

Incident Action Plan

Jeff Whitney Southwest IMT

BICY COMPLEX

FL-BCP-000044

MAY 27, 2007



BACKFIRING OR BURNOUT OPERATIONS

Backfiring or burnout operations are often critical operations in the fire management job. If planned and executed correctly, they can speed control of a fire and greatly reduce suppression costs. Conversely, if done incorrectly, they can endanger personnel, extend control time and increase cost. Safety considerations must always be given first priority. No backfiring or burnout action, regardless of strategic importance or other critical factors, is worth risking one human life!

- Backfiring or burnout operations must not jeopardize the safety of personnel or equipment or compromise suppression actions on adjacent portions of the fireline.
- One qualified individual must be responsible for controlling and directing the firing operation.
- Before beginning backfiring or burnout operations, assure that:
 - Lookouts are posted.
 - Communications are established with both firing and holding teams.
 - Escape routes and safety zones are established, known to all resources, and will not be compromised by the firing operations.
- If it is necessary, and time allows, concentrations of fuel adjacent to and inside the control line should be removed.
- Fuel outside the control line may be removed; concentrations of fuel may be scattered, covered with foam or wet down, or treated by ground or aerial retardant applications.
- Critical points such as hooks in the fireline, saddles or canyon may require extra holding forces.

<p align="center">INCIDENT OBJECTIVES</p>	<p>1. Incident Name BICY Complex</p>	<p>2. Date May 26, 2007</p>	<p>3. Time 19:00</p>															
<p>4. Operational Period DAY Operational Period May 27, 2007 0800 hours to 2000 hours</p>																		
<p>5. General Control Objectives for the Incident (include alternatives)</p> <p><u>Commanders Intent:</u></p> <ol style="list-style-type: none"> The highest priority is to protect human life followed by protecting communities and identified facilities within the preserve. Provide for the safety of all incident personnel, the public, and the local cooperators in the planning and execution of all operations. Ensure prompt and accurate communications with the agency, local county emergency management personnel, Seminole and Miccosukee Tribal representatives, local fire departments, and the public. Provide initial attack within the Big Cypress National Preserve and coordinate all initial attack actions with the Preserve's Fire Management Officer. Think, plan, mitigate risk, and communicate leader's intent. Be disciplined and boldly engage in our mission. <p><u>Tactical Objectives</u></p> <ol style="list-style-type: none"> Maximize suppression opportunities utilizing the existing roads/trails natural/man-made barriers an changes in vegetation/fuels to reduce impacts on the land and resources with particular attention to Red-Cockaded Woodpecker habitat, Florida Panther den sites, and cultural features. Utilize mist and light-handed tactics to prevent unnecessary resource damage, and coordinate all tactical actions with the assigned Resource Advisors. Keep the Strickland fire south and west of the sanctuary and south of the Seminole Indian Reservation. Keep the Midrest fire north of I-75, west of Kissimmee Billy Strand, south of the Seminole Indian Reservation, and east of the Florida Panther National Wildlife Refuge. FT6, Trail, Shepherd, O'Leary, and Boundary fires are all in a monitor and patrol status. 																		
<p>6. Weather Forecast for Period SEE ATTACHED</p>																		
<p>7. General Safety Message SEE ATTACHED</p>																		
<p>8. Attachments (mark if attached)</p> <table border="0"> <tr> <td><input checked="" type="checkbox"/> Organization Assignment List - ICS 203</td> <td><input checked="" type="checkbox"/> Incident Radio Communications Plan - ICS 205</td> <td><input checked="" type="checkbox"/> Unit Log – ICS 214</td> </tr> <tr> <td><input checked="" type="checkbox"/> Safety Message</td> <td><input checked="" type="checkbox"/> Medical Plan - ICS 206</td> <td></td> </tr> <tr> <td><input checked="" type="checkbox"/> Fire Weather Forecast and Fire Behavior Forecast</td> <td><input checked="" type="checkbox"/> Accident Action Plan</td> <td></td> </tr> <tr> <td><input checked="" type="checkbox"/> Division Assignment Lists - ICS 204</td> <td><input checked="" type="checkbox"/> BICY Complex Cell Phones</td> <td></td> </tr> <tr> <td><input checked="" type="checkbox"/> Air Operations Summary – ICS 220</td> <td><input checked="" type="checkbox"/> Incident Maps</td> <td></td> </tr> </table>				<input checked="" type="checkbox"/> Organization Assignment List - ICS 203	<input checked="" type="checkbox"/> Incident Radio Communications Plan - ICS 205	<input checked="" type="checkbox"/> Unit Log – ICS 214	<input checked="" type="checkbox"/> Safety Message	<input checked="" type="checkbox"/> Medical Plan - ICS 206		<input checked="" type="checkbox"/> Fire Weather Forecast and Fire Behavior Forecast	<input checked="" type="checkbox"/> Accident Action Plan		<input checked="" type="checkbox"/> Division Assignment Lists - ICS 204	<input checked="" type="checkbox"/> BICY Complex Cell Phones		<input checked="" type="checkbox"/> Air Operations Summary – ICS 220	<input checked="" type="checkbox"/> Incident Maps	
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<input checked="" type="checkbox"/> Air Operations Summary – ICS 220	<input checked="" type="checkbox"/> Incident Maps																	
<p>9. Prepared by (Planning Section Chief) Connie Lane, PSC2(T)</p>		<p>10. Approved by (Incident Commander) Jeff Whitney, ICT1</p>																

