

Bar Complex Incident Action Plan

MONDAY
October 9th 2006

Dayshift: 0700 - 1900



Shasta-Trinity and Klamath National Forests
CA-SHF-2120 / P5C5SP (0514)



INCIDENT OBJECTIVES	1. Incident Name Bar Complex	2. Date October 8, 2006	3. Time 1900
4. Operational Period October 9, 2006 DAY 0700 - 1900			
5. General Control Objectives for the Incident (include alternatives) Management Objectives <ol style="list-style-type: none"> 1. Provide for firefighter and public safety through adherence to the 10 Standard Firefighting Orders, the 18 Watch Out Situations, Lookouts, Communications, Escape Routes and Safety Zones (LCES), and by following the Risk Management process. 2. Provide for positive community, tribal and public relations. 3. Minimize impacts to wilderness, cultural resources and fisheries through the use of Minimum Impact Suppression Tactics (MIST), and limit the spread of invasive plant species. 4. Identify and implement fire suppression rehabilitation needs. 5. Keep all incident operations and support functions cost effective. Control Objectives: Confine the Bar Complex Fires to their current perimeters. Provide initial attack response within the TFR and fire resource support for the Shasta-Trinity and Klamath National Forests.			
6. Weather Forecast for Period See attached weather report.			
7. General Safety Message See attached safety message			
8. Attachments (mark if attached)			
<input checked="" type="checkbox"/> Organization List - ICS 203 <input checked="" type="checkbox"/> Div. Assignment Lists - ICS 204 <input checked="" type="checkbox"/> Communications Plan - ICS 205	<input checked="" type="checkbox"/> Medical Plan - ICS 206 <input checked="" type="checkbox"/> Incident Map (separate package) <input checked="" type="checkbox"/> Safety Message & LCES Analysis	<input checked="" type="checkbox"/> Human Resources & Training Messages <input checked="" type="checkbox"/> MIST Direction; Fire Suppression Rehab Guides, Mules Protocol <input checked="" type="checkbox"/> Incident Phone Lists, Base Camp & Traffic Maps, & Unit Log	
9. Prepared by (Planning Section Chief) <i>Phil Cocker / Mitch Diehl (t)</i>	10. Approved by (Incident Commander) <i>Rocky W. Opliger</i>		

ORGANIZATION ASSIGNMENT LIST			
1. Incident Name BAR COMPLEX			
2. Date 10/08/2006		3. Time 1900	
4. Operational Period OCTOBER 9, 2006 0700 – 1900 DAY			
Position		Name	
5. Incident Commander and Staff			
Incident Commander		ROCKY W. OPLIGER	
Deputy		JERRY MCGOWAN	
Safety Officer		JACK ROGERS/BRIAN BULGER (t) / STEVE RYBERG (t)	
Information Officer		TRICIA CHRISTOPHERSON/PETE JANKOWSKI(t)	
6. Agency Representative			
SHF Line Officer		JOYCE ANDERSEN	
KNF Line Officer		JOHN BUEHLER	
BLM		WALTER HERZOG	
CHP		MIKE SHERMAN	
Trinity Co. Sheriff		DAVE LAFFRANCHINI	
OES Agency Rep		DAN TINNEL	CCC Agency Rep MARK HILL
SW Interagency Rep		MANUEL MARTINEZ/ERNESTO HURTADO	
7. Planning Section			
Chief		PHIL COCKER	
Deputy		MITCH DIEHL (t)	
Resources Unit		DAN HARNEY/JANELLE WALKER (t)	
Situation Unit		BILL BRICKEY/ JIM SWIFT(t)	
FBAN		FRANCIS MOHR	
IMET		JOHN PENDERGRAST	
Demobilization Unit		DENA NICKELL	
Documentation Unit		REX CRABTREE (t)	
Training Specialist		RAUL CONTRERAS	
CTSP		JAMES WHITESIDE/CAROLYN HIGGINS (t)/ JAMES CAMPBELL (t)	
GIST		LYLE KOEGLER / ANNA LARSON / DESRAYE ASSALI (t)	
Resource Advisor		LOREN EVEREST / MIKE MITCHELL /LARRY MCLEAN	
Human Resource Spec		MARLETTE LACY	
8. Logistics Section			
Chief		X KELLOGG	
Deputy		KARL ROGGE / BARNEY LYONS	
Supply		MARK MOTT	
Ground Support Unit		TOM OCONNELL	
Communications Unit		DARRELL STILLWAGON	
Medical Unit		ERIC WILLIAMS	
Facilities		JIM ECKROTH / CHERYL RAINES (t)	
Food Unit		JOEL MARTINEZ	
Camp Crews		REDDING 20; SISKIYOU 70; FRESNO 21,22; FORTUNA 1	

