

5 DAY

INCIDENT ACTION PLAN

GOOSMUS FIRE

WA-NES-002063



For maps, evaluations, and IAPs Scan the QR Code!



10/6-10/2024

0600-2000 Operational Period

(Charge Codes)


AIY-221

PN R8Z0 (1522) [P]

STATE MOBILIZATION WA-WFS-521

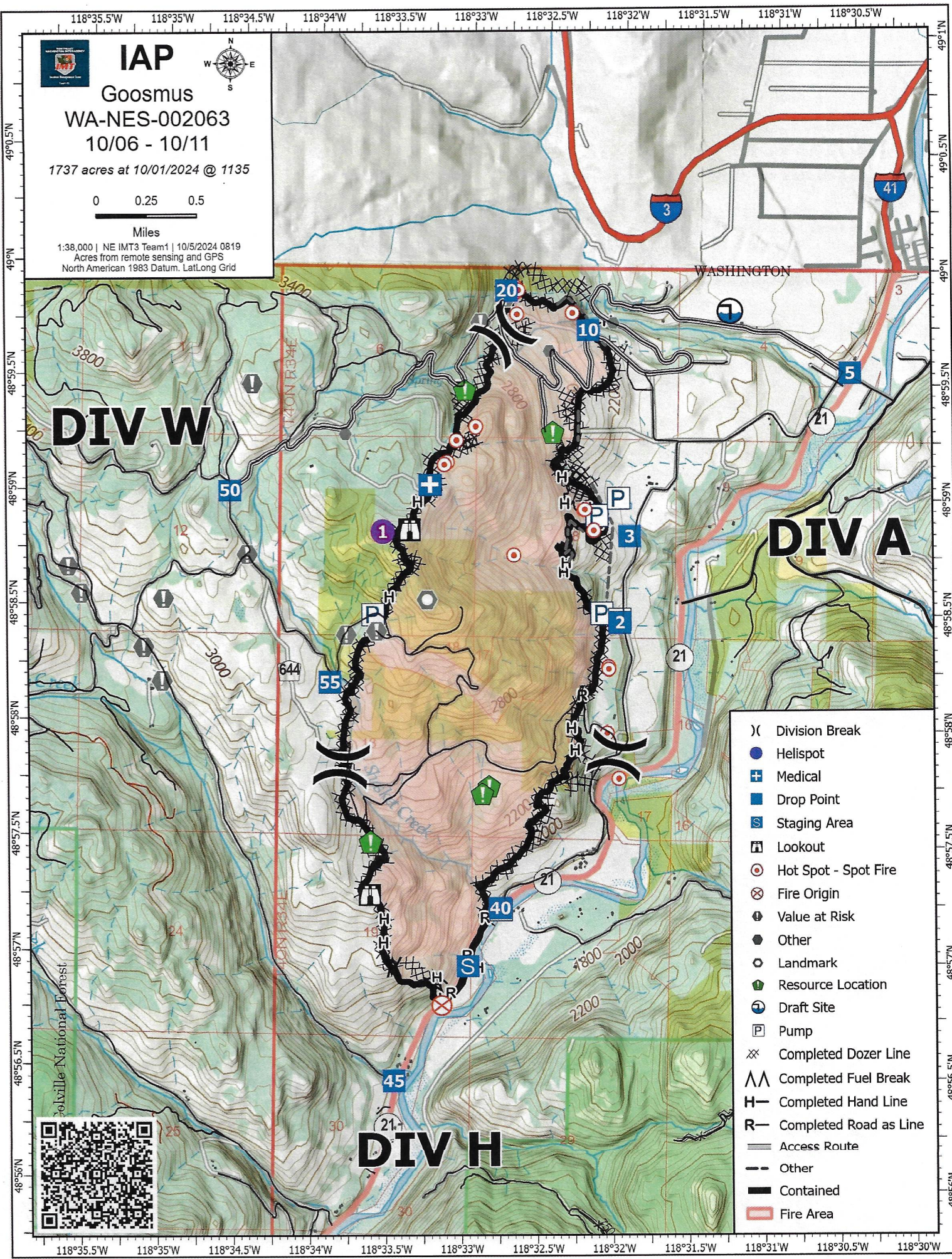
State and Federal cost share breakdown

AIR	Daily	Approval	GROUND	Daily	Approval
DNR	%		DNR	%	
MOB	%		MOB	%	
BLM	%		BLM	%	

