

** CORRECTED **

AIRLINE

INCIDENT

CA-BEU-002666

INCIDENT ACTION PLAN

EASTERN

INCIDENT

BEU-002668

OPERATIONAL PERIOD

6/10/2018 0700

to

6/11/2018 0700

1. Introduction

2. Methodology

3. Results and Discussion

4. Conclusion

5. References

6. Appendix

7. Acknowledgements

8. Contact Information

9. Author Biographies

10. Declaration of Interest

11. Funding Sources

12. Correspondence

INCIDENT OBJECTIVES (ICS 202)

1. Incident Name: <p style="text-align: center;">AIRLINE</p>	2. Operational Period:	Date From:	6/10/2018	Date To:	6/11/2018
		Time From:	0700	Time To:	0700
3. Objective(s):					
<u>Management Objectives</u> -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.					
<u>Control Objectives</u> Airline Branch:					
			Eastern Branch:		
-Keep the fire within current perimeter.			-Keep the fire within current perimeter.		
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 <input type="checkbox"/> No <input checked="" type="checkbox"/>					
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 checked="" 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 checked="" type="checkbox"/> Example Shift Ticket		
<input checked="" type="checkbox"/> ICS 206	<input checked="" type="checkbox"/> Weather Forecast	<input checked="" type="checkbox"/> Demob Plan	<input checked="" type="checkbox"/> Firing Operations Checklist		
<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: <u>Jonathan M. Pangburn</u>	
8. Approved by Incident Commander:		Arron Young		Signature: _____	
ICS 202					

ORGANIZATION ASSIGNMENT LIST (ICS 203)

1. Incident Name: AIRLINE		2. Operational Period: Date From: 6/10/2018		Date To: 6/11/2018	
		Time From: 0700		Time To: 0700	
3. Incident Commander(s) and Command Staff:			7. Operation Section:		
IC/UC's Arron Young		Chief			
Deputy		Deputy			
Safety Officer		Night Ops			
Information Officer		Staging Area			
Liaison Officer		Branch			
		Division/Group		Airline	
		Division/Group		A/E/L	
		Division/Group		Alfredo Suarez (9420C) <i>BACHA CARTER</i>	
		Division/Group		Suppression Repair	
		Division/Group		Jack Harvey*	
4. Agency/Organization Representatives:			Division/Group		
Agency/Organization		Name			
BLM		Monte Kawahara			
		Division/Group			
		Division/Group			
		Branch			
		Division/Group		Eastern	
		Division/Group		O/R/T/Z	
		Division/Group		Kris Macdonald / Ryan Fischer (T)	
		Division/Group			
		Division/Group			
		Division/Group			
		Division/Group			
		Division/Group			
		Branch			
		Division/Group			
		Division/Group			
5. Planning Section:			Division/Group		
Chief Jonathan Pangburn		Division/Group			
Deputy		Division/Group			
Resource Unit Keith Tsudama		Division/Group			
Situation Unit		Division/Group			
Documentation Unit		Branch			
Demobilization Unit Michael Gil		V			
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 Marlee Francis					
Facilities Unit Brian Pottenger					
Ground Support Unit Michael Darcy		8. Finance/Administration Section:			
Hired Equipment Tech		Chief		Andrew Corpuz	
Communications Unit		Time Unit		Jesse Orozco	
Medical Unit		Procurement Unit			
Motel Tech Spec		Comp/Claims Unit		Matthew Boone	
		Cost Unit			
Prepared By: Name: Jonathan Pangburn		Position/Title: PSC		Signature: <i>Jonathan M. Pangburn</i>	
ICS 203		Date/Time:		6/9/2018 2300 hours	

Spot Forecast for Airline...CAL FIRE 356 PM PDT Sat Jun 9 2018
National Weather Service San Francisco Bay Area

.DISCUSSION...Breezy conditions will continue through Sunday evening with gusty northwest winds expected. Slight warming and drying will occur on Sunday. Much warmer and drier weather is forecast starting on Monday, but winds will decrease by then.

.SUNDAY...

