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# INCIDENT ACTION PLAN

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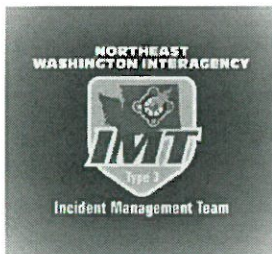
# MUCKAMUCK FIRE

Thursday, September 16, 2021  
0700-1900 Operational Period

## PERCENT OF EFFORT

<i>Ground</i>	Daily	Approval
DNR	%	
USFS	%	
BLM	%	

<i>Air</i>	Daily	Approval
DNR	%	
USFS	%	
BLM	%	





WA-COF-2290

221-KTR

P6 N75D - 0621



<b>Incident Objectives</b>	1. Incident Name <b>Muckamuck</b>	2. Date Prepared <b>9/15/2021</b>	3. Time Prepared <b>1800</b>
4. Operational Period (Date and Time) <b>9/16/2021 0700-1900</b>			
5. General Control Objectives for the Incident (include Alternatives)			
<ul style="list-style-type: none"> <li>• Implement risk management practices that provide for the safety of firefighters, other responders, and the public</li> <li>• Establish control line in areas where there is a high probability of success and ensure that firefighters exposures are commensurate with expected benefits.</li> <li>• Conduct suppression repair activities in conjunction with resource advisors to prevent long term damage to resources.</li> <li>• Foster good relationships with local cooperators, stakeholders and the public by providing coordinated, accurate and timely information.</li> <li>• Keep cost commensurate with values at risk by working with local unit and coordinating with the Agency Administrators and Incident Business Advisor.</li> <li>• Manage the human resources assigned to the fire in a manner that promotes a positive and harassment free work environment to strengthen relationships and team work.</li> <li>• Utilize the Best Management Practices to reduce the spread of COVID-19 to the community and fire fighters.</li> </ul>			
6. Weather Forecast for Operational Period			
See attached weather forecast.			
7. General Safety Message			
<ul style="list-style-type: none"> <li>• Provide for firefighter and public safety at all times.</li> <li>• Monitor compliance of 10 and 18 by all incident personnel.</li> <li>• Adhere to 2:1 work/rest ratio for all fire line personnel.</li> <li>• Aviation safety is high priority. Assess the risk against the benefit of the mission.</li> <li>• Ensure all assigned personnel understand emergency medical reporting &amp; transport</li> </ul>			
8. Attachments (check if attached)			
<input checked="" type="checkbox"/> Organization List (ICS 203) <input checked="" type="checkbox"/> Assignment List (ICS 204) <input checked="" type="checkbox"/> Air Operations (ICS 220) <input checked="" type="checkbox"/> Weather <input checked="" type="checkbox"/> Communication Plan (ICS 205) <input checked="" type="checkbox"/> HR Message <input checked="" type="checkbox"/> Safety Message <input checked="" type="checkbox"/> Medical Plan (ICS 206) <input checked="" type="checkbox"/> Incident Maps			
ICS-202	9. Prepared by (PSC) 	10. Approved by (IC) 	

<b>ORGANIZATION ASSIGNMENT LIST</b>			
1. Incident Name		<b>Muckamuck</b>	<b>9. OPERATIONS SECTION</b>
2. Date	9/15/2021	3. Time	1800
4. Operational Period		9/16/2021	0700-1900
<b>5. INCIDENT COMMANDER &amp; STAFF</b>		<b>b. Division C</b>	
Incident Commander	Bill Dennstaedt	Division Supervisor	Tim Love
Deputy Incident Commander	Shane Robson	Deputy	
Safety Officer	Bob Schwiesow	<b>d. Division X</b>	
Safety Officer	Don Fortier	Division Supervisor	Max Leyva
Information Officer	Don Malone	Deputy	
<b>6. AGENCY REPRESENTATIVE</b>		<b>d. Roads/Repair Group</b>	
<b>Agency</b>	<b>Name</b>	Division Supervisor	Brian Pratt
USFS AA	Kathy Johnson	Deputy	
DNR AA	Pat Ryan	<b>10. FINANCE SECTION</b>	
BLM AREP	Chris Sheridan	Chief	Cari Richardson
BOR AREP	Kendra Fallon	Deputy	Michelle Leonard
Okanogan FD 9	Tim Tugaw	Time Unit	Marcy Johnson
Okanogan DEM	Maurice Goodall	<b>11. CONTACTS / OTHER INFORMATION</b>	
REAF	Melissa Pingree	NEWICC 509.685.6900 Fax 509.685.6918	
<b>7. PLANNING SECTION</b>		ICP Security: Janell Bissonette 845.926.0578	
Chief	Debbie Plummer	Spike Camp/Roads Security: Jace Baxter 360.255.1444	
GISS (T)	Willa Zyskowski		
ITSS	Bradley Dilg		
<b>8. LOGISTICS SECTION</b>		Prepared by (Resource Unit Leader)	
Chief	Matt Lougy	<b>Debbie Plummer, PSC3</b>	
Deputy	Mike Bucy		
Basecamp Manager	Mark Williams		
Spike Camp Manager	Paul Footen		
Communications	Todd Bellfueille		

<b>DIVISION ASSIGNMENT LIST</b>			1. Branch	2. Division / Group <b>C</b>		
3. Incident Name <b>Muckamuck</b>			4. Operational Period Date: <b>9/16/2021</b> Time: <b>0700-1900</b>			
<b>5. Operations Personnel</b>						
Field Operations		<i>Josh Tellessen</i>		Planning Operations		
Safety Officer		<i>Bob Schwiesow</i>		Division/Group Supervisor		<i>Tim Love</i>
<b>6. Resources Assigned this Period</b>						
RO #	Strike Team/Task Force/Resource	Leader	# People	Contact (phone, radio freq, etc.)	EMT	Remarks
C-3002	Franco Reforestation HC2	Esequiel Tapia	20		<input type="checkbox"/>	LWD 9/16
E-151	Chewack Wildfire T4	Greg Issac	3		<input type="checkbox"/>	LWD 9/23
E-158	S&L Services WT2	Clayton Murrah	1		<input type="checkbox"/>	LWD 9/24
					<input type="checkbox"/>	
S-106	REMS Team	Colin Stenhouse	4		<input checked="" type="checkbox"/>	LWD 9/20
					<input type="checkbox"/>	
			28		<input type="checkbox"/>	
<b>7. Work Assignments</b>						
<p>1) Patrol and mop-up, as needed.  2) Coordinate and support suppression repair.</p>						
<b>8. Special Instructions</b>						
1) READ's will rove all divisions. READ's will check in and out with Division Supervisors.						
<b>9. Communication Summary</b>						
Function	Name	Mode	Frequency			
COMMAND	COMMAND 3 or 4	N	See Communication Plan ICS205 for Details			
TACTICAL	TAC 5	N				
AIR	PRIMARY A/G	N				
Prepared by (RESL)		Approved by (PSC) <b>Debbie Plummer</b>		Date: 9/15/2021	Time: 1800	