Incident Objectives	1. Incident Name GOOSMUS FIRE	2. Date Prepared 10/5/2024	3. Time Prepared 1000
4. Operational Period (Date and Time) 10/6-10/2024 0600-2000			
5. General Control Objectives for the Incident (include Alternatives) <ul style="list-style-type: none"> • Provide for the safety of firefighters and the public through utilization of strategic and deliberate risk assessment processes. Ensure incident within an incident protocols are established and understood by all. • Develop strategic plans to prioritize and protect identified values at risk to the surrounding private residences and communities. • Engage in transparent communication with agency administrators and local fire department officials, to ensure critical information is shared during the decision-making process. • Enhance relationships throughout the area through communication and active involvement with the stakeholders, including; residents, public agencies, community leaders, cooperators, and landowners. • Maintain fiscal accountability of the incident while supporting the needs of the host agencies and the community. • Assist in initial attack and support as requested by the host agencies while maintaining communication and coordination. 			
6. Weather Forecast for Operational Period			
See attached weather forecast			
7. General Safety Message			
<ul style="list-style-type: none"> • Provide for firefighter and public safety at all times. • Monitor compliance of 10 and 18 by all incident personnel. • Adhere to 2:1 work/rest ratio for all fire line personnel. • Aviation safety is high priority. Assess the risk against the benefit of the mission. • Ensure all assigned personnel understand emergency medical reporting & transport procedures including locations of nearest emergency responders & facilities. 			
8. Attachments (check if attached)			
ICS-202	9. Prepared by PSC3 Dusty Patrick	10. Approved by (IC) 	

ORGANIZATION ASSIGNMENT LIST			
1. Incident Name		GOOSMUS FIRE	9. LOGISTICS SECTION
2. Date Prepared	10/5/2024	3. Time	1000
4. Operational Period	10/6-10/2024	0600-2000	Logs Chief
5. INCIDENT COMMANDER & STAFF			Logs Chief (t)
Incident Commander	Enrique Ortega		BCMG
Safety Officer			BCMG (t)
MEDL			
MEDL (t)			
PIO			10. OPERATIONS SECTION
6. AGENCY REPRESENTATIVE			Field
			Planning
Agency	Name	a. Division ICT4	
BLM	Shevawn Sapp	DIVS	Enrique Ortega
BLM	Michelle Brown	DIVS (t)	Wyatt Breezee
WA DNR	Pat Ryan	b. Division H	
WA DNR	Brett Walker	DIVS (t)	
WA DNR	Kyle Pomrankey		
WSP	Brian Briscoe	c. Division W	
Ferry County Sheriff	Ray Maycumber	DIVS	
Ferry Fire Chief Dist 13	Eric Hewitt		
Ferry Fire Chief Dist 14	John Porter	c. Division NIGHT	
DEM	Steve Bonner	DIVS	
7. PLANNING SECTION			11. FINANCE SECTION
Planning Chief			FSC
RESL			Michelle Leonard (v) (O-1.11)
SITL (t)			email
GISS			Michelle.Leonard@dnr.wa.gov
			PTRC (t)
			EQTR
8. COMMUNICATIONS			
INCM			12. CONTACTS / OTHER INFORMATION
RADO			NEWICC (509) 685-6900
COMT			Spokane Valley Comms: 509-389-2002
COMT			Spot Weather: 541-276-4493
Prepared by:			
Dusty Patrick PSC3			

DIVISION ASSIGNMENT LIST			1. Branch		2. Division / Group			Page 1 of 1		ICT4	
3. Incident Name				4. Operational Period							
GOOSMUS FIRE				Date: 10/6/24 - 10/10/24		Time: 0600-2000					
5. Operations Personnel											
Operations Chief			Division/Group Supervisor			Enrique Ortega					
Safety Officer						Wyatt Breezee					
6. Resources Assigned this Period											
RO #	Strike Team/Task Force/Resource	Leader	# People	Contact (phone, radio freq, etc.)	EMT	LWD	Remarks				
C-9	CR2I - NW - NES - HIGHLANDS - DNR	Seth Schertenleib	21			10/11	ICT4				
O-3	STEN(t)	Tanner Stemkoski	1			10/8	ICT4				
E-3	ENG5 - 2204 - WA-PCS	Nathan Jurgensen	3		1	10/8	ICT4				
E-4	ENG5 - 2405 - WA-PCS	Travis Pakenen	4		1	10/8	ICT4				
E-5	ENG5 - 5302 - WA-NWS	Chad Bowman	4			10/8	ICT4				
E-7	ENG5 - ENGINE 1301 - WAOLS (WA-OLS-E5X-1301)	Morgan Reisdorfer	4		1	10/8	ICT4				
O-8	HEQB	Michael Correia	1			10/13	ICT4				
E-2	DZR3 - PARADIGM INDUSTRIES LLC - A29862	JT Mcelhose	2			10/9	ICT4				
E-72	EXC3 - PARADIGM INDUSTRIES LLC - 030825		2				ICT4				
E-69	EXC3 - STOTTS CONSTRUCTION, INC - -01202		2				ICT4				
			44		3						
7. Work Assignments											
Patrol status											
8. Special Instructions											
9. Communication Summary											
Function	Name	Mode	RX FREQ	N/W	RX TONE/NAC	TX FREQ	N/W	TX TONE/NAC			
PRIMARY COMMAND	CMD 2	A	154.5275	N	186.2	158.4	N	186.2			
NIGHT SHIFT COMMAND	REPUBLIC	A	159.36	N	118.8	151.235	N	118.8			
FERRY COUNTY DISPATCH	FY14REPT	A	153.845	N	91.5	158.805	N	103.5			
DIVISION A	SILVER	A	163.89	N	0	163.89	N	0			
STRUCTURE	TAC 8	A	151.7	N	186.2	151.7	N	186.2			
A/G	DNR A/G 2	A	151.2875	N	103.5	151.2875	N	103.5			
A/G	A/G 51	A	168.3125	N	0	168.3125	N	0			
AIRGUARD	AIRGUARD	A	168.625	N	0	168.625	N	110.9			
Prepared by (RESL)			Approved by (PSC3)			Date:			Time:		
Jessica Walston			Dusty Patrick			10/5/2024			1430		