Sky/weather.....Sunny.
Max temperature.....75-78.
Min humidity.....20-25 percent.
Eye level winds....North winds 6-10 mph shifting to the northwest in the afternoon. Gusts to around 15 mph.
Wind (20 ft).....North winds 9-17 mph shifting to the northwest in the afternoon. Gusts to around 25 mph.
CWR.....0 percent.
LAL.....1.
Mixing height.....1500 ft AGL increasing to 5000 ft AGL afternoon
Transport winds....Northwest 10 mph increasing to 15 mph afternoon
Marine layer.....None.

.SUNDAY NIGHT...

Sky/weather.....Clear.
Min temperature.....45-49.
Max humidity.....65-70 percent.
Eye level winds....Northwest winds 6-10 mph shifting to the north 4 to 7 mph after midnight. Gusts up to 15 mph.
Wind (20 ft).....Northwest winds 9-17 mph shifting to the north 6 to 12 mph after midnight. Gusts up to 25 mph.
CWR.....0 percent.
LAL.....1.
Mixing height.....4000 ft AGL decreasing to 1300 ft AGL overnight
Transport winds....Northwest around 15 mph shifting to the north around 10 mph after midnight.
Marine layer.....None.

.MONDAY...

Sky/weather.....Sunny.
Max temperature.....84-89.
Min humidity.....15-20 percent.
Eye level winds....Northeast winds 4 to 7 mph shifting to the northwest in the afternoon.
Wind (20 ft).....Northeast winds 7 to 11 mph shifting to the northwest in the afternoon. Gusts to 15 mph.
CWR.....0 percent.
LAL.....1.
Mixing height.....1300 ft AGL increasing to 5500 ft AGL afternoon
Transport winds....North around 10 mph.
Marine layer.....None.

FIRE BEHAVIOR FORECAST

FORECAST NUMBER: 6	TYPE OF FIRE:
FIRE NAME: Airline / Eastern	OPERATIONAL PERIOD: 6/10/2018 0700 - 0700
DATE ISSUED: 6/9/2018	TIME ISSUED: 1600
UNIT: CA-BEU-002666 / CA-BEU-002668	SIGNED: <i>Jonathan M. Pangburn</i> Typed/printed: Jonathan Pangburn, FBAN (T)

INPUTS

WEATHER SUMMARY: GUSTY WINDS, WARMING NEXT WEEK

Sunday: 75-78 max temp, 20-25% min RH, winds North 9-17, gusts to 25

Sunday Night: 45-49 min temp, 65-70% max RH, winds NW 9-17, gusts to 25; shifting to N 6-12 after midnight

Monday: 84-89 max temp, 15-20% min RH, wind NW 7-11, gusts to 15

OUTPUTS

FIRE BEHAVIOR

GENERAL:

Fire activity has diminished with fire suppression activities and cooler temperatures. Increased heat still holds potential for fire movement, as 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. Cooler conditions and increased humidity will only have marginal impact on fire behavior. Increasing temperatures through the weekend will increase spotting potential, but lack of wind should assist control efforts.

SPECIFIC:

Airline: The main area of concern remains the DIV E / L break. Watch for DIV E and DIV L with spotting potential into the grass near the base of Bitterwater Valley.

Eastern: Fire activity has all but ceased in this branch. The main area of concern is DIV T, with the ridgeline in alignment with wind direction. Any spots across the line could spread around 3/4- to 1-mile/hr, especially in the light, flashy fuels mixed with brush and gray pine.

AIR OPERATIONS:

Visibility should be favorable for air operations, with mixing height to 4,500 ft. No marine layer predicted. Gusty winds may impact air operations, especially with eddy effects on the leeward side of the ridgeline.

SAFETY

Large fire growth remains possible with current fuels situation. The dry wind continues to dry the fuels further.