<b>DIVISION ASSIGNMENT LIST</b>			1. Branch		2. Division / Group <b>X</b>	
3. Incident Name <b>Muckamuck</b>			4. Operational Period Date: <b>9/16/2021</b> Time: <b>0700-1900</b>			
<b>5. Operations Personnel</b>						
Field Operations		<i>Josh Tellessen</i>		Planning Operations		
Safety Officer		<i>Bob Schwiesow</i>		Division/Group Supervisor		<i>Max Leyva</i>
<b>6. Resources Assigned this Period</b>						
RO #	Strike Team/Task Force/Resource	Leader	# People	Contact (phone, radio freq, etc.)	EMT	Remarks
E-150	Methow River Wildfire T4	Jordi Hernandez	3		<input type="checkbox"/>	LWD 9/17
E-3039	H&H Enterprises WT2	Terry Leake	1		<input type="checkbox"/>	LWD 9/23
					<input type="checkbox"/>	
					<input type="checkbox"/>	
					<input type="checkbox"/>	
			4		<input type="checkbox"/>	
<b>7. Work Assignments</b>						
<p>1) Patrol and mop-up, as needed.  2) Coordinate and support suppression repair.</p>						
<b>8. Special Instructions</b>						
1) READ's will rove all divisions. READ's will check in and out with Division Supervisors.						
<b>9. Communication Summary</b>						
Function	Name	Mode	Frequency			
COMMAND	COMMAND 3 or 4	N	See Communication Plan ICS205 for Details			
TACTICAL	TAC 7	N				
AIR	PRIMARY A/G	N				
Prepared by (RESL)			Approved by (PSC) <b>Debbie Plummer</b>		Date: 9/15/2021	Time: 1800

<b>DIVISION ASSIGNMENT LIST</b>			1. Branch	2. Division / Group		<b>Roads/Repair</b>	
3. Incident Name <b>Muckamuck</b>			4. Operational Period Date: <b>9/16/2021</b> Time: <b>0700-1900</b>				
<b>5. Operations Personnel</b>							
Field Operations		<i>Josh Tellessen</i>		Planning Operations			
Safety Officer		<i>Bob Schwiesow</i>		Division/Group Supervisor		<i>Brian Pratt</i>	
<b>6. Resources Assigned this Period</b>							
RO #	Strike Team/Task Force/Resource	Leader	# People	Contact (phone, radio freq, etc.)	EMT	Remarks	
O-3009	REAF	Mike Quinn	1		<input type="checkbox"/>	LWD 9/15	
O-3035	HEQB	Craig Heinemann	1		<input type="checkbox"/>	LWD 9/24	
O-3038	REAF	Melissa Pingree	1		<input type="checkbox"/>	LWD 9/25	
O-3039	HEQB (T)	Jesse Connor	1		<input type="checkbox"/>	LWD 9/24	
C-3004	GFP Enterprises HC2	Roger Lemieus	20		<input type="checkbox"/>	LWD 9/24	
E-131	Anderson Excavation EXCA2	Chris Anthrop	2		<input type="checkbox"/>	LWD 9/23	
E-3030	TJ's Mech Cutting EXCA3	Courtney Kamy	2		<input type="checkbox"/>	LWD 9/22	
E-3043	JB Contractors LLC EXCA3	Joe Bostwick	2		<input type="checkbox"/>	LWD 9/25	
					<input type="checkbox"/>		
					<input type="checkbox"/>		
			30				
<b>7. Work Assignments</b>							
<p>1) Prioritize repair work to be completed with current resources available.</p> <p>2) Coordinate work across all divisions.</p>							
<b>8. Special Instructions</b>							
1) READ's will rove all divisions. READ's will check in and out with Division Supervisors.							
<b>9. Communication Summary</b>							
Function	Name	Mode	Frequency				
COMMAND	COMMAND 3 or 4	N	See Communication Plan ICS205 for Details				
TACTICAL	TAC 8	N					
AIR	PRIMARY A/G	N					
Prepared by (RESL)			Approved by (PSC)		Date:	Time:	
			<b>Debbie Plummer</b>		9/15/2021	1800	



