

| Risk Assessment Worksheet   |   |                       |              | 1. Incident Name:   |  | 2. Incident Number:   |               |          |                     |  |
|---|---|-----------------------|--------------|---|--|---|---------------|----------|---------------------|--|
| 3. Operational Period:<br>Day Shift 0600- 2200      Night Shift 2200-0600   |   |                       |              | 4. Prepared by: (Safety Officer Signature & Date)<br>Michael Cook SOPA, Tommy Hawkins SOPA, Larry Connell SOPA    August 24, 2021 |  | 5. Reviewed by: (Operations Section Chief Signature & Date)<br>/s/ Shawe Sturgill |               |          |                     |  |
| Red Text is newly added item (48 hrs.) or significant changes. Blue Text indicates a Near Miss/Close Call incident. |   |                       |              |   |  |   |               |          |                     |  |
| Signature:  |   |                       |              | Title:  |  | Date:<br><b>25-Aug-21</b>   |               |          |                     |  |
| Identify Hazards  |   | Assess Hazards        |              |   | Risk Control Options   |   | Residual Risk |          | Decision            | Implement  |
| 7. Task   | 8. Hazard   | 9. Hazard Probability | 10. Severity | 11. RAC   | 12. Identify hazard mitigations & measures (press [alt + enter] to add a line)   | 13. Hazard Probability  | 14. Severity  | 15. RAC  | 16. Task Necessary? | 17. Hazard Control Assigned to:                    |
| All Incident Operational Tasks  | Powerlines - Electrocutation  | Possible              | Catastrophic | Extremely High  | Review IRPG page 24 for mitigations. Ground operations occurring in close proximity to overhead powerlines pose a high risk of electrocution when: heavy smoke impacts lines, wood poles burn thru and lines are low or on the ground. Always treat lines down as energized. Homeowners running generators can backfeed the electrical grid, so even if utility personnel confirm the power is off, it may not be.   | Unlikely  | Catastrophic  | High     | YES                 | Division Supervisors                               |
| All Incident Operational Tasks  | Medical-Delay in patient admission to appropriate MCF (medical care facility)and Delay in Providing Advanced Life Support | Likely                | Critical     | Extremely High  | Provide on site medical transportation capability (ground ambulance), coordinate medevac using: fire helicopters, private medical helicopter services, local government (CHP), US Army National Guard. Ensure extraction capability (short-haul and hoist) are identified and ordering process is confirmed. Identify helistops' including airports remote (up to 50 miles) from fire. Provide ALS level care to each division (day & night) with dedicated line medic teams, REM's, with additional capacity using ALS ambulances. DIVS & Field OPS ensure Medical IWI plan is in place on each staffed division each shift. DIVS ID closest helispot and an alternate helispot at the beginning of each shift, confirm your helispots are on the OPS map.  | Possible  | Critical      | High     | YES                 | MEDL/Section Chiefs/DIVS                           |
| Aviation Operations - Bucket Work, Retardant Longline, Medevac, Aerial Recon, Troop Shuttle                         | Aircraft Mishap - General   | Possible              | Catastrophic | Extremely High  | Refer to IRPG Aviation User Checklist page 45 (blue section) and Emergency Medical Care (pink section) sections, especially pages 50-54,57, 62, 116-117. Review and train on the Helicopter LZ Brief to improve communications between ground and pilot. Ensure area or line is cleared prior to water or retardant drops, provide immediate feedback to pilots as to effectiveness of drops. Ensure dust abatement protocols are considered and in place prior to Landing aircraft  | Unlikely  | Catastrophic  | High     | YES                 | Division Supervisors                               |
| All Incident Operational Tasks  | Medical - Delay In Providing Advanced Life Support  | Possible              | Catastrophic | Extremely High  | Provide ALS level care to each division (day & night) with dedicated line medic teams, REM's, with additional capacity using ALS ambulances. DIVS & Field OPS ensure Medical IWI plan is in place on each staffed division each shift. DIVS ID closest helispot and an alternate helispot at the beginning of each shift, confirm your helispots are on the OPS map.   | Possible  | Critical      | High     | YES                 | Medical Section Chief MEDL's                       |
| Suppression Repair - Mechanical   | Equipment - Snagged/hit/kick back by Chipper  | Likely                | Critical     | Extremely High  | Get Briefing from Operator. Keep hands away from feed system. Don't wear loose clothing that could get snagged by debris. Watch for slapping of limbs from feed system, watch for flying debris from feed system. Sign JHA for Chipper operation.  | Possible  | Moderate      | Moderate | YES                 | DIVS   |
| Spot Fires  | Entrapment - Any Cause  | Unlikely              | Catastrophic | High  | Ensure 10- 18 are reviewed, ensure LCES is reviewed and in place.  | Unlikely  | Critical      | Moderate | YES                 | All Operations Personnel                           |