SAFETY MESSAGE/PLAN (ICS 208)

1. Incident Name: AIRLINE	2. Operational Period:	Date From: 6/10/18	Date To: 6/11/18
		Time From: 0700	Time To: 0700

S A F E T Y S A F E T Y S A F E T Y S A F E T Y	<p>Steep winding roads are throughout the incident. Slow down when driving on loose gravel and blind curves. Drive defensively with headlights on and use hands free devices.</p> <p>Working on steep, uneven terrain. Be mindful of rolling materials.</p> <p>Ensure radios are properly programmed for today's IAP and that crews are trained in communications procedures for the incident.</p> <p>Maintain situational awareness. Look up, Look down, Look around</p> <p>Stay hydrated!!! Time to think = time to drink. Document rest and hydration on 214.</p> <p>Remain mindful of what is going on around you! LCES!</p> <p>Avoid complacency!!!! Experiencing extreme fire behavior due to low live and dead fuel moistures, persistent drought, and elevated fire danger rating values.</p> <p>In country not seen in daylight. Be cautious, especially with steep drop offs.</p>	I T S U P T O Y O U R I N I T I E S
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5. Prepared By: ICS 208	Position/Title: SOFR	Signature: _____
	Date/Time: 6/9/2018 / 2030	

ASSIGNMENT LIST (ICS 204)

1. Incident Name: <div style="text-align: center; font-weight: bold;">AIRLINE</div>		2. Operational Period: Date From: 06/10/18 Date To: 06/11/18 Time From: 0700 Time To: 0700				3. Branch: Div/Group: Suppression Repair		
4. Operations Personnel: Operations Section Chief: Branch Director: Division/Group Supervisor: Jack Harvey*		<i>O-9, SUPR JACK THOMAS</i> <i>O-68, FOMP CHRISTOPHER MICKELSON</i> <i>O-64, FEMT STEVEN DEVINUNTZ</i>						
5. Resources Assigned:		** Resources Below in Bold are 12 Hour **				Reporting Location, Special Equipment, Remarks, Notes, and Information		
Resource Identifier	Leader	Personnel	Request #	Time	Location			
DOZ PVT E-21 → DEMOB		1	E-21	0700-1900	ICP			
DOZ PVT E-23 Ashbrook		1	E-23	0700-1900	ICP			
DOZ PVT E-25 Algerine		1	E-25	0700-1900	ICP			
DOZ PVT E-57 T&S		1	E-57	0700-1900	ICP			
DOZ PVT E-25 Algerine		1	E-25	0700-1900	ICP			
W/T PVT E-33		1	E-33	0700-1900	ICP			
W/T PVT E-47		1	E-47	0700-1900	ICP			
W/T PVT E-48		1	E-48	0700-1900	ICP			
W/T PVT E-54 → DEMOB		1	E-54	0700-1900	ICP			
EXC PVT E-96		1	E-96	0700-1900	ICP			
EXC PVT E-98		1	E-98	0700-1900	ICP			
GRD PVT E-45		1	E-45	0700-1900	ICP			
HEQB Eitrem	Jason Eitrem	1	O-43	0700-1900	ICP			
HEQB Fonsen	Mike Fonsen	1	O-38	0700-1900	ICP			
HEQB Ontiveros	Frank Ontiveros	1	O-27	0700-1900	ICP			
HEQB(T) Hughes	Shawn Hughes	1	O-39	0700-1900	ICP			
HEQB(T) Sanchez	Miguel Sanchez	1	O-42	0700-1900	ICP			
HEQB(T) Clemens	Orion Clemens	1	O-30	0700-1900	ICP			
6. Work Assignments: Identify suppression repair needs. Identify areas within and adjacent to fire area that require road repair or watering.								
7. Special Instructions: *All Resources in Suppression Repair are on a 12-Hour Shift								
8. Communications (radio and/or phone contact numbers needed for this assignment):								
Name	Ch	Function	Rx Freq	Rx Tone	Tx Freq	Tx Tone	Notes	
CDF C1	1	COMMAND	151.3550	103.5	159.3000	146.2 (T5)	Tone 5	
CDF T29	4	TACTICAL	151.3475	192.8	151.3475	192.8	Supp. Repair	
CALCORD	14	MEDICAL	156.0750	156.7	156.0750	156.7		
CDF T15	15	AIR TO GROUND	159.2700	192.8 (T16)	159.2700	192.8 (T16)		
GUARD	16	EMERGENCY	168.6250		168.6250	110.9		
9. Prepared by: Name: Keith Tsudama Pos/Title: RESL Signature: _____ ICS 204 Date/Time: 6/9/2018 2300 hours								

ASSIGNMENT LIST (ICS 204)