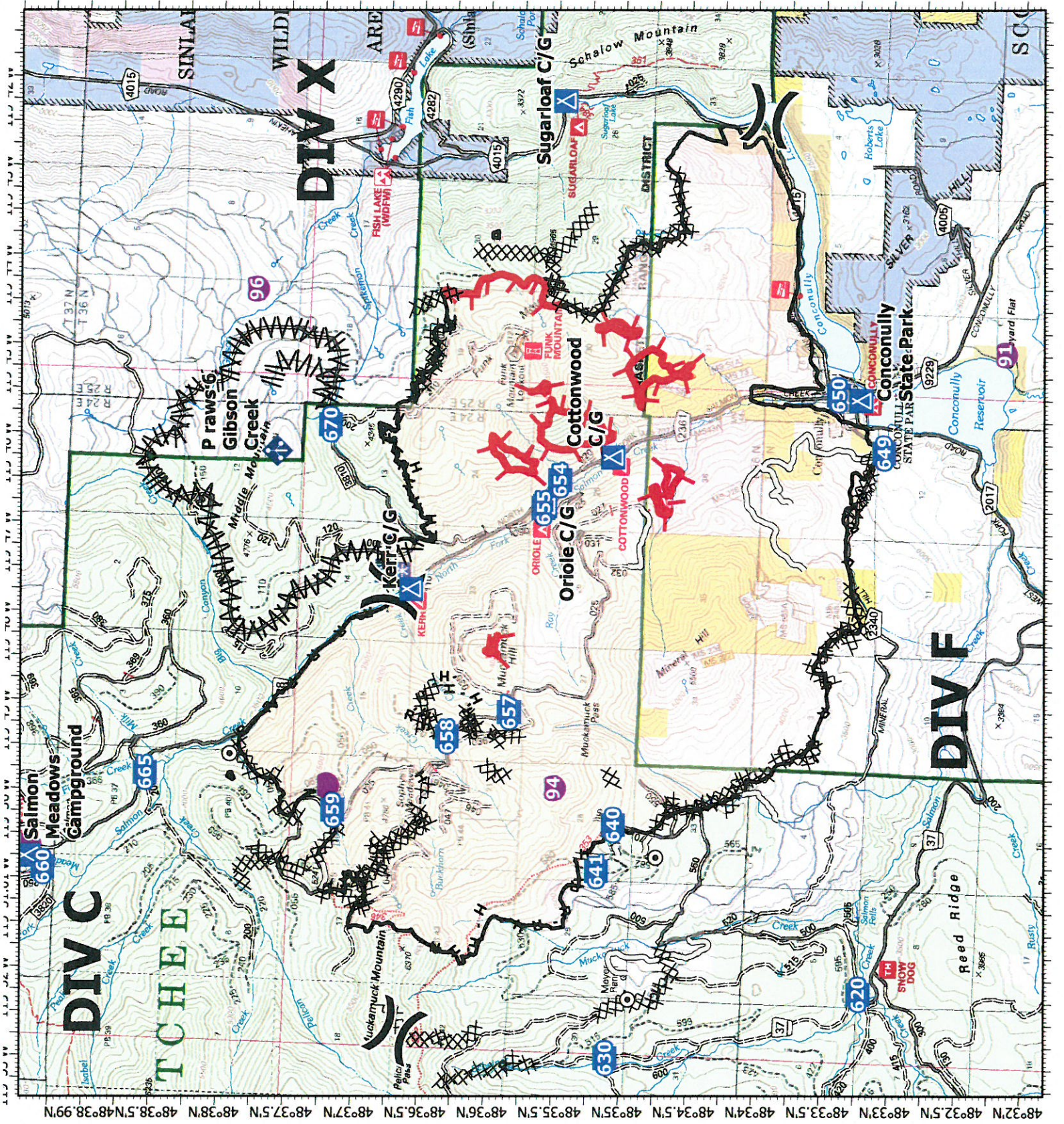
# IAP Map

Muckamuck Fire  
WA-COF-2290  
09/16/2021

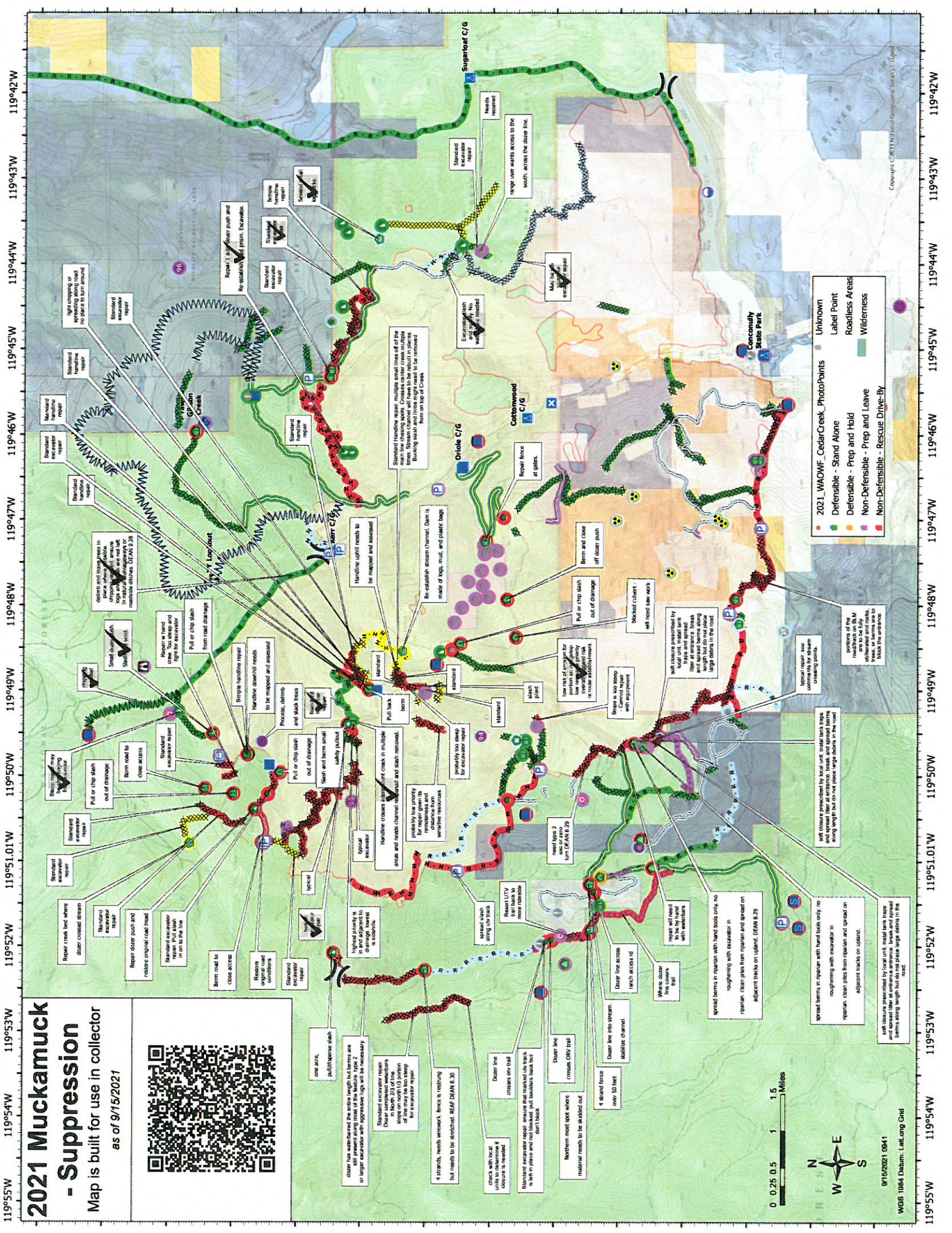
13,297 acres at 09/12/2021



- Legend**
- Helispot
  - × Division Break
  - ▲ Drop Point
  - Camp
  - ⊙ Hot Spot - Spot Fire
  - ⊙ Fire Station
  - ⬇ Mobile Weather Unit
  - ⊞ Completed Dozer Line
  - ⊞ Completed Fuel Break
  - ⊞ Completed Hand Line
  - ⊞ Completed Road as Line
  - ⊞ Access or Improved Road
  - ⊞ Other
  - ▬ Fire Edge
  - ▬ Contained Line
  - ▬ Wildfire Daily Fire Perimeter
  - ▬ U.S. Forest Service
  - ▬ Bureau of Land Management
  - ▬ Other Federal Land
  - ▬ State Land
  - ▬ Other Land, Including Private
  - ▬ Active Roads
  - ▬ 1: DNR Active Roads
  - ▬ 9: Non DNR Roads Unknown Status







# 2021 Muckamuck - Suppression

Map is built for use in collector as of 9/15/2021



one acre, pull/maintain slash

dozer has waterbarred the entire length but berms are still present along most of the feature type 2 or larger structure with aggregate sign as if necessary

Standard excavator repair  
Deer compacted waterbars  
North 300 ft from slash  
line may be too steep for excavator repair

4 slash, needs wirework, fence is existing but needs to be stretched. REF DEAN B.30

check with local collector for access closure is needed

Standard excavator repair: entrance that needed slash back is not in place and not backed out boulders back but don't block

Deer line crosses over trail

Deer line crosses ORV trail

4 slash fence over 50 feet stabilize change!