FIRE BEHAVIOR FORECAST

FORECAST NUMBER 15

INCIDENT NAME	BICY	OPERATIONAL PERIOD	Day
AGENCY	Big Cypress National Preserve	OPERATIONAL DATE	May 27, 2007
FORECAST DATE AND TIME	May 26, 2007 2000	FIRE BEHAVIOR ANALYST	Tami Parkinson

WEATHER SUMMARY See attached weather summary from Dan Byrd

FIRE BEHAVIOR

GENERAL:

The weather is still hot and dry, with the ongoing weather conditions the fuels will only become more receptive to ignition. Those fuels that are checking fire spread now, will continue to dry becoming more available until they receive a weather moderating event. Things are looking pretty good right now, there are some isolated areas of heat across the fire area. Areas that have been quiet for a few days are starting to show heat again, there is plenty of uncontained line across the fire area where the fire can creep through and find receptive fuels. There is still plenty of fire season left so it is important to get this one buttoned up well before moving on to the next event. Season slowing events typically occur around the second week of June. RH's below 60, dispersion index greater than 60 are conditions for an active fire day.

SPECIFIC:

Strickland Div A/B: Although you have gridded through much of this area, it was such a dirty burn expect area of heat to show themselves periodically with the dry conditions.

Division Z: This area of the fire found a pine stringer to burn to the west crossing the Nobles grade. There is plenty of cypress spread throughout this area so the fire won't make a large significant run.

Division D: The cypress strand to the south continues to check fire spread; interior islands will continue to clean up with the drier air mass.

Div H: There are some pine stringers along the southern edge of this division these will continue to be problem areas, watch for potential spotting from torching cabbage palms.

Div I: The hardwood hammocks continue to check fire spread, with continued hot/dry weather expect these become more available to burn. Receptive fuel beds lie just to the west of the hammocks (about 200yds), watch for the fire creeping through these hammocks and becoming established in the more receptive fuels.

Midrest Div K: Burnout operations are looking great, the winds will continue to be an issue as they funnel down roads or through open areas.

Div J: The northwest corner is holding in the cypress strand, the fire will continue to creep through the understory with the current weather conditions. To the eastern boundary the burnout operation is successful in creating a good black area adjacent to the line.

FT6: This fire has not shown any areas of heat for a few days this is an example of the heat staying below the surface and becoming visible as conditions become more favorable.

