



# Clark Fork Complex Incident Action Plan

Monday, September 7, 2015  
Labor Day  
0600–2000 PDT



MAPS



IAP



## COMMUNICATIONS

Effective communication is a critical backbone of safe and successful operations.

Discuss the factors that can affect radio communication at the incident.

- Knowledge of the radio issued to the individuals
- Net control, frequencies
- Line-of-sight restrictions
- Antenna polarization effect (direction of the antenna)
- Minimizing noise interference
- Wide band narrow band

How can you mitigate potential problems?

- Implement effective communication procedures--be brief, use clear text, and to-the-point.
- Give a good comprehensive briefing. (Refer to the Briefing Checklist inside the back cover of the Incident Response Pocket Guide.)
- Confirm that relayed information is received, and understood.
- Keep a continuous information flow (e.g., updates on weather, fire behavior, work progress; changes in strategy/tactics; arrival of additional resources; solicit feedback).
- Establish emergency check-in procedures.
- Provide a minimum of 4 radios per 20-person firefighter crew.

The Five Communication Responsibilities for All Firefighters:

- Brief others
- Debrief your actions
- Communicate hazards to others
- Acknowledge messages
- Ask if you don't know

*Have A Safe Shift*

|   |   |  |                        |
|---|---|--|------------------------|
| <b>INCIDENT OBJECTIVES</b>  | <b>1. Incident Name</b><br>Clark Fork Complex                     | <b>2. Date</b><br>09/06/15                                   | <b>3. Time</b><br>1800 |
| <b>4. Operational Period: 09/07/15 0600-2000 PDT</b>  |   |  |                        |
| <b>5. General Control Objectives for the Incident (include alternatives)</b>  |   |  |                        |
| <u><b>Strategy</b></u>  |   |  |                        |
| Utilize a combination of confine/contain and point protection strategies to protect identified Values at Risk, given resources available.   |   |  |                        |
| <u><b>Incident Objectives</b></u>   |   |  |                        |
| 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.  |   |  |                        |
| <u><b>Incident Requirements</b></u>   |   |  |                        |
| 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.   |   |  |                        |
| <b>6. Weather Forecast for Period</b> See Attached Weather Forecast   |   |  |                        |
| <b>7. General Safety Message:</b>   |   |  |                        |
| <b><i>Attitude is a key component of safety awareness and accident prevention.</i></b>  |   |  |                        |
| <b>8. Attachments (mark if attached)</b>  |   |  |                        |
| <input checked="" type="checkbox"/> <b>Organization List - ICS203</b>   | <input checked="" type="checkbox"/> <b>Weather Forecast</b>       | <input checked="" type="checkbox"/> <b>Safety Message</b>    |                        |
| <input checked="" type="checkbox"/> <b>Div. Assignment Lists - ICS204</b>   | <input checked="" type="checkbox"/> <b>Fire Behavior Forecast</b> |  |                        |
| <input checked="" type="checkbox"/> <b>Communications Plan - ICS205</b>   | <input checked="" type="checkbox"/> <b>Incident Map</b>           | <input checked="" type="checkbox"/> <b>Unit Log – ICS214</b> |                        |
| <input checked="" type="checkbox"/> <b>Medical Plan - ICS206</b>  | <input checked="" type="checkbox"/> <b>Air Operations– ICS220</b> |  |                        |
| <b>9. Prepared by (Planning Section Chief)</b>  |   | <b>9. Approved by (Incident Commander)</b>                   |                        |
| Al King   |   | Diane Hutton   |                        |

| ORGANIZATIONAL STRUCTURE CHART                |  | 9. Operations Section         |                                     |
|---|--|-------------------------------|-------------------------------------|
| 1. Incident Name<br><b>Clark Fork Complex</b> |  | <b>Chiefs</b>                 | Joe Sampson 9/9                     |
|   |  |                               | Jeff Knudson 9/9                    |
| 2. Date 09/07/2015                            |  |                               |                                     |
| 4. Operational Periods: 0600-2000 PDT         |  |                               |                                     |
| 5. Incident Commander and Staff               |  | DIV A/T                       | Nate Stephens 9/7                   |
| 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 9/8, Eric Morgan 9/19    |
| 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   | <b>Branch Director</b>        |                                     |
| Status Check In                               | Katie Miller 9/8   | <b>Air Attack Supervisor</b>  |                                     |
| DEMOB   |  |                               |                                     |
| Computer Technical                            | Kevin Watts 9/11   | <b>Helibase Manager</b>       |                                     |
| GIS Specialist                                | Ray Backstrom 9/9, Molly Purnell 9/11,                               | <b>Air Support Supervisor</b> | Scott Plue 9/13, Steve Croy (t) 9/9 |
| Fire Behavior                                 | Steve Paes 9/14  | <b>Helicopter Coordinator</b> |                                     |
| LTAN  | Tim Bumgarner 9/15   | <b>Air Tanker Coordinator</b> |                                     |
| 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 | <b>Chief</b>                  | Joyce Anderson 9/9                  |
|   |  | <b>Deputy</b>                 |                                     |
| Medical Unit                                  | Linda Barbee 9/9, Andrea Colson 9/10                                 | <b>Time Unit</b>              | Janis Bouma (t) 9/9                 |
| Base Camp Manager                             | Aaron Ernsberger 9/14  | <b>EQTR/PTRC</b>              | R. Johnson 9/9, J. Taylor 9/9       |
| Food Unit                                     | Kimberly Burch 9/10  | <b>Cost Unit</b>              | Kevin O.Brien 9/7                   |
| Receiving                                     | 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:** 17 **NAME OF FIRE:** Clark Fork Complex  
**PREDICTION FOR:** DAY SHIFT **UNIT:** Idaho Panhandle National Forest  
**SHIFT DATE:** Monday, September 7, 2015 **SIGNED:**