Deer line into stream, stabilize change!

spread berms in riparian with hard tools only, no roughening with excavator in riparian. Clear piles from riparian and spread on adjacent tracks on riparian. DEAN B.29

spread berms in riparian with hard tools only, no roughening with excavator in riparian. Clear piles from riparian and spread on adjacent tracks on riparian.

soft closure prescribed by local unit. Install bank line at entrance break and spread berms along large debris in the road

soft closure prescribed by local unit. Install bank line at entrance break and spread berms along large debris in the road

soft closure prescribed by local unit. Install bank line at entrance break and spread berms along large debris in the road

soft closure prescribed by local unit. Install bank line at entrance break and spread berms along large debris in the road


soft closure prescribed by local unit. Install bank line at entrance break and spread berms along large debris in the road

9/16/2021 09:41  
WGS 1984 Datum, Lat/Long Ghd



<b>WEATHER</b>	1. Incident Name <b>Muckamuck</b>	2. Date Prepared <b>9/15/2021</b>	3. Time Prepared <b>1800</b>
<p><b><u>DISCUSSION</u></b> Winds are expected to turn lighter for Thursday, coupled with dry conditions. A wet storm system arrives Friday into the weekend, with a good chance of wetting rains, cooler temperatures, and more breezy winds.</p> <p><b><u>THURSDAY</u></b> Sky/weather.....Sunny. CWR.....0 percent. LAL.....1. Max temperature.....Around 55. Min humidity.....Near 26 percent. Wind (20 ft).....Variable winds 2 to 5 mph in the morning becoming primarily southeast 4 to 7 mph in the afternoon. Mixing height.....0 ft AGL in the morning increasing to 6500 ft AGL in the afternoon. Transport winds.....Northeast around 6 mph. Haines Index.....3 or very low potential for large plume dominated fire growth.</p> <p><b><u>THURSDAY NIGHT</u></b> Sky/weather.....Becoming mostly cloudy. Slight of rain late in the night. CWR.....0 percent. LAL.....1. Min temperature.....Around 40. Max humidity.....Near 50 percent. Wind (20 ft).....South winds 4 to 7 mph. Mixing height.....3500 ft AGL in the evening decreasing to near the surface overnight. Transport winds.....Southwest around 5 mph. Haines Index.....4 or low potential for large plume dominated fire growth.</p> <p><b><u>FRIDAY</u></b> Sky/weather.....Mostly cloudy. Chance of rain or snow in the morning, then rain in the afternoon. CWR.....57 percent. LAL.....1. Max temperature.....Around 51. Min humidity.....Near 43 percent. Wind (20 ft).....South-southwest winds 7 to 12 mph. Gusts to around 20 mph in the afternoon Mixing height.....0 ft AGL in the morning increasing to 3000 ft AGL in the afternoon. Transport winds.....South around 9 mph. Haines Index.....2 or very low potential for large plume dominated fire growth.</p>			
<p>9. Prepared by (Name and Position) <b>Debbie Plummer, PSC3</b></p>			



INCIDENT RADIO COMMUNICATIONS PLAN I-205		1. INCIDENT NAME		2. DATE/TIME PREPARED		3. OPERATIONAL PERIOD DATE/TIME					
		<b>Muckamuck Fire</b>		09/15/2021		09/16/2021 DAYS					
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	FOREST ROCK	CMD	170.4750	N	146.2	164.9625	N	110.9	A	FS RPTR ROCK
2	COMMAND	FOREST TUNK	CMD	170.4750	N	146.2	164.9625	N	141.3	A	FS RPTR TUNK
3	MUCK COMMAND	CMD 3	CMD	151.1375	N	136.5	159.4725	N	136.5	A	CMD 3 ON BUCK MNTN (LINKED)
4	MUCK COMMAND	CMD 4	CMD	154.4525	N	136.5	158.7375	N	136.5	A	CMD 4 ON FUNK MNTN (LINKED)
5	TAC	TAC 5	DIV C	154.2800	N	156.7	154.2800	N	156.7	A	DIVISION C *****
6	TAC	TAC 6	DIV F	154.2650	N	156.7	154.2650	N	156.7	A	DIVISION F *****
7	TAC	TAC 7	DIV X	154.2950	N	156.7	154.2950	N	156.7	A	DIVISION X *****
8	TAC	TAC 8	R/R GRP	154.2725	N	156.7	154.2725	N	156.7	A	ROADS AND REPAIR GROUP
9	TAC	TAC 9		154.2875	N	156.7	154.2875	N	156.7	A	FS TAC
10	TAC	FS TAC	FS TAC	168.2000	N	0.0	168.2000	N	146.2	A	
11	TAC	DNR COMM		151.4150	N	103.5	151.4150	N	103.5	A	DNR COMMON
12	TAC	DNR TAC1	TAC	151.3100	N	103.5	151.3100	N	103.5	A	DNR TAC 1
13	TAC	RED NET	TAC	153.8300	N	0.0	153.8300	N	156.7	A	REDNET
14	*****DO NOT USE*****				N			N		A	***** DO NOT USE *****
15	A/G	A/G 3	A/G	166.6125	N	0.0	166.6125	N	0.0	A	A/G 3
16	AIRGUARD	AIRGUARD	EMERGENCY	168.6250	N	0.0	168.6250	N	110.9	A	EMERGENCY USE
<b>5. Special Instructions:</b>											
<b>6. I-205 Prepared By: Communications Unit Leader</b>				<b>Name:</b> Todd Bellefeuille				<b>Signature:</b> 			

# Muckamuck USFS Fire Suppression Repair Standards

## Objectives

The intent of the Suppression Repair Plan is to mitigate adverse effects to resources resulting from fire suppression activities on the Muckamuck Fire. Surface water/erosion control, maintenance of site productivity and the repair of high valued recreational sites are the focus of this work. Completion of this repair work is critical to reducing the impacts of erosion and sedimentation to minimize continued resource impacts.

