

 <h1>Risk Assessment Worksheet</h1>	1. Incident Name:	Sycamore Canyon Fire	2. Location:	AZ-PPA
	3. Leaders Intent /Specific Objective:	4. Name and Title of Preparer:	5. Date Prepared:	
	Maintain the safety of firefighters, other personnel and the public as the highest priority through the implementation of sound risk management practices and processes.	Eliot Pickett, SOF2, Ryan Romero SOF2 (T)	Tuesday, June 1, 2021	
Signature:	Title:	OPERATIONAL PERIOD 6-2-2021		

Identify Hazards		Assess Hazards			Risk Control Options	Residual Risk			Decision	Implement
7. Task	8. Hazard <small>Red Text Indicates Injury/ Accident- Blue Near Miss/Close Call</small>	9.. Hazard Probability	10. Severity	11. RAC	12. Identify Hazard Mitigations	13. Hazard Probability	14. Severity	15. RAC	16. Task Necessary?	17. Hazard Control Assigned to:
Remote/Line Spike Operations Initial Attack	Hostile Individual	Almost Certain	Critical	Extremely High	Ensure LE is present and or aware of your work location, Use the RAT (risk assessment tool) to help determine your individual or group risk. Refer to US / Mexico Border Watchouts, communicate intrusions up through your chain of command to LE / Border Patrol, continue BP Aviation communication .	Possible	Critical	High	YES	IC / IC (T) Officer Safety LE
Water Tender Use	MVA - Rollover	Possible	Catastrophic	Extremely High	Provide overhead (SOFR) to monitor operation / risk with WT usage, set up pumpkin(s) to minimize travel distances necessary for WT's. Utilize RAT card (Risk Assessment Tool) to identify weaknesses in any operational plan that utilizes WT's.	Unlikely	Catastrophic	High	YES	IC / IC (T) Safety Officer
Driving Vehicle	MVA- All Causes (visibility, other vehicles, wildlife, pedestrians, bicycles, road surface, livestock)	Likely	Critical	Extremely High	Establish spike camps near fire operations to minimize driving. Adhere to Incident Driving Policy, Work Rest Policy, Vehicle Readiness (windows clean, use of lights day/night, seatbelt use), frequent breaks during long drives, follow Duty Day Limitations, obey posted speed limits, use of backers.	Possible	Critical	High	YES	IC / IC (T) All Drivers
Night Medevac	Human Factors - Night Ops: Visibility, Fatigue	Possible	Catastrophic	Extremely High	Plan for night medevac operations by ensuring strobes, glow sticks (red not green), and headlamps are checked and in working order and adequate batteries are available. Confirm that no aerial hazards such as powerlines exist in the immediate area of any potential hoist operations. Identify height of surrounding timber for pilots. Any nighttime medevac operation is considered high risk, refer to <i>Helicopter LZ Brief</i> to be communicated to pilots.	Unlikely	Catastrophic	High	YES	IC / IC (T) Safety Officer
All Operational Tasks/IA	Lightning	Possible	Catastrophic	Extremely High	Seek protection in buildings with plumbing or electrical service, if unavailable a vehicle, otherwise avoid ridges or high ground, avoid working near metal fences or steel towers such as fire lookout towers, avoid lakes and streams, if your hair stands on end immediately crouch.	Unlikely	Catastrophic	High	NO	IC / IC (T)
Night Operations	Hostile Individual	Almost Certain	Catastrophic	Extremely High	Consider not engaging in operations after dark or if engaged during daylight hours disengage at dark. Avoid night operations due to increased possibility of violent contact within the "Elevated Risk Area" identified on the US Mexico Border Watchout Card.	Unlikely	Catastrophic	High	NO	IC, IC (T) Officer Safety
Initial Attack	Everything	Likely	Moderate	High	Utilize local resources and local overhead whenever possible, ensure the local clean and the fire clean is available in radios, ensure coordination between team communications unit and Tucson Dispatch.	Likely	Moderate	High	YES	IC / IC (T) Officer Safety