IAP

Goosmus

WA-NES-002063

10/06 - 10/11

1737 acres at 10/01/2024 @ 1135

0 0.25 0.5

Miles

1:38,000 | NE IMT3 Team1 | 10/5/2024 0819

Acres from remote sensing and GPS

North American 1983 Datum. Lat/Long Grid



DIV W


DIV A

DIV H

- (X) Division Break
- Helispot
- ⊕ Medical
- Drop Point
- S Staging Area
- 🏠 Lookout
- 🔥 Hot Spot - Spot Fire
- ⊗ Fire Origin
- ⚠ Value at Risk
- Other
- Landmark
- 🌲 Resource Location
- 🚰 Draft Site
- 📦 Pump
- ⊗ Completed Dozer Line
- ⚡ Completed Fuel Break
- H Completed Hand Line
- R Completed Road as Line
- Access Route
- - - Other
- ▬ Contained
- ▭ Fire Area



WEATHER	1. Incident Name GOOSMUS FIRE	2. Date Prepared 10/5/2024	3. Time Prepared 1000
<p>Forecast is based on start time of 1200 PDT on October 06. If conditions become unrepresentative...contact the National Weather Service.</p>			
<p><u>DISCUSSION</u></p>			
<p>High pressure will rebuild this weekend with lighter winds and a return to mild and mostly dry weather. Chance of wetting rains is minimal all next week. Weather models have a weak front passing through Wednesday evening but does not look to be accompanied by strong winds.</p>			
<p><u>SUNDAY</u></p>			
<p>Sky/weather.....Mostly sunny. Max temperature.....71. Min humidity.....29 percent. Wind (20 ft).....Southeast winds 1 to 4 mph. Mixing height.....4500 ft AGL.</p>			
<p><u>MONDAY</u></p>			
<p>Sky/weather.....Mostly sunny. Max temperature.....72. Min humidity.....32 percent. Wind (20 ft).....Southeast winds 1 to 4 mph. Mixing height.....4500 ft AGL.</p>			
<p><u>TUESDAY</u></p>			
<p>Sky/weather.....Partly cloudy. Max temperature.....73. Min humidity.....39 percent. Wind (20 ft).....Southeast winds 2 to 5 mph. Mixing height.....6000 ft AGL.</p>			
<p><u>WEDNESDAY</u></p>			
<p>Sky/weather.....Mostly cloudy. 10% chance of sprinkles. Max temperature.....71. Min humidity.....41 percent. Wind (20 ft).....Northeast winds 1 to 4 mph becoming southwest 2 to 5 mph in the afternoon. Mixing height.....7000 ft AGL.</p>			
<p><u>THURSDAY</u></p>			
<p>Sky/weather.....Partly cloudy. 5% chance of sprinkles. Max temperature.....64. Min humidity.....37 percent. Wind (20 ft).....Northwest winds 2 to 5 mph. Mixing height.....7000 ft AGL.</p>			

INCIDENT RADIO COMMUNICATIONS PLAN I-205				1. INCIDENT NAME		2. DATE/TIME PREPARED		3. OPERATIONAL PERIOD DATE/TIME			
				GOOSMIUS		10/1/2024 1241		10/1/24 2000-0600			
4. BASIC RADIO CHANNEL UTILIZATION											
Ch #	Function	Channel Name	Assignment	RX Freq	N/W	RX Tone/NAC	TX Freq	N/W	TX Tone/NAC	Mode Analog (A) Digital (D) Mixed (M)	Remarks
1	COMMAND	CMD 1	CMD	151.5125	N	186.2	158.4075	N	186.2	A	
2	COMMAND	CMD 2	CMD	154.5275	N	186.2	158.4000	N	186.2	A	PRIMARY COMMAND
3	COMMAND	REPUBLIC	CMD	159.3600	N	118.8	151.2350	N	118.8	A	
4	COMMAND	FY14REPT	CMD	153.8450	N	91.5	158.8050	N	103.5	A	FERRY COUNTY DISPATCH
5	TAC	SILVER	TAC	163.8900	N	0.0	163.8900	N	0.0	A	DIVISION A
6	TAC	TAC 6	TAC	151.7600	N	186.2	151.7600	N	186.2	A	DIVISION H
7	TAC	TAC 7	TAC	151.6250	N	186.2	151.6250	N	186.2	A	DIVISION W
8	TAC	TAC 8	TAC	151.7000	N	186.2	151.7000	N	186.2	A	STRUCTURE
9	TAC	TAC 9	TAC	151.5050	N	186.2	151.5050	N	186.2	A	
10	TAC	REDNET	TAC	153.8300	N	0.0	153.8300	N	156.7	A	REDNET
11	TAC	VTAC 11	TAC	151.1375	N	0.0	151.1375	N	156.7	A	
12	TAC	VTAC 12	TAC	154.4525	N	0.0	154.4525	N	156.7	A	
13	TAC	OSSCR	TAC	156.1350	N	0.0	156.1350	N	203.5	A	MEDEVAC
14	A/G	DNR A/G 2	A/G	151.2875	N	103.5	151.2875	N	103.5	A	A/G PRIMARY
15	A/G	A/G 51	A/G	168.3125	N	0.0	168.3125	N	0.0	A	A/G SECONDARY
16	AIRGUARD	AIRGUARD	A/G	168.6250	N	0.0	168.6250	N	110.9	A	AIRGUARD
5. Special Instructions: CMD 1 @ ICP AND CMD 2 ARE LINKED, VIA UHF. BATTERIES AVAILABLE AT COMMS TRAILER IN FIRE CAMP AT FAIRGROUNDS, NIGHTSHIFT WILL USE CMD 2 STARTING 10-1-24											
6. I-205 Prepared By: Communications Unit Leader						Name: JEFFREY SMETZLER			Signature: 		