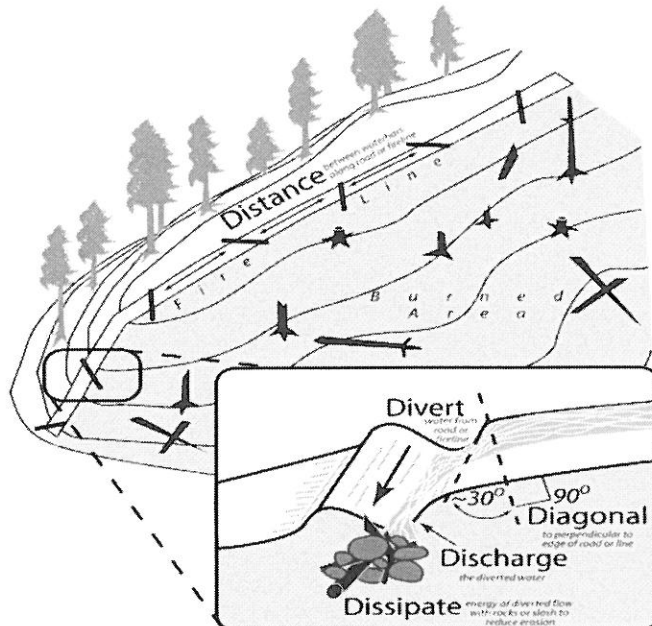
## Fire line repair – Hand line

- Hand crews will be used to implement water bars. No equipment will be used to install water bars.
- Pull berms and blend disturbed areas to fit the natural contours.
- Height of hand constructed water bars should average 12 inches. Use natural dips and rolls where possible.
- Place water bars on hand lines with the following general spacing guidelines, modify as needed to minimize soil erosion.
  - < 15% - 150' spacing (distance apart)
  - 15 to 30% slope - 75' spacing
  - 30% to 45% - 50' spacing
  - > 45% slope - 25' spacing
- Construct water bars at a 30 to 45-degree angle from the fire line, directing water away from the fire or other parts of the fire line. When feasible alternate directions of outlet.
- Pull soil, litter, duff and debris removed from the fire line back onto the line, to obliterate evidence of the line as much as possible. Strive for 65% to 85% ground cover. In grassy areas replace soil and sod and scatter rocks to naturalize the line location.
- Trenching should be filled in and the line restored to blend with the undisturbed soil contours.
- Block road access to hand lines to discourage recreational use, i.e. attempt to visually obscure junction of line and road and make travel on first section very inconvenient.

### **Water bars: the 5 Ds:**

“When locating and building water bars for all hand line and heavy equipment line, place them the right **Distance** apart, at a **Diagonal** to the fire line, so that they **Divert**, then **Discharge**, then **Dissipate** the energy of the flowing water. Be sure to make them deep enough so that they will be durable”.

**\*See diagram**



## Fire line repair – Dozer line

- Pull berms and blend disturbed areas to fit the natural contours – i.e. fully obliterate all dozer lines. Accomplishment of this specification is with use of an excavator (Type II or Type III preferred) with a 2 to 3 cubic yard bucket with an opposable thumb (rake is preferred), with capabilities of working on steep slopes (50 to 60%) and capable of having a 30 to 35 ft. reach. Do not use dozers for rehabbing fire lines.

- Compacted soils associated with suppression staging areas, helipads, and “intensively used” areas from suppression equipment should be de-compacted with an excavator bucket/rake to a depth of 12 to 18 inches (or less in the presence of underlying rock).
- Scatter branches, wood, rock, sod or other material to naturalize the fire line and prevent soil erosion. Hand crews may be used to augment scattering of wood debris/slash to naturalize the dozer line and prevent soil erosion.
- Hand crews may be used to construct water bars on slopes greater than 50% or in areas too hazardous for safe excavator operation, or in areas where excavator use may create additional surface disturbance.
- In areas designated for road or access re-closure, re-contour road prisms to original slope contours and/or construct closure structures (berms and/or boulders) to eliminate undesired vehicle access. Re-establish original road widths to no greater than 12 feet as approved or otherwise specified.
- Place water bars on dozer lines with the following general spacing guidelines, modify as needed to minimize soil erosion.
  - 5 to 20% slope – 120 to 150’ spacing (distance apart)
  - 21 to 34% slope - 90’ spacing
  - > 35% slope - 80’ spacing.
- Construct water bars at a 30 to 45-degree angle from the fire line. Directing water away from the fire or other parts of the fire line. When feasible alternate directions of outlet (see diagram on bottom of page 3).
- Water bars should be 12” to 18” high
- Water bars should be cut into the fire line – do not simply push up loose soil.
- Provide an outlet for water on the downslope end of the water bar.
- Slash can be placed at the outlet of the water bar to disperse runoff
- Block access to dozer lines that leave from existing open roads using boulders or natural large woody material, to eliminate motorized access.
- Block road access to dozer lines to discourage vehicle and recreational use, i.e. attempt to visually obscure junction of line and road and make travel on first section very inconvenient.
- 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. Consult READ if needed for area specifics.

#### **Fire line repair-Machine line using a Feller Buncher**

- Trees cut of merchantable size along roads for suppression and/or contingency lines will be processed and decked. Non merchantable trees cut will be consolidated for disposal.
- Stumps will be cut to a height less than 1’. Stumps with a diameter less than 4” will be cut to a 6” height.
- Machine tracks will be blended to fit natural contours. Bare soil will be scattered with slash and/or seed.
- Ditches and culvert openings will be cleared of debris to ensure hydraulic capacity.
- Machine fuel breaks using a road will follow the appropriate road maintenance specifications.
- Machine fuel breaks using a dozer line will follow the appropriate dozer line repair specifications.

#### **Roads**

- Repair road damage **incurred during incident suppression**. Grade damaged roads.
- Pull berm on outside edge of road including side cast material back onto the grade surface.  
Clean drain ditches to restore rolling dip functions.
- Harden or restore existing drainage surfaces and structures (water bars, rolling grade dips, and natural drains) with dips or raised berms capable of facilitating existing traffic flows and vehicle types.
- Construct rolling grade dips or water bars as necessary to accelerate stabilization of road surfaces from suppression impacts of increased traffic levels.
- Clean culverts inlets/outlets with backhoe and/or hand crews as needed to maintain hydraulic capacity.
- In extreme dry climates or soil conditions, compaction of rolling grade dips may be difficult or impossible without the addition of water. Soil moisture conditions should be conducive toward compaction. Auxiliary

equipment such as a water truck (with spray nozzle) may be needed to facilitate re-establishment of road conditions, which were degraded by suppression activities.

- Pile, chip, or end haul slash to designated disposal areas where determined necessary along roadside areas prepared as fuel breaks. Leave firewood material (logs too big to be chipped) stacked along roadsides for future use and removal.
- Re-close roads opened for fire suppression to current hydrologically stable as designated in site specific repair standards that follow.

