

Sheep Creek Incident Action Plan

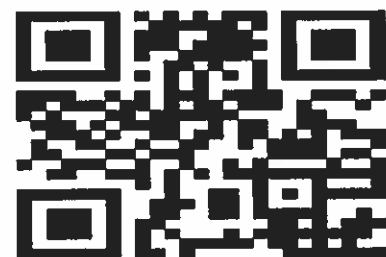
August 25-26, 2018
Day Operational Period
0600 PST – 1800 PST

NV-LANX-10307
PN L3QJ



GPS
40° 46' 22"
-116° 50' 32"

Sheep Creek Fire



<http://bit.ly/2L7Sij3>

INCIDENT OBJECTIVES (ICS 202)

1. Incident Name: Sheep Creek	2. Operational Period: Date From: 8/25/2018 Time From: 0600	Date To: 8/26/2018 Time To: 1800															
3. Objective(s): 1. The number one priority is to provide for firefighter and public safety. 2. Take necessary precautions to protect the community of Battle Mountain, nearby ranches, residents, and nearby transportation corridors to minimize threat to public safety. 3. Limit fire size to protect crucial mule deer winter range, existing Greater sage grouse ecosystem, and significant cultural values at risk such as Tosawihl Quarry, and Rock creek drainage. 4. Protect public Grazing Allotments found to the north and east of the fire perimeter. 5. Keep fire north of Rock Creek road, east of Izzenhood road, south of Izzenhood Gap road, and west of the Rooster Comb burn scar.																	
4. Operational Period Command Emphasis: Understand the importance of good relationships with the public, partners, and stake holders within the local community of Battle Mountain. With fire activity winding down ensure all crews maintain a high degree of professionalism and do not become complacent on the fire line. Always expect the unexpected, and plan for any possible unforeseen future events.																	
General Situational Awareness There have been multiple medical incidents and accidents taking place on incidents within the Great Basin. Be aware that there is significant potential for extreme fire behavior and rapid rates on spread on any incident within the geographical area. Reminder it is not business as usual, adjust tactics accordingly to compensate for extreme fire behavior and rapid rates of spread. Always have LCES in place, and never break the 10 standard firefighting orders, and 18 watch-out situations.																	
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 (the items checked below are included in this Incident Action Plan): <table style="width: 100%; border: none;"> <tr> <td style="width: 33%;"><input checked="" type="checkbox"/> ICS 202</td> <td style="width: 33%;"><input checked="" type="checkbox"/> ICS 206</td> <td style="width: 34%;"><u>Other Attachments:</u></td> </tr> <tr> <td><input checked="" type="checkbox"/> ICS 203</td> <td><input type="checkbox"/> ICS 207</td> <td><input type="checkbox"/> _____</td> </tr> <tr> <td><input checked="" type="checkbox"/> ICS 204</td> <td><input type="checkbox"/> ICS 208</td> <td><input type="checkbox"/> _____</td> </tr> <tr> <td><input checked="" type="checkbox"/> ICS 205</td> <td><input type="checkbox"/> Map/Chart</td> <td><input type="checkbox"/> _____</td> </tr> <tr> <td><input type="checkbox"/> ICS 205A</td> <td><input checked="" type="checkbox"/> Weather Forecast/Tides/Currents</td> <td><input type="checkbox"/> _____</td> </tr> </table>			<input checked="" type="checkbox"/> ICS 202	<input checked="" type="checkbox"/> ICS 206	<u>Other Attachments:</u>	<input checked="" type="checkbox"/> ICS 203	<input type="checkbox"/> ICS 207	<input type="checkbox"/> _____	<input checked="" type="checkbox"/> ICS 204	<input type="checkbox"/> ICS 208	<input type="checkbox"/> _____	<input checked="" type="checkbox"/> ICS 205	<input type="checkbox"/> Map/Chart	<input type="checkbox"/> _____	<input type="checkbox"/> ICS 205A	<input checked="" type="checkbox"/> Weather Forecast/Tides/Currents	<input type="checkbox"/> _____
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7. Prepared by: Name: <u>Ravonn Simpson</u> Position/Title: <u>PSC3 (T)</u> Signature: _____																	
8. Approved by Incident Commander: Name: <u>Brian Kitchen</u> Signature: _____																	
ICS 202	IAP Page _____	Date/Time: <u>8/24/2018</u>															

ORGANIZATION ASSIGNMENT LIST (ICS 203)

