



Clark Fork Complex Incident Action Plan

Sunday, September 6, 2015
0600–2000 PDT



MAPS



IAP



Subjective vs. Objective Hazards

A popular mountaineering test divides the alpinists' hazards into two distinct types: subjective, which one has direct control over (e.g., condition of the equipment, the decision to turn back) and objective hazards which are inherent to the alpine environment (e.g., avalanches, rock fall).

Objective hazards are a natural part of the environment. They cannot be eliminated and either one must not go into the environment where they exist or adhere to a procedure where safety from the hazard is assured.

Similarly, the wildland firefighter's hazards are either subjective or objective. Examples of subjective hazards would be working below a dozer constructing fireline or the use of improper techniques while felling a tree. The fireline supervisor has direct control over these types of hazards.

The wildland fire environment has four basic objective hazards; lightning, fire-weakened timber (standing and lying), rolling rocks and entrapment by running fires. When these hazards exist the options are to not enter the environment or to adhere to a safe procedure. I feel the key to this safe procedure is LCES.

Although, the following discussion applies to all objective hazards, we will directly address fire entrapments.

Identify subjective or objective hazards of working in the vicinity of:

- Dozer(s) or Tractor Plows
- Snags
- Helicopters
- Fixed Wing Aircraft
- Other Engines and Vehicles
- ATVs
- Oil and Gas Wells and Pipelines
- Power lines

Have A Safe Shift

| | | | |
|---|--|---|------------------------|
| INCIDENT OBJECTIVES | 1. Incident Name Clark Fork Complex | 2. Date 09/05/15 | 3. Time 1800 |
| 4. Operational Period: 09/06/15 0600-2000 PDT | | | |
| 5. General Control Objectives for the Incident (include alternatives) | | | |
| Strategy | | | |
| Utilize a combination of confine/contain and point protection strategies to protect identified Values at Risk, given resources available. | | | |
| Incident Objectives | | | |
| 1. Firefighter, aviation and public safety is the highest priority. Use sound risk management and hazard mitigation processes that weigh probability of success against human life exposure for EVERY management action taken. | | | |
| 2. Minimize threats/loss to all identified values including private property; public and private improvements; electronic and communication facilities; T&E species; watershed, riparian and wilderness areas; archeological and historical sites and the Star Peak Lookout. | | | |
| 3. Monitor current area, road and trail closures and provide recommendations to modify closures as warranted to ensure public safety. | | | |
| 4. Implement and update the Long Term Plan in coordination with the Forest(s) that protects Values at Risk, emphasizes firefighter and public safety and is commensurate with available resources. | | | |
| 5. Provide accurate and timely information to agencies, stakeholders and the public, through meetings, news releases, website updates, reports and personal contacts. | | | |
| 6. Keep costs commensurate with resource objectives through regular and ongoing cost analyses. | | | |
| 7. Coordinate initial attack response within the TFR area on the Idaho Panhandle and Kootenai National Forests. | | | |
| 8. Plan and implement a smooth and complete transfer of command to the incoming ICT4 and IMT2. | | | |
| Incident Requirements | | | |
| 1. Minimize firefighter exposure in areas of standing dead timber throughout the fire areas. | | | |
| 2. Coordinate with the Agency Administrator or their representative when considering dozer line construction. | | | |
| 3. As can be accomplished safely, use minimum impact suppression tactics to maintain wilderness character and protect resources. Complete documentation of all intrusions (chainsaw use, pump use, helicopter landings/bucket drops) in WSAs. | | | |
| 4. All incoming and demobilizing crews, equipment, and vehicles must utilize a weed wash to prevent the introduction of invasive species. In addition to the equipment, crews will remove off-site soil and organic debris. All water delivery equipment will be cleaned prior to use and water sources must be approved by READS prior to cross-use. | | | |
| 5. All food and food waste must be stored in bear proof containers. All fire management activities will follow most recent Interagency Grizzly Bear Guidelines. | | | |
| 6. Maintain and enhance working relationships with partners, cooperators and stakeholders. | | | |
| 7. Coordinate with READs on the rehabilitation of areas impacted by fire management operations. | | | |
| 6. Weather Forecast for Period See Attached Weather Forecast | | | |
| 7. General Safety Message: | | | |
| <i>Precipitation followed by unseasonably cool weather = HYPOTERMIA potential.</i> | | | |
| 8. Attachments (mark if attached) | | | |
| <input checked="" type="checkbox"/> Organization List - ICS203 | <input checked="" type="checkbox"/> Weather Forecast | <input checked="" type="checkbox"/> Safety Message | |
| <input checked="" type="checkbox"/> Div. Assignment Lists - ICS204 | <input checked="" type="checkbox"/> Fire Behavior Forecast | | |
| <input checked="" type="checkbox"/> Communications Plan - ICS205 | <input checked="" type="checkbox"/> Incident Map | <input checked="" type="checkbox"/> Unit Log – ICS214 | |
| <input checked="" type="checkbox"/> Medical Plan - ICS206 | <input checked="" type="checkbox"/> Air Operations– ICS220 | | |
| 9. Prepared by (Planning Section Chief) | | 9. Approved by (Incident Commander) | |
| Al King | | Diane Hutton | |

| ORGANIZATIONAL STRUCTURE CHART | | 9. Operations Section | |
|---|--|-------------------------------|--|
| 1. Incident Name Clark Fork Complex | | Chiefs | Joe Sampson 9/9 |
| 2. Date 09/06/2015 | | | Jeff Knudson 9/9 |
| 4. Operational Periods: 0600-2000 PDT | | | |
| 5. Incident Commander and Staff | | DIV A/T | Nate Stephens 9/7, David Tingley (t) 9/6 |
| Incident Commander | Diane Hutton 9/9, Craig Glazier (t) 9/9 | DIV Z/P/Y | Kevin Smith 9/9, Sara Knapp (t) 9/9 |
| Safety Officer | Grant Godbolt 9/9, Kevin Boness(t) 9/13 | DIV W/S/X | John Olson O-50 9/8 |
| Information Officer | Glenda Scott 9/9, Peri Suenram 9/6 | | |
| 6. Tribal and Agency Representatives | | | |
| Agency | Name | | |
| USFS Agency Administrator | Mary Farnsworth | | |
| KNF Agency Rep | John Carlson | | |
| IDL Area Manager | Tom Fleer | | |
| READ | Chad Baconrind 9/7, Brendan Naples | | |
| 7. Planning Section | | | |
| Chief | Al King 9/9, Joe Johndreau 9/12 | A. Air Operations Branch | |
| Resources Unit | Jode Boyles Briggs 9/9 | Branch Director | |
| Status Check In | Katie Miller 9/7 | Air Attack Supervisor | |
| DEMOB | Matt Dutton (t) 9/6 | | |
| Computer Technical | Kevin Watts 9/11 | Helibase Manager | |
| GIS Specialist | Ray Backstrom 9/9, Molly Purnell 9/11, | Air Support Supervisor | Scott Plue 9/13, Steve Croy (t) 9/9 |
| Fire Behavior | Steve Paes 9/14 | Helicopter Coordinator | |
| LTAN | Tim Bumgarner 9/15 | Air Tanker Coordinator | |
| FOBS | Rebeca Swenson 9/11 | | |
| SOPL | | | |
| IMET | Ryan Leach 9/17 | | |
| SITL | Vicki Stephens 9/18 | | |
| 8. Logistics Section | | | |
| Chief | Russ Riebe 9/9, Bill Lauer 9/9 | | |
| Ordering Manager | Mary Ann Hamilton 9/9 | | |
| Facilities | Adam Fisher 9/9 | | |
| Equipment Manager | Jeremiah Greene 9/10, Kevin Crawford 9/6 | 10. Finance | |
| Communications Unit | Todd Orr 9/9, Chris Gentili 9/12, Amy Kiesbuy 9/10, Joyce Jowdy 9/13 | Chief | Joyce Anderson 9/9 |
| | | Deputy | |
| Medical Unit | Linda Barbee 9/9, Andrea Colson 9/10 | Time Unit | Janis Bouma (t) 9/9 |
| Base Camp Manager | Aaron Ernsberger 9/14 | EQTR/PTRC | R. Johnson 9/9, J. Taylor 9/9 |
| Food Unit | Kimberly Burch 9/10 | Cost Unit | Kevin O.Brien 9/7 |
| Receiving | Josh Dillard 9/12, Rebekah Luedtke 9/13 | | |
| Cabinet Spike Logistics | Mike Justus O-79 9/15, Perry Stebbins | | |
| Prepared by: Jode Boyles Briggs RESL | | | |



Clark Fork Complex Weather Forecast



FORECAST NO: 16 **NAME OF FIRE:** Clark Fork Complex
PREDICTION FOR: DAY SHIFT **UNIT:** Idaho Panhandle National Forest
SHIFT DATE: Sunday, September 6, 2015 **SIGNED:**

TIME AND DATE **Incident Meteorologist**
FORECAST ISSUED: 2030 PDT Saturday, September 5, 2015 Ryan N. Leach

WEATHER DISCUSSION: Chance of showers in the morning with a break, then a slight chance of showers in the afternoon. Expect mostly cloudy skies with relatively high humidities during the day and light winds. There is a slight chance of afternoon showers through Tuesday and no lightning is expected with these showers.