### **Maintenance Level One Roads**

- Start work at back end of road and proceed toward entrance.
- Block access to dozer line to prevent future vehicle use.
- Do not construct water-bars within cultural resource boundaries if such are present.
- Ensure stream crossings are open to allow water flow down the channel. Streams should match natural upstream and downstream gradient.
- Water bars – ensure end is open and clear of obstructions.
- Water bar Angle – 30-45°. Angle so water is carried from road cut bank to road shoulder. Ensure water bars intercept ditchlines.
- Water bar Height – minimum 18" compacted berm.
- Depth – Construct water bars so the bottom of the ditch is a minimum 6" into solid soil. Do not construct any water bars completely from loose soil.
- Construct Earthen Barrier at entrance of road. Construct 4-8' feet high. Incorporate slash with the soil when available. Generate barrier from material removed from the road prism behind the berm and from surrounding bank material as available. Material excavated from the road prism behind the barrier shall not exceed 2 feet in depth.
- Construct water bars every 100 feet on steeper road segments (8% grade or steeper), 200 feet on 4 to 6% grade, and every 300' on flatter ground (0 to 4% grade).
- Where there are drainages crossing the roads such as culverts, build water bars immediately downhill from these features. Connect water bars to road ditchline when ditchlines are present.
- Apply dry seed mix to road prisms being reclosed or decommissioned to provide competition with noxious weeds.

### **Maintenance Level 2 and above Roads**

- Remove berms that exist on outside shoulder of roads to ensure road surface drainage.
- Clean drainage ditches when such have been impacted by fire suppression activities. Restore rolling dips if present.
- Harden or restore existing drainage surfaces and structures (water bars, rolling grade dips, natural drains, ditchlines and culvert catch basins) consistent with their pre-fire suppression construction and character.
- Construction of features such as drain dips may require watering to allow soil compaction.
- Some roads may require additional work and materials to repair suppression related use. Typical examples are-- but not limited to—surface gravel replacement and asphalt patching. Resource Advisors will identify roads that need such additional repair.

### **General**

- Chip, pile or disperse large concentrations of unburned fuels created during suppression efforts, or pile as requested by the unit.
- Identify and inventory fences, signs, and other improvements damaged by the incident.
- Remove garbage, litter, etc. (including cigarette butts) from control lines, roads, drop points, and staging areas and dispose off-site.
- Signs/flagging removal: All signs and flagging will be removed from fire lines, roads, drop points, staging areas, camps, and water chances. Leave only flagging in place which marks hazards, resource concerns, etc.

- Avoid unnecessary felling. In particular, avoid cutting trees and snags >21" dbh. Do not cut or damage any green **non-hazardous trees** anywhere within the fire area unless the tree has been specifically marked for felling by the repair team.
- Approved certified weed-free, local grass seed mix will be applied in the fall to all areas disturbed by suppression activities by the unit.
- All suppression features will be GPS'd and GIS files given to the home unit.
- Stock ponds used for drafting water will be brought back to pre-fire levels. These locations will be provided by the home unit.
- 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.
- Remove all shelter wrap and staples.



## **MUCKAMUCK MOP UP SPECIFICATIONS FOR DNR PROTECTED LANDS**

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 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 aerial infrared equipment and/or gridded prior to fire turn back to Land Manager or Protecting Agency.

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

## **SUPPRESSION REHABILITATION STANDARDS FOR DNR PROTECTED LANDS**

### **All Tractor and Hand Lines**

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

\*\*Spacing distances above should only be used as a guide. Use judgment 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.

#### **Tractor Lines**

- **Tractor lines on slopes less than 40%:**
  - Water bars may be installed by tractor or track mounted excavator. Use of excavator is preferred where berms need to be pulled in. Pile smaller debris and slash at the outlet of water bars.
  - Use only D-6 class or smaller tractors, 4 or 6 way blade preferred
  - Install tractor or excavator water bars at a 20 to 30 degree angle to the fire line
  - Height of bars on machines constructed water bars not to exceed 24".
  - Rip areas of compacted soil.
- **Tractor lines on slopes greater than 40%**
  - Install water bars by hand or with an excavator
  - Install water bars at a 30 to 45 degree angle to the fire line.

#### **Hand Lines**

- Height of hand constructed water bars should average 12 inches. Soils in most of the burned areas are light and loose (pumice derived), making bars less than 12 inches much less effective. In heavier soils, bar heights of 8-12" are acceptable.
- For hand line rehab, construct water bars at a 45-degree angle from the line, directing water away from the fire or other parts of the fire line.


#### **Trees and Felling Operations**

- Leave all freshly fallen trees as they lay. Do not limb or buck.
- Avoid cutting trees and snags >20" dbh. Do not cut or damage any green non-hazardous trees anywhere within the fire area unless the tree has been specifically marked for felling by the rehab team. Large Trees are in short supply in the local area due to past fires.

#### **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 off-site.
- Signs/flagging removal: All signs and flagging will be removed from fire lines, roads, drop points, staging areas, camps, and water chances.

Incident Risk Assessment Worksheet		1. Incident Name/Number		2. Location				
Identification of Hazards and Risk Assessment		Muckamuck		Conconully, WA				
3. Name and Title of Analyst		Robert Schwiesow SOFR		4. Date				
5. Pre-Control		6. Control or Abatement Action (Engineering, Administrative, PPE, Avoidance, Education, etc)		7. Post-Control				
8. Location	9. Hazard	10. Hazard Probability	11. Severity Code	12. RAC	13. Hazard Probability	14. Severity Code	15. RAC	16. Acceptable (Yes/No)
On Incident	Heavy Equipment Operations	Likely B	Catastrophic I	Critical	Occasional C	Catastrophic I	Serious	Yes
On Incident	Driving & Traffic	Likely B	Critical II	Serious	Occasional C	Critical II	Moderate	Yes
On Incident	Unplanned Public Interaction	Likely B	Significant III	Moderate	Rarely D	Catastrophic I	Moderate	Yes
On Incident	Hazard Trees	Likely B	Catastrophic I	Critical	Occasional C	Catastrophic I	Serious	Yes



Preparer's Signature





# SAFETY MESSAGE

## SAFETY IS OUR FIRST PRIORITY

*Fire fighter safety comes first on every fire, every time*



**LCES**

**FIRE FIGHTERS CODE OF CONDUCT**

**IRPG**

**WORK-REST GUIDELINES**

### 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.

#### SAFETY THOUGHT

Head on collisions are the most violent type of vehicle accident. Read the road ahead. Reduce speed. Drive to the right. Ride off the road if necessary.