| All Incident Operational Tasks & IA   | Equipment - Control Line Construction   | Possible              | Critical     | High  | Assign HEQB or Leadership to heavy equipment when possible, review IRPG page 86 for mitigations. Review IRPG page 86 for mitigations.  | Unlikely  | Critical      | Moderate | YES                 | Division Supervisor / TFLD                         |
| Indirect Line Construction - Hand tools/Saws  | Chainsaw - Laceration   | Possible              | Critical     | High  | The chainsaw operator is responsible for controlling the cutting area and communicating with others in the cutting area.Provide proper trauma kits near saw operations. Maintain recommended spacing of falling teams or others working in the cutting area. Proper training and certification level for personnel running saws and assisting with saw operations. If you are not comfortable falling the tree, walk away. Notify your supervisor and mitigate the safety issues or turn down the assignment.  | Unlikely  | Critical      | Moderate | YES                 | Division Supervisors Sawyers and Swampers          |
| Transportation - Ground   | Motor Vehicle Accident-All Causes: visibility, other vehicles, pedestrians, bicycles, wildlife, road surface, livestock.  | Possible              | Critical     | High  | Establish Incident Base near fire to minimize driving distances, establish camps as needed (if transportation times approach 1 hour or greater). Utilize virtual briefings to minimize driving required to attend in person briefings. Local roads can be narrow with little to no shoulder, present blind corners and blind hills. Local highways (97) can have heavy traffic. Anticipate cattle and wildlife on the roadway. Minimize or eliminate distractions within your vehicle, adhere to driving policy, work rest policy, duty day limitations. Maintain vehicle readiness: clean windows, use headlights day & night, seatbelt use, take frequent breaks during long drives, obey posted speed limits, use backers if available. If a motor vehicle accident (MVA) occurs refer to IRPG page 35 for mitigations. | Unlikely  | Critical      | Moderate | YES                 | All Drivers  |
| All Incident Operational Tasks  | Hazard Trees/Snags  | Possible              | Critical     | High  | Avoidance if possible, Utilize qualified fallers to evaluate/drop HT's, communicate HT's throughout the work shift, flag HT's as needed. Consider disengagement with high winds.   | Rare  | Critical      | Moderate | YES                 | Division Supervisors                               |
| Aviation Operations - Bucket Work, Retardant Longline, Medevac, Aerial Recon, Troop Shuttle                         | Powerlines  | Unlikely              | Catastrophic | High  | Review IRPG page 25 (Aerial Tactics) & page 50 (Helicopter Landing Areas). Never assume helicopter pilots know about wires, always advise pilots of known aerial hazards.  | Rare  | Catastrophic  | Moderate | YES                 | All Operations Personnel Division Supervisors ATGS |
| Line Construction-Mechanical-Direct/Indirect  | Hit by Flying Debris  | Possible              | Critical     | High  | Review IRPG page 86, Working with Heavy Equipment  | Unlikely  | Critical      | Moderate | YES                 | Division Supervisors HEQB                          |
| Night Medevac   | Human Factors - Experience & Training   | Unlikely              | Catastrophic | High  | Plan for night medevac operations by ensuring strobes & headlamps have fresh batteries, glow sticks (use red not green) are available, confirm aerial hazards such as powerlines do not exist in area of operations (helispots, short haul, or hoist), know location of closest LZ and alternate LZ's  | Rare  | Catastrophic  | Moderate | YES                 | Division Supervisors IWI IC                        |
| Patrol/Secure Fires Edge/Mop-up   | Burns - Ash Pit/Stump Holes   | Possible              | Critical     | High  | Avoid or closely evaluate the need for mop up activities in areas where woody material could be buried under soil (river banks, stream beds) resulting in a fall into an ash pit   | Rare  | Critical      | Moderate | YES                 | Division Supervisors                               |
| All Incident Operational Tasks & IA   | Entrapment - Any Cause  | Unlikely              | Critical     | Moderate  | Ensure 10- 18 are reviewed, ensure LCES is reviewed and in place.  | Rare  | Critical      | Moderate | YES                 | Division Supervisor                                |
| ICP or Evacuations  | Hostile Individual  | Rare                  | Critical     | Moderate  | Refer to Active Shooter Plan, disengage and / or attempt to de-escalate situation.   | Rare  | Critical      | Moderate | NO                  | All Personnel                                      |
| Medevac Operations  | Aviation Mishap - Any Cause   | Rare                  | Catastrophic | Moderate  | Ensure the Landing Zone Briefing is transmitted to pilots prior to landing. If hoist or short haul operations are occurring ensure extraction location hazards such as height of timber or other flight hazards are communicated to pilots. Utilize the Medical Incident Report when declaring an IWI  | Rare  | Catastrophic  | Moderate | YES                 | Division Supervisors Medical Unit IWI IC           |