WEATHER FORECAST: Mostly cloudy with a chance of rain showers.

| | | | |
|---------------------------|---------------|---------|----------------|
| HIGH TEMPERATURES: | 2300-4000 ft. | 55°-62° | (6-9 warmer) |
| | 4000-6000 ft. | 43°-51° | |
| MINIMUM HUMIDITY: | 2300-4000 ft | 40%-50% | (20-30% drier) |
| | 4000-6000 ft | 50%-65% | |

20 FT WINDS:
SHELTERED AREAS: Variable 2-4 mph.
RIDGETOP/UNSHeltered AREAS: West to southwest 4-7 mph with afternoon gusts to 10 mph.

HAINES INDEX (High Level): 2 (Very Low)
CWR (>0.10 Inch): 20%
LAL: 1

INVERSIONS/MIXING HEIGHT: Weak inversion breaking around 0900 with mixing heights up to 3,500 ft AGL in the afternoon.

OUTLOOK:

SUNDAY NIGHT: Low temperatures 40-45°F with humidity recoveries 85-95%. 20 ft winds terrain driven 2-5 mph in sheltered areas, and southwest 3- 5 mph on exposed ridge tops.

MONDAY AND MONDAY NIGHT: Slight chance of afternoon showers remains (CWR 20%). Highs 58-65°F below 4000 ft, and 48-55°F above 4000 ft. Humidity values dropping to 30-40% below 4000 ft, and 45-55% above 4000 ft. Lows 40-46°F. Humidity recoveries 70-80% in the valleys and around 60% in thermal belts. 20 ft winds in sheltered areas terrain driven 3-5 mph. Ridgetops and more unsheltered south or west aspect slopes will have west-southwest winds 10-12 mph with gusts to 18 mph.

TUESDAY AND TUESDAY NIGHT: Chance of rain showers in the afternoon (CWR 20%). Highs 60-67°F below 4000 ft, and 50-60°F above 4000 ft. Humidity values dropping to 30-40% below 4000 ft, and 45-55% above 4000 ft. Lows 45-50°F. Humidity recoveries to 70-80% in the valleys and around 50% in thermal belts. 20 ft winds in sheltered areas terrain driven 3-5 mph. Ridgetops and more unsheltered south or west aspect slopes will have west winds 12-18 mph with gusts to 25 mph.

FIRE BEHAVIOR FORECAST

| | |
|---|--|
| FORECAST NUMBER: #17 | TYPE OF FIRE: Wildland Fires |
| FIRE NAME: Clark Fork Complex | OPERATIONAL PERIOD: Day 09/06/15 Sunday |
| DATE ISSUED: 09/05/15 | TIME ISSUED: 2030 |
| UNIT: Sandpoint RD/Idaho Panhandle NF/ID & Cabinet RD/Kootenai NF/MT | SIGNED: Steve Paes <i>/S/ Steve Paes</i> |

INPUTS

WEATHER SUMMARY: Mostly cloudy with a chance of rain showers.
See Attached Weather Forecast for further information.
North ID/Southern Mtns ERC **Observed** for 9/04/15 **33**, 90th percentile is 72
Kootenai NF ERC **Observed** for 9/04/15 **27**, 90th percentile is 61

OUTPUTS

FIRE BEHAVIOR

GENERAL:

- Available fuels are primarily mixed conifer forests with heavy dead and down fuels. Bug-killed trees, snags and jackpots of heavy fuels are common. Marsh & valley bottoms burning readily and not a barrier. Moose moss has been a carrier of fire into the crown and spotting. Fuel models 8, 9 & 10. Estimated 1000 hr fuel moistures 14% & live fuel moisture 90%.
- Fire behavior will consist of burning out of heavy fuel jackpots.
- Snags & fire weakened trees falling down.
- Canopy will shelter ground fuels from most of the rain. Dense old growth stands will see little wetting of fine fuels if rainfall totals are less than ½ inch.
- Burn period has been from 1000 to 1730 hrs.
- Fine Dead Fuel Moisture 10%: Probability of ignition 25%
- Rate of spread- 1 ch/hr. Flame length- 2 ft.
- **Check rain gauges in your Division at start and end of your shifts and pass the information to the IMET.** IMET may call for additional measurements during the day.

SPECIFIC: There will be little, if any, drying of fine fuels due to cloud cover and high RH.

Div A/T: Precipitation and high RH will inhibit burning of fine fuels. Large fuels, snags and hollow trees will continue to burn. Most of the remaining heat is in the Ross Creek drainage. This area had the lowest rainfall totals and most of the precipitation would have been intercepted by the canopy. There will be no fire progression during the shift and fire behavior will be limited to the burnout of jackpots in heavy dead/downed fuels.

Div W: Precipitation and high RH will inhibit burning of fine fuels. Large fuels, snags and hollow trees will continue to burn. Most of the remaining heat is in drainages with a cedar component. There will be no fire progression and fire behavior will be limited to the burnout of jackpots in heavy dead/downed fuels.

Div Z/Y: Precipitation and high RH will inhibit burning of fine fuels. Large fuels, snags and hollow trees will continue to burn. The unburned portion north of Pillick Ridge, due south of the DIV break, is where your most visible smokes will be. There will be no fire progression and fire behavior will be limited to the burnout of jackpots in heavy dead/downed fuels.

AIR OPERATIONS: Inversion lifting 0900 with mixing heights up to 3,500 ft. AGL in the afternoon. Periods of rain could prevent air operations.

SAFETY

Watch for snags and hollow trees that continue to burn after the precipitation. Trees that appeared safe on previous shifts may have become hazardous.

