

**AIRLINE
INCIDENT**

BEU-002666

INCIDENT ACTION PLAN

**EASTERN
INCIDENT
BEU-002668**

OPERATIONAL PERIOD

6/5/2018 0700

to

6/6/2018 0700

INCIDENT OBJECTIVES (ICS 202)

1. Incident Name: <p style="text-align: center;">AIRLINE</p>	2. Operational Period:	Date From: 6/5/2018 Time From: 0700	Date To: 6/6/2018 Time To: 0700
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3. Objective(s):

- Management Objectives**
- Provide for emergency personnel and public safety at all times.
 - Protect property, improvements, and infrastructure.
 - Ensure coordinated, timely and accurate release of public information.
 - Foster and maintain relationships with all cooperators and stakeholders.
 - Protect economic, natural, cultural and heritage resources.
 - Maintain fiscal accountability and keep costs commensurate with values at risk.

- Control Objectives**
- | | |
|--|--|
| Airline Branch: <ul style="list-style-type: none"> -Keep the fire East of Highway 25 -Keep the fire South of Coalinga-Hernandez Rd -Keep the fire West of Beaver Dam Fire Station -Keep the fire North of Bitterwater Valley | Eastern Branch: <ul style="list-style-type: none"> -Keep the fire East of Section 7 -Keep the fire South of Coalinga-Hernandez Rd -Keep the fire West of Section 10 -Keep the fire North of Kelly Mountain |
|--|--|

General Situational Awareness:

Steep and rugged terrain, critically dry and receptive fuel beds, no recorded fire history with drought stressed brush.

5. Site Safety Plan Required? Yes No

Approved Site Safety Plan(s) Located at:

- 6. Incident Action Plan**
- | | | | |
|---|--|--|--|
| <input checked="" type="checkbox"/> ICS 203 | <input type="checkbox"/> ICS 215A | <input type="checkbox"/> Phone List | <input checked="" type="checkbox"/> Fire Suppression Repair Plan |
| <input checked="" type="checkbox"/> ICS 204 | <input type="checkbox"/> ICS 220 | <input type="checkbox"/> Training Message | <input checked="" type="checkbox"/> Archaeology Message |
| <input checked="" type="checkbox"/> ICS 205 | <input checked="" type="checkbox"/> Incident Map | <input checked="" type="checkbox"/> Travel Map | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> ICS 206 | <input checked="" type="checkbox"/> Weather Forecast | <input type="checkbox"/> Demob Plan | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> ICS 208 | <input checked="" type="checkbox"/> Fire Behavior | <input type="checkbox"/> Finance Message | <input checked="" type="checkbox"/> ICS 214 |

7. Prepared By: Jonathan Pangburn Position/Title: PSC Signature: Jonathan M. Pangburn

8. Approved by Incident Commander: Brian Nichols Signature: _____

ICS 202

ORGANIZATION ASSIGNMENT LIST (ICS 203)

1. Incident Name:		2. Operational Period: Date From: 6/5/2018		Date To: 6/6/2018	
AIRLINE		Time From: 0700		Time To: 0700	
3. Incident Commander(s) and Command Staff:			7. Operation Section:		
IC/UC's	Brian Nichols	Chief			
Deputy		Deputy			
Safety Officer		Night Ops			
Information Officer		Staging Area			
Liaison Officer		Branch	Airline	TBA	
		Division/Group	A/E	TBA	
		Division/Group	L	TBA	
4. Agency/Organization Representatives:			Division/Group		
Agency/Organization	Name	Division/Group			
BLM	Jerry Martinez	Division/Group			
		Branch	Eastern	TBA	
		Division/Group	O	TBA	
		Division/Group	R	TBA	
		Division/Group			
		Division/Group			
		Branch	III		
		Division/Group			
		Division/Group			
		Division/Group			
		Division/Group			
		Branch	IV		
5. Planning Section:			Division/Group		
Chief	Jonathan Pangburn	Division/Group			
Deputy		Division/Group			
Resource Unit		Division/Group			
Situation Unit		Division/Group			
Documentation Unit		Branch	V		
Demobilization Unit		Division/Group			
GISS	Elliot Maiorana	Division/Group			
FBAN		Division/Group			
IMET		Division/Group			
Training Tech Spec		Staging Area			
		Air Operations Branch		Director:	
6. Logistics Section			Air Support Grp Sup		
Chief	Mark Mondragon	Helibase Manager			
Supply Unit					
Facilities Unit		8. Finance/Administration Section:			
Ground Support Unit	Michael Darcy	Chief			
Hired Equipment Tech		Time Unit			
Communications Unit		Procurement Unit			
Medical Unit		Comp/Claims Unit			
Motel Tech Spec		Cost Unit			
Prepared By: Name:	Jonathan Pangburn	Position/Title:	PSC	Signature: <i>Jonathan M. Pangburn</i>	
ICS 203		Date/Time:	6/4/2018 2300 hours		