1. Incident Name: Sheep Creek		2. Operational Period: Date From: 8/25/2018 Date To: 8/26/2018 Time From: 0600 Time To: 1800	
3. Incident Commander(s) and Command Staff:		7. Operations Section:	
IC/UCs	Brian Kitchen	Chief	
	Eric Darragh	Deputy	
Deputy		Staging Area	
Safety Officer		Branch	
Public Info. Officer	Terry Solomon	Branch Director	
Liaison Officer		Deputy	
4. Agency/Organization Representatives:		Division/Group	A/G/M/Z- Gary Smith
Agency/Organization	Name	Division/Group	
AA Elko District Manager		Division/Group	
AA Lander County		Division/Group	
AA NDF		Division/Group	
		Branch	
		Branch Director	
		Deputy	
5. Planning Section:		Division/Group	
Chief		Division/Group	
Deputy		Division/Group	
Resources Unit		Division/Group	
Situation Unit		Division/Group	
Documentation Unit		Branch	
Demobilization Unit		Branch Director	
Technical Specialists		Deputy	
		Division/Group	
		Division/Group	
		Division/Group	
6. Logistics Section:		Division/Group	
Chief		Division/Group	
Deputy		Air Operations Branch	
Support Branch		Air Ops Branch Dir.	
Director			
Supply Unit			
Facilities Unit		8. Finance/Administration Section:	
Ground Support Unit		Chief	
Service Branch		Deputy	
Director		Time Unit	
Communications Unit		Procurement Unit	
Medical Unit		Comp/Claims Unit	
Food Unit		Cost Unit	
9. Prepared by: Name: Ravonn Simpson		Position/Title: PSC3 (T)	Signature:
ICS 203	IAP Page _____	Date/Time: 8/24/2018	

Spot Forecast for Sheep Creek Fire...Thaler Team 2, Type 3

...FIRE WEATHER WATCH IN EFFECT FROM SUNDAY MORNING THROUGH SUNDAY EVENING...

.DISCUSSION...Very dry and storm-free weather will prevail through the weekend. Southwest to west winds will be gusty during the afternoon and early evening hours on Saturday, and especially on Sunday as a stronger wind field aloft arrives with an approaching upper trough and daytime heating causes those stronger winds to mix to the surface. West winds on Sunday afternoon and early evening will likely gust to around 30 mph and when combined with minimum RHs of 10 to 15 percent may result in critical fire weather conditions. Therefore, a Fire Weather Watch for gusty winds and low RH is in effect from 11 AM to 11 PM PDT Sunday.

.SATURDAY...

Sky/weather.....Sunny. Areas of smoke.
Chc Wetting Rain....0%.
LAL.....1.
Max temperature.....75-80.
Min humidity.....8-12%.
20-Foot Winds.....
Slope/valley.....Upslope/up valley winds 4 to 8 mph. Wind becoming southwest around 10 mph
in the afternoon with gusts to around 20 mph.
Transport Winds.....Southwest around 14 mph.
Haines Index.....5.

.SATURDAY NIGHT...

Sky/weather.....Clear. Areas of smoke in the evening, then patchy smoke after midnight.
Chc Wetting Rain....0%.
LAL.....1.
Min temperature.....49-54.
Max humidity.....25-35%.
20-Foot Winds.....
Slope/valley.....Downslope/down valley winds 2 to 5 mph. Gusts up to 25 mph in the early evening.
Haines Index.....5.

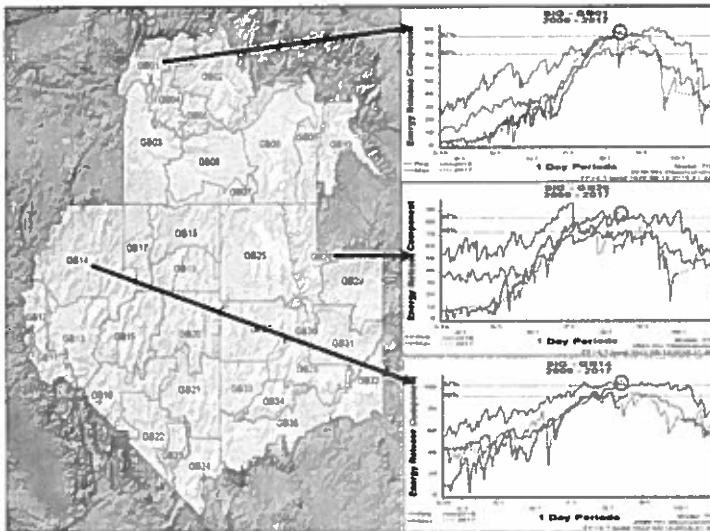
.SUNDAY...

Sky/weather.....Mostly sunny. Patchy smoke in the morning, then haze in the afternoon.
Chc Wetting Rain....0%.
LAL.....1.
Max temperature.....75-80.
Min humidity.....10-15%.
20-Foot Winds.....
Slope/valley.....Upslope/up valley winds 4 to 8 mph becoming west 12 to 18 mph with gusts up to 30 mph in the afternoon.
Transport Winds.....West 20 to 25 mph.
Haines Index.....4.