| ASSIGNMENT LIST | | | 1. Branch | | 2. Division/Group | | | A/T | | |
|---|----------------|---------------------------|------------------------|-----------|------------------------------|-------------------|----------------------------------|-----|--|--|
| 3. Incident Name | | | 4. Operational Period | | | | | | | |
| Clark Fork Complex | | | Date: 09/06/2015 | | | Time: 0600-2000 | | | | |
| 5. Operations Personnel | | | | | | | | | | |
| Operations Chief | | Joe Sampson, Jeff Knudson | | | Division/Group Supervisor | | Nate Stephens, David Tingley (t) | | | |
| Branch Director | | | | | Air Support Group Supervisor | | Scott Plue Steve Croy (t) | | | |
| 6. Resources Assigned This Period | | | | | | | | | | |
| Strike Team/Task Force/ Designator | Resource | Last Shift | Leader | No. Pers. | Trans. Needed | Drop Off PT./Time | Pick Up PT./Time | | | |
| TFLD | O-152 | 9/12 | G Campbell,B Krick (t) | 2 | N | DP 21 0900 | Cabinet Spike 1930 | | | |
| FOBS | O-125 | 9/11 | Rebeca Swenson | 1 | N | DP 21 0900 | ICP 1930 | | | |
| READ | (Local IA) | | Brendan Naples | 1 | N | DP 21 0700 | Cabinet Spike 1930 | | | |
| EMTF | O-119 | 9/10 | Colson | 1 | N | DP 21 0700 | Cabinet Spike 1930 | | | |
| T1 Bitterroot IHC Squad | C-14 | 9/9 | Matt Michalyszyn | 10 | N | DP 21 0700 | ICP 1930 | | | |
| D7 District Crew | (Local IA) | | Matt Etienne | 7 | N | DP 21 0700 | Cabinet Spike 1930 | | | |
| D7 District Crew | (Local IA) | | Chambers | 3 | N | DP 21 0700 | Cabinet Spike 1930 | | | |
| T6 ENG District Eng 472 | (Local IA) | | Stevens | 3 | N | DP 21 0700 | Cabinet Spike 1930 | | | |
| T6 ENG OK-COA 8561 | E-95 | 9/6 | John Worthington | 3 | N | DP 21 0700 | ICP 1930 | | | |
| T5 ENG 242 | E-112 | 9/14 | Gordon Sabo | 3 | N | DP 21 0700 | Cabinet Spike 1930 | | | |
| T2 WT Aqua Enterprises | E-73 | 9/7 | M. McNew | 1 | N | DP 21 0700 | Cabinet Spike 1930 | | | |
| T3 DOZ Ibex 850G | E-92 | 9/8 | Mickey Weare | 1 | N | DP 20 0700 | Cabinet Spike 1930 | | | |
| Ibex Transport Low Boy E-29 | | 9/8 | Chad Peterson | 1 | N | DP 20 0700 | Cabinet Spike 1930 | | | |
| T3 Excavator Ibex | E-93 | 9/8 | Erik Weare | 1 | N | DP 21 0700 | Cabinet Spike 1930 | | | |
| T2 Skidder Ibex w/transport | E-113 | 9/8 | J. Weare | 1 | N | DP 21 0700 | Cabinet Spike 1930 | | | |
| 7. Control Operations | | | | | | | | | | |
| Continue mop up and patrol along Dry Creek and private property. Rehab identified lines as directed by operations. | | | | | | | | | | |
| 8. Special Instructions | | | | | | | | | | |
| Share information with Goat Rock Complex personnel during transition. | | | | | | | | | | |
| Function | Frequency - RX | Frequency - TX | Tone | Channel | Comments | | | | | |
| Command | 170.4125 | 165.9625 | 141.3 | 7 | ICP TO LINE Division T | | | | | |
| Command | 167.7750 | 163.6875 | 141.3 | 6 | | | | | | |
| Tactical | 168.0500 | 168.0500 | 141.3 | 1 | | | | | | |
| Air to Ground | 170.1125 | 170.1125 | | 15 | | | | | | |
| Prepared by (RESL) | | Approved by (PSC-t) | | | Date | | Time | | | |
| Jode Boyles Briggs | | | | | 09/05/2015 | | 2200 | | | |

| ASSIGNMENT LIST | | | 1. Branch | | 2. Division/Group | | | |
|--|----------------|---------------------------|----------------------------|------------------------------|--------------------|-----------------------------|--------------------|--|
| | | | | | Z/P/Y | | | |
| 3. Incident Name | | | 4. Operational Period | | | | | |
| Clark Fork Complex | | | Date: 09/06/2015 | | | Time: 0600-2000 | | |
| 5. Operations Personnel | | | | | | | | |
| Operations Chief | | Joe Sampson, Jeff Knudson | | Division/Group Supervisor | | Kevin Smith, Sara Knapp (t) | | |
| Branch Director | | | | Air Support Group Supervisor | | Scott Plue ,Steve Croy (t) | | |
| 6. Resources Assigned This Period | | | | | | | | |
| Strike Team/Task Force/ Resource Designator | Last Shift | Leader | No. Pers. | Trans. Needed | Drop Off PT./Time | Pick Up PT./Time | | |
| TFLLD | O-142, O-143 | 9/10 | L. Thompson, T. Randall(t) | 2 | N | East Fork Road 0700 | Cabinet Spike 1930 | |
| TFLD | O-123, O-153 | 9/12 | K. Clark, G. Schenk(t) | 1 | N | East Fork Road 0700 | Cabinet Spike 1930 | |
| TFLD | O-105 | 9/9 | Ian Staley | 1 | N | East Fork Road 0700 | ICP 1930 | |
| SOF2 | O-70 | 9/9 | Grant Godbolt | 1 | N | East Fork Road 0700 | Cabinet Spike 1930 | |
| EMTF | O-127 | 9/11 | Yellow Kidney | 1 | N | East Fork Road 0700 | Cabinet Spike 1930 | |
| T2IA Custer Gallatin | C-13 | 9/8 | R. Byrd, B. Koscelniak (t) | 20 | N | East Fork Road 0700 | Cabinet Spike 1930 | |
| T6 ENG 621 Lake George | E-96 | 9/18 | Harvey Howard | 3 | N | Highway 56/200 1900 | ICP 1930 | |
| T6 ENG Rocky Mtn | E-75 | 9/13 | Robert Nelson | 3 | N | East Fork Road 0700 | Cabinet Spike 1930 | |
| T6 ENG NMSF | E-109 | 9/14 | Larry Martinez | 3 | N | East Fork Road 0700 | Cabinet Spike 1930 | |
| T6 ENG 631 | E-111 | 9/14 | Christina Kraetsch | 3 | N | East Fork Road 0700 | Cabinet Spike 1930 | |
| T3 ENG Rocky Mountain | E-74 | 9/13 | Frank Broad | 4 | N | East Fork Road 0700 | Cabinet Spike 1930 | |
| T3 ENG AZ-HEL | E-110 | 9/14 | Bob Eavenson | 4 | N | East Fork Road 0700 | Cabinet Spike 1930 | |
| 7. Control Operations | | | | | | | | |
| Rehab fire line as identified by operations. Continue mop up to 100 feet. | | | | | | | | |
| 8. Special Instructions | | | | | | | | |
| Share information with Goat Rock Complex personnel during transition. | | | | | | | | |
| Function | Frequency - RX | Frequency - TX | Tone | Channel | Comments | | | |
| Command | 170.4125 | 165.9625 | 141.3 | 7 | | | | |
| Command | | | | | | | | |
| Tactical | 168.2000 | 168.2000 | 141.3 | 2 | | | | |
| Air to Ground | 170.1125 | 170.1125 | | 15 | | | | |
| Prepared by (RESL) Jode Boyles Briggs | | Approved by (PSC-t) | | | Date 09/05/2015 | | Time 2200 | |

| ASSIGNMENT LIST | | | 1. Branch | | 2. Division/Group | | | |
|---|----------------|---------------------------|---|------------------------------|--------------------|----------------------------|------------------|-----------------|
| | | | | | W/S/X | | | |
| 3. Incident Name Clark Fork Complex | | | 4. Operational Period Date: 09/06/2015 | | | | | Time: 0600-2000 |
| 5. Operations Personnel | | | | | | | | |
| Operations Chief | | Joe Sampson, Jeff Knudson | | Division/Group Supervisor | | John Olson | | |
| Branch Director | | | | Air Support Group Supervisor | | Scott Plue, Steve Croy (t) | | |
| 6. Resources Assigned This Period | | | | | | | | |
| Strike Team/Task Force/ Designator | Resource | Last Shift | Leader | No. Pers. | Trans. Needed | Drop Off PT./Time | Pick Up PT./Time | |
| T1 Bitterroot IHC Squad | C-14 | 9/9 | Jay Wood | 10 | N | DP 1 0700 | ICP 1930 | |
| T6 ENG 661 | Local IA | | | 3 | N | DP 1 0700 | Sand Point 1930 | |
| T3 DOZ Cat D4 Akre Logging | E-6 | 9/8 | Akre | 2 | N | DP 1 0700 | ICP 1930 | |
| T3 Excavator with bucket | E-86 | 9/9 | Quentin Jensen | 1 | N | DP 1 0700 | ICP 1930 | |
| T 2 Excavator | E-107 | 9/14 | Colton Ward | 2 | N | DP 1 0700 | ICP 1930 | |
| Lippert Transport Lowboy w/E-86 | | 9/9 | John Lowry | 1 | N | DP 1 0700 | ICP 1930 | |
| 7. Control Operations | | | | | | | | |
| Rehab identified lines as directed by operations. | | | | | | | | |
| 8. Special Instructions | | | | | | | | |
| Share information with Goat Rock Complex personnel during transition. | | | | | | | | |
| Function | Frequency - RX | Frequency - TX | Tone | Channel | Comments | | | |
| Command | 170.4125 | 165.9625 | 141.3 | 7 | | | | |
| Command | | | | | | | | |
| Tactical | 166.7250 | 166.7250 | 141.3 | 4 | | | | |
| Air to Ground | 162.6125 | 162.6125 | | 14 | | | | |
| Prepared by (RESL) Jode Boyles Briggs | | Approved by (PSC-t) | | | Date 09/05/2015 | | Time 2200 | |