9. Operations Section		
Ops Chief	GARY HART/ MARK CHAMBERS (t)	
Planning Ops	KEN MAFFEI	
Division/Group	EQUIPMENT RECOVERY	ROB LAENG/CHAD POSTON (t)
a. Branch I / II / III		
Branch Director		
Division/Group	A/B/C	UNSTAFFED
Division/Group	D	UNSTAFFED
Division/Group	E	NEIL METCALF
Division/Group	F/G	UNSTAFFED
Division/Group	H/I	UNSTAFFED
Division/Group		
d. Branch IV / V / M		
Branch Director	KATHLEEN OPLIGER	
Division/Group	J/K/L	STEVE MURPHY
Division/Group	O/ P/Q	BRIAN RHODES/ BRYCE AVERY(t)
Division/Group	Y	UNSTAFFED
Division/Group		
Division/Group		
g. Rehab Branch		
Branch Director	LARRY WRIGHT	
Division/Group		
j. Air Operations Branch		
Air Operations Branch Director	WESLEY SHOOK	
Air Attack Supervisor	JOEL LANE/P.THORNTON/P.HAWKINS(t)	
Air Support Supervisor	DARLENE HALL	
Helibase Manager	BRIAN CAMPBELL	
Air Tanker Coordinator		
10. Finance Section		
Chief	SHERRI BENNETT	
Deputy		
Time Unit	LONI DUNNAGAN	
Procurement Unit	DON TINSLEY	
Compensation/Claims Unit	SCOTT PARSONS	
Cost Unit	TOM SADOWSKI	
Prepared by (Resource Unit Leader) DAN HARNEY		

FIRE WEATHER FORECAST NO. 72

NAME OF FIRE: Bar Complex	UNIT: Shasta-Trinity & Klamath	PREDICTION FOR: Ops
FORECAST ISSUED: 1800 PDT 10/8/2006	SIGNED: John Pendergrast Incident Meteorologist	SHIFT DATE: Mon 10/9/2006

WEATHER DISCUSSION: Dry northeast flow will continue today with sunshine and low afternoon humidity. A dry cold front is forecast to move over the region late tonight...increasing winds for Tuesday along with continuing the dry conditions through midweek.

WEATHER FORECAST FOR TODAY:

SKY/WEATHER: Mostly sunny and becoming warm. Patchy valley fog breaking by 9 am.

MAXIMUM TEMPERATURES: 1500-3000 ft: 78 to 83. 3000-4500 ft: 73 to 77. 4500-7000 ft: 64 to 71.

MINIMUM HUMIDITY: 1500-3500 ft: 12-20%. 3500-7000 ft: 22 to 30%.

20 FOOT WINDS:

LOWER SLOPES/DRAINAGES: Variable 1 to 3 mph from daybreak to noon, then NE 5 to 10 mph by noon...stronger in NE-SW oriented canyons.

UPPER SLOPES/RIDGETOPS: Northeast 7 to 12 mph with higher gusts in afternoon.

SMOKE INFORMATION: Inversion level 4000 ft MSL breaking by noon. Smoke trapped below inversion in smoldering areas through noon.

WEATHER FORECAST FOR TONIGHT:

SKY/WEATHER: Partly cloudy. Winds becoming North 7 to 10 mph.

MINIMUM TEMPERATURES: Drainages: 40 to 45. Mid-slope: 40 to 45

MAXIMUM HUMIDITY: Drainages: 60 to 70%. Mid/upper slope: 40 to 50%.

20 FOOT WINDS:

LOWER SLOPES/DRAINAGES: N to NE 5 to 10 mph with higher gusts.

UPPER SLOPES/RIDGETOPS: N to NE 15 to 20 mph with gusts to 30 mph ridgelines late tonight.

OUTLOOK FOR TUESDAY/TUESDAY NIGHT: Partly Cloudy and breezy. Highs 70 to 80...with 60s higher slopes. Lows 34 to 42. Minimum daytime humidity 20 to 30%. Maximum humidity 30 to 40% ridges and 70 to 80% valley. Ridge winds NE 10 to 20 mph with gusts to 28 mph. Slope/canyon winds becoming NE 10 to 15 mph.

ALMANAC:

Sunset tonight: 1841 PDT Sunrise tomorrow: 0718 PDT

IMET monitoring command channel 12 during day operational period

FIRE BEHAVIOR FORECAST

FORECAST NO.: Bar FBAN_10-9

NAME OF FIRE: Bar Complex

UNIT: CA-SHF 2120

PREDICTION FOR: 10/9/06 24hrShift

DATE, TIME ISSUE: 10/08/06, 2200 Hr

SIGNED: /s/ Francis Mohr

FIRE BEHAVIOR ANALYST

WEATHER SUMMARY

The warm and dry air mass is expected to influence the fire area for the next few days. Yesterday's temperatures were 74-76 degrees, relative humidity 21-24, with winds mostly favoring the direction of the drainage they were in. Winds aloft were very light mostly from a NNW direction. Possible slight change to cooler temperatures for Tuesday but a continuation of very dry air over the fire area. Up-slope winds in morning becoming more NE, 10-15. mph.