Spot Forecast for Airline...CAL FIRE
National Weather Service San Francisco Bay Area
912 PM PDT Mon Jun 4, 2018

.DISCUSSION...Winds are forecast to gradually subside as the evening continues at the wildfire locations. With an approaching upper level trough, expect day-to-day cooling and marginal increases in afternoon relative humidity values through the middle of the week. Dry conditions are expected to prevail with a warming trend forecast by the end of the week.

.TUESDAY...

Sky/weather.....Sunny.
Max temperature77-82.
Min humidity.....18-25 percent.
Eye level winds.....West to northwest winds 6 to 12 mph with afternoon gusts to 15 mph.
Wind (20 ft) Slope/valley.....West to northwest winds 6 to 12 mph with afternoon gusts to 15 mph.
CWR.....0 percent.
LAL1.
Mixing height.....Increasing to around 4500 ft AGL in the afternoon.
Transport winds.....West 5 to 10 mph.
Marine layer.....None.

.TUESDAY NIGHT...

Sky/weather.....Mostly clear.
Min temperature42-47.
Max humidity.....68-75 percent.
Eye level winds.....Northwest to north winds 4 to 8 mph with evening gusts to 15 mph.
Wind (20 ft) Slope/valley.....Northwest to north winds 5 to 10 mph with evening gusts to 15 mph.
CWR.....0 percent.
LAL1.
Mixing height.....Decreasing to around 500 ft AGL overnight.
Transport winds.....West 5 to 10 mph.
Marine layer.....None.

.WEDNESDAY...

Sky/weather.....Sunny.
Max temperature73-78.
Min humidity.....25-30 percent.
Eye level winds.....West winds 7 to 12 mph with afternoon gusts to 20 mph.
Wind (20 ft) Slope/valley.....West winds 5 to 10 mph with afternoon gusts to 20 mph.
CWR.....0 percent.
LAL1.
Mixing height.....Increasing to around 4500 ft AGL in the afternoon.
Transport winds.....West around 5 mph.
Marine layer.....None.

FIRE BEHAVIOR FORECAST

FORECAST NUMBER: 1	TYPE OF FIRE:
FIRE NAME: Airline	OPERATIONAL PERIOD: 6/5/2018 0700 - 0700
DATE ISSUED: 6/4/2018	TIME ISSUED: 2300
UNIT: CA-BEU	SIGNED: <u>Jonathan M. Pangburn</u> Typed/printed: Jonathan Pangburn

INPUTS

WEATHER SUMMARY: COOLING TREND, BUT DRY. WARMING BY END OF WEEK

Tues: 77-82 max temp, 18-25% min RH, winds W/NW 6-12.

Tues Night: 42-47 min temp, 68-75% max RH, winds NW/N 5-10

Wed: 73-78 max temp, 25-30% min RH, wind W 5-10

OUTPUTS

FIRE BEHAVIOR

GENERAL:

Drought has exacerbated fuels condition. Fire behavior may appear similar to late-July/August conditions. No recorded fires in the area; lack of fire history with decadent brush.

SPECIFIC:

Expect flame lengths of 14-20 ft in brush, 1-5 ft in grass.

Rates of spread may exceed 1 mile/hr with slope and wind in alignment in decadent brush; expect 0.25 miles/hr in grass.

Spotting potential is high, 80-90% probability of ignition for forecasted weather. Spotting distance may reach up to 0.5 mile.

AIR OPERATIONS:

Visibility should be favorable for air operations.

SAFETY

Large fire growth remains possible with current fuels situation. Do not let the slightly cooler weather lead to complacency.