#### CAMP BREAK-DOWN

**Remember, camp safety is every bit as important as fireline safety.**

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>• Don't approve unsafe acts by looking the other way. Correct every person you see acting unsafely.</li> <li>• Prepare contingency plans. Know the right things to do in case of injury. Be aware of potential hazards.</li> <li>• Use a spotter when backing vehicles</li> <li>• Watch for tripping hazards (extension cords, boxes, etc.)</li> <li>• Ensure that camp crews are properly supervised.</li> <li>• Use mechanical devices to help lift and move materials.</li> </ul> | <ul style="list-style-type: none"> <li>• Lift with your legs, not your back. Better yet, get help to lift heavy objects</li> <li>• Wear gloves when using hand tools.</li> <li>• When working on a ladder, have a person steady it.</li> <li>• Drink plenty of fluids (1 qt/hr); ensure adequate replacement of water supplies</li> <li>• Pace work; allow frequent periods of rest in shade, if possible</li> </ul> |
|---|--|

### DRIVING HOME OR TO ANOTHER ASSIGNMENT

**ARRIVE ALIVE**



#### DRIVING IS ONE OF THE MOST DANGEROUS THINGS YOU DO ON A FIRE ASSIGNMENT

- Been there, done that? **Don't take the dangers of driving for granted.** Keep alert to hazards—no matter how experienced you are.
  - Get adequate rest before beginning travel. Driving while drowsy or fatigued is a lethal combination and is no less an impairment than driving while drunk.
  - Driver shifts should not exceed 16 hours with no more than 10 hours of actual driving. Take appropriate rest breaks. Switch drivers every few hours. **NO DRIVING BEFORE 0500 OR AFTER 2200 HOURS.**
  - Ensure that all passengers have **seatbelts fastened** before the vehicle is put into motion. Drive with **headlights on**; make sure **windshields are clean** and rear-view mirrors are unobstructed.
  - **Obey posted speed limits.** On long trips, stop and walk around the vehicle every hour or so to avoid drowsiness.
  - **Be prepared to stop** in less than half the visible distance. Keep the vehicle interior free of litter and loose objects that could impair the operator or cause injury in the event of a sudden stop or accident. Store all equipment, tools, and other objects in the rear, and secure them to prevent them from becoming projectiles in the event of a sudden stop or accident.
  - **Head on collisions are the most violent type of vehicle accident.** Read the road ahead. Recognize potential hazards ahead of time. Reduce speed. Drive to the right. Ride off the road if necessary.
- Absolutely no alcoholic beverages are allowed in vehicles. No driver is allowed to drive under the influence of alcohol (any recent consumption regardless of blood-alcohol content).**
- The use of both handheld and "hands-free" **cellular telephones** is prohibited while driving.
  - Drive defensively; Be courteous to other drivers.



*Safety Officer: Robert A Schwiesow*

# Muckamuck Fire

## LOGISTICS INFORMATION

**ICP** 0600-2200

**SHOWERS** Conconully Camp: 0600 to 2200; Friday Close at 0800  
ICP: 0600 to 2200  
Showers are closed 1100-1400 at both camps

**MEALS:** Conconully Camp: 0600 to 0800 and 1915 to 2115  
Last meal is Friday Breakfast  
ICP: 0600-0900 and 1800-2100

**Laundry:** Conconully Camp: No drop off. Last pick up is today.

**All hours are subject to change at both locations.**

### **Check out the NEW map of the ICP at Omak**

- There is a map for added information
- ***Please keep vehicle speeds down through fire camp, ICP, & local roads.***
- Masks must be worn inside & outside at camp and in vehicles with others.
- All lunches will be at the reefer. Camp crew will assist you in handing out ice and lunches. Water and sports drinks will be at the Reefer as well. Try and send as few people as possible to pick up supplies.
- The RV park at Stampede Ground still active with visitors. Please be cognizant of their actions and yours.





Omak Stampede Rod

Stampede Rodeo

Outside Park

Ferry St

Comms /Radios

Finance/Demob

Incident Mgmt. Team  
Facilities and Camping

Muckamuck Camping

Lunch/Ice

Showers

Muckamuck  
Parking

Walker  
Overhead  
Camping

Kitchen

Ground  
Support/  
Supply

Fire Entrance

Public  
Entrance





Camp Fuel

Camp parking

Camping

Laundry

Medical

Reefer

Showers

Google

© 2014 Google





# Public Information Office

Fire Information Resources

Resource Logo	Weblink	QR Code
	<p><a href="https://www.facebook.com/colvillenf">https://www.facebook.com/colvillenf</a></p>	
	<p><a href="https://www.facebook.com/newimt3">https://www.facebook.com/newimt3</a></p>	
	<p><a href="https://inciweb.nwccg.gov/incident/7786/">https://inciweb.nwccg.gov/incident/7786/</a></p>	

# Muckamuck Finance Information

WA-COF-2290

P6N75D-0621

221-KTR

## **NEIMT Team 2 Finance Contact Information:**

Cari Richardson, FSC3, 509-936-3563

Michelle Leonard, FSC3(T), 509-640-8716

Please continue to submit all documents electronically to incident finance email:

[2021.muckamuck.finance@firenet.gov](mailto:2021.muckamuck.finance@firenet.gov)

All email transmissions shall include in the subject line:

- Resource Number
- Resource Name
- Type of document being emailed (example: CTR, ST – Shift Ticket, Agreement, etc.)

**\*\*\*CTRs and Shift Tickets MUST be signed by your incident supervisor\*\*\***

There will be a collection box available for shift tickets and CTRs at Conconully State Park after briefing each morning.

Starting 9/7/2021, all resources assigned to the Muckamuck incident will demob in person at Muckamuck ICP at the Omak Stampede Grounds. Please be sure you have all time submitted (CTRs and shift tickets MUST be signed by incident supervisor).

**Incident Management Team**

## MUCKAMUCK DEMOB SCHEDULE

### THURSDAY, SEPTEMBER 16

C-39	ASI ARDEN INC (HC2)	0700
E-77	TORCH FIRE (T6)	0730
E-153	LIBERTY WILDFIRE (T6)	0800
O-3041	DON FORTIER (SOFR)	1300

### FRIDAY, SEPTEMBER 17

C-3002	FRANCO REFORESTATION (HC2)	0800
E-150	METHOW RIVER WILDFIRE (T4)	0830
E-158	S&L SERVICES (WT2)	0900
E-3039	H&H ENTERPRISES (WT2)	0900
E-56	MED UNIT TRAILER	0930
	NE WA TEAM 2	1000



# COVID-19 Exposure Risk

COVID-19 is spread mainly from person to person. Spread occurs more commonly between people who are in close contact (within about 6 feet for a total of 15 minutes or more over a 24-hour period) with one another through respiratory droplets that come from the mouth or nose when an infected person coughs, sneezes, sings, or speaks. COVID-19 can be spread by people who are not showing symptoms or before their symptoms begin.