See attached Fire Weather Forecast for specifics and Outlook

FIRE BEHAVIOR

Size-up the situation within this fire environmental. Consider the basics --- What factors will affect behavior of the fire existing in my division? What are the priorities to take action on? Some "Fire Behavior Watch-For's":

- ◆ Smoldering fire in ground fuels (duff) will exhibit strong **persistence** against being extinguished. They will continue to smolder in partially moist duff even after being exposed and mixed-around.
- ◆ Smoldering or small flaming-type fire within a surface fuels bed with at least 50% 0-3 inch diameter woody fuels has a good chance of increasing heat intensity and spreading.
- ◆ Smoldering or small flaming-type fire underneath fir trees.
- ◆ Flaming-type fire that can be influenced some time today by solar heating and/or wind.
- ◆ Areas where terrain (slope) could result in upslope burning material roll into or beyond the standard mop-up distance.
- ◆ Should a fir tree exhibit torching, embers be lofted outward from a burning snag, or roll occur "Watch For" the direction of the smoke column or lofted embers. Spot fires still possible although Ignition Component (IC) is low.

Yesterday's calculated and measured fuel moistures from weather obs within/near the fire area:

<u>Station/Method</u>	<u>1 Hr. 0-¼</u>	<u>10 Hr. ¼-1</u>	<u>100 Hr. 1-3</u>	<u>1000 Hr. 3+</u>	<u>IC</u>	<u>ERC</u>	<u>BI</u>
Big Bar Sta.	-----	6	14	12	29	51	44
Backbone Sta.	-----	5	11	10	34	61	49
Belt Wx - FB	3-5	---	---	---	---	---	---
Hand Meter *	less 6**	7-9	11-17	---	---	---	---

* Lower values are fuel in sun; larger value are from fuel in shade.

** Meter only records 6 and higher values.

Fire Behavior Outlook: Remember the Standard Order of "Know what your fire is doing at all times." Look around occasionally and ask "What would fire do here, if it was here? And Why"?

Division Assignment List		1. Branch IV/V/VI		2. Division/Group O/P/Q			
3. Incident Name BAR COMPLEX		4. Operational Period 10/09/06 Monday Day Shift 0700 - 1900					
5. Operations Personnel							
Operations Chief	GARY HART	Division/Group Supervisor	BRIAN RHODES; BRYCE AVERY (t)				
Operations Chief	MARK P CHAMBERS (t)	Air Attack Supervisor	JOEL A LANE; P. THORNTON; P.HAWKINS (t)				
Branch Director	KAT OPLIGER	Safety Officer	JACK ROGERS; BRIAN BULGER (t)				
6. Resources Assigned this Period							
Strike Team/Task Force/ Resource Designator	Leader	Num of Pers.	Trans. Y/N	Drop Off PT./Time	Pick Up PT./Time		
HC1;PLUMAS HOTSHOTS	JACK SEVELSON 10/12	19	N	BIG FLAT 0800	BIG FLAT1900		
HC1;HELENA HOTSHOTS	NICK SCHREINER 10/11	20	N	BIG FLAT 0800	BIG FLAT1900		
HC2;UKONOM HANDCREW (SRF C2)	JOHN P. CATALDO 10/10	18	N	BIG FLAT 0800	BIG FLAT1900		
HC2;SALYER CREW 3	BOB RATHJEN 10/11	18	N	BIG FLAT 0800	BIG FLAT1900		
ES3;S/T 3675C E-389	JASON OWNBEY 10/12	27	N	BIG FLAT 0800	BIG FLAT1900		
WAT2;ALANS WATER TRUCKS E-396	ALAN WHARFF	1	N	BIG FLAT 0800	BIG FLAT1900		
SOF2	PHIL SPOR	1	N	BIG FLAT 0800	BIG FLAT1900		
FOBS	THOMAS ST. CLAIR	1	N	BIG FLAT 0800	BIG FLAT1900		
FOBS	DAVE MARSHALL	1	N	BIG FLAT 0800	BIG FLAT1900		
7. Control Operations							
<ul style="list-style-type: none"> - From O/P to P/L break complete firing operation to bring fire down to road/creek. - Monitor Divisions P & Q. - Backhaul equipment. - Mop-up 300 ft inside the line. 							
8. Special Instructions							
<ul style="list-style-type: none"> - Utilize M.I.S.T and Confinement strategy. 							
9. Division/Group Communications Summary							
Function	Frequency - RX	Frequency - TX	Tone	System	Channel	System	Channel
Command	165.0000N	167.9875N		King	12		
Tactical Div/Group	169.1500N	169.1500N		King	1		
Logistics							
Air to Ground	164.0000N	164.0000N		King	13		
Prepared by (Resource Unit Leader) Dan Harney/ Janelle Walker (t)		Approved by (Planning Section Chief) Phil Cocker/Mitch Diehl (t)		Date Prepared 10/08/06		Time Prepared 0823	