ICS 205 - INCIDENT RADIO COMMUNICATIONS PLAN

CONTROLLED UNCLASSIFIED
INFORMATION//BASIC

1. Incident Name: <p style="text-align: center;">AIRLINE</p>			2. Date/Time Prepared Date: 06/04/2018 Time: 1830			3. Operational Period: Date From: 06/05/18 Date To: 06/06/18 Time From: 0700 Time To: 0700			
4. Communications									
Ch#	Function	Name	Assigned To	Rx Freq	Rx Tone	Tx Freq	Tx Tone	Notes	
1	COMMAND	CDF C1	COMMAND	151.3550	103.5	159.3000	146.2 (T5)	Tone 5	
2	COMMAND	CDF BEU East	COMMAND	151.2500	136.5 (T4)	159.4050	110.9 (T1)	Tone 1	
3	TACTICAL	CDF T28	DIV A / E	151.1825	192.8 (T16)	151.1825	192.8 (T16)	DIV A / E	
4	TACTICAL	CDF T29	DIV L	151.3475	192.8	151.3475	192.8	DIV L	
5	TACTICAL	CDF T26	DIV O	159.2925	192.8 (T16)	159.2925	192.8 (T16)	DIV O	
6	TACTICAL	CDF T27	DIV R	159.3075	192.8 (T16)	159.3075	192.8 (T16)	DIV R	
7									
8									
9									
10									
11									
12									
13									
14	MEDICAL	CALCORD	MEDICAL	156.0750	156.7	156.0750	156.7		
15	AIR TO GROUND	CDF T15	AIR TO GROUND	159.2700	192.8 (T16)	159.2700	192.8 (T16)	Airline A/G	
16	EMERGENCY	GUARD	EMERGENCY	168.6250		168.6250	110.9		
17									
18	AIR TO GROUND	CDF T19	AIR TO GROUND	159.3600	192.8 (T16)	159.3600	192.8 (T16)	Eastern A/G	
19									
20									
5. Special Instructions									
6. Prepared by (Communications Unit Leader): Name:						Signature: _____			
ICS 205 - CONTROLLED UNCLASSIFIED INFORMATION//BASIC						Date/Time: 06/04/18 1830			

MEDICAL PLAN (ICS 206)

1. Incident Name: <p style="text-align: center;">AIRLINE</p>	2. Operational Period: Date From: <u>6/5/18</u> Date To: <u>6/6/18</u> Time From: <u>0700</u> Time To: <u>0700</u>
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3. Medical Aid Stations:			
Name	Location	Contact Number/Freq	Paramedics
Engines	Line	See ICS-205	<input type="checkbox"/> No

4. Transportation (indicate air or ground):			
Ambulance Service	Location	Contact Number	Level of Service
AMR	King City	911	ALS

5. Hospitals:							
Hospital Name	Address,	Contact Number(s)/ Frequency	Travel Time		Trauma Center	Burn Center	Helipad
	Lat & Long		Air	Ground			
Salinas Valley Medical Center	450 E. Romie Ln, Salinas	831-757-4333	30	70	EDAT	<input type="checkbox"/> No	<input type="checkbox"/> No
Natividad Medical Center	1441 Constitution Blvd, Salinas	831-647-7611	30	70	Level 2	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes
Santa Clara Valley Medical Center	751 S. Bascom Ave, San Jose	408-885-5000	60	120	Level 2	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes
Community Regional Medical Center	2823 Fresno St, Fresno	559-459-6000	75	150	Level 1	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes

6. Special Medical Emergency Procedures

Line Emergency
 Crew Supervisor will contact Division Supervisor with patient complaint/condition and location.
 - Division Group Supervisor Contacts:
 1. Closest EMS resource
 2. Communications Unit
 - Communications Unit Contacts:
 1. Ground or Air ambulance as requested.
 2. Operations
 3. Safety
 4. Medical Unit
 - Division Supervisor or designee will serve as point of contact and run medical emergency on assigned channel.
 1. A pre-assigned tactical frequency (i.e. CALCORD) should be used for IWI and only for duration of the emergency.
 - Communications Unit will clear the Command channel for emergency traffic as needed for duration of the need.

Camp Emergency
 Contact Medical Unit with patient complaint/condition and location. Medical staff will respond to stabilize the patient.
 - Medical Unit contacts
 1. Communications
 2. Safety
 3. Logistics
 4. Operations
 5. Crew Supervisor
 6. Comp/Claims

Injury Reporting Procedures

Nature of Injury: _____
 Location of Patient: _____
 Point of Contact: _____
 Transportation Requested by: Air _____ Ground _____
 Point of Pick-Up: _____
 Lat: _____ Long: _____
 Patient Unit ID: _____
 Is an EMT with Patient: Yes _____ No _____
 Age: _____ Sex: Male _____ Female _____

All Emergencies - Secure the area and identified witnesses for later investigation. Keep accurate log of events.