O'Leary, Shepard: Air Patrol status

AIR OPERATIONS:

Conditions should be favorable for flights throughout the day.

SAFETY:

Most of you have been on this fire for several days, it is easy to become complacent at this point in the assignment, stay focused on your assignments, fire behavior and weather conditions.

DIVISION ASSIGNMENT LIST			1. Branch		2. division Hotel - Midrest		Priority
3. Incident Name BICY Complex			4. Operational Period Date: 05/27/2006 Time: 0800 to 2000				
5. Operations Personnel							
Operations Chief		Dugger Hughes/ Buck Wickham / Rick Miller (T)		Division/Group Supervisor		Craig Daugherty	
Branch Director				Air Attack Supervisor No.		George Sheppard / Richard Struhar (T)	
6. Resources Assigned this Period							
Strike Team/Task Force/ Resource Designator		Leader		Number Persons	Tranns. Needed	Drop Off PT./Time	Pick Up PT./Time
T6 Miles Eng (E-35)		Bradley Wright		2	N	DP-30 @ 0930	ICP @ 2000
T6 Kisatchie Eng (E-36)		Dustin Dill		3	N	DP-30 @ 0930	ICP @ 2000
STEN (T)		Ross Wise		1	N	DP-30 @ 0830	ICP @ 2000
7. Control Operations							
Continue patrol and mop up from DP30 east to Bear Island Campground. Ensure all hotspots along fire edge are secure.							
8. Special Instructions							
<p>Initial Attack: 1SJ plus module T6 Engines if requested and fire is accessible Buggy #3 will be first response for IA – other buggies will respond if needed.</p> <p>DOT Helmets for loading/off-loading and off-fireline riding. On the fireline hardhats are OK. Watch your speed. Licensed drivers only.</p> <p>Bucket and SEAT Support as needed. Recon for DIVS</p>							
9. Division/Group Communication Summary							
Function	Frequency	System	Channel	Function	Frequency	System	Channel
Command	Rx 172.4250 Tx 170.1000	King NIFC	3	Tactical Div/Group	Rx/Tx 168.2000	NIFC	4
Command		King NIFC		Air to Ground	Rx/Tx 167.9500	King NIFC	5
Prepared by (Resource Unit Leader)			Approved by (Planning Section Chief-T)			Date	Time
			Connie Lane			05/26/2007	2200

DIVISION ASSIGNMENT LIST			1. Branch		2. division India - Midrest		Priority
3. Incident Name BICY Complex			4. Operational Period Date: 05/27/2006 Time: 0800 to 2000				
5. Operations Personnel							
Operations Chief		Buck Wickham / Dugger Hughes/ Rick Miller (T)		Division/Group Supervisor		Rocky Gilbert	
Branch Director				Air Attack Supervisor No.		George Sheppard / Richard Struhar (T)	
6. Resources Assigned this Period							
Strike Team/Task Force/ Resource Designator		Leader		Number Persons	Tranns. Needed	Drop Off PT./Time	Pick Up PT./Time
GFP 6D		Jason Woolf		20	N	DP-30 @ 0830	ICP @ 2000
Buggy 3		Ron Pevney		3	N	DP-30 @ 0830	ICP @ 2000
TFLD		Mark Mendonca		1	N	DP-30 @ 0830	ICP @ 2000
Wild West Strike Team							
STEN		Steve Underwood		1	N	DP-30 @ 0830	ICP @ 2000
T6 DB Jet 6 Eng (E-43)		Conn Dial		3	N	DP-30 @0830	ICP @ 2000
T6 Silver Key (E-44)		Ray Brown		3	N	DP-30 @ 0830	ICP @ 2000
T6 Brush II (E-45)		Dorothy Curtis		2	N	DP-30 @ 0830	ICP @ 2000
T6 Armstrong (E-46)		Robert Puhlman		3	N	DP-30 @ 0830	ICP @ 2000
T4 Durango Fire (E-48)		Eloy Martinez		2	N	DP-30 @ 0830	ICP @ 2000
7. Control Operations							
Continue to mop up and cold trail from DP30 north. Engines to assist Division Hotel as needed.							
8. Special Instructions							
<p>Initial Attack: 1SJ plus module T6 Engines if requested and fire is accessible Buggy #3 will be first response for IA – other buggies will respond if needed.</p> <p>DOT Helmets for loading/off-loading and off-fireline riding. On the fireline hardhats are OK. Watch your speed. Licensed drivers only.</p> <p>Bucket and SEAT Support as needed. Recon - DIVS</p>							
9. Division/Group Communication Summary							
Function	Frequency	System	Channel	Function	Frequency	System	Channel
Command	Rx 172.4250 Tx 170.1000	King NIFC	3	Tactical Div/Group	Rx/Tx 168.6000	NIFC	7
Command		King NIFC		Air to Ground	Rx/Tx 167.9500	King NIFC	5
Prepared by (Resource Unit Leader)			Approved by (Planning Section Chief - T)			Date	Time
			Connie Lane			05/26/2007	2200