**TIME AND DATE** **Incident Meteorologist**  
**FORECAST ISSUED:** 2030 PDT Sunday, September 6, 2015 Ryan N. Leach

**WEATHER DISCUSSION:** A few more days of afternoon showers and higher relative humidity. No lightning is expected with rain showers today or tomorrow. A ridge starts to build in earnest on Wednesday, which will really start the warming and drying trend into the weekend.

**WEATHER FORECAST:** Cloudy with scattered afternoon showers.

|                           |               |         |                |
|---------------------------|---------------|---------|----------------|
| <b>HIGH TEMPERATURES:</b> | 2300-4000 ft. | 58°-65° | (2-5 warmer)   |
|                           | 4000-6000 ft. | 44°-51° |                |
| <b>MINIMUM HUMIDITY:</b>  | 2300-4000 ft  | 35%-43% | (10-15% drier) |
|                           | 4000-6000 ft  | 50%-65% |                |

**20 FT WINDS:**  
**SHELTERED AREAS:** Variable 2-4 mph.  
**RIDGETOP/UNSHELTERED AREAS:** West to southwest 5-7 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 1100 with mixing heights up to 3,500 ft AGL in the afternoon.

**OUTLOOK:**

**MONDAY NIGHT:** Lows 40-46°F. Humidity recovers 65-75% in the valleys and around 60% in mild thermal belts. 20 ft winds terrain driven 2-5 mph in sheltered areas, and southwest 3- 5 mph on exposed ridge tops.

**TUESDAY AND TUESDAY NIGHT:** Scattered rain showers in the afternoon (CWR 20%). Highs 60-67°F below 4000 ft, and 51-58°F above 4000 ft. Humidity values dropping to 30-40% below 4000 ft, and 45-55% above 4000 ft. Lows 45-50°F. Humidity recovers to 70-80% in the valleys and around 50% in weak 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 10 mph with gusts to 15 mph.

**WEDNESDAY AND WEDNESDAY NIGHT:** Partly cloudy. Highs 65-72°F below 4000 ft, and 50-60°F above 4000 ft. Humidity values dropping to 22-30% below 4000 ft, and 30-40% above 4000 ft. Lows 45-50°F. Humidity recovers to 70-80% in the valleys and around 40%-50% in mild but strengthening 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 4-8 mph.

# FIRE BEHAVIOR FORECAST

|   |  |
|---|--|
| <b>FORECAST NUMBER:</b> #18   | <b>TYPE OF FIRE:</b> Wildland Fires                |
| <b>FIRE NAME:</b> Clark Fork Complex  | <b>OPERATIONAL PERIOD:</b> Day 09/07/15 Monday     |
| <b>DATE ISSUED:</b> 09/06/15  | <b>TIME ISSUED:</b> 2030                           |
| <b>UNIT:</b> Sandpoint RD/Idaho Panhandle NF/ID & Cabinet RD/Kootenai NF/MT | <b>SIGNED:</b> Steve Paes<br><i>/S/ Steve Paes</i> |

## INPUTS

WEATHER SUMMARY: Cloudy with scattered afternoon showers.  
See Attached Weather Forecast for further information.  
North ID/Southern Mtns ERC **Observed** for 9/06/15 **44**, 90<sup>th</sup> percentile is 72  
Kootenai NF ERC **Observed** for 9/06/15 **38**, 90<sup>th</sup> 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 had burned readily and were 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%.
- Fire behavior will consist of burning out of heavy fuel jackpots and smoldering in deep duff.
- Snags & fire weakened trees falling down.
- Canopy will shelter ground fuels from most of the rain. Dense stands will see wetting of only the top layer of the duff.
- 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. The duration of the rain has been long enough to increase fuel moisture of large fuels.