Conducting Medevac Operations	Aircraft Mishap - Communications	Unlikely	Catastrophic	High	Refer to aviation (blue) and emergency medical care (pink) sections of the IRPG, especially pages 50, 52, 54, 116-117, review and train on the <i>Helicopter LZ Brief</i> to improve communications between ground and pilots	Unlikely	Catastrophic	High	YES	IC / IC (T) Officer	Safety
Provide for Public Safety	Personel Injury/Public	Possible	Critical	High	Continue public road closure(s) and or Closures, continue public notifications thru PIO & agency PAO about closed areas, utilize LE to ensure public does not enter closed areas, swing gates as needed, continue incident signing on roads open to the public about hazards the public could encounter.	Unlikely	Critical	Moderate	YES	IC / IC (T) Safety Officer	
All Incident Operational Tasks	Human Factors - Experience & Training	Possible	Critical	High	Every firefighter has a responsibility to speak up if they become aware of anyone else in their group preforming in an un-safe manner. Our rules exist for a reason and many are "written in blood", Failure to speak up removes the margin of safety that may be the only thing preventing an accident or bad outcome. Uphold the trust leadership places in you. Ensure personnel are qualified for tasks or assignments, if not provide a qualified trainer. Ensure supervisors are actually supervising jobs/tasks/duties.	Unlikely	Critical	Moderate	YES	All personnel IC / IC (T) Officer	Safety
Transportation - Ground	Slips/Trips/Falls	Likely	Moderate	High	Communicate hazards while hiking, watch footing while on steeper ground, minimize working above others while on slopes.	Possible	Moderate	Moderate	YES	IC / IC (T) Officer	Safety
All Incident Operational Tasks	Medical - Patient Evacuation Delay, ALS Delayed	Possible	Critical	High	Utilize air medical transport if appropriate & necessary. Utilize REM if available and as appropriate, Utilize UTV's as needed, Consider aviation resources including hoist / short haul and the possibility of aircraft UNAVAILABILITY, use Ready Alert aircraft or dedicated medevac aircraft , or hospital based air medical resources as available. Refer to IRPG page 2 <i>Planning for Medical Emergencies</i> . Review Short Haul and hoist procedures, conduct planning for night time medevacs.	Unlikely	Critical	Moderate	YES	IC / IC (T) Officer	Safety
All Incident Tasks	Allergic Reaction - Bees, Scorpion, Snakes, Red Ants	Possible	Critical	High	Identify individuals with known allergic reactions, make epipen locations known, communicate and flag known bee locations.	Unlikely	Critical	Moderate	YES	IC / IC (T) Officer	Safety
Aerial Retardant/ Bucket Work/Water Scooper Initial Attack	Hit by Water/Retardant	Possible	Critical	High	Ensure line/area is cleared prior to water/retardant drops, provide immediate feedback to pilots as to drop effectiveness and location, maintain positive communications with ATGS, pilot, evaluate potential for tree tops to be broken off by drops or entire trees to be knocked down by drops, refer to IRPG page 57-61 in the blue section.	Unlikely	Critical	Moderate	YES	IC / IC (T) Officer	Safety
Saw Operations	Chainsaw - Laceration	Possible	Critical	High	Refer to IRPG page 105 <i>Emergency Medical Care Guidelines</i> , and page 85 <i>Procedural Felling</i> , use only qualified sawyers, use swampers as necessary, continually evaluate sawyer/swamper spacing, constantly evaluate kickback potential, ensure first aid/trauma kit is readily available where saws are being used, use full PPE.	Unlikely	Critical	Moderate	YES	All Sawyers / IC (T) Officer	IC Safety
Saw Operations	Fuel Gysering	Possible	Critical	High	Review current safety recommendations about fuel gysering causes and cover the fuel cap before loosening or removing the fuel cap to prevent being sprayed with fuel. Do not open fuel caps near hot material which could ignite vapors and cause burns. Use caution if using non compliant fuel containers.	Unlikely	Critical	Moderate	YES	All sawyers/swampers / IC (T) Officer	IC Safety

Transportation - Ground	Equipment - ATV/UTV Rollover	Possible	Critical	High	Evaluate if the need for UTV/ATV use is justified, utilize certified operators, ride at reasonable and prudent speeds, wear ALL required PPE including DOT approved helmet if required by agency policy, no cross country travel and cross slopes which increase rollover potential.	Unlikely	Critical	Moderate	YES	UTV /ATV Driver/Operator IC / IC (T) Officer Safety
Mop Up/ Secure Line	Hit by Rolling Material in Steep Terrain	Possible	Critical	High	Post lookouts, don't work above others on a slope, maintain crew spacing, communicate hazards.	Unlikely	Critical	Moderate	YES	IC / IC (T) Officer Safety
All Incident Operational Tasks	Environmentat/Heat/Wind/Rain/Hail/Dust Storm	Possible	Moderate	Moderate	Refer to the Heat Related Illness guide for info on work shift duration, other mitigations.	Possible	Moderate	Moderate	YES	IC / IC (T) Officer Safety
All Incident Operational Tasks	Medical - Hygiene, Illness, Disease	Possible	Moderate	Moderate	Specific to both COVID-19 & NOROVIRUS. Practice excellent hygiene.	Possible	Moderate	Moderate	YES	All Personnel / IC (T) Officer IC Safety
Initial Attack	Smoke Related	Possible	Moderate	Moderate	Avoid smoke where possible, rotate crews out of smoke where possible, if using Engines use foam to knock down smoke before mop up. Monitor smoke impacts to roads and local communities. IRPG page 30-31, if working along roads at night wear reflective vests if appropriate.	Possible	Moderate	Moderate	YES	IC / IC (T) Officer Safety
Remote/Line Spike/Dispersed Camping	Wildlife	Unlikely	Critical	Moderate	Refer to IRPG page 95-96 for line spike while dispersed camping, backhaul all trash daily, Consider breaking camp down daily to minimize encouraging wildlife to visit our sleeping areas. Continue to provide feedback to safety officer during briefings and meetings about wildlife sightings, observed animal behavior, and other mitigations from anyone assigned to this fire.	Unlikely	Critical	Moderate	YES	IC / IC (T) Safety Officer
Scouting/Monitoring/Recon - Ground Initial Attack	Mines - Open Shafts/Audits	Possible	Moderate	Moderate	Avoid any obvious mining structures, shafts or audits, not all mines are identified. Report any specific mine locations through , report safety officer.	Possible	Moderate	Moderate	YES	IC / IC (T) Officer Safety
Structure Protection Initial Attack	Exposure to Toxic products of combustion/Electrocution/Explosions	Unlikely	Critical	Moderate	Review structure protection principles and watch outs, implement LCES and review of the 10/18, review specific risk assessment for structure protection operations.	Unlikely	Critical	Moderate	YES	IC / IC (T) Officer Safety
Aviation Operations	Aircraft Mishap - General	Rare	Catastrophic	Moderate	Refer to IRPG page 62,Agency Aviation Mishap Plan to be followed (located at Tucson Dispatch)	Rare	Catastrophic	Moderate	YES	IC / IC (T) Safety Officer
Mop Up/ Secure Line	Burns - Ash Pit/Stump Holes	Unlikely	Critical	Moderate	Identify areas where ash pits are more common and probe that area prior to foot travel (dozer berms, deep duff areas in timber, washes/drainages with woody debris).	Rare	Critical	Moderate	YES	IC / IC (T) Officer Safety