AIR OPERATIONS SUMMARY

Prepared By: Steve Croy – ASGS(t)

09/05/2015

Prepared Time: 20:00

| | | | | | |
|--|---|-----------------------------------|---|---|--|
| 1. INCIDENT NAME: Clark Fork Complex | 2. OPS PERIOD DATE: 09/06/2015 | START TIME: 0600 | END TIME: 2000 | SUNRISE: 06:08 PDT 07:08 MDT | SUNSET: 19:15 PDT 20:15 MDT |
| 3. REMARKS (Safety Notes, Hazards, Air Operations Special Equipment): - Communicate known flight hazards to your pilot: wires, towers, snags, other aircraft. - Aircraft requests will be made thru Line Operations. - AFTER Aug 15: Fed aircraft will cease tactical operations after sundown, flight after sunset will be only to ferry back to base. - Announce presence & monitor Goat Rock Cplx A/A in Bull River/MT56 corridor, Div Y,Z,A,T. - Available aircraft will come from Shoshone HB, Libby HB, or Coeur D'Alene when ordered. | | | 4. READY ALERT AIRCRAFT MEDEVAC – Contact Clark Fork Complex ICP Communication with nature of emergency and request. | | 5. TFR's: Released end of shift Wed., Sept 2, 2015 |

| 6. PERSONNEL | NAME | PHONE # | 7. FREQUENCIES | AM | FM | 8. FIXED-WING- Type/ Make-Model/ N#/ Base | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|------------|--------------|---------------------------|-------------------|---------------------------|---|------|-----|------|------|----------|---------------|------------|-------------|-------|-------------------|----------------|------------|-------------|-------|-------------|----|------------|-------------|-------|--------------|-----|------------|-------------|-------|-------------|-----------------|------------|-------------|-------|-----------------|-------|-----------|------------|-------|-------|-------|------------|-------------|-------|---------|-------|------------|-------------|-------|---------|-------|------------|-------------|-------|-------------------|-------|-----------|------------|-------|-------|-------|------------|-------------|-------|------------------|
| ASGS | Scott Plue | 208-661-6619 | Primary Air / Air | 124.650 | | AIRTANKERS: Request thru Operations | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ASGS (t) | Steve Croy | 540-230-2568 | Primary Air/Ground | | 162.6125 | SEATS: Request thru Operations | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Secondary Air to Air | 132.6750 | | ATGS AIRCRAFT: Request thru Operations | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Secondary Air/Ground | | 170.1125 | Helispots & Dipsites: <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Name</th> <th>Lat</th> <th>Long</th> <th>Elev</th> <th>Comments</th> </tr> </thead> <tbody> <tr> <td>Clark Fork HB</td> <td>48 03.496'</td> <td>116 00.923'</td> <td>2510'</td> <td>0.5mi east of ICP</td> </tr> <tr> <td>Heron Helispot</td> <td>48 04.496'</td> <td>115 57.813'</td> <td>2308'</td> <td>large field</td> </tr> <tr> <td>H2</td> <td>48 11.933'</td> <td>115 51.687'</td> <td>2370'</td> <td>same as DP20</td> </tr> <tr> <td>H30</td> <td>48 01.470'</td> <td>116 08.529'</td> <td>4850'</td> <td>same as DP3</td> </tr> <tr> <td>Dry Ck Helispot</td> <td>48 04.361'</td> <td>116 06.276'</td> <td>2285'</td> <td>FS seed orchard</td> </tr> <tr> <td>Dip 1</td> <td>47 58.88'</td> <td>116 13.52'</td> <td>3405'</td> <td>Div W</td> </tr> <tr> <td>Dip 2</td> <td>48 04.018'</td> <td>115 48.324'</td> <td>2250'</td> <td>Div Y,Z</td> </tr> <tr> <td>Dip 3</td> <td>48 05.069'</td> <td>115 46.923'</td> <td>2270'</td> <td>Div Y,Z</td> </tr> <tr> <td>Dip 4</td> <td>48 06.514'</td> <td>115 49.096'</td> <td>2310'</td> <td>pond 8mi, Div Z,A</td> </tr> <tr> <td>Dip 5</td> <td>48 07.28'</td> <td>115 51.73'</td> <td>2325'</td> <td>Div A</td> </tr> <tr> <td>Dip 6</td> <td>48 13.105'</td> <td>115 51.156'</td> <td>2331'</td> <td>Bull Lake, Div T</td> </tr> </tbody> </table> | Name | Lat | Long | Elev | Comments | Clark Fork HB | 48 03.496' | 116 00.923' | 2510' | 0.5mi east of ICP | Heron Helispot | 48 04.496' | 115 57.813' | 2308' | large field | H2 | 48 11.933' | 115 51.687' | 2370' | same as DP20 | H30 | 48 01.470' | 116 08.529' | 4850' | same as DP3 | Dry Ck Helispot | 48 04.361' | 116 06.276' | 2285' | FS seed orchard | Dip 1 | 47 58.88' | 116 13.52' | 3405' | Div W | Dip 2 | 48 04.018' | 115 48.324' | 2250' | Div Y,Z | Dip 3 | 48 05.069' | 115 46.923' | 2270' | Div Y,Z | Dip 4 | 48 06.514' | 115 49.096' | 2310' | pond 8mi, Div Z,A | Dip 5 | 48 07.28' | 115 51.73' | 2325' | Div A | Dip 6 | 48 13.105' | 115 51.156' | 2331' | Bull Lake, Div T |
| Name | Lat | Long | Elev | Comments | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Clark Fork HB | 48 03.496' | 116 00.923' | 2510' | 0.5mi east of ICP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Heron Helispot | 48 04.496' | 115 57.813' | 2308' | large field | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H2 | 48 11.933' | 115 51.687' | 2370' | same as DP20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H30 | 48 01.470' | 116 08.529' | 4850' | same as DP3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dry Ck Helispot | 48 04.361' | 116 06.276' | 2285' | FS seed orchard | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dip 1 | 47 58.88' | 116 13.52' | 3405' | Div W | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dip 2 | 48 04.018' | 115 48.324' | 2250' | Div Y,Z | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dip 3 | 48 05.069' | 115 46.923' | 2270' | Div Y,Z | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dip 4 | 48 06.514' | 115 49.096' | 2310' | pond 8mi, Div Z,A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dip 5 | 48 07.28' | 115 51.73' | 2325' | Div A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dip 6 | 48 13.105' | 115 51.156' | 2331' | Bull Lake, Div T | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Goat Rock Cplx Air/Air | 127.2500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Goat Rock Cplx Air/Ground | | 166.3625 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NOTE: Aircraft requests are placed through Coeur d'Alene Dispatch. Plan ahead for timely arrival of aircraft, ferry flights approx 20-30 min. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Air Guard | | 168.6250 TX tone 110.9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| FAA N# | T Y | MAKE/ MODEL | BASE | MGR | AVAIL | REMARKS | FAA N# | T Y | MAKE/ MODEL | BASE | MGR | AVAIL | REMARKS |
|--------|-----|--------------|-------------|-----|-------|----------------|--------|-----|--------------|----------|-----|-------|--------------|
| N793HT | 1 | CH-54A | Libby (S59) | | 0800 | Skycrane | | | | | | | |
| N9122Z | 2 | Bell 212HP | Libby (S59) | | 0800 | | N192CH | 1 | BV-107-II | Shoshone | | 0800 | Vertol |
| N144MA | 3 | Bell 407 | Libby (S59) | | 0800 | Kootenai EU | N17HX | 2 | Bell 205 A-1 | Shoshone | | 0800 | Durango EU |
| N19BH | 3 | Bell 206 L-4 | Libby (S59) | | 0800 | Goat Rock Cplx | N6148U | 3 | Bell 407 | Shoshone | | 0800 | |
| | | | | | | | N20HX | 3 | AS-350 B3 | Shoshone | | 0800 | Panhandle EU |

NOTE:

| | | | | | | | | | | | | | |
|---|--|--|--|--|--|--|--|--|--|--|--|--|--|
| 10. TASK/ MISSION/ ASSIGNMENT (Type/ function includes: Air Tactical, Retardant, Recon, Personnel Transport, Bucket Operations, SAR, etc.) | | | | | | | | | | | | | |
| Potential Missions: none requested, when weather conditions allow possible OPS/IC recon(s) & retrieval of command repeaters | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |

SAFETY MESSAGE

HAZARDS & RISKS IDENTIFIED?