Fuels and Fire Behavior Advisory Northern Great Basin – below 7000'

August 13, 2018 – August 27, 2018

Subject: Significant carryover fine fuels from the 2017 fire season exist over Western and Northern Nevada, southern Idaho and northwest Utah with multiple new crops of cheat grass from a wet 2018 spring. Continuous fine fuel loading 200-300% of average in many areas. These dry fine fuels, along with near record low 100-hr, 1000-hr fuel moisture, record high ERC's and dry brush will drive advanced to extreme fire behavior over Western and Northern Nevada, northern Utah and across most of Southern and Central Idaho, mostly in areas below 7,000 feet.



Discussion: Extreme fire behavior has been observed on recent fires in these areas with several fires recently growing over 20,000 acres in a 24 hour burn period.

Difference from normal conditions: Fine fuel loading is 200-300% of normal in many low-mid elevations of northern Nevada, and only slightly less in Idaho and northern Utah. Across mid-high elevations, heavy fuels are critically dry and ERC levels are near or at new historical highs for the time of year for many parts across the advisory area. Sagebrush live fuel moisture is now below critical levels making sagebrush a significant contributor to fire spread in addition to the significant dead fine fuel load.

Concerns to Firefighters and the Public:

- Anticipate rapid rates-of-spread, even in the absence of slope and wind. You can't out run it!
- Anticipate flashy fine fuels and pinyon-juniper to ignite easily and exhibit advanced rates of spread, elongated flaming fronts and increasing fire brands; expect more long range spotting
- Short and mid-range spotting in fine fuels is possible with wind gusts, fire whirls, and frequent dust devils creating spotting potential greater than ½ mile in grass / sage fuel types with a probability of ignition generally over 90% based on current weather. Fine fuel loadings are dense and continuous and will support extreme rates of spread regardless of fuel heights.
- Under the right atmospheric conditions, fires in dense, heavier fuels can develop into large plume dominated fires.

Mitigation Measures:

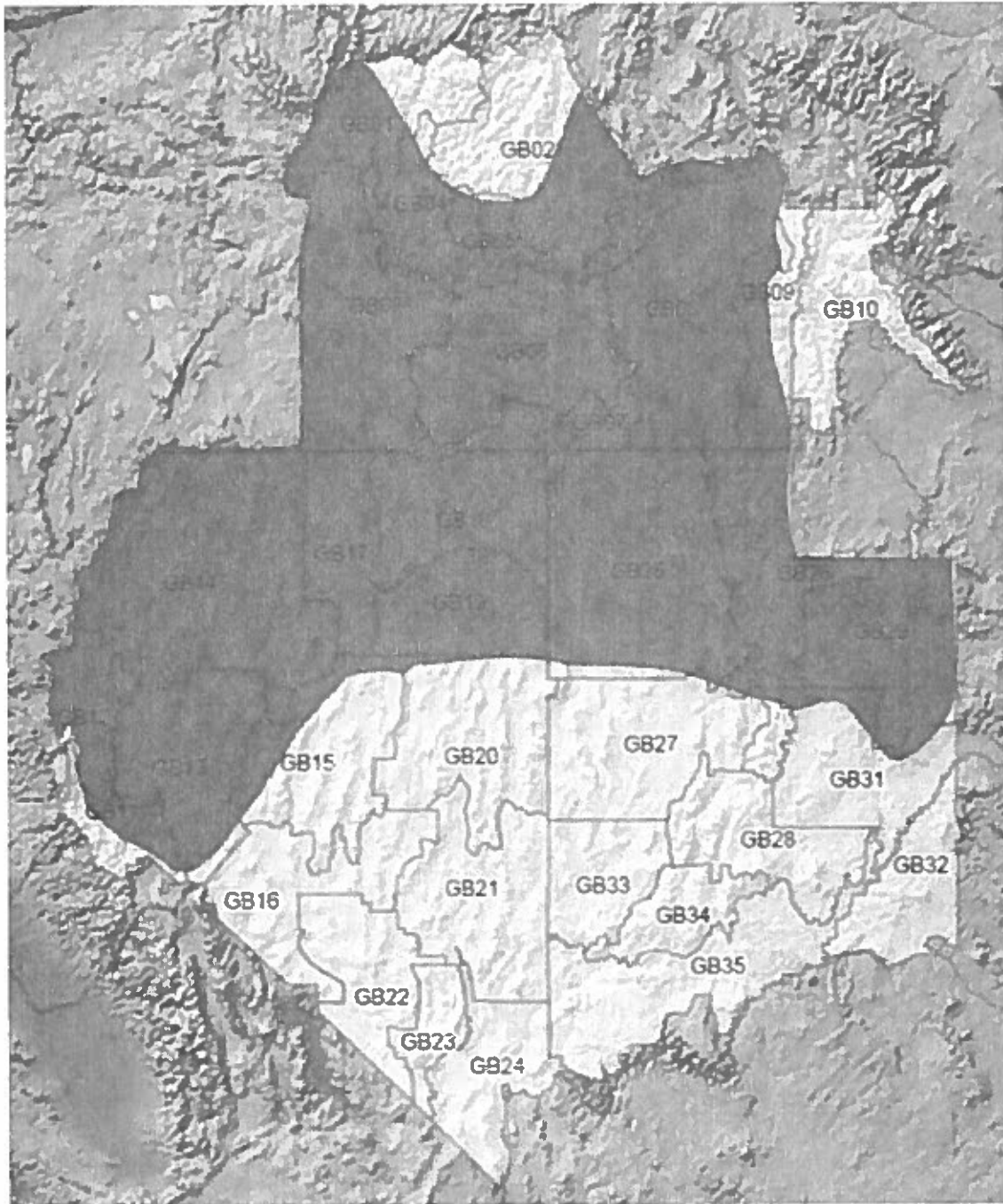
- Direct attack may not be feasible in many circumstances and use of indirect attack measures may be necessary.
- Ensure you are planning well ahead of the fire.
- Choose the best ridge not the next ridge.
- Expect long-range spotting of up to a mile or more with well-developed columns.
- Retardant NOT effective unless immediately followed up with firefighters and/or bucket drops.