COVID-19 is spread in three main ways:

1. Breathing in air when close to an infected person exhaling small droplets and particles containing the virus. Spread that occurs by breathing in air that contains the virus when you are not in close contact is uncommon but occurs more often in enclosed spaces with poor ventilation (airflow) and when you are exposed for a longer period of time.
2. Having small droplets and particles containing the virus land in the eyes, nose, or mouth, especially through splashes and sprays like a cough or sneeze.
3. Touching the eyes, nose, or mouth with hands that have the virus on them. It is also uncommon for COVID-19 to spread through contact with contaminated surfaces. This means that you are unlikely to get COVID-19 by touching your eyes, nose, or mouth after touching a contaminated item

Close contact means:

- Being within 6 feet of a person who has COVID-19 for a total of 15 minutes or more over a 24-hour period, or
- Having direct exposure to respiratory secretions (e.g., being coughed or sneezed on, sharing a drinking glass or utensils, kissing), or
- Caring for a person who has COVID-19, or
- Living with a person who has COVID-19

For more information visit [www.cdc.gov](http://www.cdc.gov)

## WILDLAND FIRE COVID-19 SCREENING TOOL

Today or in the past 24 hours, have you had any of the following symptoms<sup>1</sup>?

Symptom
Cough more than expected?
Shortness of breath or difficulty breathing?
Fever? Chills?
Muscle pain, outside your normal for firefighting?
Sore throat?
New loss of taste or smell?
Fatigue, outside your normal for firefighting?
Headache, outside your normal for firefighting?
Congestion or runny nose, outside your normal for firefighting?
Nausea or vomiting
Diarrhea
<i>* Take temperature with no-touch thermometer, if available *</i>

### Instructions for Screening

Item	What to Do
If resource has a cough that is more than expected, shortness of breath or difficulty breathing, or any other symptoms listed.	DO NOT MOBILIZE
At Entries: Consider adequate number of personnel needed for screening. Although medical personnel are ideal, screeners do not have to be medically trained. If resource has cough, shortness of breath or difficulty breathing, or any other listed symptoms including fever (over 100.4) at entry.	DO NOT ANNOUNCE Ask individual to step aside and follow the steps below.

### Steps to follow

Escort symptomatic individual to isolation area.
Isolation support personnel should begin documentation.
Have symptomatic individual contact Supervisor for further direction.
Notify public health officials.
Have individual transported as appropriate.
Protect and secure any collected Personal Identifiable Information (PII) or Personal Health Information (PHI).

<sup>1</sup> Symptoms of Coronavirus

<https://www.cdc.gov/coronavirus/2019-ncov/symptoms-testing/symptoms.html>



# MEDICAL PLAN (ICS 206 WF)

<b>1. Incident/Project Name</b>			<b>2. Operational Period</b>			
Muckamuck			Date/Time <b>09/16/2021 0700-1900</b>			
<b>3. Ambulance Services</b>						
<b>Name</b>	<b>Complete Address</b>	<b>Phone &amp; EMS Frequency</b>	<b>Advanced Life Support (ALS)</b> Yes No			
Lifeline	Omak, WA	Command 911 (secondary)	<b>X</b>			
<b>4. Air Ambulance Services</b>						
<b>Name</b>	<b>Phone</b>	<b>Type of Aircraft &amp; Capability</b>				
Life Flight: Brewster, WA (30 min)	Command 911 (secondary)	Critical Air Transport				
Airlift NW: Wenatchee, WA (45 min)	Command 911 (secondary)	Critical Air Transport				
<b>5. Hospitals</b>						
<b>Name</b> <b>Complete Address</b>	<b>GPS Datum – WGS 84</b> <b>Coordinate Standard</b> <b>Degrees Decimal Minutes</b> <b>DD° MM.MMM' N - Lat</b> <b>DD° MM.MMM' W - Long</b>	<b>Travel Time</b> <b>Air Gnd</b>		<b>Phone</b>	<b>Helipad</b> Yes No	<b>Level of Care Facility</b>
<b>Three Rivers Hospital</b> 507 Hospital Way Brewster, WA	<b>Lat:</b> 48° 06.37 N	<b>25 min</b>	<b>50 min</b>	<b>509-645-3300</b>	<b>X</b>	<b>Level 4 Trauma</b>
	<b>Long</b> : 119° 46.97 W					
	<b>VHF:</b> 155.340					
<b>Mid Valley Hospital</b> 810 Jasmine St Omak, WA	<b>Lat:</b> 48° 23.79 N	<b>15 min</b>	<b>25 min</b>	<b>509-429-0922</b>	<b>X</b>	<b>Level 4 Trauma</b>
	<b>Long</b> : 119° 32.79 W					
	<b>VHF:</b> 155.340					
<b>Central Washington Hospital</b> 1201 Miller St Wenatchee, WA	<b>Lat:</b> 47° 24.43 N	<b>30 min</b>	<b>150 min</b>	<b>509-662-1511</b>	<b>X</b>	<b>Level 2/3 Trauma</b>
	<b>Long</b> : 120° 19.27 W					
	<b>VHF:</b> 155.340					
<b>Harborview Medical Center</b> 325 9 <sup>th</sup> Ave Seattle, WA	<b>Lat:</b> 47° 36.10 N	<b>60 min</b>	<b>320 min</b>	<b>206-744-4074</b>	<b>X</b>	<b>Level 1 Trauma and burn center</b>
	<b>Long</b> : 121° 19.30 W					
	<b>VHF:</b> 155.340					
<b>6. Division   Branch   Group</b>		<b>Capability</b>		<b>Personnel</b>		
<b>Division C</b>		<b>REMS Team Wilderness Medics</b>		<b>Colin Stenhouse</b>		
<b>Division C, X, Repair</b>		<b>SOFR (Line)</b>		<b>Don Fortier</b>		
<ul style="list-style-type: none"> <li>• <b>Field Incident Within an Incident will be communicated on the incident command channel.</b></li> <li>• <b>See COVID plan for COVID related incidents.</b></li> <li>• <b>ICP Incident Within an Incident can be communicated by going to Communications.</b></li> </ul>						
<b>7. Prepared By (Medical Unit Leader)</b>		<b>8. Date/Time</b>		<b>9. Reviewed By (Safety Officer)</b>		
				<b>Robert A. Schwiesow</b>		
				<b>09/15/2021 1800</b>		



# MEDICAL PLAN (ICS 206 WF)

Controlled Unclassified Information//Basic

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