With the rain, we are looking at a different set of hazards than if the fire behavior was active. Please reassess to determine the new hazards and what the mitigations will be so that we are operating safely.

Things to consider:

**Wet and muddy roads
Hydroplaning on surfaced roads
Reduced visibility when driving
Wet saturated soils no longer supporting fire weakened trees
Hypothermia
Slippery/poor footing**

Consider this list a beginning to a reassessment of the hazards on your Division and in camp. Don't take it for granted that everyone is aware of the potential hazards in this changing environment.

TAKE ADVANTAGE OF THE MEDICAL UNIT

If you begin to feel the camp crud coming on get to the medical unit for some assistance.

- maintain good hygiene habits
- continue to drink plenty of fluids
 - eat nourishing foods
- keep your coughs and sneezes to yourself

Clark Fork Complex

September 6, 2015

Team Safety Officers: *Kevin Boness, Grant Godbolt and you*

MEDICAL PLAN (ICS 206 WF)

| 1. Incident/Project Name | | 2. Operational Period | | | | | | |
|---|---|---|-------------------------------|-----------------------------|--|-------------------------------------|--------------------------|------------------------------|
| Clark Fork Complex | | Date/ Time | | 09-06-2015 | | 0600-2000 | | |
| 3. Ambulance Services | | | | | | | | |
| Name | Complete Address | Phone & EMS Frequency | | Advanced Life Support (ALS) | | | | |
| | | | | Yes | | No | | |
| Noxon Ambulance Service | Noxon, Montana | 911 | | | | NO | | |
| Clark Fork Ambulance | Clark Fork, ID | 911 208-266-1574 | | YES | | | | |
| Libby Volunteer Ambulance | Libby, Montana | 911 406-293-4112 | | YES | | | | |
| Bonner Emergency EMS | Sandpoint, Idaho | 911 208-255-2194 | | YES | | | | |
| Troy Volunteer Ambulance | 205 3 rd St., Troy, MT | 911 406-295-6505 | | YES | | | | |
| 4. Air Ambulance Services | | | | | | | | |
| Name | Phone | Type of Aircraft & Capability | | | | | | |
| Life Flight Network | 800-232-0911 | Rotor and fixed wing , ALS with night capabilities | | | | | | |
| Sandpoint or Coeur d' Alene, ID Alert Air Rescue, Kallispell MT | 406-752-9797 | Helicopter, ALS with night capabilities | | | | | | |
| Two Bear Air Flathead County | 406-758-5610 | Dispatched through Flathead County Sheriff's Dispatch. This is a SAR/Extraction ship with Hoist, Short Haul, and night capabilities. <NOT AN AIR AMBULANCE> Must be rendezvoused with ALS Ambulance, air or ground. | | | | | | |
| Northwest Medstar, Missoula, MT | 800-5723201 | Rotor and Fixed Wing, ALS with night capabilities | | | | | | |
| 5. Hospitals | | | | | | | | |
| Name Complete Address | GPS Datum – WGS 84 Coordinate Standard Degrees Decimal Minutes DD° MM.MMM' N - Lat DD° MM.MMM' W - Long | | Travel Time Air Gnd | | Phone | Helipad Yes No | | Level of Care Facility |
| Harbor View Med Center 325 Ninth Ave. Seattle, WA | Lat: Long: | 47 36.19 N 122 19.50 W | 2.5 hrs | N/A | 206-744-3000 | X | | Trauma 1- Burn Center |
| Cabinet Peaks Med Center 209 Health Park Dr. Libby, MT | Lat: Long: | 48 23.520 N 115 32.42 W | | | 406-283-7000 | X | | Critical Access |
| Bonner General, 520 N 3 rd Ave, Sandpoint, ID 83864 | Lat: Long: | 48 16.651 116 33.000 | 15-20 min | 45-60 min | 208-263-1441 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Critical Access |
| Kootenai Medical 203 Lincoln Way, Coeur d' Alene.83814 | Lat: Long: | 47 41.721 N 116 47.659 W | 25 min | 60-90 min | 208-666-2000 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Level 2 Trauma |
| Kalispell Regional Hospital, 310 Sunny View Lane, Kalispell, MT | Lat: Long: | 48 12.799N 114 19.441 W | | | 406-752-5111 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Trauma Level 3 |
| 6. Division Branch Group | | | Area Location Capability | | | | | |
| ICP / Medical Unit Sanders County Search and Rescue ICP- 406-847-2193 | | | EMS Responders & Capability: | | MEDL | | | |
| | | | Equipment Available on Scene: | | First Aid and Basic Life | | | |
| | | | Medical Emergency Channel: | | Command | | | |
| | | | Ambulance to Scene | | 45 minutes | | | |
| | | | Air: | | 30 min | | | |
| | | | Approved Helispot: | | Yes. Clark Fork Helibase 0.5 miles east of ICP | | | |
| | | | Lat: Long: | | 43 03.532 N 2500 feet 116 00.984 W | | | |

MEDICAL PLAN (ICS 206 WF)

| | | | | |
|--|-------------------------------|--|---------------------------------|---------------------------|
| DIV A/T | EMS Responders & Capability: | EMT-F Basic Life Support (covering DIV A/T) | | |
| | Equipment Available on Scene: | Basic Life Support equipment and first aid supplies. | | |
| | Medical Emergency Channel: | Command | | |
| | ETA for Ambulance to Scene: | | | |
| | Approved Helispot | H2 Gravel Pit | | |
| | Lat: | 48 11.933 N | | |
| | Long: | 115 51.687 W | | |
| DIV A/T | EMS Responders & Capability: | EMT-F Basic Life Support (covering DIV A/T) | | |
| | Equipment Available on Scene: | BLS equipment and First Aid supplies | | |
| | Medical Emergency Channel: | Command | | |
| | ETA for Ambulance to Scene: | | | |
| | Air: | 45 min | | |
| | Approved Helispot: | H2, gravel pit at drop point 20, 0.10 miles west MT Hwy 56 | | |
| | Lat: | 48 11.933 N | | |
| Long: | 115 51.687 W | | | |
| DIV Y/P/Z | EMS Responders & Capability: | 1 EMT-F Basic Life Support (covering Y/P/Z) | | |
| | Equipment Available on Scene: | Basic Life Support equipment and first aid supplies | | |
| | Medical Emergency Channel: | Command | | |
| | ETA for Ambulance to Scene: | | | |
| | Air: | 45 min | | |
| | Approved Helispot: | H2, gravel pit at drop 20, 0.10 miles west MT Hwy 56 | | |
| | Lat: | 48 11.933 N | | |
| Long: | 115 51.687 W | | | |
| DIV Y/P/Z | EMS Responders & Capability: | 1 EMT-F Basic Life Support (covering Y/P/Z) | | |
| | Equipment Available on Scene: | ALS and BLS equipment and First Aid Supplies | | |
| | Medical Emergency Channel: | Command | | |
| | ETA for Ambulance to Scene: | 15 minutes | | |
| | Air: | | | |
| | Approved Helispot | Old Heron staging area on HWY 200 | | |
| | Lat: | 48 04.542 N | | |
| Long: | 115 57.894 W | | | |
| DIV S/W/X | EMS Responders & Capability: | No EMS staged | | |
| | Equipment Available on Scene: | None | | |
| | Medical Emergency Channel: | Command | | |
| | ETA for Ambulance to Scene: | | | |
| | Air: | | | |
| | Approved Helispot : | Old Heron staging | | |
| | Lat: | 48 4.575 N | | |
| Long: | 115 58.271 W | | | |
| DIV S/W/X (X inaccessible by road) | EMS Responders & Capability | No EMS providers staged | | |
| | Equipment Available on Scene: | | | |
| | Medical Emergency Channel: | Command | | |
| | ETA for Ambulance to Scene: | | | |
| | Air: | | | |
| | Approved Helispot: | DP 3 | | |
| | Lat: | 48 01.470 N | | |
| Long: | 116 08.529 W | | | |
| 7. Prepared By: MEDL | | 8. Date/Time | 9. Reviewed By (Safety Officer) | 10. Date/Time |
| Linda Barbee, MEDL | | 09/05/2015 2000 hrs. | Kevin Boness, SAFETY | 09/05/2015 @ 2000 hrs. |