AIR OPERATIONS SUMMARY OPERATIONAL PERIOD DATE: 10-09-06 START:0730 END:1930 / SUNRISE:0717 SUNSET:1841Pumkin: 1900

1. INCIDENT NAME: Bar Complex	2. PREPARED BY: Wes Shook	PREPARED DATE/TIME: 10-08-06 1930	3. # OF COPIES NEEDED: 25 IAP 15 Pilot Packages & Maps
4. REMARKS (Safety Notes, Hazards, Air Operations Special Equipment, etc.): MEDEVAC A/C: SEE MEDICAL PLAN FOR INFORMATION Dip only from approved dip sites LOOKOUT FOR UNMARKED WIRES IN ALL CANYONS GPS settings: hddd°mm.mmm' with WGS 84 selected as the map datum. Air Attack Coverage over the fire starting @ 0830 to be over the fire all day for Aviation Safety & Communications ALL FIRE REPLACEMENT ORDERS NEED TO BE APPROVED BY ASGS OR AOB Helitack crews plan on overnight when going into recovery locations			5. TFR: #6/0355 Square to 11000 MSL NE: 41 09.00 x 122 59.00 NW: 41 09.00 x 123 27.00 SE: 40 41.00 x 122 59.00 SW: 40 41.00 x 123 27.00 Airport Closed NOTAM 07/059

6. PERSONNEL			7. FREQUENCIES			8. FIXED WING		
	Phone		AM	FM		# Avail / Type/ Make-Model / FAA N# / Base(s)		
AOBD: Wes Shook	Cell 805-458-1970 ICP 530-623-6798	AIR/AIR FW:		164.775	AIRTANKERS	Order as Needed thru ATGS Redding ATB 530-226-2745		
ASGS: Darlene Hall	530-310-3557	AIR/AIR RW:	122.225		LEADPLANES			
ATGS: Joel Lane	559-310-0774	AIR BRIEFING:	136.025		AIR TACTICAL PLATFORMS	AC-690B – N1975N Cessna 337 – N2337 Bell 209 Cobra - H-507		
ATGS: Tom		AIR/ GROUND:	164.000		Air Log Chief	Barney Lyons 626-622-7906		
ATGS (T): Phil Hawkins	O# 556	BURN A/G:	164.850		Fire Protection	Hayfork VFD / E-118		
HEBM: Brian Campbell	541-580-4586	DECK:	163.100		Water Tenders	Wet Pup / E-73 Martin Trucking / E-119		
HLCO: Stan Kubota	530-949-9466	TOLC:	163.0375		SHF-FAO	Adams / E-355 – H26		
Trinity Helibase:	530-286-2255	COMMAND:	See IAP Communications Plan			Tim – 530-510-3282		
Weaverville Helibase	Fax 530-623-2537 Phone 530-623-4094	Air Guard						
	ICP Air Fax 530-623-6854							
	Dispatch 530-226-2400							

9. HELICOPTERS (Use Additional Sheets as Necessary)

FAA N#	TY	MAKE/MODEL	BASE	AVAIL	START	REMARKS	FAA N#	TY	MAKE/MODEL	BASE	AVAIL	START	REMARKS
HT-761	I	S-61	Weaver	0730	0830	N8166L, TANKED	H-510	II	Bell 212 / A299	Weaver	0730	0830	A-299 / Rappel Q
HT-733	I	Skycrane-A/298	Weaver	0730	0830		14HX	III	BELL 407	Weaver	0730	0830	
CFAHR	II	BELL 212HP	Weaver	0730	0830	Rappel -Q	286	III	BELL 206 LIII	Weaver	0730	0830	
901CH	II	S-58T	Weaver	0730	0830		6MV	III	BELL 206 BIII	Weaver	0730	0830	IR – Release 1200

10. TASK/MISSION/ASSIGNMENT (Use ICS-220a if additional space needed; Type/Function includes: Air Tactical, Retardant, Recon, Personnel Transport, Water Dropping, etc.)

TYPE/FUNCTION	NAME OF PERSONNEL OR CARGO (if applicable) OR INSTRUCTIONS FOR TACTICAL AIRCRAFT	MISSION START	FLY FROM	FLY TO
Recon	Deliver Plans to Silver State & LaGrande OPS – As needed & BACKHAUL SITES	0830	Weaver HB	Fire
IR	Div J & E	0700	Weaver HB	H-32
Patrol	By AIR – ATGS / Divisions A, B, C, D, F, G, H, I, & Y – AirAttack Coverage All DAY	0830	Redding	Fire
Support w/ Water	Division J & K as requested by Branch IV w/Type 1\Division E as requested w/Type II's	0830	Weaver	Fire
Personnel Transport	Extract Silver State & LaGrande Helispot to be determined by Crews [H32?]	1530	H-32	H-26
Recovery Group	Support Redding Sling Backhaul & Removal / Insert into Boomers Cabin 8 Folks	0830	Weaver	Boomers



Health & Safety Message

Big Bar Complex

CA-SHF-2120

CIIMT 4
OPLIGER

October 9, 2006
Day Shift

SNAG SAFETY

IDENTIFY -- AVOID -- MITIGATE

Hazard Tree Safety

Environmental conditions that increase snag hazard:

- Strong winds
- Night operations
- Steep slopes
- Diseased or bug-kill areas

Hazard tree indicators:

- Trees have been burning for an extended period
- High risk tree species (rot and shallow root system)
- Numerous down trees
- Dead or broken tops and limbs overhead
- Accumulation of down limbs
- Absence of needles, bark or limbs
- Leaning or hung-up trees

Common Denominators of Fire Behavior On Tragedy Fires

There are four major common denominators of fire behavior on fatal and near-fatal fires.