Incident:
GOOSMUS

Date:
Sunday 10/06/24 – Thursday 10/10/24

Shift:
Days



SAFETY MESSAGE

SAFETY IS OUR FIRST PRIORITY

Fire fighter safety comes first on every fire, every time

Lookouts Communications Escape Routes Safety Zones

Make sure LCES is in place

Each firefighter must know the interconnection of LCES - lookouts, communications, escape routes, and safety zones. LCES should be established before fighting the fire: Select lookouts, set up a communications plan, choose escape routes, and select safety zones.

MAJOR HAZARDS AND RISKS

- | | |
|---|---|
| <ul style="list-style-type: none">• Driving! Slow down on washboard roads• Poor visibility due to dust while driving• Fatigue – Do not drive if drowsy• Animals on highway | <ul style="list-style-type: none">• Complacency• Hunters coming into fire area• Overhead hazards• Heavy equipment |
|---|---|

Crews will continue working on the fire over the next five days:

- **Do not become complacent!** There are still hazards to be aware of and that can harm you or your crew mates.
- Continue to be aware of and watch for hazards, especially overhead.
- Utilize proper personal protective equipment (PPE)
- Hydration: keep drinking liquids, even in the colder weather.
- Steep terrain: Rolling/falling debris.
- Heavy equipment is continuing to work on repair.

Driving to and from the line, home, or to another assignment:

- **WEAR YOUR SEATBELT!**
- Clean your windshield, headlights, and taillights. Drive with lights on.
- Be aware of animals, road hazards and limited visibility from the dust.

Review Incident within an Incident procedures and Medical Incident Report (IRPG page 118).

Thank you for all your hard work and focus on safety.

<i>Prepared by Safety Officer</i>
Mark Knokey

MEDICAL PLAN (ICS 206 WF)

Controlled Unclassified Information//Basic

1. Incident/Project Name				2. Operational Period			
WA-NES-002063 Goosmus Fire				October 6 - 10, 2024			
3. Ambulance Services							
Name	Complete Address	Phone & EMS Frequency	Advanced Life Support (ALS) Yes No				
Ferry/Okanogan FPD #14	24 Catherine Creek Rd., Curlew WA 99118	911	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Ferry County EMS Dist. 1	499 W 9th St., Republic WA 99156	911	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
4. Air Ambulance Services							
Name	Phone	Type of Aircraft & Capability					
Life Flight Network	800-232-0911	Helicopter, ALS					
Air Lift Northwest	800-426-2430	Helicopter, ALS					
Spokane County Sheriff – Rescue 3	509-532-8900	Huey with Hoist, ALS					
5. Hospitals							
Name Complete Address	GPS Datum – WGS 84 Coordinate Standard Degrees Decimal Minutes DD° MM.MMM' N - Lat DD° MM.MMM' W - Long	Travel Time Air Gnd	Phone	Helipad Yes No		Level of Care Facility	
Ferry County Hospital 36 Klondike Road Republic, WA	Lat: 48°39.157'N Long: 118°44.062'W VHF:	10 Min 40 Min	509-775-3333	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Level 4	
Providence Mt. Carmel 982 E Columbia Ave Colville, WA	Lat: 48°32.449000'N Long: 117°53.492167'W VHF:	20 Min 70 Min	509-685-5100	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Level 4	
Providence Sacred Heart Medical Center 101 W 8 th Ave Spokane, WA	Lat: 47°38.947667'N Long: 117°24.784667'W VHF:	45 Min 180 Min	509-474-3131	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Level 2	
Harborview Medical Center 325 9 th Ave Seattle, WA	Lat: 47°36.168833'N Long: 122°19.481000'W VHF:	90 Min 330 Min	206-223-3177	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Level 1	
6. Division Branch Group		Area Location Capability					
All Divisions		EMS Responders & Capability:		ALS-21 Brian Spendlove			
		Equipment Available on Scene:					
		Medical Emergency Channel:					
		ETA for Ambulance to Scene:					
		EMS Responders & Capability:					
		Equipment Available on Scene:					
		Medical Emergency Channel:					
		ETA for Ambulance to Scene:					
		EMS Responders & Capability:					
		Equipment Available on Scene:					
		Medical Emergency Channel:					
		ETA for Ambulance to Scene:					
8. Prepared By (Medical Unit Leader)			9. Date/Time		10. Reviewed By (Safety Officer)		11. Date/Time
Mary Andersen			10/5/2024		<i>Mandi Kubby</i>		10/5/2024