Issued By: GBCC Predictive Services, Basil Newmerzhycky, Shelby Law (Meteorologists)

Fuels and Fire Behavior Advisory Northern Great Basin

August 13, 2018 – August 27, 2018

Area of Concern: The area of concern includes western and northern Nevada, northern Utah and much of Idaho below 7000'.



HEALTH AND SAFETY MESSAGE

INCIDENT: **Sheep Creek**

DATE: August 25/26, 2018

Do-It-Yourself Safety Message:

The most likely way that someone on my crew (or me) gets injured or has an accident today is

I/We will prevent this accident by doing the following: _____.

TIRES!

When was the last time you checked them? Are they in good condition? Do you know how old they are?



Department of
Transportation

Plant Code

Manufacturer
Identity Number

Week and Year
Tire was Made

- As tires age, they are more prone to failure. Some vehicle and tire manufacturers recommend replacing tires that are six to 10 years old, regardless of treadwear. You can determine how old your tire is by looking on the sidewall for your DOT Tire Identification Number (TIN). The last four digits of the TIN indicate the week and year the tire was made. If the TIN reads 0308 it was made in the third week of 2008. Look on both sides of the tire. The TIN may not be on both sides.

DEMOB

- Check equipment and vehicles prior to leaving ICP
- Follow appropriate demob checklist
- Do not leave until cleared by all sections
- Drive safe and make sure you are rested

Safety Officers: *Nick Robison*

INCIDENT SAFETY ANALYSIS 215a

Sheep Creek / NV-LANK-10307 - SAT/SUN August 25-26, 2018

8. Location	9. Hazard	6. Control or Abatement Action (Engineering, Administrative, PPE, Avoidance, Education, etc)
All	Air Operations	<ul style="list-style-type: none"> ~ Follow " Aviation Watch-Out Situations" on page 44, IRPG. ~ Don't plan on air resources for medical transport or resupply. ~ Refer to page 57, IRPG for directing bucket drops. ~ Ensure positive communication with all air resources.
All	Extreme Fire Behavior	<ul style="list-style-type: none"> ~ Share weather observations with all personnel assigned to division. ~ Establish "Trigger Points" to withdraw. ~ Use "Risk Management" process prior to engaging in suppression actions, refer to page 1, IRPG.
All	Heavy Equipment Operations	<ul style="list-style-type: none"> ~ Ensure communications are established with operators. ~ Use hand signals if other communications are unavailable. ~ Maintain a 50'-100' exclusion area around equipment and increase it to 1 1/2 times tree height when in timber. ~ Use a spotter when backing. ~ Avoid working below heavy equipment.
All	Driving & Traffic	<ul style="list-style-type: none"> ~ Practice "Defensive Driving" techniques traveling on all roads and city streets. ~ Use spotters when backing. ~ Honk horn to alert personnel when backing. ~ Keep clutter off dash and inside cab. ~ Follow Driving LCES (Lights, Chock blocks, Emergency brake, Seat belts. ~ Always use headlights. ~ Yield to pedestrians and bicycles. ~ Observe posted speed limits. ~ Use the 3 second rule for following distance when driving. ~ Use chock blocks, turn wheels into hill. ~ Avoid distractions (eating, cell phones, radio). ~ Ensure that windshields are kept clean of dust and bugs.
All	Steep Terrain & Rolling Debris	<ul style="list-style-type: none"> ~ Maintain 8'-10' spacing when working & walking. ~ Don't work above any personnel. ~ Be on the lookout for rolling rocks, debris, or burning material. ~ Evaluate necessity to send personnel in areas with limited access. ~ Post lookouts (IRPG pg 6).
All	Heat Related Illness (HRI)& Dehydration	<ul style="list-style-type: none"> ~ Drink Fluids throughout operational period (6-8 qts/shift). ~ Maintain water/electrolyte ratio of 3 to 1. ~ Carry extra water on line and cache water at drop points. ~ Take Frequent breaks, minimum of 10 minutes every hour. ~ Allow out of area resources time to acclimatize before expecting peak performance. ~ Recognize symptoms of HEAT RELATED ILLNESS which include. <ul style="list-style-type: none"> o Lack of energy o Headaches, dizziness o Lack of rest o No hunger, poor eating habits o Hot skin, and lack of sweating
All	Fatigue & Over Exertion	<ul style="list-style-type: none"> ~ Drink 1 quart of water each hour during and after work. ~ Rotate crews out of smoky areas. ~ Set a reasonable work pace and allow adequate rest breaks while on the project. ~ Stagger work crews start time to limit fatigue. ~ Use buddy system to monitor personnel of heat related and fatigue issues. ~ Follow work / rest guidelines.