Such fires often occur:

1. **On relatively small fires or deceptively quiet areas of large fires.**
2. **In relatively light fuels, such as grass, herbs, and light brush.**
3. **When there is an unexpected shift in wind direction or in wind speed**
4. **When fire responds to topographic conditions and runs uphill.**

Alignment of topography and wind during the burning period should always be considered a trigger point to re-evaluate strategy and tactics

Seatbelts--The myth and the reality:

Statewide surveys reveal that 8.9% of vehicle occupants in California fail to wear their seat belts. This represents more than 3 million people (a number which exceeds the population of 20 other states). If everyone in California wore their seat belts in 2001, it is estimated that 571 lives would have been saved and 13,063 serious injuries could have been prevented.

Myth: There are more important things to remember than buckling up your seat belt.

Reality: Seat belts are the most effective action a person can take to prevent death or injury in a traffic collision.

Myth: Seat belts aren't necessary on short trips.

Reality: Most traffic collisions occur within five miles of home.

Myth: Seat belts are uncomfortable.

Reality: Properly adjusted seat belts are not uncomfortable. Your body hitting the steering wheel or dashboard, or your head going through the windshield is much more uncomfortable.

IT IS THE LAW---WEAR YOUR SEAT BELT!!!

HYDRATION

DON'T FORGET TO KEEP DRINKING WATER.

REMEMBER--- A QUART AN HOUR GIVES YOU POWER



DRIVING

REDUCE SPEEDS IN FIRE AREA.

WATCH FOR ROCKS ON HWY 299

KEEP IT SIMPLE

Monitor Weather Conditions

DRIVE WITH CARE AND COURTESY

BRIEF EVERYONE! READ THE 215-A

10'S AND 18'S DON'T BREAK 'EM

MAINTAIN GOOD HYDRATION ALL DAY

REPORT ALL INJURIES, GET GOOD REST

USE PROFESSIONAL RADIO DISCIPLINE

S
A
F
E
T
Y

NEVER FORGET!

Lookouts

Communication

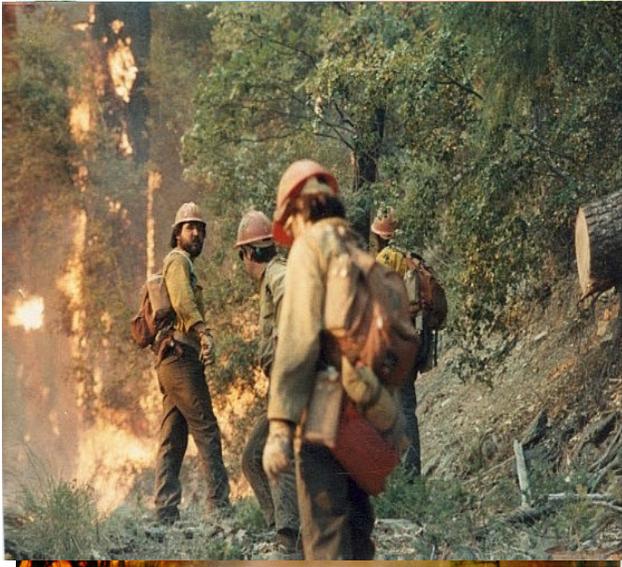
Escape routes

Safety Zones

ALWAYS APPLY!

INCIDENT ACTION PLAN SAFETY ANALYSIS										1. Incident Name Bar Complex				2. Date 10/09/06		3. Time 0700-1900 Page 1					
LCES* Analysis of Tactical Applications Lookouts Communications Escape routes Safety zones										Other Risk Analysis											
Division/Group										HAZARDOUS	TRANSPORTATION	COMMUNICATION	STRUCTURE	MULTI-AIRCRAFT	CUMULATIVE FATIGUE	MINES/BEARS	Other Risk Mitigations				
LCES Mitigations																					
Br. I/II A/B/C unstaffed	DOWNHILL	UNDERSLUNG	INDIRECT	MID-SLOPE	FRONTAL	ANCHOR POINTS	EXT COND T SPOT	WINDDRIVEN	UNBURNED AREA	HAZARD TREES	ROLLING	<p>FOR ALL STAFFED DIVISIONS: (1,2,3,4,5) 1. Be able to satisfy the basic LCES at all times under all changing conditions. If you are unsure of your LCES or assignment, STOP and reassess during the operational period.</p>									
Br. I/II D unstaffed												<p>2. Monitor for spot weather forecasts, anticipate weather changes and have a contingency plan for any changes. 3. Don't let smoke compromise your lookouts.</p>									
Br. I/II E								X	X	X		<p>4. Hazard trees are everywhere on this incident, look up and don't be surprised by a falling limb. Flag and Avoid if possible, use lookouts.</p>									
Br. III F/G/H/I unstaffed												<p>5. Post lookouts; watch for rolling material, watch where you park.</p>									
Br. IV J, K, L						X		X	X	X											
Prepared by Safety Officers : Jack Rogers, Steve Ryberg, Brian Bulger										Date Prepared: 10/08/06 1630				Operational Period DAY 10/09/06							