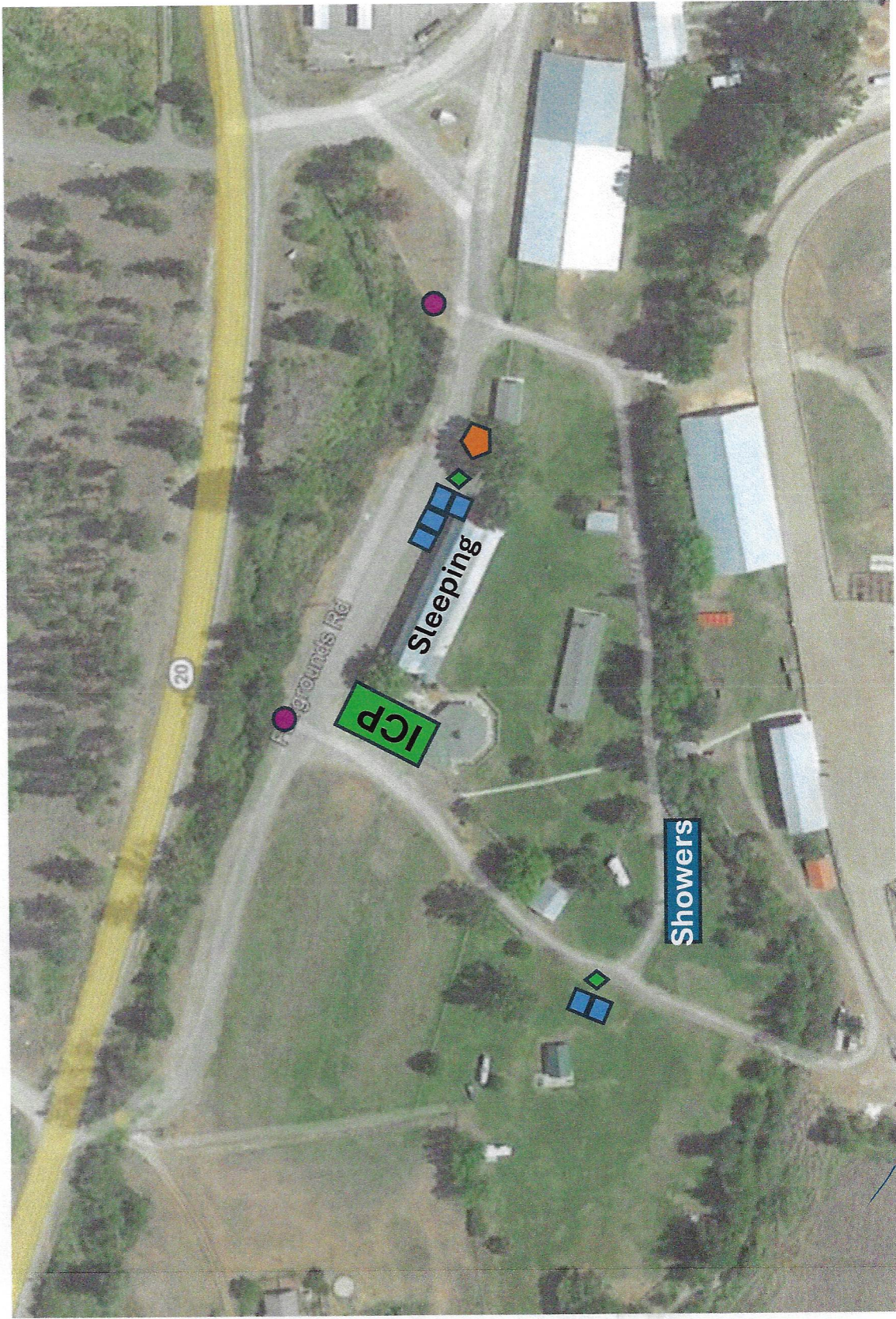
Goosmus Fire

Basecamp Map

Ferry County
Fairgrounds

LEGEND

- Porta-johns
- Hand washing (hot)
- Hand wash (cold)
- Hydrant



LOGISTICS MESSAGE	1. Incident Name Goosmus	2. Date Prepared 10/5/2024	3. Time Prepared 19:02
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Goosmus Type IV Camp Camp Goosmus will continue but be downsized to fit your operations.