**Div A/T:** Precipitation and high RH will inhibit burning of fine fuels. Large fuels, snags and hollow trees will continue to burn. Smoldering and creeping in deep duff under dense canopy cover. 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, smoldering and creeping.

**Div W:** Precipitation and high RH will inhibit burning of fine fuels. Large fuels, snags and hollow trees will continue to burn. Smoldering and creeping in deep duff under dense canopy cover. 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, smoldering and creeping.

**Div Z/Y:** Precipitation and high RH will inhibit burning of fine fuels. Large fuels, snags and hollow trees will continue to burn. Smoldering and creeping in deep duff under dense canopy cover. 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, smoldering and creeping.

**AIR OPERATIONS-** Inversion breaking 1100 with mixing heights up to 3,500 ft. AGL.

## SAFETY

Watch for rain slick rocks, logs, and heavy down fuels.  
Other hazards continue to be snags and fire weakened green trees.

| ASSIGNMENT LIST  |                |                           | 1. Branch               |           | 2. Division/Group            |                    |                           | A/T          |  |  |
|--|----------------|---------------------------|-------------------------|-----------|------------------------------|--------------------|---------------------------|--------------|--|--|
| 3. Incident Name   |                |                           | 4. Operational Period   |           |                              |                    |                           |              |  |  |
| Clark Fork Complex   |                |                           | Date: 09/07/2015        |           |                              | Time: 0600-2000    |                           |              |  |  |
| 5. Operations Personnel  |                |                           |                         |           |                              |                    |                           |              |  |  |
| Operations Chief   |                | Joe Sampson, Jeff Knudson |                         |           | Division/Group Supervisor    |                    | Nate Stephens             |              |  |  |
| 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        |              |  |  |
| T5 ENG 242   | E-112          | 9/14                      | Gordon Sabo             | 3         | N                            | DP 21 0700         | Cabinet Spike 1930        |              |  |  |
| T3 DOZ Ibex 850G   | E-92           | 9/8                       | Mickey Weare            | 1         | N                            | DP 20 0700         | ICP 1500                  |              |  |  |
| Ibex Transport Low Boy   | E-29           | 9/8                       | Chad Peterson           | 1         | N                            | DP 20 0700         | ICP 1500                  |              |  |  |
| T3 Excavator Ibex  | E-93           | 9/8                       | Erik Weare              | 1         | N                            | DP 21 0700         | ICP 1500                  |              |  |  |
| T2 Skidder Ibex w/transport  | E-113          | 9/8                       | J. Weare                | 1         | N                            | DP 21 0700         | ICP 1500                  |              |  |  |
| 7. Control Operations  |                |                           |                         |           |                              |                    |                           |              |  |  |
| Rehab identified lines as directed by operations.  |                |                           |                         |           |                              |                    |                           |              |  |  |
| 8. Special Instructions  |                |                           |                         |           |                              |                    |                           |              |  |  |
| Share information with Goat Rock Complex personnel during transition.<br>Ibex equipment demob according to schedule. |                |                           |                         |           |                              |                    |                           |              |  |  |
| Function   | Frequency - RX | Frequency - TX            | Tone                    | Channel   | Comments                     |                    |                           |              |  |  |
| Command  | 170.4125       | 165.9625                  | 141.3                   | 7         | ICP TO LINE<br>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 )<br>Jode Boyles Briggs  |                |                           | Approved by (PSC-t)     |           |                              | Date<br>09/06/2015 |                           | Time<br>2200 |  |  |

| ASSIGNMENT LIST   |                           |                     | 1. Branch                    |                    | 2. Division/Group           |                     |                    |
|---|---------------------------|---------------------|------------------------------|--------------------|-----------------------------|---------------------|--------------------|
|   |                           |                     |                              |                    |                             | Z/P/Y               |                    |
| 3. Incident Name  |                           |                     | 4. Operational Period        |                    |                             |                     |                    |
| Clark Fork Complex  |                           |                     | Date: 09/07/2015             |                    | 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    |                    |
| TFLD  | 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 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.                          |                           |                     |                              |                    |                             |                     |                    |
| 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 )<br>Jode Boyles Briggs                             |                           | Approved by (PSC-t) |                              | Date<br>09/06/2015 |                             | Time<br>2200        |                    |