INCIDENT ACTION PLAN SAFETY ANALYSIS										1. Incident Name Bar Complex			2. Date 10/09/06		3. Time 0700-1900 Page 2				
LCES* Analysis of Tactical Applications Lookouts Communications Escape routes Safety zones										Other Risk Analysis									
Division/Group	DOWNHILL	UNDERSLUNG	INDIRECT	MID-SLOPE	FRONTAL	ANCHOR POINTS	EXT COND T SPOT WINDDRIVEN	UNBURNED AREA	HAZARD TREES	ROLLING	HAZARDOUS	TRANSPORTATION	COMMUNICATION	STRUCTURE	MULTI-AIRCRAFT	CUMULATIVE FATIGUE	MINES/BEARS		
LCES Mitigations										Other Risk Mitigations									
Br. V unstaffed											See above mitigations: pg. 1: 1,2,3,4,5								
Br. VI O, P, Q							X	X	X										See above mitigations: pg. 1: 1,2,3,4,5
Br. VI Y unstaffed																			
Equip. Recovery Group								X	X		X								
Rehab								X	X	Rehab group to monitor fire status and position.	X								Watch for animals on the roads, open grazing.
Prepared by Jack Rogers, Steve Ryberg, Brian Bulger											Date Prepared: 10/08/06 1630			Operational Period DAY 10/09/06					

MEDICAL PLAN	1.Incident Name Bar Complex	2.Date Prepared 10-8-06	3.Time Prepared 1900	4.Operational Period 10-9-06 0700-2000			
<u>5. Incident Medical Aid Station</u>							
Medical Aid Stations	Location				Paramedics Yes No		
Medical Unit	Base Camp Junction City				X		
<u>6. Transportation</u>							
A. Ambulance Services							
Name	Address	Phone	Paramedics Yes No				
Trinity Co.Life Support 301,302	250 Main St. Weaverville USE 911	530-623-2500	X				
Trinity Co. Sheriff/Air Ambulance	Weaverville Dispatch Center	530-623-8127	X				
AMR Redding-5 Units 1hr. ETA	4989 Mountain Lake Blvd. Redding	530-246-9111	X				
Mercy Ambulance- 3Units 1hr. ETA	2185 Kenyon Ave. Redding	530-225-6290	X				
PHI Air Ambulance Branch IV	Weed Airport	530-842-3515	X				
Northern Siskiyou Ambulance Br. IV	Klamath Dispatch Center	530-842-2468	X				
B. Incident Ambulances							
Name	Location				Paramedics Yes No		
<u>7. Hospitals</u>							
Name	Address	Travel Time Air Ground		Phone	Helipad Yes No	Burn Center Yes No	
Mountain Community	410 N. Taylor, Weaverville, CA Lat 40' 44.31 Long 122' 56.39	5 min	15 min	530-623-5541	X		
Shasta Regional	1000 Butte Street Redding, CA Lat 40' 35.11 Long 122' 23.02	25 min	60 min	530-243-4042	X		
Mercy Regional Trauma Center	2175 Rosaline Ave. Redding, CA Lat 40' 34.29 Long 122' 23.67	25 min	60 min	530-225-7201	X		
UC Davis Med. Trauma Center	2315 Stockton Blvd, Sacramento. CA Lat: 38' 33.03 Long: 121' 27.30	90 min	3.5 hrs	916-734-2011	X	X	
Fairchild Medical Center	444 Bruce St. Yreka, CA Lat 41' 43.12 Long 122' 38.61	20 min	1.5 hrs	530-841-6205	X		
<u>8. Medical Emergency Procedures</u>							
Fire Line Emergency Crew sup contacts DIVS w/ pt. complaint/condition & location 1 DIVS contacts: <ul style="list-style-type: none"> Line EMT (if assigned) Bar Communications 2 <u>FEMT or Medical Unit leader determines transport needs</u> 3 Bar Communication Unit contacts: <ul style="list-style-type: none"> Helibase for Air Evacuation only (if required) Medical Unit Safety Officer Operations 4 Helibase assigns incident helicopter needed for Air Evacuation. Paramedic at Helibase for MEDAVAC. 5 Division will manage medical emergency with input from Medical Unit until Pt is off fireline and enroute.							
In Camp Emergency Contact Medical Unit with Pt complaint condition & location Medical staff will respond to stabilize incident, then contact Crew Supervisor with update							
Prepared by (Medical Unit Leader) Eric Williams MEDL				10. Reviewed by (Safety Officer) Jack Rogers SAFETY			