INCIDENT SAFETY ANALYSIS 215a

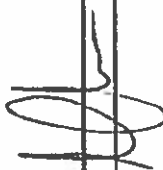
All	Fireline Hazards	<ul style="list-style-type: none">~ Do not work directly above or below personnel during firing and mop-up operations.~ Watch for falling and rolling debris on steep slopes.~ Alert crew personnel of rolling debris by yelling to affected individuals.~ Position debris that could roll vertically on slope.~ Avoid stepping over debris that could roll by walking around object.~ Avoid radiant heat by wearing appropriate PPE correctly.~ Use correct tool for task assigned.~ Follow power line safety protocol as outlined on page 22 in IRPG.~ Flag and isolate all HAZMAT and alert all personnel working in Division.~ Follow WUI recommendations on pages 10-11 in IRPG.
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INCIDENT RADIO COMMUNICATIONS PLAN (ICS 205)

1. Incident Name: Sheep Creek	2. Date/Time Prepared: Date: 8/23/18 Time: 1800	3. Operational Period: Date To: 8/26 Time From: 0600 Time To: 2000
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4. Basic Radio Channel Use:												
Zone Grp.	Ch #	Function	Channel Name/Trunked Radio System Talkgroup	Assignment	RX Freq N or W	RX Tone/NAC	TX Freq N or W	TX Tone/NAC	Mode (A, D, or M)	Remarks		
	1	CMD 1	Incident Repeater	ALL	169.712	127.3	164.425	127.3	A			
	2	MIDAS	Midas Repeater		171.537	110.9	163.575	156.7	A	Steritits Peak		
	3	TAC 1		DIV A	168.050	127.3	168.050	127.3	A			
	4	TAC 2		DIV G	168.200	127.3	168.200	127.3	A			
	5	TAC 3		DIV M	166.775	127.3	166.775	127.3	A			
	6	TAC 4		DIV Z	168.250	127.3	168.250	127.3	A			
	7	NWS BAM		ALL	162.425				A			
	8	BLM SOA	Weather Radio Scene of Action	IA	171.675		171.675		A			
	9	RED 1	NDF Tac	IA	159.345		159.345		A			
	10	RED 2			158.865		158.865		A			
	11	NDF MARY JOHNHILL	NV DOF Mary's HTF Johns Hill	IA	158.895		151.220	136.5	A	Linked with other NDF Repeaters		
	12				169.900		164.137	146.2	A	Linked with other HTF Repeaters		
	13	VMED28	Life Flight A/G	ALL	155.340		155.340	156.7	A			
	14	A/G 49	IA A/G		168.037		168.037		A			
	15	A/G	Air to Ground	ALL	166.937	127.3	166.937	127.3	A			
	16	AIRGUARD			168.625		168.625	110.9	A			

5. Special Instructions:
 CMD 1 is located on Steritits Peak on DIV A. N 40 45.70, W 116 51.40
 NDF Tx Tone Guards: Gamble - 146.2; Prospect - 107.2
 HTF Tx Tone Guards: Merrit - 123.0; Verdi Peak - 110.9

6. Prepared by (Communications Unit Leader): Name: <u>H. Vassett</u>	Signature: 
ICS 205	Date/Time: <u>8/23 @ 1910</u>
IAP Page _____	

Sheep Creek Suppression Repair Plan

Standards:

Cleanup

- Remove suppression related equipment, (debris, trash, signing, flagging) at facilities used by suppression personnel.