| <b>ASSIGNMENT LIST</b>                            |                           |                     | 1. Branch                    | 2. Division/Group            |                    |                   |                  |  |
|---|---------------------------|---------------------|------------------------------|------------------------------|--------------------|-------------------|------------------|--|
| 3. Incident Name                                  |                           |                     | 4. Operational Period        |                              |                    |                   | W/S/X            |  |
| Clark Fork Complex                                |                           |                     | Date: 09/07/2015             |                              |                    |                   | Time: 0600-2000  |  |
| 5. Operations Personnel                           |                           |                     |                              |                              |                    |                   |                  |  |
| Operations Chief                                  | Joe Sampson, Jeff Knudson |                     | Division/Group Supervisor    | John Olson, Eric Morgan ICT4 |                    |                   |                  |  |
| Branch Director                                   |                           |                     | Air Support Group Supervisor | Scott Plue, Steve Croy (t)   |                    |                   |                  |  |
| 6. Resources Assigned This Period                 |                           |                     |                              |                              |                    |                   |                  |  |
| Strike Team/Task Force/ Resource Designator       | Resource                  | Last Shift          | Leader                       | No. Pers.                    | Trans. Needed      | Drop Off PT./Time | Pick Up PT./Time |  |
| HEQB  | O-173                     | 9/18                | Bill Case                    | 1                            | N                  | DP 1 0700         | ICP 1930         |  |
| 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         |  |
| 7. Control Operations                             |                           |                     |                              |                              |                    |                   |                  |  |
| Rehab identified lines as directed by operations. |                           |                     |                              |                              |                    |                   |                  |  |
| 8. Special Instructions                           |                           |                     |                              |                              |                    |                   |                  |  |
|   |                           |                     |                              |                              |                    |                   |                  |  |
| 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 )<br>Jode Boyles Briggs         |                           | Approved by (PSC-t) |                              |                              | Date<br>09/06/2015 |                   | Time<br>2200     |  |



# AIR OPERATIONS SUMMARY

Prepared By: Steve Croy – ASGS(t)

09/06/2015

Prepared Time: 20:00

|  |   |                                   |   |   |  |
|--|---|-----------------------------------|---|---|--|
| <b>1. INCIDENT NAME:</b><br><b>Clark Fork Complex</b>  | <b>2. OPS PERIOD DATE:</b><br><b>09/07/2015</b> | <b>START TIME:</b><br><b>0600</b> | <b>END TIME:</b><br><b>2000</b>   | <b>SUNRISE:</b><br><b>06:10 PDT</b><br><b>07:10 MDT</b> | <b>SUNSET:</b><br><b>19:13 PDT</b><br><b>20:13 MDT</b>           |
| <b>3. REMARKS (Safety Notes, Hazards, Air Operations Special Equipment):</b><br>- Communicate known flight hazards to your pilot: wires, towers, snags, other aircraft.<br>- Aircraft requests will be made thru Line Operations.<br>- AFTER Aug 15: Fed aircraft will cease tactical operations after sundown, flight after sunset will be only to ferry back to base.<br>- Announce presence & monitor Goat Rock Cplx A/A in Bull River/MT56 corridor, Div Y,Z,A,T.<br>- Available aircraft will come from Shoshone HB, Libby HB, or Coeur D'Alene when ordered. |   |                                   | <b>4. READY ALERT AIRCRAFT MEDEVAC –</b><br><b>Contact Clark Fork Complex ICP Communication with nature of emergency and request.</b> |   | <b>5. TFR's:</b><br><br>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                  | <b>Helispots &amp; Dipsites:</b><br><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                  |   |      |     |      |      |          |               |            |             |       |                   |                |            |             |       |             |    |            |             |       |              |     |            |             |       |             |                 |            |             |       |                 |       |           |            |       |       |       |            |             |       |         |       |            |             |       |         |       |            |             |       |                   |       |           |            |       |       |       |            |             |       |                  |
| <b>NOTE: Aircraft requests are placed through Coeur d'Alene Dispatch. Plan ahead for timely arrival of aircraft, ferry flights approx 20-30 min.</b> |            |              |                           |                   |                           |   |      |     |      |      |          |               |            |             |       |                   |                |            |             |       |             |    |            |             |       |              |     |            |             |       |             |                 |            |             |       |                 |       |           |            |       |       |       |            |             |       |         |       |            |             |       |         |       |            |             |       |                   |       |           |            |       |       |       |            |             |       |                  |
|  |            |              | Air Guard                 |                   | 168.6250<br>TX tone 110.9 |   |      |     |      |      |          |               |            |             |       |                   |                |            |             |       |             |    |            |             |       |              |     |            |             |       |             |                 |            |             |       |                 |       |           |            |       |       |       |            |             |       |         |       |            |             |       |         |       |            |             |       |                   |       |           |            |       |       |       |            |             |       |                  |

| FAA N# | T Y | MAKE/ MODEL  | BASE        | MGR | AVAIL | REMARKS     | FAA N# | T Y | MAKE/ MODEL  | BASE     | MGR | AVAIL | REMARKS      |
|--------|-----|--------------|-------------|-----|-------|-------------|--------|-----|--------------|----------|-----|-------|--------------|
| N414   | 1   | K-1200 K-max | Libby (S59) |     | 0800  |             |        |     |              |          |     |       |              |
| 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   |
|        |     |              |             |     |       |             | N6148U | 3   | Bell 407     | Shoshone |     | 0800  |              |
|        |     |              |             |     |       |             | N20HX  | 3   | AS-350 B3    | Shoshone |     | 0800  | Panhandle EU |

**NOTE:**

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

## Promoting a Culture of Safety

Safety is the responsibility of everyone. Most presenters at the morning briefing include information about safety along with their daily objectives. Thus, the Incident Action Plan (IAP) becomes a bundle of many safety messages that when taken together, is a very powerful tool.

