

AIRLINE

INCIDENT

CA-BEU-002666

INCIDENT ACTION PLAN

EASTERN

INCIDENT

BEU-002668

OPERATIONAL PERIOD

6/11/2018 0700

to

6/14/2018 0700

INCIDENT OBJECTIVES (ICS 202)

1. Incident Name: <p style="text-align: center;">AIRLINE</p>	2. Operational Period:	Date From: 6/11/2018	Date To: 6/14/2018
		Time From: 0700	Time To: 0700

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: | 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 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 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: Jonathan M. Pangburn

8. Approved by Incident Commander: Arron Young Signature: _____

ICS 202

ORGANIZATION ASSIGNMENT LIST (ICS 203)

1. Incident Name:		2. Operational Period: Date From: 6/11/2018		Date To: 6/14/2018	
AIRLINE		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	Jess Thompson (9460C)	
		Division/Group	Suppression Repair	Jonathan Pangburn*	
4. Agency/Organization Representatives:			Division/Group		
Agency/Organization	Name	Division/Group			
BLM	Monte Kawahara	Division/Group			
		Division/Group			
		Branch			
		Division/Group			
		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	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	Marlee Francis				
Facilities Unit	Brian Pottenger	8. Finance/Administration Section:			
Ground Support Unit	Michael Darcy	Chief	Andrew Corpuz		
Hired Equipment Tech		Time Unit	Jesse Orozco		
Communications Unit		Procurement Unit			
Medical Unit		Comp/Claims Unit	Matthew Boone		
Motel Tech Spec		Cost Unit			
Prepared By: Name:	Jonathan Pangburn	Position/Title:	PSC	Signature: <i>Jonathan M. Pangburn</i>	
ICS 203		Date/Time:	6/10/2018 2300 hours		

Spot Forecast for Airline...CAL FIRE 204 PM PDT Sun Jun 10 2018
National Weather Service San Francisco Bay Area

.DISCUSSION...A significant warming trend is expected for Monday and Tuesday as upper level high pressure builds over California. Very warm temperatures then look to continue on Wednesday, followed by a cooling trend for the latter part of the week.

.MONDAY...

Sky/weather.....Sunny.
Max temperature.....83-88.
Min humidity.....15 percent.
Eye level winds.....Northeast winds around 4 mph. Gusts up to 8
mph early in the morning.
Wind (20 ft).....
Slope/valley.....Northeast winds around 10 mph. Gusts up to 20
mph early in the morning.
CWR.....0 percent.
LAL.....1.
Mixing height.....1600-3500 ft AGL increasing to 3800-4400 ft AGL
early in the afternoon.
Transport winds.....North around 10 mph.
Marine layer.....None.

.MONDAY NIGHT...

Sky/weather.....Clear.
Min temperature.....50-55.
Max humidity.....50-55 percent.
Eye level winds.....Northeast winds 2 to 4 mph.
Wind (20 ft).....
Slope/valley.....Northeast winds 5 to 10 mph.
CWR.....0 percent.
LAL.....1.
Mixing height.....3500-3800 ft AGL decreasing to 1100-1800 ft AGL
in the late evening and overnight.
Transport winds.....North around 5 mph.
Marine layer.....None.

.TUESDAY...

Sky/weather.....Sunny.
Max temperature.....90-95.
Min humidity.....10-13 percent.
Eye level winds.....Northeast winds around 2 mph shifting to the
west around 4 mph in the afternoon.
Wind (20 ft).....
Slope/valley.....Northeast winds around 5 mph shifting to the
west around 10 mph in the afternoon.
CWR.....0 percent.
LAL.....1.
Mixing height.....1500-2700 ft AGL increasing to 7900 ft AGL.
Transport winds.....North around 5 mph.
Marine layer.....None.

.TUESDAY NIGHT...

Sky/weather.....Clear.
Min temperature.....54-59.
Max humidity.....45-50 percent.
Eye level winds.....Northwest winds around 4 mph with gusts to
 around 7 mph shifting to the east around 2 mph
 after midnight.
Wind (20 ft).....
 Slope/valley.....Northwest winds around 10 mph with gusts to
 around 16 mph shifting to the east around 5 mph
 after midnight.
CWR.....0 percent.
LAL.....1.
Mixing height.....6300-7500 ft AGL decreasing to 500-700 ft AGL.
Transport winds.....Northwest around 5 mph.
Marine layer.....None.

.WEDNESDAY...