You will be sleeping in the upstairs of the “red barn,” which is heated and has electricity.

The showers from the original camp will remain and stay in the same spot. Shower Hours: 0530 to 00730; 1800 to 2200 These may be adjusted by the IC.

You will have Porta Potties near the entrance to the sleeping area, and at the shower area. They will be also positioned at DPs: 5, 45, and 50.

A hotwash station will be positioned near the entrance to the red barn as well. They will be open at 0530 and then from 1800 until 10pm.

Water and Gatorade have been provided as well.

Starlink and tables/shares are available inside the north side of the fairground office building. SSID: **DNRFIRECAMP** Password: **Fire#2022!**

PIO Corner

Idk Dsad
You guys are doing a amazing job, thank you for your
service

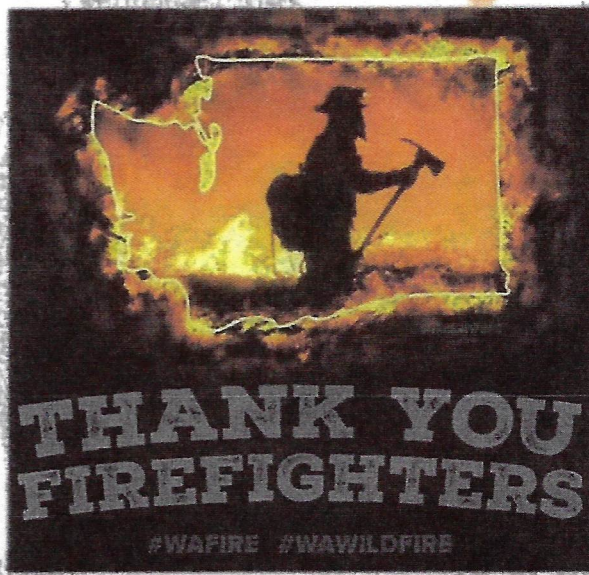
Lori Noel
Praise God!!!
Here is the Calvary 🙏🙏🙏🙏🙏🙏

Kelly Nasmyth
THANKYOU ! -so very much ❤️

Vicki Nichols
Thank you firefighters and those helping praying for
your safety

From Our Community to You

Mary Robinson-Mohr
Thank you, firefighters!



Alvin Denison
YAYA THANK YOU GUYS 😊



Candy Clark
It's going to be OK

Masha Toporowski
Thank you for your service!

Thank You for What You Do!

Marlowe Brown
Thank you SO MUCH!!! You are all heroes!! 🙌🙌🙌

We Love All Crew and Fire Photos! Help us tell your story to the public

Text them to: 509-808-6720 or email to WildGoatFire@gmail.com

We would love to share with the community how hard you are working.

Let us know if questions arise and direct them to:

509-808-6720

Kachina Michaelson
Prayers up for our people and first response team!!

Kathy Ducote
Thank you for all your doing , please stay safe

FINANCE MESSAGE	1. Incident Name Goosmus	2. Date Prepared 10/5/2024	3. Time Prepared 19:02
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**Email a digital copy of your Shift Ticket or CTR DAILY to
michelle.leonard@dnr.wa.gov**

**Give hard copy of your Shift Ticket or CTR to IC Enrique Ortega
or IC Trainee Wyatt Breezee**

**For Finance questions, please contact Michelle Leonard at
509-640-8716**

Goosmus Fire IMT TURNBACK STANDARDS
Bureau of Land Management - Spokane District
Date 9/30/24

These standards may be adjusted and modified as the incident progresses but are intended to give the IMT direction for planning. Mop-up specifications and Fire Suppression Repair standards apply to BLM managed lands.

Mop-Up Specifications

Achieve 100% mop-up along and inside the fire perimeter to a distance that is adequate to ensure the perimeter is secure to prevent the fire from escaping or spotting across existing containment lines.

Spot fires outside the control lines will be 100% mopped up where appropriate to do so, a route to them will be flagged, and the perimeter of spots mapped in GIS.

Mop-up of partially burned areas further inside the lines will be determined on a case-by-case basis.

For sensitive resources within the interior of the fireline, mop-up to a level to ensure that there will be no future effects from the fire.

As mop-up specifications are met on a Division, Operations will develop a plan for the resources and equipment to be left in place that may be required for future contingency actions.

Mop-up will be verified by infrared equipment and/or gridded prior to fire turn back to Land Manager or Protecting Agency.

- Some areas may require additional mop-up commensurate with the risk of possible escape. (i.e. dirty burns)
- Mop-up around structures and infrastructure at a minimum of 100' in circumference around the structure.
- Use ground-based IR to verify mop-up percentage around structures or improvements. (mop-up cont'd)
- Fire must be secured from rolling material or falling trees crossing control lines, powerlines or roads.

Notify Agency Representative if a cultural site is found during mop-up.