Incident managers are responsible for sharing information in the IAP with every firefighter. Use these safety messages as a tool to promote dialog about your actions and potential consequences throughout your assignment.

Three techniques for promoting a culture of safety:

- **Include Everyone** – Every member of your team must be included in safety discussions. Even the newest crew member has something to contribute.
- **Use Information** – A lot of people are visual learners. Include real work examples and visual aides to prompt discussion. Story telling is a powerful means to illustrate your key points about safety.
- **Keep it Relevant** – Understand the challenges associated with your daily work assignments. Make your safety message applicable to the work at hand.

Promoting a culture of safety means that with every action taken you recognized there is a safety component to be considered and discussed. Your challenge is to continually bring safety to the forefront of your mind and to your actions.

## Be Mindful About Safety in all Your Actions

# MEDICAL PLAN (ICS 206 WF)

| 1. Incident/Project Name  |   | 2. Operational Period   |                               |                                       |  |                                     |                          |                              |
|---|---|---|-------------------------------|---------------------------------------|--|-------------------------------------|--------------------------|------------------------------|
| Clark Fork Complex  |   | Date/ Time  |                               | 09-07-2015                            |  | 0600-2000                           |                          |                              |
| 3. Ambulance Services   |   |   |                               |                                       |  |                                     |                          |                              |
| Name  | Complete Address  | Phone & EMS Frequency   |                               | Advanced Life Support (ALS)<br>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 <sup>rd</sup> 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<br>Alert Air Rescue, Kallispell MT              | 406-752-9797  | Helicopter, ALS with night capabilities   |                               |                                       |  |                                     |                          |                              |
| Two Bear Air<br>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<br>Complete Address  | GPS Datum – WGS 84<br>Coordinate Standard<br>Degrees Decimal Minutes<br>DD° MM.MMM' N - Lat<br>DD° MM.MMM' W - Long |   | Travel Time<br>Air Gnd        |                                       | Phone  | Helipad<br>Yes No                   |                          | Level<br>of Care<br>Facility |
| Harbor View Med Center<br>325 Ninth Ave.<br>Seattle, WA                         | Lat:<br>Long:   | 47 36.19 N<br>122 19.50 W   | 2.5<br>hrs                    | N/A                                   | 206-744-3000                                   | X                                   |                          | Trauma 1- Burn Center        |
| Cabinet Peaks Med<br>Center<br>209 Health Park Dr.<br>Libby, MT                 | Lat:<br>Long:   | 48 23.520 N<br>115 32.42 W  |                               |                                       | 406-283-7000                                   | X                                   |                          | Critical Access              |
| Bonner General, 520 N 3 <sup>rd</sup><br>Ave, Sandpoint, ID 83864               | Lat:<br>Long:   | 48 16.651<br>116 33.000   | 15-20<br>min                  | 45-60<br>min                          | 208-263-1441                                   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Critical Access              |
| Kootenai Medical 203<br>Lincoln Way,<br>Coeur d' Alene.83814                    | Lat:<br>Long:   | 47 41.721 N<br>116 47.659 W   | 25<br>min                     | 60-90<br>min                          | 208-666-2000                                   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Level 2 Trauma               |
| Kalispell Regional<br>Hospital, 310 Sunny View<br>Lane, Kalispell, MT           | Lat:<br>Long:   | 48 12.799N<br>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<br><br>Sanders County Search and Rescue<br>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:<br>Long:                 |                                       | 43 03.532 N 2500 feet<br>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<br><br>( 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                         |                               | 09/06/2015<br>2000 hrs.                                    | Kevin Boness, SAFETY            | 09/06/2015<br>@ 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)

|   |                  |                        |                                 |
|---|------------------|------------------------|---------------------------------|
| <b>INCIDENT RADIO COMMUNICATIONS PLAN</b> | 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 |                |