| Saw Usage   | Chainsaw - Gysering / Injury  | Unlikely              | Critical     | Moderate  | Utilize "C" Fallers as necessary. Review causes for gysering and anticipate occurrence, minimize possibility of gysering to occur, provide proper trauma kits near saw operations.   | Rare  | Critical      | Moderate | YES                 | Division Supervisors Sawyers and Swampers          |
| All Incident Operational Tasks  | Medical - Hygiene, Illness, Disease   | Possible              | Moderate     | Moderate  | Refer to CDC recommendations about COVID-19, norovirus, strep throat, etc. Follow CA-KNF direction on covid mitigations. Maintain good or better personnel hygiene, coordinate with county health departments as needed.   | Possible  | Moderate      | Moderate | YES                 | All Personnel Medical Unit                         |
| All Incident Operational Tasks  | Smoke Inhalation  | Possible              | Moderate     | Moderate  | Legal & illegal grows pose a health hazard due to use of pesticide, herbicide, rodenticide, plastics, all of which pose an inhalation hazard when burning. Avoid smoke from burning marijuana grows, burning vehicles and or burning structures  | Possible  | Moderate      | Moderate | YES                 | Division Supervisors                               |
| Transportation - Ground   | Slips/Trips/Falls - Steep Terrain, Unstable Surface   | Possible              | Moderate     | Moderate  | Communicate hazards while hiking, watch footing while on steeper ground, minimize working above others while on slopes. Several areas on this fire have large sink holes due to volcanic lands.  | Possible  | Moderate      | Moderate | YES                 | Single Resource Bosses                             |
| Point Protection / Structure Protection   | Electrocution - Power lines   | Possible              | Critical     | High  | Review IRPG page 12 for WUI mitigations and page for 24 for powerline mitigations.   | Unlikely  | Moderate      | Low      | YES                 | Division Supervisors                               |
| Transportation - Ground - UTV   | Human Factors - Experience & Training   | Possible              | Critical     | High  | Evaluate if UTV use is justified (utilize Risk Assessment Tool card (RAT card). Utilize trained and certified drivers only, drive at reasonable and prudent speeds, follow your agency policy regarding PPE use to minimize injury potential, avoid driving or riding on public roads which increases the possibility of an accident. Reference Chapter 14 of the 2021 Red Book page 310, UTV head protection for wildland fire operations.  | Rare  | Moderate      | Low      | YES                 | UTV operators Division Supervisors                 |
| Transportation - Ground - UTV   | UTV Rollover / Accident   | Possible              | Critical     | High  | Maintain overall weight within manufactures limits, do not overload UTV. Avoid aftermarket roof racks that change the C/G of vehicle. Conduct daily PM checks (T-CLOC). Only qualified operators to drive UTV's. Operate within your skill limits. Drive at reasonable speeds and avoid travel on side slopes  | Rare  | Moderate      | Low      | YES                 | UTV Operators                                      |
| Provide for Public Safety   | MVA-Visibility-Smoke  | Possible              | Critical     | High  | Utilize Roadway Response Plan to mitigate hazards associated with smoke on roadways if impacts are anticipated. Review IRPG page 31 for mitigations. Utilize other agencies (CALTRANS, Siskiyou County road dept) for monitoring / signage. Coordinate with LE.  | Rare  | Moderate      | Low      | YES                 | Team Safety Officer LOFR                           |
| All Incident Tasks  | Allergic Reaction - Insects/Animals   | Possible              | Moderate     | Moderate  | Identify individuals with known allergic reactions, make epi-pen locations known, communicate and flag known bee locations. Watch for snakes in work, rest, and sleeping areas. Coordinate with ALS on your Division Supervisor  | Unlikely  | Moderate      | Low      | YES                 | All Personnel Medical Unit                         |
| Provide for Public Safety   | Smoke Inhalation  | Possible              | Moderate     | Moderate  | PIO messaging to include air quality concerns and public health information links to state and or county health departments about air quality resources.   | Rare  | Moderate      | Low      | YES                 | PIO  |
| Transportation - Ground   | Grade level railroad crossings  | Possible              | Moderate     | Moderate  | Some railroad crossings do not have flashing lights, audible signals, or other warning devices. Always look both directions before crossing any grade level railroad crossing. Contact railroad dispatcher at 1-800-848-8715 to notify of any damage to tracks, burning ties, etc.   | Rare  | Moderate      | Low      | YES                 | Division Supervisors                               |
| Provide for Public Safety   | Public Evacuations  | Unlikely              | Moderate     | Low   | Coordinate with Team LOFR and or LE. Maintain closure points on roads as needed. Team PIO & LOFR to provide clear information related to evacuation status and evacuation locations and or provide active links to agencies providing public evacuations.  | Unlikely  | Negligible    | Low      | YES                 | Division Supervisors LOFR PIO                      |