Dozer Lines, Staging Areas, Safety Zones, Helispots and Handlines:

- Knockdown berms and re-contour fireline to natural slope gradient.
- Install Water Bars as Follows:
 - Cut water bars diagonal to fire line.
 - Ensure that each water bar has a direct outlet and drains into a vegetation or rock filter.
 - Water bars for dozer lines should approximately be 12" deep and 18-24" high for the berm. If soil is loose, augment water bar with woody debris and/or rocks if available.
 - Hand line water bars should be approximately 8" deep and 12-18" high for the berm. If soil is loose, augment water bar with woody debris and/or rocks.
 - Water bars are not recommended for grades under 10%.

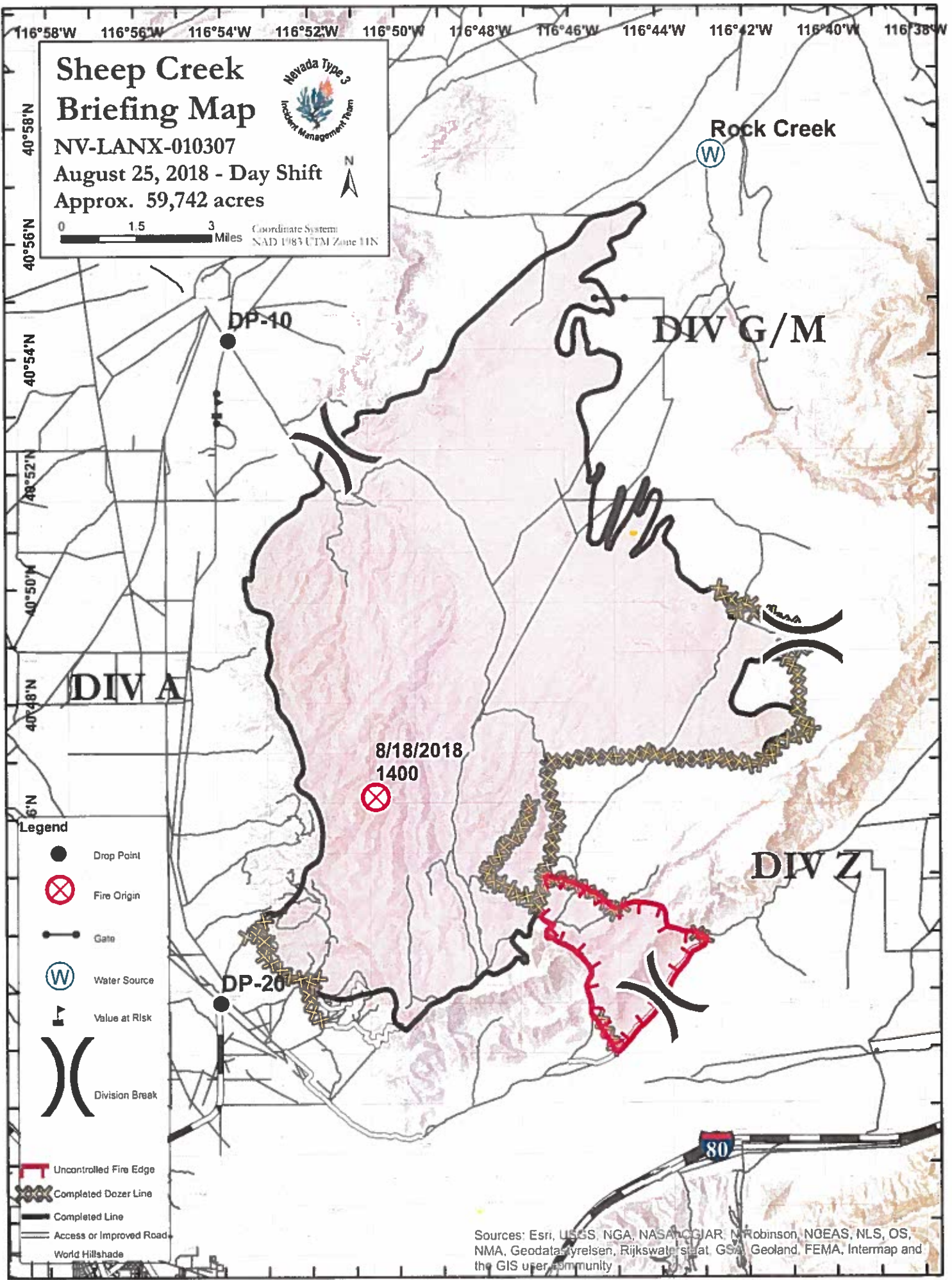
Fire Line Slope	Suggested Spacing (feet)
10-20%	100
20-30%	75
30-40%	50
40-50%	25

Pumping and Drafting Sites:

- Restore all water sources that were used to supply hose lays, tenders, and engines during the suppression efforts to their pre-fire condition.
- If disturbance occurred, knockdown berms and re-contour disturbance to natural slope gradient.
- Remove any dams or other devices used to pool water.
- Remove hazardous material containment pads, if used, and dispose of properly.