1. Incident Name: <p style="text-align: center;">AIRLINE</p>		2. Operational Period: Date From: 06/10/18 Date To: 06/11/18 Time From: 0700 Time To: 0700			3. Branch: Eastern Div/Group: O/R/T/Z <p style="text-align: right;">Oscar / Zulu</p>		
4. Operations Personnel: Operations Section Chief: <i>0-9, SUEZ JACK THOMAS</i> Branch Director: <i>0-68, FEMP CHRISTOPHER MUNDREN</i> Division/Group Supervisor: <i>→ demob</i> Kris Macdonald / Ryan Fischer (T) <i>0-64, FEMT STEVEN DEVINCENZI</i>							
5. Resources Assigned:		** Resources Below in Bold are 12 Hour **			Reporting Location, Special Equipment, Remarks, Notes, and Information		
Resource Identifier	Leader	Personnel	Request #	Time	Location		
STC SLU 9340C	Josh Taylor	17	E-76	0700-0700	ICP		
STG CZU 9174G	Ernie Solis		C-23	0700-1900	ICP		
CRW GABILAN 3	Brandon Ortiz		C-2	0700-1900	ICP		
CRW GABILAN 5	Adon Orozco		C-1	0700-1900	ICP		
W/T PVT E-32		1	E-32	0700-1900	ICP		
W/T PVT E-56		1	E-56	0700-1900	ICP		
6. Work Assignments: Mop up 300' in from control line. Patrol and improve line. Backhaul all trash to engine staging.							
7. Special Instructions:							
8. Communications (radio and/or phone contact numbers needed for this assignment):							
Name	Ch	Function	Rx Freq	Rx Tone	Tx Freq	Tx Tone	Notes
CDF C1	1	COMMAND	151.3550	103.5	159.3000	146.2 (T5)	Tone 5
CDF T28	3	TACTICAL	151.1825	192.8 (T16)	151.1825	192.8 (T16)	DIVISIONS
CALCORD	14	MEDICAL	156.0750	156.7	156.0750	156.7	
CDF T15	15	AIR TO GROUND	159.2700	192.8 (T16)	159.2700	192.8 (T16)	
GUARD	16	EMERGENCY	168.6250		168.6250	110.9	
9. Prepared by: Name: Keith Tsudama		Pos/Title: RESL		Signature: _____			
ICS 204	Date/Time: 6/9/2018 2300 hours						

ICS 205 - INCIDENT RADIO COMMUNICATIONS PLAN

1. Incident Name: AIRLINE		2. Date/Time Prepared Date: 06/09/2018 Time: 1830		3. Operational Period: Date From: 06/10/18 Time From: 0700		Date To: 06/11/18 Time To: 0700	
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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	DIVISIONS	151.1825	192.8 (T16)	151.1825	192.8 (T16)	DIVISIONS
4	TACTICAL	CDF T29	Supp. Repair	151.3475	192.8	151.3475	192.8	Supp. Repair
5								
6								
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)	
16	EMERGENCY	GUARD	EMERGENCY	168.6250		168.6250	110.9	
17								
18								
19								
20								

5. Special Instructions

6. Prepared by (Communications Unit Leader): Name:		Signature: _____
ICS 205 - CONTROLLED UNCLASSIFIED INFORMATION/BASIC		Date/Time: 06/09/18 1830

MEDICAL PLAN (ICS 206)

1. Incident Name: <p style="text-align: center; margin: 0;">AIRLINE</p>		2. Operational Period: Date From: <u>6/10/18</u> Date To: <u>6/11/18</u> Time From: <u>0700</u> Time To: <u>0700</u>					
3. Medical Aid Stations:							
Name	Location	Contact Number/Freq	Paramedics				
Engines	Line	See ICS-205	<input type="checkbox"/> No				
Fireline EMTs	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 IWL and only for duration of the emergency. - Communications Unit will clear the Command channel for emergency traffic as needed for duration of the need.				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 _____			
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				All Emergencies - Secure the area and identified witnesses for later investigation. Keep accurate log of events.			
<input type="checkbox"/> Check box if aviation assets are utilized for rescue. If assets are used, coordinate with Air Operations.							
7. Prepared by (Medical Unit Leader):				Signature: _____			
8. Approved by (Safety Officer):				Signature: _____			
ICS 206		Date/Time: _____					