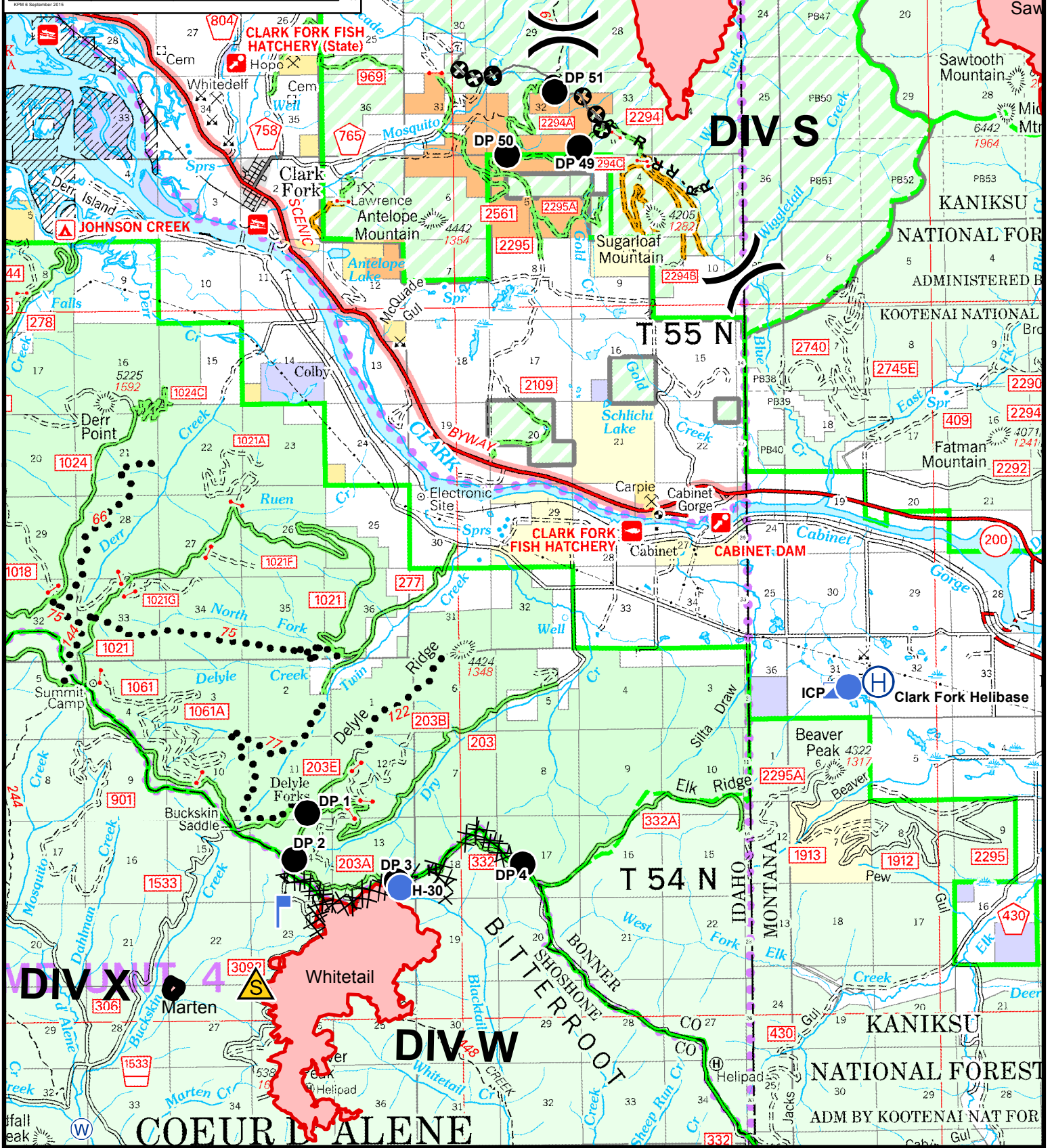


# Clark Fork Complex

IAP Map7 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

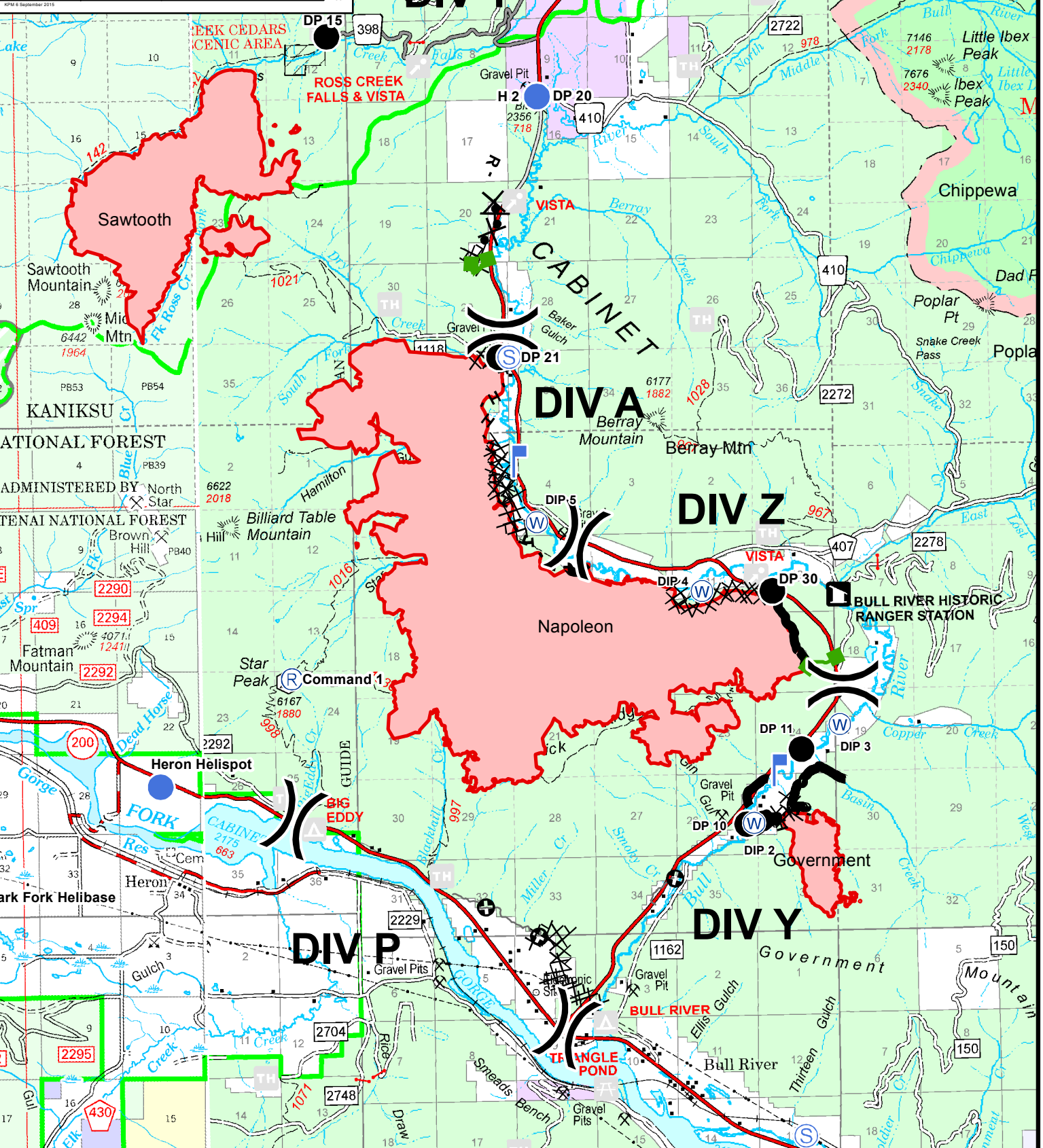
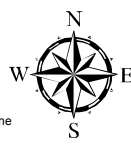




**Clark Fork Complex**  
IAP Map 7 Sep 2015 - Map 2

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 Reassignments to Goat Rock Complex

**The following resources will report to Cabinet Spike Camp on 09/08 for 0700 morning briefing.**

|               |                                       |           |                       |
|---------------|---------------------------------------|-----------|-----------------------|
| <u>Safety</u> |                                       |           |                       |
| O-127         | Nolan Yellow Kidney                   |           | EMTF                  |
| O-119         | Andrea Colson                         |           | EMT/IMST              |
| O-135         | Kevin Boness                          |           | SOF2                  |
|               |                                       |           |                       |
| <u>Ops</u>    |                                       |           |                       |
| O-152         | Brian Krick                           |           | TFLD                  |
| O-142         | Lawrence Thompson jr                  |           | TFLD                  |
| O-143         | Tamara Randall                        |           | TFLD (t)              |
| O-123         | Kevin Clark                           |           | TFLD                  |
| O-153         | Greg Schenk                           |           | TFLD (t)              |
|               |                                       |           |                       |
| E-111         | T6 Archuleta Engine 631               | 3         |                       |
| E-110         | T3 AZ-HEL Engine                      | 4         |                       |
| E-75          | T6 Rocky Mountain Engine              | 3         |                       |
| E-74          | T3 Rocky Mountain Engine              | 4         |                       |
| E-112         | T5 Engine 242                         | 3         |                       |
| E-96          | T6 Lake George Engine 621             | 3         |                       |
|               |                                       |           |                       |
| <b>E-?</b>    | <b>T6 Cabinet Ranger District 472</b> | <b>3</b>  | <b>Local Resource</b> |
| <b>C-?</b>    | <b>Cabinet Ranger District Module</b> | <b>10</b> | <b>Local Resource</b> |
|               |                                       |           |                       |
| <u>Plans</u>  |                                       |           |                       |
| O-125         | Rebecca Swenson                       |           | FOBS                  |
| O-165         | Ryan Leach                            |           | IMET                  |

# Clark Fork Complex Demob Process

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- **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