Fire Suppression Repair Standards

Resource Advisors may be assigned by Agency Administrators to approve completed repair work. Resource Advisors will not guide suppression actions or decisions.

All suppression features, including but not limited to the following, will be GPS'd with Maps and GIS files given to the home unit.

- constructed fire lines (hand and dozer)
- retardant lines
- equipment left in place
- roads that were opened/closed
- road modifications such as pullouts, parking areas, turnarounds that were constructed during incident
- safety zones
- helispots

- drop points
- water sources
- other disturbed areas

Fences/gates, range developments, cattle guards, etc. damaged or destroyed by suppression activities including burnout operations or dozer line will be GPSed and GIS files given to the home unit.

Stock ponds used for drafting water will be mapped.

Specifically for this incident, turnback will include the following:

Knock down berms on all dozer lines; coordinate with managing agency [BLM REAF] to identify those which may be needed longer term.

Leave flagging in place which marks hazards, resource concerns, etc. Remove all other flagging, signs, and garbage created by the incident.

All drainages (intermittent and perennial), meadows, and springs – remove all soil, slash, and other debris that has been pushed into these areas. Streams should match natural upstream and downstream conditions.

All water drafting sites (streams and lakes) – return area to pre-fire condition.

Remove all supplies, equipment and trash not needed for contingency.

Handline Rehab Standards

- Reduce berm height to less than 12 inches and blend into surrounding land.
- Water bars shall be installed to drain, roughly 45° angle downslope from contour (not parallel to contour), and placed a minimum of 50' (on slopes greater than 15% (8.5 ° gradient) to 25'-(on slopes greater than 30% (17 ° gradient)
- Ensure end of water bar is open and clear of obstructions.
- Angle handline drainage into green (unburned areas) when possible.
- Remove any brush/slash from drainages that was placed there during the fire.

Dozer line/4x4 roads –

- Reduce berm height to less than 18 inches.
- Construct dozer line water bars so the bottom of the water bar (ditch) is 6" below grade.
- Dozer line water bars shall be installed to drain, not steeper than 45° angle downslope from contour and not parallel to contour and placed a minimum of 50' (on slopes greater than 15% (8.5 degrees gradient) to 25'-(on slopes greater than 30% (17 degrees gradient).
- All water bars shall be installed using an excavator or using hand work. Do not widen dozer line to install water bars.
- Ensure end of dozer line water bar is open and clear of obstructions.
- Angle dozer line drainage into green (unburned areas) when possible.
- Remove any brush/slash from drainages that was placed there during the fire.
- Disguise or block access to dozer line when possible.

Turn back Standards:

Prior to turning the fire back to the local agencies turn-back standards shall be met. The Incident Commander, and BLM shall agree as minimum the following criteria.

- All mop-up standards have been met.
- Threat to the district/department is no longer viable.
- Fire District/department personnel have recovered and are ready to assume normal operations.
- Final approval for completion of Fire Suppression Repair Standards for the South Slope and Roza Slope Fires on Spokane District BLM, and private lands will be the respective Agency Representatives.
- All completed Fire Suppression Repair work will be documented including progressive reporting to the Agency Representative of completed work, GIS mapping of completed work, and may include photographs of special projects. A final report / map product documenting all completed and remaining work at time of closeout will be provided to the Agency Representative.

Approval for Completion of Work

MICHELLE BROWN Digitally signed by MICHELLE
BROWN
Date: 2024.10.01 10:03:30 -07'00'

10/1/24

Michelle L. Brown
Deputy District Manager (Agency Administrator)
Spokane District BLM

Date

WA DNR Mop-Up / Suppression Repair Expectations

South Columbia Basin & Upper Cemetery Fires

These standards may be adjusted and modified as the incident progresses but are intended to give the IMT direction for planning. A map and associated shape files will be produced prior to any transfer of command. This will detail all work completed and future work needed to meet objectives.

Mop-Up Specifications

Always consider over-head hazards prior to putting fire fighters in harm's way for mop up.

Mitigate hazards and exposure as needed.

Achieve 100% mop-up along and inside the fire perimeter to a distance that is adequate to ensure the perimeter is secure to prevent the fire from escaping across existing containment lines.

To reduce hazards to firefighters during final mop-up, fall snags that pose "imminent" danger along all open roads within the fire perimeter.

Known spot fires outside the control lines will be 100% mopped up where appropriate to do so, a route to them will be flagged, and the perimeter of spots mapped in GIS.

Mop-up of partially burned areas further inside the lines will be determined on a case-by-case basis.

For structures and sensitive resources within the interior of the fire line, mop-up to a level to ensure that there will be no further effects from the **fire**.

As mop-up specifications are met on a Division, Operations will develop a plan for the resources and equipment to be left in place that may be required for future contingency actions.

Mop-up will be verified by infrared equipment and/or gridded.

Notify Agency Representative if a cultural site is found during mop-up.