FIRING OPERATION CHECKLIST

Location: _____

Date: _____ Time: _____

Firing Supervisor _____

1. Personnel Briefing

- Objectives
- Conditions (fire environment)
- Resource assignments identified
 - Firing personnel
 - Holding forces
 - Lookouts
- Ignition plan/sequence
- Communication Plan
- Contingency Plan
- Safety issues

2. Go / No-Go

- All personnel briefed
- Weather forecast reviewed
- Resources in place
- Lookouts posted as needed
- Anchor and termination firing points identified
- Communications systems in place
- Fire behavior forecast reviewed
- Escape routes and safety zones established and made known
- Adjoining forces/Air Attack notified

3. Approval Prior To Firing

- Division Supervisor
- Branch Director
- Operations

4. Other Notifications

- Other: _____
- Other: _____

Attach Firing Operations Checklist to ICS-214

Rev: Ops Group February 8, 2011

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EMERGENCY SHIFT TICKET and EVALUATION FORM					Contractor Name	
The responsible Government Officer will complete this form each shift					WATER HAULERS	
Incident or Project Name SOBERANES		Incident Number CABEU 003422	Request Number E-64		Operator #1 SEAN RODGERS	Operator #2 WAYNE RODGERS
Agreement Number LNU-22223333					Operator Furnished By: <input checked="" type="checkbox"/> Contractor <input type="checkbox"/> Government	
Equipment Make PETERBILT		Equipment Model / Type 4000 GALLON			Operating Supplies Furnished By: <input checked="" type="checkbox"/> Contractor <input type="checkbox"/> Government	
Serial Number 11343N		Licence Number 6S256483			Equipment Status Inspected <input type="checkbox"/> Released by Government <input checked="" type="checkbox"/> Under Agreement Withdrawn by Contractor <input type="checkbox"/>	
Equipment Use (Circle) Hours / Days / Miles					Remarks/Comments ** 2 OPERATORS	
Date Mo / Day	Start	Stop	Work	Assignment		
7/17	0701	2400	17	DIVISION B		
7/18	0001	0700	7	DIVISION B		
Vendor Rating					Govt. Rep. Name and Position - PRINT STEVE HAMPTON, DIV B	
Met Performance Expectations		Poor* Avg. Good Exc. N/A			Govt. Rep. Signature STEVE HAMPTON	
Equipment in Safe Working Condition		MUST BE FILLED OUT			Contractor Signature WAYNE RODGERS	
Operator Skill Level					Date 07/18/12	
Operates Safely					Time 0800	
Operator's Cooperation Level					CALFIRE 297 (Rev 3-2011)	
Overall Performance						

* NOTE: Any rating of POOR requires an explanation in Comment Section.
**Final evaluation or for more documentation, use an ICS Form 230 or equivalent.

Pink - Finance Blue - Home Unit HE Coordinator Yellow - Vendor White - Govt Representative

EMERGENCY SHIFT TICKET and EVALUATION FORM					Contractor Name	
The responsible Government Officer will complete this form each shift					WE BUILD LINE	
Incident or Project Name WILD		Incident Number CABEU003244	Request Number E-61		Operator #1 JASON FERGUSON	Operator #2
Agreement Number Obtain from vendor's agreement					Operator Furnished By: <input checked="" type="checkbox"/> Contractor <input type="checkbox"/> Government	
Equipment Make CAT		Equipment Model / Type DOZER D6N			Operating Supplies Furnished By: <input checked="" type="checkbox"/> Contractor <input type="checkbox"/> Government	
Serial Number 3BG0236		Licence Number			Equipment Status Inspected <input type="checkbox"/> Released by Government <input checked="" type="checkbox"/> Under Agreement Withdrawn by Contractor <input type="checkbox"/>	
Equipment Use (Circle) Hours / Days / Miles					Remarks/Comments ** 1 OPERATOR	
Date Mo / Day	Start	Stop	Work	Assignment		
7/17	0001	0700	7	OFF SHIFT		
7/17	0701	1900	12	DIVISION B		
7/17	1901	2400	5	OFF SHIFT		
Vendor Rating					Govt. Rep. Name and Position - PRINT STEVE HAMPTON	
Met Performance Expectations		Poor* Avg. Good Exc. N/A			Govt. Rep. Signature STEVE HAMPTON	
Equipment in Safe Working Condition		MUST BE FILLED OUT			Contractor Signature JASON FERGUSON	
Operator Skill Level					Date 07/17/12	
Operates Safely					Time 2000	
Operator's Cooperation Level					CALFIRE 297 (Rev 3-2011)	
Overall Performance						