Clark Fork Complex

Incident within an Incident Emergency Action Plan

In the case of a serious accident requiring patient transport to a medical facility:

- The closest ranking Operations Leader (i.e. Division Supervisor) at the accident scene will take charge and be the Point of Contact (POC).
- Mobilize the closest paramedic/EMT to the scene by ground or air to treat the patient(s) and package for transport.
- Use the Medical Plan ICS 206WF and Incident Medical Report Form in the IAP to collect and document patient information, communicate with ICP Communications and plan for two types of transport (ground and air).
- Operations Section Chief (Line or Plans) will direct medical emergency response from ICP or on-scene.
- Upon notification of a serious accident, the Incident Commander, Safety Officer, Operations Section Chief (Plans), Air Support Group Supervisor and Medical Unit Leader will report to the ICP Communications.
- Incident Communications will call 911 **on a land line** for Sanders County Dispatch to coordinate patient transportation by ground ambulance. If an air ambulance is needed, Incident Communications will call Coeur d' Alene Dispatch Center on Channel 10 to request an air ambulance.
- All other Command and General Staff will go to ICP communications to monitor the situation and be available if needed to assist.
- Incident Radio traffic will be monitored 24 hours a day at the Clark Fork ICP.

Approved by: Craig Glazier

Date: 08/31/2015



Incident Commander(t)

| | | | |
|---|------------------|------------------------|---------------------------------|
| INCIDENT RADIO COMMUNICATIONS PLAN | 1. Incident Name | 2. Date/ Time Prepared | 3. Operational Period Date/Time |
|---|------------------|------------------------|---------------------------------|

4. Basic Radio Channel Utilization
Mode: W=Wideband Analog, N=Narrowband Analog, D=Digital, M=Mixed

| Channel | Function | RX: | Frequency | Tone | Mode | Assignment | Remarks |
|---------|----------|-----|-----------|------|------|------------|---------|
| 1 | | TX: | | | | | |
| 2 | | TX: | | | | | |
| 3 | | TX: | | | | | |
| 4 | | TX: | | | | | |
| 5 | | TX: | | | | | |
| 6 | | TX: | | | | | |
| 7 | | TX: | | | | | |
| 8 | | TX: | | | | | |
| 9 | | TX: | | | | | |
| 10 | | TX: | | | | | |
| 11 | | TX: | | | | | |
| 12 | | TX: | | | | | |
| 13 | | TX: | | | | | |
| 14 | | TX: | | | | | |
| 15 | | TX: | | | | | |
| 16 | | TX: | | | | | |

5. Prepared by (Communications Unit)

CLARK FORK COMPLEX ICP

FAX: (406) 847-9971
COMMO: (406) 847-9976
ORDERING: (406) 847-9975

FINANCE: (406) 690-4541
PLANS/DEMOB: (406) 847-9972
SAFETY/OPS: (406) 847-9973

CLARK FORK COMPLEX HUTTON IMT COMMAND AND GENERAL STAFF

| | | <u>Land Line</u> | <u>Cell</u> |
|----------------|----------------------------|------------------|----------------|
| Diane Hutton | Incident Commander | | (406) 660-2324 |
| Craig Glazier | Incident Commander (t) | | (208) 659-1131 |
| Grant Godbolt | Safety Officer | | (406) 491-2562 |
| Kevin Boness | Safety Officer | | (802) 282-1831 |
| Glenda Scott | Information Officer | | (406) 210-9225 |
| Peri Suenram | Information Officer | (406) 827-0731 | (406) 370-2144 |
| Al King | Plans Section Chief | (406) 847-9972 | (208) 866-3662 |
| Joyce Anderson | Finance Section Chief | (406) 690-4541 | (406) 690-4541 |
| Russ Riebe | Logistics Section Chief | | (406) 949-9766 |
| Bill Lauer | Logistics Section Chief | | (218) 244-9763 |
| Joe Sampson | Operations Section Chief | | (406) 491-0884 |
| Jeff Knudson | Operations Section Chief | (406) 847-9973 | (208) 940-1107 |
| Steve Croy | Air Support Supervisor (t) | (406) 847-9973 | (540) 230-2568 |
| Scott Plue | Air Support Supervisor | (406) 847-9973 | (208) 661-6619 |
| Linda Barbee | Medical Unit Leader | | (406) 425-0589 |
| Ryan Leach | Incident Meteorologist | | (406) 850-4962 |

AGENCIES

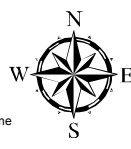
| | | | |
|--------------------------|---------------------------------|----------------|----------------|
| Christine Dawe | Clark Fork Agency Administrator | | (406) 370-8865 |
| Mary Farnsworth | IPNF Forest Supervisor | (208) 765-7369 | (208) 659-7071 |
| John Carlson | KNF Agency Representative | (406) 827-3533 | |
| Celeste Hancock | Dispatch Center Manager C'dA | (208) 762-6904 | (208) 659-1346 |
| Heather Good | Incident Business Manager IPNF | (208) 983-4096 | (208) 451-4207 |
| Terri Tangen | Incident Business Manager KNF | | |
| Mike Behrens | IPNF Fire Staff | (208) 659-1392 | (208) 659-1392 |
| Chad Hudson | Couer d'Alene RD | | (208) 661-9119 |
| Tom Fleer | IDL- Area Manager Pend Orielle | (208) 265-5104 | (208) 610-3744 |
| Shawn Hicks | IDL Fire Warden Pend Orielle | (208) 263-5104 | (208) 304-4218 |
| Sam Gibbons | Couer d'Alene RD DFMO | (208) 660-5547 | |
| Erick Walker | Sand Point District Ranger | | (208) 290-6698 |
| Carolyn Blatz | KNF Helibase | (406) 283-7865 | |
| Lydia Allen | Resource Advisor | | (208) 215-9707 |
| Tom Rummel | Sanders Co Sheriff | (406) 827-3584 | ext 3 |
| Bill Naegeli | Sanders Co Emergency Management | (406) 827-6955 | (406) 827-2227 |
| Clark Fork Fire Rescue | | (208) 266-1377 | |
| Search and Rescue | Rocky Mountain Response | (406) 529-9767 | |
| Bob Howard | Bonner Co Emergency Management | (208) 265-8867 | (208) 255-6901 |
| Lincoln Co Emergency Mgt | | (406) 293-6295 | |