DIVISION ASSIGNMENT LIST				1. Branch		2. division		Priority		
3. Incident Name BICY Complex				4. Operational Period Date: 05/27/2006 Time: 0800 to 2000						
5. Operations Personnel										
Operations Chief		Buck Wickham / Dugger Hughes/ Rick Miller (T)			Division/Group Supervisor		Bill Clausen			
Branch Director					Air Attack Supervisor No.		George Sheppard / Richard Struhar(T)			
6. Resources Assigned this Period										
Strike Team/Task Force/ Resource Designator		Leader		Number Persons	Trans. Needed	Drop Off PT./Time		Pick Up PT./Time		
Bonneville IHC		Nathan Lancaster		20	N	DP-35 @ 0830		ICP @ 2000		
Augusta IHC		Oscar Montijo		17	N	DP-35 @ 0830		ICP @ 2000		
Buggy 2		Jim Palmer		3	N	DP-35 @ 0830		ICP @ 2000		
T6 Armstrong 63 (E-79)		George Luckie		2	N	DP -35 @ 0830		ICP @ 2000		
T6 Silver Key 777 (E-81)		Ken Virden		3	N	DP-35 @ 0830		ICP @ 2000		
Gyrotrack				1	N	DP-35 @ 0830		ICP @ 2000		
STEN		John Ball		1	N	DP-35 @ 0830		ICP @ 2000		
STEN (T)		Joe Sampson		1	N	DP-35 @ 0830		ICP @ 2000		
DOZB		Michael Hislop		1	N	DP-35 @ 0830		ICP @ 2000		
7. Control Operations										
Complete gyrotrack line east from Bear Island Trail #10 to Bear Island Grade. Burnout where needed.										
8. Special Instructions										
<p>Initial Attack: 1SJ plus module T6 Engines if requested and fire is accessible Buggy #3 will be first response for IA – other buggies will respond if needed.</p> <p>DOT Helmets for loading/off-loading and off-fireline riding. On the fireline hardhats are OK. Watch your speed. Licensed drivers only.</p> <p>Bucket and SEAT support</p>										
9. Division/Group Communication Summary										
Function	Frequency	System	Channel	Function	Frequency	System	Channel			
Command	Rx 172.4250 Tx 170.1000	King NIFC	3	Tactical Div/Group	Tx/Rx 168.0500	King NIFC	6			
Command		King NIFC		Air to Ground	Rx/Tx 167.9500	King NIFC	5			
Prepared by (Resource Unit Leader)				Approved by (Planning Section Chief – T) Connie Lane			Date 05/26/2007		Time 2200	