Suppression Repair Specifications

All Tractor and Hand Lines

- Place water bars on tractor and hand lines with the following spacing guidelines:
 - 6-9% slope-maximum 300' apart
 - 10-15% slope-maximum 200' apart
 - 15-25% slope-maximum 100' apart
 - 25% to 45% slope-maximum 50' apart
 - Greater than 45% slope-every 25-50'

**Spacing distances above should only be used as a guide. Use judgement in locating water bars to minimize soil erosion potential.

- Pull soil, litter, duff and debris removed from the fire line back onto the line to
- cover non fire perimeter hand lines.
- Flatten large berms on all fire lines.
- Leave all freshly fallen trees as they lay. Do not limb or buck.
- Fire lines through damp or wet areas/riparian zones need to be rehabbed by hand if possible, or by the lightest equipment possible, with the least number of stream crossings. If damage is minimal, consider the possibility of not doing additional work.
- Block road access to hand and dozer lines to discourage recreational use. Attempt to visually obscure junction of line and road and make travel on first section very inconvenient (i.e. it will be too much trouble to access the line to be worth it, especially for motorcycles).
- Disperse large concentrations of unburned fuels created during suppression efforts.

General Rehabilitation Concerns

- Identify and inventory fences, signs, and other improvements damaged by the incident.
- Repair road damage incurred during incident suppression.
- Remove garbage, litter, etc, from control lines, roads, drop points, and staging areas and dispose of off-site.
- Signs/flagging removal: all signs and flagging will be removed from the fire lines, roads, drop points, staging areas, camps, and water chances.

MEDICAL PLAN (ICS 206 WF)

Controlled Unclassified Information//Basic

Medical Incident Report

FOR A NON-EMERGENCY INCIDENT, WORK THROUGH CHAIN OF COMMAND TO REPORT AND TRANSPORT INJURED PERSONNEL AS NECESSARY.

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

Use the following items to communicate situation to communications/dispatch.

1. CONTACT COMMUNICATIONS / DISPATCH (Verify correct frequency prior to starting report)

Ex: "Communications, Div. Alpha. Stand-by for Emergency Traffic."

2. INCIDENT STATUS: Provide incident summary (including number of patients) and command structure.

Ex: "Communications, I have a Red priority patient, unconscious, struck by a falling tree. Requesting air ambulance to Forest Road 1 at (Lat./Long.) This will be the Trout Meadow Medical, IC is TFLD Jones. EMT Smith is providing medical care."

Severity of Emergency / Transport Priority	<input type="checkbox"/> RED / PRIORITY 1 Life or limb threatening injury or illness. Evacuation need is IMMEDIATE <i>Ex: Unconscious, difficulty breathing, bleeding severely, 2° - 3° burns more than 4 palm sizes, heat stroke, disoriented.</i> <input type="checkbox"/> YELLOW / PRIORITY 2 Serious Injury or illness. Evacuation may be DELAYED if necessary. <i>Ex: Significant trauma, unable to walk, 2° - 3° burns not more than 1-3 palm sizes.</i> <input type="checkbox"/> GREEN / PRIORITY 3 Minor Injury or illness. Non-Emergency transport <i>Ex: Sprains, strains, minor heat-related illness.</i>	
Nature of Injury or Illness & Mechanism of Injury		<i>Brief Summary of Injury or Illness (Ex: Unconscious, Struck by Falling Tree)</i>
Transport Request		<i>Air Ambulance / Short Haul/Hoist Ground Ambulance / Other</i>
Patient Location		<i>Descriptive Location & Lat. / Long. (WGS84)</i>
Incident Name		<i>Geographic Name + "Medical" (Ex: Trout Meadow Medical)</i>
On-Scene Incident Commander		<i>Name of on-scene IC of Incident within an Incident (Ex: TFLD Jones)</i>
Patient Care		<i>Name of Care Provider (Ex: EMT Smith)</i>

3. INITIAL PATIENT ASSESSMENT: Complete this section for each patient as applicable (start with the most severe patient)

Patient Assessment: See IRPG page 106

Treatment:

4. TRANSPORT PLAN:

Evacuation Location (if different): (Descriptive Location (drop point, intersection, etc.) or Lat. / Long.) Patient's ETA to Evacuation Location:

Helispot / Extraction Site Size and Hazards:

5. ADDITIONAL RESOURCES / EQUIPMENT NEEDS:

Example: Paramedic/EMT, Crews, Immobilization Devices, AED, Oxygen, Trauma Bag, IV/Fluid(s), Splints, Rope rescue, Wheeled litter, HAZMAT, Extrication

6. COMMUNICATIONS: Identify State Air/Ground EMS Frequencies and Hospital Contacts as applicable

Function	Channel Name/Number	Receive (RX)	Tone/NAC *	Transmit (TX)	Tone/NAC *
COMMAND					
AIR-TO-GRND					
TACTICAL					

7. CONTINGENCY: Considerations: If primary options fail, what actions can be implemented in conjunction with primary evacuation method? Be thinking ahead.

8. ADDITIONAL INFORMATION: Updates/Changes, etc.

REMEMBER: Confirm ETA's of resources ordered. Act according to your level of training. Be Alert. Keep Calm. Think Clearly. Act Decisively.