Clark Fork Complex

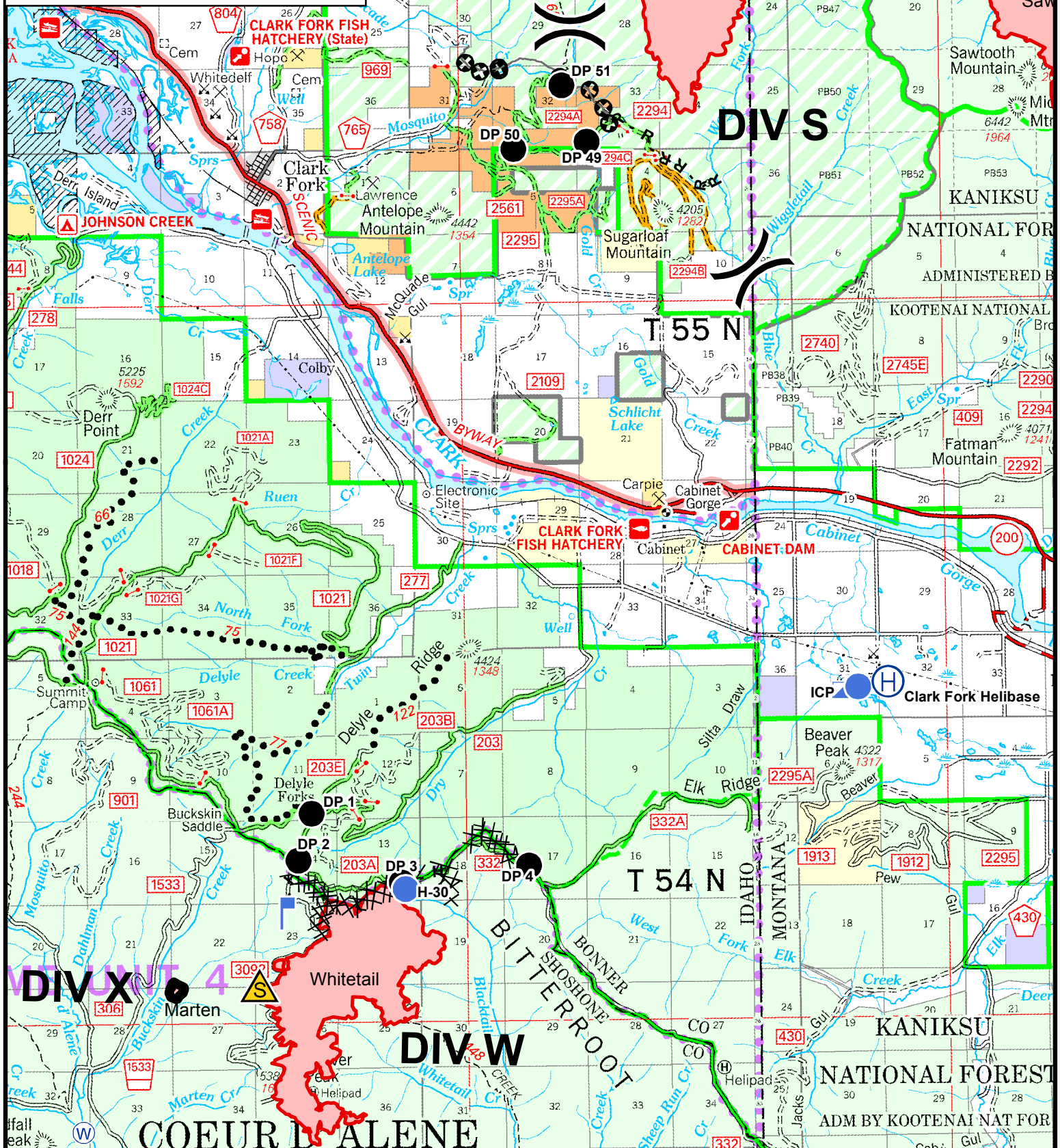
IAP Map 6 Sep 2015 - Map 1

15,754 Acres Total

- Division
- Drop Point
- Helispot
- Lookout
- Repeater
- Staging Area
- Water Source
- Safety Zone
- Completed Dozer Line
- Road as Completed Line
- Escape Route
- Masticator / Feller Buncher Line
- Hand Line
- Fire Perimeter
- Trail as Completed Line



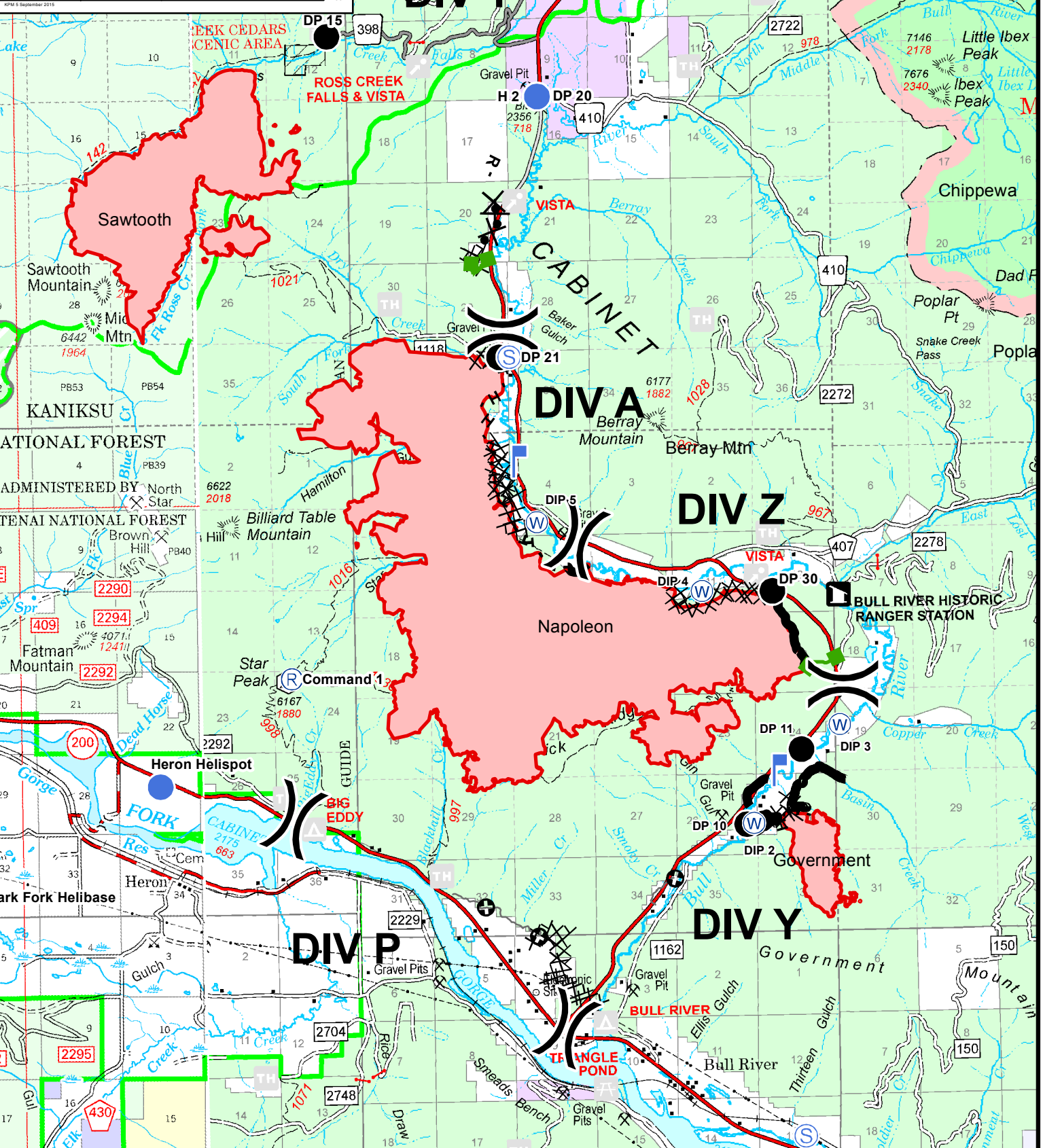
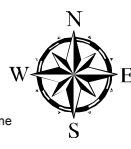
0 1 2 3 4 Miles



Clark Fork Complex
IAP Map 6 Sep 2015 - Map 2

15,754 Acres Total

- Division
- Drop Point
- Helispot
- Lookout
- Repeater
- Staging Area
- Water Source
- Safety Zone
- Completed Dozer Line
- Road as Completed Line
- Escape Route
- Masticator / Feller Buncher Line
- Hand Line
- Fire Perimeter
- Trail as Completed Line



Clark Fork Complex Demob Process

- **All releases will go through Logistics, Finance, and Demobilization at Clark Fork Complex ICP ~ no releases will be processed at Cabinet Spike Camp.**
- Extensions for crews/overheads/equipment will be submitted 3 days **prior** to last shift; including contractors.
- Releases needing transport by air will require at least **72 hours advance notice** from Section Chiefs, or their designees, to the Demobilization Unit.
- Vehicle transport releases will require Vehicle transport releases will require **24 hours** advance notice from Section Chiefs, or their designees, to the Demobilization Unit.
- Demob will occur in the AM after 0800 PDT
- No demob will occur Monday, Wednesday, Friday between 1400 – 1500PDT
- Check Demob Schedule for resources demob time.
 - Crews demobing will be scheduled ½ hour apart
 - Overhead demobing will be scheduled 15 min apart
 - ***Please be on time. Early arrivals will be asked to wait until their scheduled time.***
- ***BE SURE THAT ALL OF YOUR TIME HAS BEEN SUBMITTED PRIOR TO YOUR SCHEDULED DEMOB TIME AND BRING YELLOW COPIES OF CTR'S WITH YOU.***
 - AD Resources – if you have not provided your AD paperwork to the Clark Fork ICP Finance division please bring your paperwork with you.