9/7/2015

| <b>INCIDENT TIME<br/>PDT:</b> | <b>RESOURCE NAME</b>         | <b>REQUEST #</b> | <b>POS</b> | <b>MODE OF<br/>TRAVEL</b> |
|-------------------------------|------------------------------|------------------|------------|---------------------------|
| 800                           | Matt Dutton                  | 0-140            | SCKN       | REN                       |
| 800                           | Akre Logging                 | E-107            | T2 EXCA    | POV                       |
| 830                           | Bill Jensen Logging          | E-86             | T2 EXCA    | POV                       |
| 1700                          | E. Weare Skidder w/Transport | E-113            | SKID       | POV                       |
| 1700                          | E. Weare Excavator           | E-93             | EXCA       | POV                       |
| 1700                          | E. Weare Dozer               | E-92             | DOZ        | POV                       |
| 1700                          | David Tingley                | O-35             | DIVS       | AOV                       |
| 1800                          | Kevin O Brien                | O-2.29           | COST       | A/R                       |
| 1800                          | Custer Gallatin              | C-13             | T2IA       | POV                       |
| 1800                          | Nathan Stephens              | O-91             | DIVS       | AOV                       |
|                               |                              |                  |            |                           |
|                               |                              |                  |            |                           |
|                               |                              |                  |            |                           |

## Clark Fork Demobilization Schedule

*Pending 9/8/2015*

| <b>INCIDENT TIME PDT:</b> | <b>RESOURCE NAME</b> | <b>REQUEST #</b> | <b>POS</b> | <b>MODE OF TRAVEL</b> |
|---------------------------|----------------------|------------------|------------|-----------------------|
| 700                       | DODGE RAM PU         | E-18             | PU         |                       |
| 700                       | CHEVY SILVERADO      | E-19             | PU         |                       |
| 700                       | FORD F150            | E-20             | PU         |                       |
| 700                       | CHEVY SILVERADO      | E-17             | PU         |                       |
| 700                       | CHEVY - WHITE        | E-21             | PU         |                       |
| 700                       | GMC - BLACK          | E-49             | PU         |                       |
| 700                       | GMC - SILVER         | E-50             | PU         |                       |
| 700                       | GMC - SILVER         | E-51             | PU         |                       |
| 700                       | CHEVY - SILVER       | E-52             | PU         |                       |
| 700                       | GMC - WHITE          | E-53             | PU         |                       |
| 800                       | Archuleta T6 Engine  | E-111            | ENG6       | POV                   |
| 830                       | AZ-HEL Engine        | E-110            | ENG3       | POV                   |
| 900                       | Rocky Mtn Engine     | E-75             | ENG6       | POV                   |
| 930                       | Rocky Mtn Engine     | E-74             | ENG3       | POV                   |
| 1000                      | Engine 242           | E-112            | ENG5       | POV                   |
| 1030                      | Lake George E-621    | E-96             | ENG6       | POV                   |
| 1230                      | Rebecca Swenson      | O-125            | FOBS       |                       |
| 1230                      | Ryan Leach           | O-165            | IMET       |                       |
| 1245                      | Nolan Yellow Kidney  | O-127            | EMTF       |                       |
| 1245                      | Andrea Colson        | O-119            | IMST       |                       |
| 1300                      | Kevin Boness         | O-135            | SOF2       |                       |
| 1300                      | Brian Krick          | O-152            | TFLD       |                       |
| 1315                      | Lawrence Thompson Jr | O-142            | TFLD       |                       |
| 1315                      | Tamara Randall       | O-143            | TFLD t     |                       |
| 1330                      | Kevin Clark          | O-123            | TFLD       |                       |
| 1330                      | Greg Schenk          | O-153            | TFLD t     |                       |
| 1600                      | Molly Purnell        | O-47             | GISS       | AIR                   |
| 1600                      | Bitterroot IHC       | C-14             | IHC        | AOV                   |
| 1700                      | Michael Justus       | O-79             | LSC        | AOV                   |





## 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.

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

### 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"/> <b>NO = MEDEVAC!</b> |               |      |         |
| Breathing? <input type="checkbox"/> YES <input type="checkbox"/> <b>NO = MEDEVAC!</b> |               |      |         |
| Mechanism of Injury:<br>What caused the injury?                                       |               |      |         |
| Lat/Long (Datum WGS84)<br>Ex: N 40° 42.45' x W 123° 03.24'                            |               |      |         |

### 4. SEVERITY OF EMERGENCY, TRANSPORT PRIORITY

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

### 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 |
| <b>Ground Transport:</b>              |   |                                      |                                |
| <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 * |
|-------------|---------------------|--------------|------------|---------------|------------|
| Ex: Command | Forest Rpt, Ch. 2   | 168.3250     | 110.9      | 171.4325      | 110.9      |
| COMMAND     |                     |              |            |               |            |
| AIR-TO-GRND |                     |              |            |               |            |
| TACTICAL    |                     |              |            |               |            |

\*(NAC for digital radio system)

### 8. EVACUATION LOCATION:

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

### 9. CONTINGENCY:

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