* NOTE: Any rating of POOR requires an explanation in Comment Section.
**Final evaluation or for more documentation, use an ICS Form 230 or equivalent.

Pink - Finance Blue - Home Unit HE Coordinator Yellow - Vendor White - Govt Representative

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 (middens). 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.



AIRLINE / EASTERN INCIDENT
CA-BEU-002666 / CA-BEU-002668
ARRON YOUNG – INCIDENT COMMANDER



DEMOBILIZATION PLAN - SUMMARY

AIRLINE / EASTERN
CA-BEU-002666 / CA-BEU-002668
GENERAL INFORMATION

The Demobilization Plan is developed to facilitate the orderly removal and checkout of resources on the incident. By definition, surplus personnel are available for release if they have rested for a minimum of 8 hours, are cleaned up, outfitted and have a vehicle ready to depart to their next destination.

GENERAL GUIDELINES

- **NO RESOURCES WILL LEAVE THE INCIDENT UNTIL AUTHORIZED TO DO SO BY THE DEMOB UNIT.**
- Efforts will be made to ensure that all released personnel arrive at their destination prior to 2200 hours.
- All Resources will arrive at the Demobilizations Unit at their scheduled time Only.
- All government and hired vehicles leaving the incident will have a safety inspection. If a vehicle is within 1,000 miles of a "B" service, it is the responsibility of the resource to contact Ground Support and have an oil change prior to their scheduled demobilization time.
- **All Rental Vehicles will receive a safety inspection prior to leaving the incident.**
- All trainees are to keep their time up to date and report to the Training Specialist with their task books and evaluations prior to completion of the demobilization process.

RESPONSIBILITIES

Unit Leaders will declare resources excess to their **Section Chief**. **Section Chiefs** will declare excess resources to the Planning Section Chief through the **Resource Unit Leader**. This should be done 36 hours in advance of anticipated release. Use the **Declaration of Excess Resources sheet or General Message Form (ICS-213)** to list all excess resources. Include the resource name, request number, name of person, date and time of declared excess, and time in which the resource will be eligible to leave. Send to the **RESOURCE UNIT** where the resource will be determined to be surplus to the incident. Surplus resources will then be able to report to the **DEMOB UNIT** for final release or reassignment. Resources are **not to contact South Ops** or the expanded dispatch center unless instructed to do so by the Demobilization Unit.

RELEASE PRIORITIES

1. Organized fire departments
2. OES engines
3. Hired personnel and equipment
4. Other agencies (USFS, BLM, etc.)
5. Out of region CAL FIRE forces
6. Within Region CAL FIRE Forces
7. Unit CAL FIRE Forces

TRAVEL INFORMATION

All resources will meet agency specific requirements on hours of travel per day. For CAL FIRE hand crews, a full 24 hour reset period shall be adhered to before departing from the incident. After a crew's last operational period they shall begin the demobilization release procedure during their 24 hour off shift. In addition, they must use the following complete 24 hour period as reset time before they depart from the incident.

Untitled Map

Write a description for your map.