Sky/weather.....Sunny.
Max temperature.....90-95.
Min humidity.....10-13 percent.
Eye level winds.....West winds 2 to 4 mph.
Wind (20 ft).....
 Slope/valley.....West winds 5 to 10 mph.
CWR.....0 percent.
LAL.....1.
Marine layer.....None.

.WEDNESDAY NIGHT...

Sky/weather.....Clear.
Min temperature.....56-61.
Max humidity.....50-60 percent.
Eye level winds.....Northwest winds around 2 mph.
Wind (20 ft).....
 Slope/valley.....Northwest winds around 5 mph.
CWR.....0 percent.
LAL.....1.
Marine layer.....None.

.THURSDAY...

Sky/weather.....Sunny.
Max temperature.....83-88.
Min humidity.....15-18 percent.
Eye level winds.....Light winds becoming south around 2 mph in the
 afternoon.
Wind (20 ft).....
 Slope/valley.....Light winds becoming south around 5 mph in the
 afternoon.
CWR.....0 percent.
LAL.....1.
Marine layer.....None.

FIRE BEHAVIOR FORECAST

FORECAST NUMBER: 7	TYPE OF FIRE:
FIRE NAME: Airline / Eastern	OPERATIONAL PERIOD: 6/11/18 0700 – 6/14/18 0700
DATE ISSUED: 6/10/2018	TIME ISSUED: 1800
UNIT: CA-BEU-002666 / CA-BEU-002668	SIGNED: <u>Jonathan M. Pangburn</u> Typed/printed: Jonathan Pangburn, FBAN (T)

INPUTS

WEATHER SUMMARY: WARMING THROUGH WEDNESDAY, THEN COOLING

Monday: 83-88 max temp, 15% min RH, winds Northeast 10, gusts to 20

Monday Night: 50-55 min temp, 50-55% max RH, winds Northeast 5-10

Tuesday: 90-95 max temp, 10-13% min RH, winds Northeast 5 shifting to West 10 in afternoon

Tuesday Night: 54-59 min temp, 45-50% max RH, winds Northwest 10, gusts to 25; shifting to East 5 after midnight

Wednesday: 90-95 max temp, 10-13% min RH, winds West 5-10

Wednesday Night: 56-61 min temp, 50-60% max RH, winds Northwest 5

Thursday: 83-88 max temp, 15-18% min RH, winds light, becoming South 5 in afternoon

OUTPUTS

FIRE BEHAVIOR

GENERAL:

Fire activity has not been observed the past two days, save an occasional smoke interior. Increased heat still holds potential for fire movement or activity, should a new ignition start, as drought has exacerbated fuels condition. Fire behavior may appear similar to late-July/August conditions. Lack of fire history with decadent brush. Increasing temperatures through mid-week will increase spotting potential, but decreasing 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 areas of concern are DIV T and DIV Z. 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 4,400 ft Monday and 7,900 ft Tuesday. No marine layer predicted. Wind gusts 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: 6/11/18 Time From: 0700	Date To: 6/14/18 Time To: 0700
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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 ! ! ! ! ! ! ! ! ! !
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5. Prepared By: ICS 208	Position/Title: SOFR Date/Time: 6/10/2018 / 2030	Signature: _____
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ASSIGNMENT LIST (ICS 204)

1. Incident Name: <p style="text-align: center;">AIRLINE</p>	2. Operational Period: Date From: 06/11/18 Date To: 06/14/18 Time From: 0700 Time To: 0700	3. Branch: Div/Group: Airline					
4. Operations Personnel: Operations Section Chief: Branch Director: Division/Group Supervisor:							
5. Resources Assigned: ** Resources Below in Bold are 12 Hour **		Reporting Location, Special Equipment, Remarks, Notes, and Information Time Location					
Resource Identifier	Leader	Personnel	Request #				
STC BEU 9460C	Jess Thompson		E-91	0700-1900 ICP			
CRW GABILAN 3	Brandon Ortiz		C-2	0700-1900 ICP			
CRW GABILAN 5	Adon Orozco		C-1	0700-1900 ICP			
DOZ PVT E-23 Ashbrook		1	E-23	0700-1900 ICP			
W/T PVT E-32		1	E-32	0700-1900 ICP			
W/T PVT E-49		1	E-49	0700-1900 ICP			
6. Work Assignments: Mop up and patrol. Backhaul all trash to engine staging. Identify suppression repair needs.							
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 T29	3	TACTICAL	151.3475	192.8	151.3475	192.8	
CALCORD	14	MEDICAL	156.0750	156.7	156.0750	156.7	
GUARD	16	EMERGENCY	168.6250		168.6250	110.9	
9. Prepared by: Name: Keith Tsudama Pos/Title: RESL					Signature: _____		
ICS 204		Date/Time: 6/10/2018		2300 hours			