Incident Radio Communications Plan		1. Incident Name BAR COMPLEX		2. Operational Period 10/09/06 Monday Day Shift 0700 - 1900	
3. Basic Radio Channel Utilization					
Radio Type/Cache	Channel	Function	Frequency/Tone	Assignment	Remarks
King	1	TACTICAL	RX 169.1500N	DIV O/P/Q	
			TX 169.1500N		
King	2	TACTICAL	RX 163.1750N	DIV J/K/L	
			TX 163.1750N		
King	3	TACTICAL	RX 168.5500N	EQUIPMENT RECOVERY GROUP	
			TX 168.5500N		
King	4	TACTICAL	RX 168.6750N	DIV E	
			TX 168.6750N		
King	5	NIFC TAC 1	RX 168.0500N	REHAB	
			TX 168.0500N		
King	6	NIFC TAC 3	RX 168.6000N		
			TX 168.6000N		
King	7	TACTICAL	RX 154.2950N	STRUCTURE GROUPS	STATE WHITE 3
			TX 154.2950N		
King	8	COMMAND REPEATER	RX 173.0375N	ALL DIVS & GROUPS	IRONSIDE MTN, WESTSIDE OF INCIDENT DIVS D & E
			TX 167.3250N		
King	9	COMMAND REPEATER	RX 166.2375N	ALL DIVS & GROUPS	CECIL LAKE, NORTHSIDE OF INCIDENT DIV J/K/L
			TX 168.5375N		
King	10	COMMAND REPEATER	RX 165.4000N	ALL DIVS & GROUPS	FAWN BUTTE, USED BY RESOURCES IN THE DENNY AREA
			TX 168.4250N		
King	11	COMMAND REPEATER	RX 166.2750N	ALL DIVS & GROUPS	HAYFORK-BALLY PK, SOUTHSIDE OF INCIDENT
			TX 169.1125N		
King	12	COMMAND REPEATER	RX 165.0000N	ALL DIVS & GROUPS	WEAVER-BALLY PK, MAJORITY OF INCIDENT DIV O/P/Q
			TX 167.9875N		
King	13	AIR to GROUND	RX 164.0000N	AIR to GROUND	
			TX 164.0000N		
King	14	AIR GUARD	RX 168.6250N	AVIATION CONTACT	EMERGENCY USE ONLY
			TX 168.6250N		
			Tone 110.9		