KING CITY ST. #30
401 CANAL ST.
KING CITY CA
93930



Google Earth

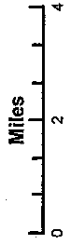
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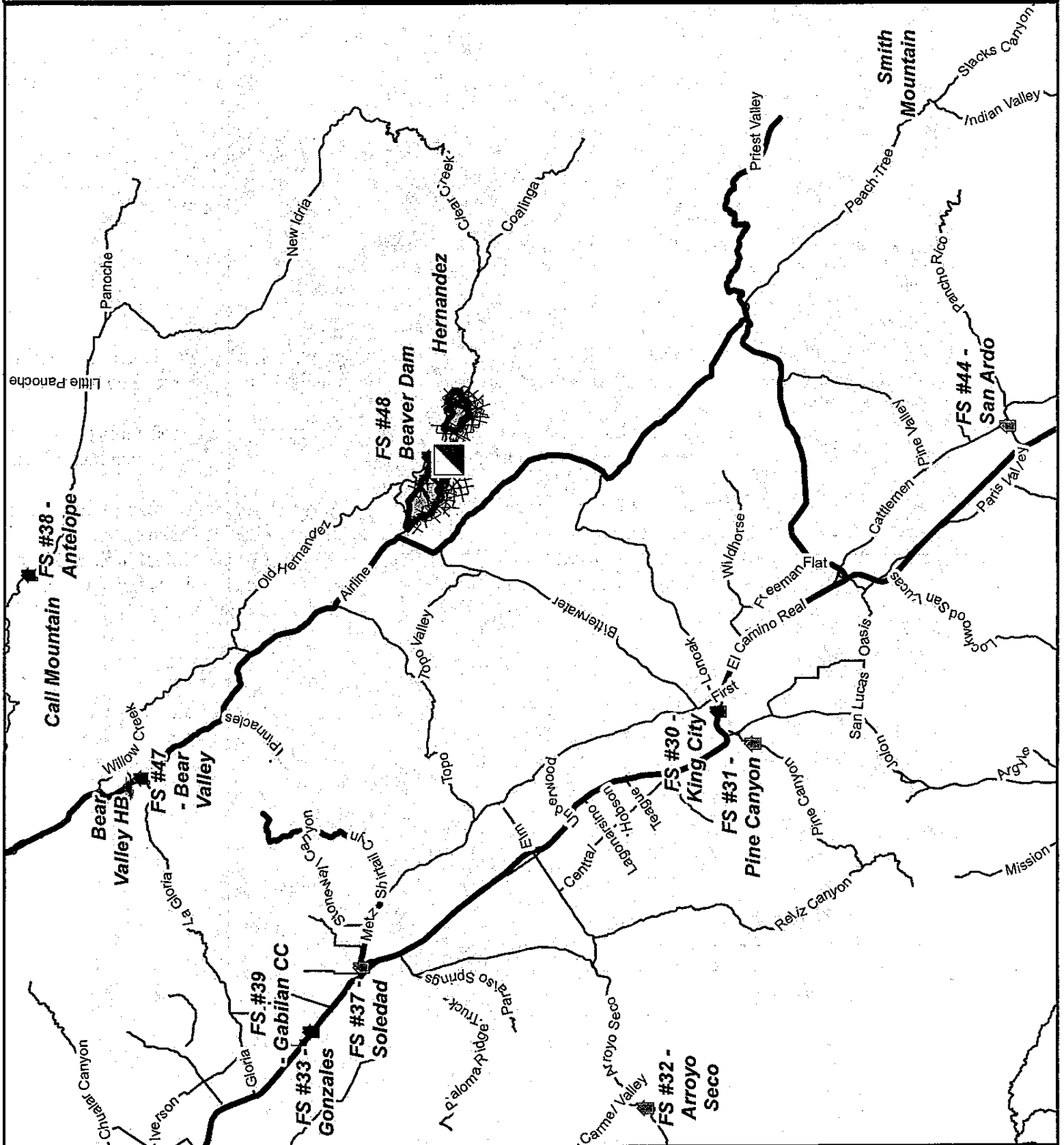
Airline Branch Eastern Branch

TRAVEL MAP

6/8/2018
Day Shift



Elliot Malacena
6/7/2018
10:36:57 PM



UNIT LOG (ICS 214)

1. Incident Name: <p style="text-align: center;">AIRLINE</p>	2. Operational Period: Date From: 6/10/18 Date To: 6/11/18 Time From: 0700 Time To: 0700
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3. Unit Name/Designators	4. Unit Leader (Name and ICS Position)
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5. Personnel Assigned/Designators

NAME	ICS POSITION	HOME BASE

6. Activity Log (Continue on Reverse)

TIME	MAJOR EVENTS

7. Prepared By:	Date/Time:
------------------------	-------------------