ASSIGNMENT LIST (ICS 204)

1. Incident Name: <b style="text-align: center;">AIRLINE		2. Operational Period: Date From: 06/11/18 Date To: 06/14/18 Time From: 0700 Time To: 0700				3. Branch: Div/Group: <b style="text-align: center;">Suppression Repair	
4. Operations Personnel: Operations Section Chief: Branch Director: Division/Group Supervisor: Jonathan Pangburn*							
5. Resources Assigned:		** Resources Below in Bold are 12 Hour **				Reporting Location, Special Equipment, Remarks, Notes, and Information Time Location	
Resource Identifier	Leader	Personnel	Request #	Time	Location		
WT 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		
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(T) Hughes	Shawn Hughes	1	O-39	0700-1900	ICP		
HEQB(T) Sanchez	Miguel Sanchez	1	O-42	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	3	TACTICAL	151.3475	192.8	151.3475	192.8	
CALCORD	14	MEDICAL	156.0750	156.7	156.0750	156.7	
GUARD	16	EMERGENCY	168.6250		168.6250	110.9	
9. Prepared by: Name: Keith Tsudama Pos/Title: RESL Signature: _____ ICS 204 Date/Time: 6/10/2018 2300 hours							

ICS 205 - INCIDENT RADIO COMMUNICATIONS PLAN

1. Incident Name: AIRLINE		2. Date/Time Prepared Date: 06/10/2018 Time: 1830		3. Operational Period: Date From: 06/11/18 Time From: 0700		Date To: 06/14/18 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 T29	TACTICAL	151.3475	192.8	151.3475	192.8	
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14	MEDICAL	CALCORD	MEDICAL	156.0750	156.7	156.0750	156.7	
15								
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: 06/10/18				1830

MEDICAL PLAN (ICS 206)

1. Incident Name: <p style="text-align: center;">AIRLINE</p>	2. Operational Period: Date From: <u>6/11/18</u> Date To: <u>6/14/18</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
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 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: _____

8. Approved by (Safety Officer): _____
Signature: _____

ICS 206	Date/Time: _____
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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

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	
Equipment Use					<input type="checkbox"/> Inspected <input checked="" type="checkbox"/> Under Agreement		
(Circle) Hours / Days / Miles					<input type="checkbox"/> Released by Government		
Date Mo / Day	Start	Stop	Work	Assignment		2 OPERATORS	
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		
					Govt. Rep. Signature STEVE HAMPTON		
Met Performance Expectations					Contractor Signature WAYNE RODGERS		
Equipment in Safe Working Condition					Date 07/18/12		
Operator Skill Level					Time 0800		
Operates Safely					Date 07/18/12		
Operator's Cooperation Level					Time 0800		
Overall Performance					Date 07/18/12		
Overall Performance					Time 0800		
* NOTE: Any rating of POOR requires an explanation in Comment Section.					CALFIRE 297		
**Final evaluation or for more documentation, use an ICS Form 230 or equivalent.					(Rev 3-2011)		
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	
Equipment Use					<input type="checkbox"/> Inspected <input checked="" type="checkbox"/> Under Agreement		
(Circle) Hours / Days / Miles					<input type="checkbox"/> Released by Government		
Date Mo / Day	Start	Stop	Work	Assignment		1 OPERATOR	
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		
					Govt. Rep. Signature STEVE HAMPTON		
Met Performance Expectations					Contractor Signature JASON FERGUSON		
Equipment in Safe Working Condition					Date 07/17/12		
Operator Skill Level					Time 2000		
Operates Safely					Date 07/17/12		
Operator's Cooperation Level					Time 2000		
Overall Performance					Date 07/17/12		
Overall Performance					Time 2000		
* NOTE: Any rating of POOR requires an explanation in Comment Section.					CALFIRE 297		
**Final evaluation or for more documentation, use an ICS Form 230 or equivalent.					(Rev 3-2011)		
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 (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.



AIRLINE / EASTERN INCIDENT CA-BEU-002666 / CA-BEU-002668

BRIAN NICHOLS– 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.

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93930

Reich St

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SUPPLY

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EXIT



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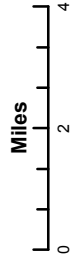




Airline Branch Eastern Branch

TRAVEL MAP

6/8/2018
Day Shift



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