4. Prepared by (Communications Unit)

Darrell Stillwagon

5. Date Prepared

10/08/06

6. Time Prepared

1854



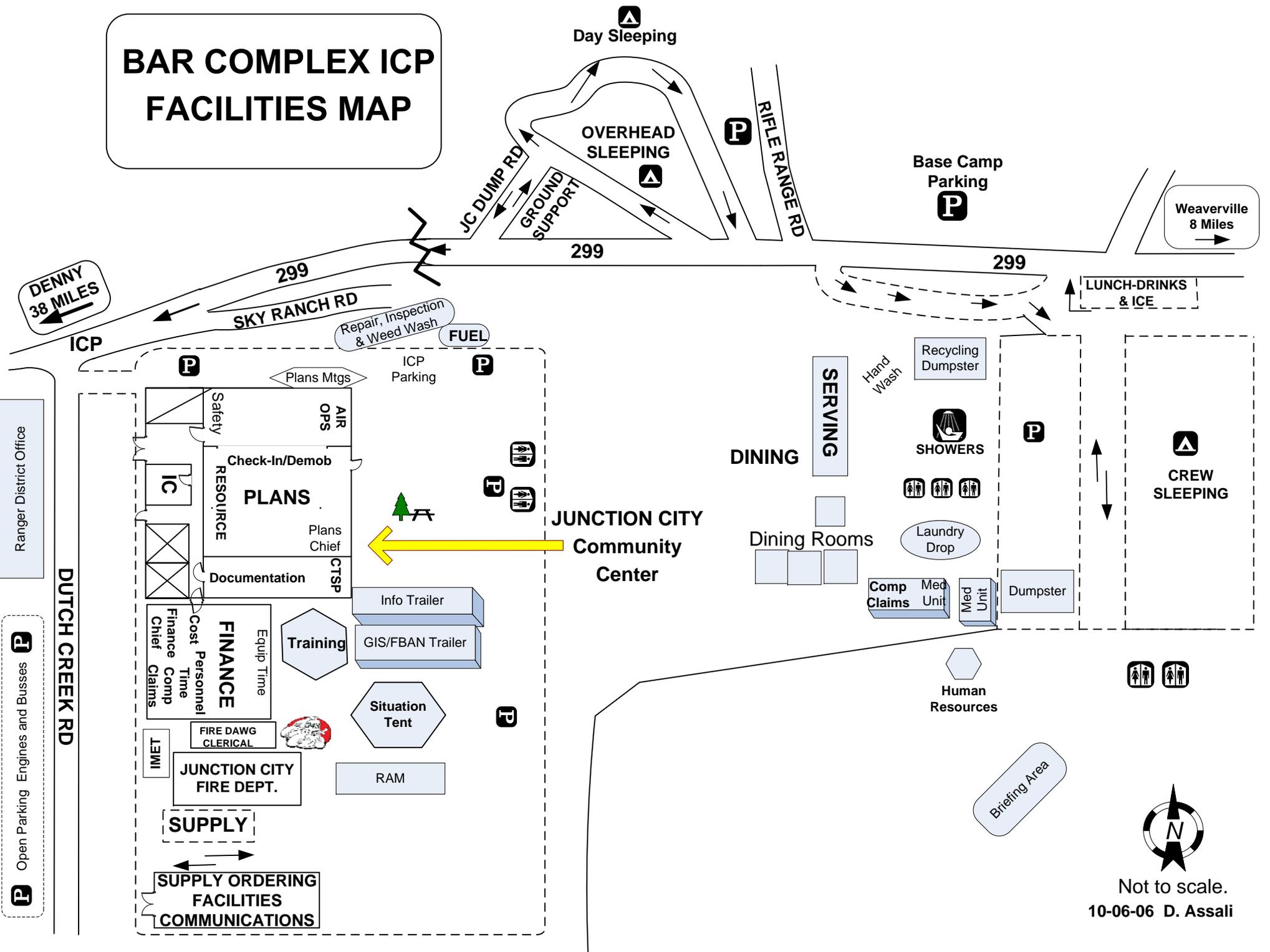
Human Resource Message

RESPECT, EMPATHY, AND PATIENCE

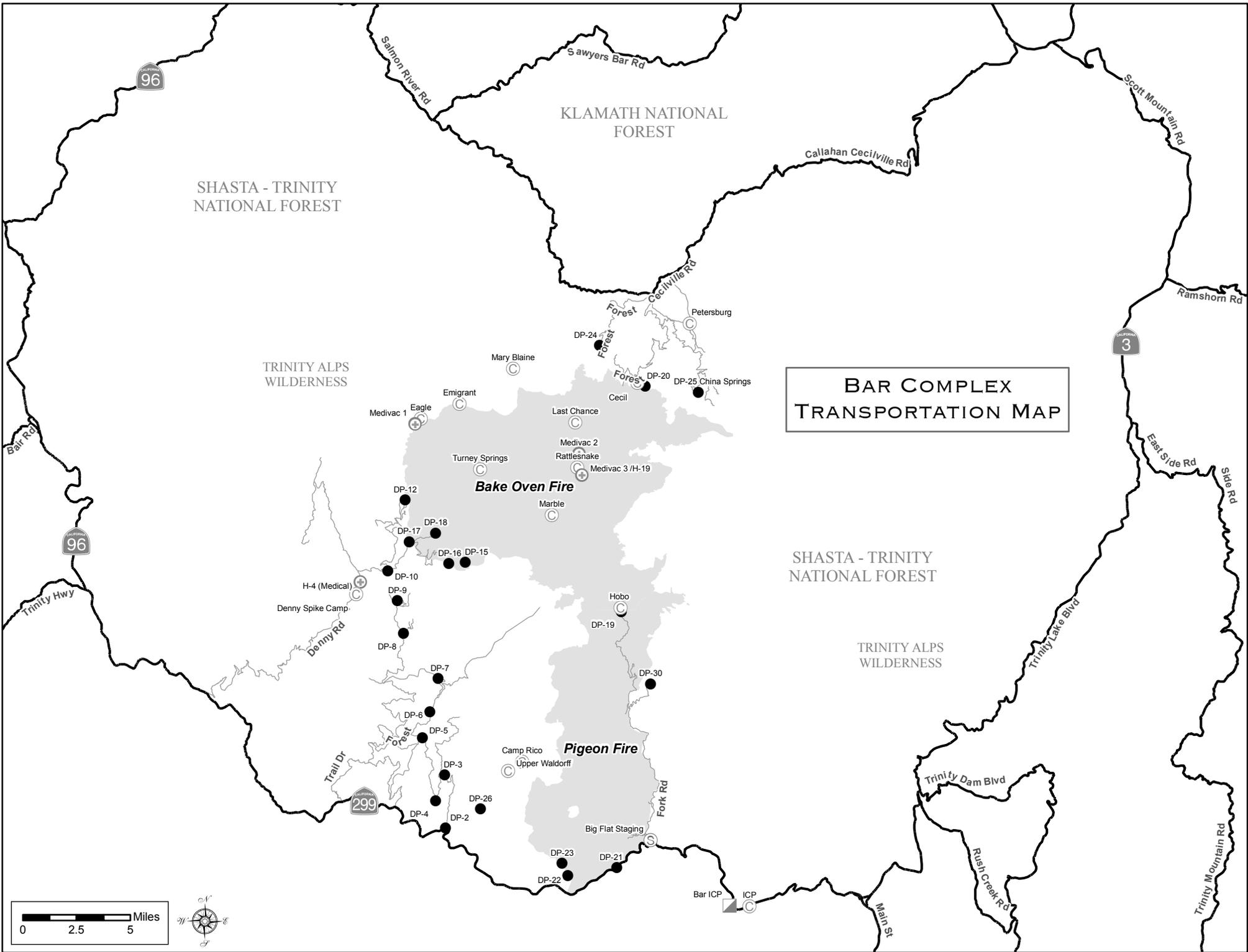
Long-term relationships are built on this rule. If you always treat people this way, your efforts will be so much more effective. Be of service and you will succeed because people will want to be around you. Think about it – don't you always want to be around people who make you feel good about yourself? This is true for them too. So try to make your interactions good ones.

MARLETTE LACEY & Earl Ford
Human Resource Specialists

BAR COMPLEX ICP FACILITIES MAP



Not to scale.
10-06-06 D. Assali



**BAR COMPLEX
TRANSPORTATION MAP**