Vehicle (Weed) Washing Station (if applicable):

- Collect and dispose of all organics, debris, and washing waste in approved landfill.
- The locations of all vehicle washing stations will be coordinated with the IMT and READ.



Sheep Creek Briefing Map

NV-LANX-010307

August 25, 2018 - Day Shift

Approx. 59,742 acres



0 1.5 3 Miles Coordinate System: NAD 1983 UTM Zone 11N

Legend

- Drop Point
- Fire Origin
- Gate
- Water Source
- Value at Risk
- Division Break

- Uncontrolled Fire Edge
- Completed Dozer Line
- Completed Line
- Access or Improved Road
- World Hillshade

Sources: Esri, USGS, NGA, NASA/CGIAR, Robinson, NGEAS, NLS, OS, NMA, Geodata, Jyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community

08/25/2018

Tentative Release

SHEEP CREEK NV-LANX-10307

Resource Order	Time	Description
E-32	1500	(ENG4) NJS A29
E-33	1520	(ENG4) NJS
E-34	1540	(ENG4) Idaho Trail Blazers 15
E-35	1600	WTT2 Flame Catchers WT
E-61	1620	WTT2 Tender-9
O-17	1640	TFLD Gary Smith

SHEEP CREEK FIRE MEDICAL PLAN

1. Incident/Project Name	2. Operational Period
Sheep Creek Fire	Date/Time 08/25-26, 2018, 0600-1800

3. Ambulance Services				
Name	Complete Address	Phone & EMS Frequency	Advanced Life Support (ALS)	
			Yes	No
Lander County EMS	27 East 2 nd Street	775-635-5161 (Dispatch) 775-635-1110	X	

4. Air Ambulance Services		
Name	Phone	Type of Aircraft & Capability
MedX AirOne (Winnemucca)	844-771-4955	Rotor, 1 patient, Night Flight
Reach Air Med (Elko)	800-338-4045	Rotor, 1 patient, Night Flight
Reach Air Med (Elko)	800-338-4045	Fixed, 2 patients, for Transport of burn and or trauma patients
Military NAS Fallon	AFRCC 800-851-3051 S&R Fallon 775-426-2318 or 2319	Rotor wing, Hoist capable

LZ for Air Ambulance will be Battle Mountain Airport HB (Lat: 40 59' 97" Long: 116 87' 61")

A/G with Air Ambulance		
NEVCORD1 (VMed28)	RX 155.3400	TX 155.3400 TX CTCSS 156.7

5. Hospitals								
Name Complete Address	GPS Datum – WGS 84 Degrees Decimal Minutes DD° MM.MMM' N - Lat DD° MM.MMM' W - Long		Travel Time		Phone	Helipad		Level of Care Facility
			Air	Ground		Yes	No	
Battle Mountain General Hospital 535 S. Humboldt St	Lat: N 40 38' 23"	W 116 56' 26"	5 minutes	13 minutes	775-635-6048	X		General Medical
	Long:							
Renown Regional Med Center 1155 Mill St. Reno	Lat: N 39 31' 31"	W 119 47' 44"	45 minutes	90 minutes	775-982-4140	X		Trauma Center
	Long:							
University of Utah Health Care 50 N. Medical Dr Salt Lake City	Lat: N 40 46' 18"	W 111 50' 12"	62 minutes	150 minutes	801-581-2700	X		Burn / Trauma Center
	Long:							

6. Division Branch Group	Area Location Capability	
ALPHA	EMS Responders & Capability:	
	Equipment Available on Scene:	
	Medical Emergency Channel:	Command
	ETA for Ambulance to Scene:	
	Air:	10 Minute
	Ground:	10 Minute
	Approved Helispot:	
	Latitude:	N
	Longitude:	W

SHEEP CREEK FIRE MEDICAL PLAN

Division Branch Group	Area Location Capability	
GOLF / MIKE	EMS Responders & Capability:	
	Equipment Available on Scene:	
	Medical Emergency Channel:	Command
	ETA for Ambulance to Scene:	
	Air:	20 Minute
	Ground:	30 Minute
	Approved Helispot:	
	Latitude:	N
	Longitude:	W
Division Branch Group	Area Location Capability	
ZULU	EMS Responders & Capability:	Tyla Northrup 435-979-5385
	Equipment Available on Scene:	ALS
	Medical Emergency Channel:	Command
	ETA for Ambulance to Scene:	
	Air:	20 Minutes
	Ground:	30 Minutes
	Approved Helispot:	
	Latitude:	N
	Longitude:	W

1 Prepared By (Medical Unit Leader)	2 Date/Time	3 Reviewed By (Safety)	4 Date/Time
Dennis McLane MEDL 702-461-6977	08/24/2018	Nick Robison SOFR (T)	08/24/2018