Thank You and Travel Safe

| Clark Fork Demobilization Schedule | | | | |
|---|--------------------------|----------------------|------------|---------------------------|
| 9/6/2015 | | | | |
| INCIDENT TIME PDT: | RESOURCE NAME | REQUEST # | POS | MODE OF TRAVEL |
| 800 | Nelson, Rex | E-26 | ALS | POV |
| 815 | Williamson, Steven | O-25 | EMTF | PAS |
| 830 | Fallis, Jake | | FELB | POV |
| 845 | Aqua Enterprises | E-73 | T2WT | POV |
| 900 | OK-COA-8561 | E-95 | ENG6 | POV |
| 915 | Orecchio, Joy | O-38 | DRIVR | POV |
| | | | | |

| Clark Fork Demobilization Schedule | | | | |
|---|------------------------------|----------------------|------------|---------------------------|
| 9/7/2015 | | | | |
| INCIDENT TIME PDT: | RESOURCE NAME | REQUEST # | POS | MODE OF TRAVEL |
| 800 | Matt Dutton | O-140 | SCKN | REN |
| 800 | Akre Logging | E-107 | T2 EXCA | POV |
| 830 | Bill Jensen Logging | E-86 | T2 EXCA | POV |
| 900 | E. Weare Skidder w/Transport | E-113 | SKID | POV |
| 930 | E. Weare Excavator | E-93 | EXCA | POV |
| 1000 | E. Weare Dozer | E-92 | DOZ | POV |
| 1800 | Kevin O'Brien | O-2.29 | COST | A/R |
| | David Tingley | O-35 | DIVS | POV |

ACTIVITY LOG (ICS 214)

| | | |
|--------------------------|--|--|
| 1. Incident Name: | 2. Operational Period: Date From: _____ Date To: _____ Time From: _____ Time To: _____ | |
|--------------------------|--|--|

| | | |
|-----------------|-------------------------|-----------------------------------|
| 3. Name: | 4. ICS Position: | 5. Home Agency (and Unit): |
|-----------------|-------------------------|-----------------------------------|

| 6. Resources Assigned: | | |
|------------------------|--------------|------------------------|
| Name | ICS Position | Home Agency (and Unit) |
| | | |
| | | |
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| 7. Activity Log: | |
|------------------|--------------------|
| Date/Time | Notable Activities |
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|---|
| 8. Prepared by: Name: _____ Position/Title: _____ Signature: _____ |
| ICS 214, Page 1 Date/Time: _____ |

Medical Incident Report

FOR ALL MEDICAL EMERGENCIES: IDENTIFY ON SCENE INCIDENT COMMANDER BY NAME AND POSITION AND ANNOUNCE "MEDICAL EMERGENCY" TO INITIATE RESPONSE FROM IMT COMMUNICATIONS/DISPATCH.

Use items one through nine to communicate situation to communications/dispatch.

1. CONTACT COMMUNICATIONS/DISPATCH

Ex: "Communications, Div. Alpha. Stand-by for Priority Medical Incident Report." (If life threatening request designated frequency be cleared for emergency traffic.)

2. INCIDENT STATUS: Provide incident summary and command structure.

| | | |
|---------------------------------|--|---|
| Nature of Injury/Illness | | <i>Describe the injury (Ex: Broken leg with bleeding)</i> |
| Incident Name | | <i>Geographic Name + "Medical" (Ex: Trout Meadow Medical)</i> |
| Incident Commander | | <i>Name of IC</i> |
| Patient Care | | <i>Name of Care Provider (Ex: EMT Smith)</i> |

3. INITIAL PATIENT ASSESSMENT: Complete this section for each patient. This is only a brief, initial assessment. Provide additional patient info after completing this 9 Line Report.

| | | | |
|---|---------------|------|---------|
| Number of Patients: | Male / Female | Age: | Weight: |
| Conscious? <input type="checkbox"/> YES <input type="checkbox"/> NO = MEDEVAC! | | | |
| Breathing? <input type="checkbox"/> YES <input type="checkbox"/> NO = MEDEVAC! | | | |
| Mechanism of Injury: <i>What caused the injury?</i> | | | |
| Lat/Long (Datum WGS84) <i>Ex: N 40° 42.45' x W 123° 03.24'</i> | | | |

4. SEVERITY OF EMERGENCY, TRANSPORT PRIORITY

| SEVERITY | TRANSPORT PRIORITY |
|--|--|
| <input type="checkbox"/> URGENT-RED Life threatening injury or illness. <i>Ex: Unconscious, difficulty breathing, bleeding severely, 2° – 3° burns more than 4 palm sizes, heat stroke, disoriented.</i> | Ambulance or MEDEVAC helicopter. Evacuation need is IMMEDIATE. |
| <input type="checkbox"/> PRIORITY-YELLOW Serious Injury or illness. <i>Ex: Significant trauma, not able to walk, 2° – 3° burns not more than 1-2 palm sizes.</i> | Ambulance or consider air transport if at remote location. Evacuation may be DELAYED. |
| <input type="checkbox"/> ROUTINE-GREEN Not a life threatening injury or illness. <i>Ex: Sprains, strains, minor heat-related illness.</i> | Non-Emergency. Evacuation considered Routine of Convenience. |

5. TRANSPORT PLAN:

Air Transport: (Agency Aircraft Preferred)

| | | | |
|-----------------------------------|---|--------------------------------------|--------------------------------|
| <input type="checkbox"/> Helispot | <input type="checkbox"/> Short-haul/Hoist | <input type="checkbox"/> Life Flight | <input type="checkbox"/> Other |
|-----------------------------------|---|--------------------------------------|--------------------------------|

Ground Transport:

| | | | |
|---------------------------------------|------------------------------------|------------------------------------|--------------------------------|
| <input type="checkbox"/> Self-Extract | <input type="checkbox"/> Carry-Out | <input type="checkbox"/> Ambulance | <input type="checkbox"/> Other |
|---------------------------------------|------------------------------------|------------------------------------|--------------------------------|

6. ADDITIONAL RESOURCE/EQUIPMENT NEEDS:

| | | |
|--|--------------------------------------|--|
| <input type="checkbox"/> Paramedic/EMT(s) | <input type="checkbox"/> Crew(s) | <input type="checkbox"/> SKED/Backboard/C-Collar |
| <input type="checkbox"/> Burn Sheet(s) | <input type="checkbox"/> Oxygen | <input type="checkbox"/> Trauma Bag |
| <input type="checkbox"/> Medication(s) | <input type="checkbox"/> IV/Fluid(s) | <input type="checkbox"/> Cardiac Monitor/AED |
| <input type="checkbox"/> Other (i.e. splints, rope rescue, wheeled litter) | | |

7. COMMUNICATIONS:

| Function | Channel Name/Number | Receive (Rx) | Tone/NAC * | Transmit (Tx) | Tone/NAC * |
|--------------------|--------------------------|-----------------|--------------|-----------------|--------------|
| <i>Ex: Command</i> | <i>Forest Rpt, Ch. 2</i> | <i>168.3250</i> | <i>110.9</i> | <i>171.4325</i> | <i>110.9</i> |
| COMMAND | | | | | |
| AIR-TO-GRND | | | | | |
| TACTICAL | | | | | |

*(NAC for digital radio system)

8. EVACUATION LOCATION:

| | |
|---|--|
| Lat/Long (Datum WGS84) <i>EX: N 40 42.45' x W 123 03.24'</i> | |
| Patient's ETA to Evacuation Location: | |
| Helispot/Extraction Size and Hazards: | |

9. CONTINGENCY:

| | |
|--|--|
| Considerations: <i>If primary options fail, what actions can be implemented in conjunction with primary evacuation method? Be thinking ahead...</i> | REMEMBER: Confirm ETA's of resources ordered Act according to your level of training Be Alert. Keep Calm. Think Clearly. Act Decisively. |
|--|--|