Check box if aviation assets are utilized for rescue. If assets are used, coordinate with Air Operations.

7. Prepared by (Medical Unit Leader):	Signature: _____
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8. Approved by (Safety Officer):	Signature: _____
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ICS 206	Date/Time: _____
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Narrative

Suppression Repair is conducted under the authority of sections 4675 and 4676 of the Public Resources Code. Suppression Rehabilitation is the necessary and reasonable repairs made and actions taken to minimize the effects of fire suppression activities on state and private property, soil, watercourses, cultural resources, wildlife and fish habitat. The following specifications shall be used in the repair of suppression activity associated with the Airline Incident:

Control Lines:

1. Where excessive berms were formed, back blade or pull berms onto control line surface.
2. Back blade or pull organic debris onto and scatter evenly over control line surface at designated sensitive areas.
3. Construct waterbars on slopes greater than 20% slope.
 - a. Waterbars shall be constructed at 35° - 45° angle to the control line.
 - b. Waterbars shall be constructed to a depth of 6 inches below grade and 6 inches above grade.
 - c. Discharge shall be free of obstruction and where possible, shall discharge into rock, vegetation or other material that will disperse the water and reduce its energy.
 - d. Space waterbars every 75-100 feet on slopes 25 percent or less, 50 feet on slopes 26-50 percent and 30 feet on slopes greater than 50 percent.
4. On out sloped roads, remove lower berm, formed during suppression activity, to allow water to flow off the surface evenly.
5. At access points to dozer lines, scatter brush and other organic material available from suppression activity to hide the entrance and discourage use of the line.

Watercourse Crossings and Waterways:

1. Remove dirt and other debris deposited in the watercourse to allow free flow of water and reduce the movement of material downstream.
2. Re-slope watercourse to original channel shape and location.
3. Notify fire suppression repair specialist of any damage to water diversion devices, such as culverts.

Access Roads:

1. Re-slope all constructed access roads to as natural as shape as existed before their use on the incident.
2. Breach berms according to the spacing standards for waterbars on dozer line.

Areas of Special Concern:

1. Archaeological Site:
 - a. Archaeological sites shall be evaluated for impact and need for State Archaeologist involvement. Sites shall be treated per Archaeological Certified staff or State Archaeologist.

General Cleanup:

1. Collect any and all forms of trash such as plastic water bottles, cardboard, plastic flagging, foodstuffs, wrappers, blown hose and plastic bags **and PACK IT OUT or ARRANGE FOR MATERIAL TO BE FLOWN OUT.**

Archaeological and Historical Sites Fireline Guidance for the Airline Incident

Do not compromise safety for the protection and preservation of archaeological and historical sites. When feasible and prudent:

1. Be on the lookout for prehistoric and historic sites. Prehistoric archaeological sites include temporary camps containing scatters of obsidian and/or chert flakes that often look like broken glass. More permanent village sites containing circular depressions (house pits), artifact scatters, and dark brown-black soils (midden). These typically occur on flats near sources of water, along ridgetops and saddles, and other such places suitable for camping. Historic sites include old wooden buildings, structures and corrals, rock foundations, wells, and debris scatters. These kinds of resources can be found in the same kinds of environmental settings as prehistoric camp sites.
2. No archaeological or historical sites have yet been flagged. If you observe artifacts, features, or sites, attempt to avoid dozing or driving through and/or parking on these sites, if feasible, especially with heavy equipment.
3. If you can't avoid sites, minimize disturbance as much as feasible, only clearing the surface to as minimal a depth and width as necessary.
4. Leave all artifacts in place. Some artifacts may have been intentionally placed for religious or ceremonial reasons.
5. When a site is discovered, flag it for visibility and report its location to the Division Supervisor. If feasible, note locations of discovered resources on a map. Better yet, take a GPS reading. Leave information with the Plans Section so that the sites can be relocated and protected during both the suppression and fire suppression repair phases of the Incident.
6. If you encounter a burial or other human remains, cease work in that area immediately and contact the CAL FIRE Archaeologist. State law requires that CAL FIRE then contact the County Coroner, who will then determine if the remains are part of a crime scene. If the Coroner determines that the remains are Native American, State law requires the Coroner to contact the Native American Heritage Commission in Sacramento.