MEDICAL PLAN (ICS 206 WF)

Controlled Unclassified Information//Basic

Medical Incident Report																													
<p>FOR A NON-EMERGENCY INCIDENT, WORK THROUGH CHAIN OF COMMAND TO REPORT AND TRANSPORT INJURED PERSONNEL AS NECESSARY.</p> <p>FOR A MEDICAL EMERGENCY: IDENTIFY ON SCENE INCIDENT COMMANDER BY NAME AND POSITION AND ANNOUNCE "MEDICAL EMERGENCY" TO INITIATE RESPONSE FROM IMT COMMUNICATIONS/DISPATCH.</p>																													
<p>Use the following items to communicate situation to communications/dispatch.</p>																													
<p>1. CONTACT COMMUNICATIONS / DISPATCH (Verify correct frequency prior to starting report) <i>Ex: "Communications, Div. Alpha. Stand-by for Emergency Traffic."</i></p> <p>2. INCIDENT STATUS: Provide incident summary (including number of patients) and command structure. <i>Ex: "Communications, I have a Red priority patient, unconscious, struck by a falling tree. Requesting air ambulance to Forest Road 1 at (Lat./Long.) This will be the Trout Meadow Medical, IC is TFLD Jones. EMT Smith is providing medical care."</i></p>																													
Severity of Emergency / Transport Priority	<input type="checkbox"/> RED / PRIORITY 1 Life or limb threatening injury or illness. Evacuation need is IMMEDIATE <i>Ex: Unconscious, difficulty breathing, bleeding severely, 2nd - 3rd burns more than 4 palm sizes, heat stroke, disoriented.</i> <input type="checkbox"/> YELLOW / PRIORITY 2 Serious Injury or illness. Evacuation may be DELAYED if necessary. <i>Ex: Significant trauma, unable to walk, 2nd - 3rd burns not more than 1-3 palm sizes.</i> <input type="checkbox"/> GREEN / PRIORITY 3 Minor injury or illness. Non-Emergency transport <i>Ex: Sprains, strains, minor heat-related illness.</i>																												
Nature of Injury or Illness & Mechanism of Injury			<i>Brief Summary of Injury or Illness (Ex: Unconscious, Struck by Falling Tree)</i>																										
Transport Request			<i>Air Ambulance / Short Haul/Hoist Ground Ambulance / Other</i>																										
Patient Location			<i>Descriptive Location & Lat. / Long. (WGS84)</i>																										
Incident Name			<i>Geographic Name + "Medical" (Ex: Trout Meadow Medical)</i>																										
On-Scene Incident Commander			<i>Name of on-scene IC of incident within an incident (Ex: TFLD Jones)</i>																										
Patient Care			<i>Name of Care Provider (Ex: EMT Smith)</i>																										
<p>3. INITIAL PATIENT ASSESSMENT: Complete this section for each patient as applicable (start with the most severe patient)</p> <p>Patient Assessment: See IRPG page 106</p> <p>Treatment:</p>																													
<p>4. TRANSPORT PLAN:</p> <p>Evacuation Location (if different): (Descriptive Location (drop point, intersection, etc.) or Lat. / Long.) Patient's ETA to Evacuation Location:</p> <p>Helispot / Extraction Site Size and Hazards:</p>																													
<p>5. ADDITIONAL RESOURCES / EQUIPMENT NEEDS:</p> <p><i>Example: Paramedic/EMT, Crews, Immobilization Devices, AED, Oxygen, Trauma Bag, IV/Fluid(s), Splints, Rope rescue, Wheeled litter, HAZMAT, Extrication</i></p>																													
<p>6. COMMUNICATIONS: Identify State Air/Ground EMS Frequencies and Hospital Contacts as applicable</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;">Function</th> <th style="width: 20%;">Channel Name/Number</th> <th style="width: 15%;">Receive (RX)</th> <th style="width: 15%;">Tone/NAC *</th> <th style="width: 15%;">Transmit (TX)</th> <th style="width: 20%;">Tone/NAC *</th> </tr> </thead> <tbody> <tr> <td>COMMAND</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>AIR-TO-GRND</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>TACTICAL</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>						Function	Channel Name/Number	Receive (RX)	Tone/NAC *	Transmit (TX)	Tone/NAC *	COMMAND						AIR-TO-GRND						TACTICAL					
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<p>7. CONTINGENCY: Considerations: If primary options fail, what actions can be implemented in conjunction with primary evacuation method? Be thinking ahead.</p>																													
<p>8. ADDITIONAL INFORMATION: Updates/Changes, etc.</p>																													
<p>REMEMBER: Confirm ETA's of resources ordered. Act according to your level of training. Be Alert. Keep Calm. Think Clearly. Act Decisively.</p>																													

