.3 EMS personnel or rescue personnel who are actively engaged in extrication that exposes the personnel to flash fires should wear a protective garment that meets the requirements of NFPA 1951, *Standard on Protective Ensembles for Technical Rescue Incidents*; NFPA 1977, *Standard on Protective Clothing and Equipment for Wildland Fire Fighting*; or SFI 3.2A/1, *Driver Suits*. EMS personnel who do not participate in extrication should be protected as outlined in 6.7.6. Flame-resistant thermal protection underwear should be worn with an SFI 3.2A/1-rated protective garment.

6.7.4 Personnel who actively engage in or are exposed to the hazards of fire fighting should avoid wearing clothing that is considered unsafe due to poor thermal stability or poor flame-resistant characteristics, such as nylon or polyester. Such garments could cause injury to the wearer despite the appropriate protective garments worn over or under such clothing.

6.7.5 Track clean-up and vehicle recovery personnel and marshals should wear cotton, wool, or similarly flame-retardant, long-sleeved, long-legged clothing.

6.7.6 All EMS personnel should use appropriate PPE when providing emergency medical care that potentially exposes the personnel to the hazards of bloodborne pathogens. The federal OSHA standard 29 CFR 1910.1030(c)(3)(i), “Bloodborne pathogens,” defines protective equipment as “appropriate” only if it does not permit blood or other potentially infectious materials to pass through to or reach the employee’s work clothes, street clothes, undergarments, skin, eyes, mouth, or other mucous membranes under normal conditions of use and for the duration of time that the protective equipment will be used.

6.7.7 Personnel operating at motorsports events should be attired in clothing that provides function identification and maximum visibility within the operational environment.

6.7.8 Consideration should be given for protective garments to have fluorescent and/or retroreflective trim permanently attached to the outer layer of protective garments to provide visibility. Some garments meeting NFPA PPE standards will already meet this requirement. If other protective garments do not already have retroreflective properties, a secondary garment such as a fluorescent vest with retroreflective trim or a light source should be worn.

Chapter 7 Equipment

7.1 General. The goal of emergency services personnel at any motorsports venue/event is to respond to an emergency situation with minimal time delays and with the necessary equipment to handle the incident and to protect persons from further injury.

7.2 Fire Suppression Equipment. Fire suppression equipment should be available for immediate deployment at a motorsports venue. Fire extinguishers or other fire-fighting equipment should also be available in, but not limited to, competition areas and areas designated for working on competitive vehicles. These areas can include garages, paddock areas, staging areas, and pit areas not adjacent to the competition area. Fire extinguishers should also be available anywhere fuel is handled, transferred, or stored. Such equipment is the first line of defense in the event of a fire. Fire suppression equipment can be divided into two categories: portable fire extinguishers and motorized fire-fighting vehicles.

7.2.1 Portable Extinguishers. NFPA 10, *Standard for Portable Fire Extinguishers*, provides detailed information about the selection, use, and maintenance of portable fire extinguishers.

7.2.1.1 The five common classes of fires are as follows:

- (1) Class A, which are fires in ordinary combustible materials such as wood, paper, cloth, rubber, and many plastics.
- (2) Class B, which are fires in flammable liquids such as gasoline, alcohol, and nitromethane; and combustible liquids such as diesel oil, motor oil, and greases.