DIVISION ASSIGNMENT LIST			1. Branch		2. division		Priority
					Kilo - Midrest Fire		
3. Incident Name BICY Complex			4. Operational Period Date: 05/27/2006 Time: 0800 to 2000				
5. Operations Personnel							
Operations Chief	Buck Wickham / Dugger Hughes/ Rick Miller (T)		Division/Group Supervisor		Bob Arthur / James Villard		
Branch Director			Air Attack Supervisor No.		George Sheppard / Richard Struhar(T)		
6. Resources Assigned this Period							
Strike Team/Task Force/ Resource Designator	Leader		Number Persons	Trans. Needed	Drop Off PT./Time		Pick Up PT./Time
Pike IHC	Alissa Roeder		20	N	DP-24 @ 0830		ICP @ 2000
PatRick	Bodie Hummel		19	N	DP-24 @ 0830		ICP @ 2000
STCR	Vince Smith		1	N	DP-24 @ 0830		ICP @ 2000
Buggy 4	Kevin Logiuduce		3	N	DP-24 @ 0830		ICP @ 2000
7. Control Operations							
Complete burnout to DP23. Recon, make decision to stop at DP23 or press on to Division Zulu.							
8. Special Instructions							
<p>Initial Attack: 1SJ plus module T6 Engines if requested and fire is accessible Buggy #3 will be first response for IA – other buggies will respond if needed.</p> <p>DOT Helmets for loading/off-loading and off-fireline riding. On the fireline hardhats are OK. Watch your speed. Licensed drivers only.</p> <p>Bucket and SEAT Support Recon - DIVS</p>							
9. Division/Group Communication Summary							
Function	Frequency	System	Channel	Function	Frequency	System	Channel
Command	Rx 172.4250 Tx 170.1000	King NIFC	3	Tactical Div/Group	Tx/Rx 168.6000	King NIFC	7
Command		King NIFC		Air to Ground	Rx/Tx 167.9500	King NIFC	5
Prepared by (Resource Unit Leader)			Approved by (Planning Section Chief – T) Connie Lane			Date 05/26/2007	Time 2200

DIVISION ASSIGNMENT LIST			1. Branch		2. division Alpha / Bravo - Strickland			Priority		
3. Incident Name BICY Complex			4. Operational Period Date: 05/27/2006 Time: 0800 to 2000							
5. Operations Personnel										
Operations Chief		Buck Wickham / Dugger Hughes/ Rick Miller (T)		Division/Group Supervisor		Dale Brittain				
Branch Director				Air Attack Supervisor No.		George Sheppard / Richard Struhar (T)				
6. Resources Assigned this Period										
Strike Team/Task Force/ Resource Designator		Leader		Number Persons	Tranns. Needed	Drop Off PT./Time		Pick Up PT./Time		
T6 T-C NF (E-82)		Mark Redfox		3	N	DP-10 @ 0900		ICP @ 2000		
SOF1		Rick Trembrath		1	N	ICP @ 0800		ICP @ 2000		
7. Control Operations										
Patrol and mop up from Big Chief north-northwest. Patrol between division break and I-75. Mop up any spots close to the line.										
8. Special Instructions										
Initial Attack: 1SJ plus module T6 Engines if requested and fire is accessible Buggy #3 will be first response for IA – other buggies will respond if needed. DOT Helmets for loading/off-loading and off-fireline riding. On the fireline hardhats are OK. Watch your speed. Licensed drivers only. Bucket Support										
9. Division/Group Communication Summary										
Function	Frequency	System	Channel	Function	Frequency	System	Channel			
Command	Rx 172.4250 Tx 170.1000	King NIFC	3	Tactical Div/Group	Rx/Tx 168.2000	NIFC	4			
Command		King NIFC		Air to Ground	Rx/Tx 167.9500	King NIFC	5			
Prepared by (Resource Unit Leader)			Approved by (Planning Section Chief -T) Connie Lane			Date 05/26/2007		Time 2200		

DIVISION ASSIGNMENT LIST			1. Branch		2. division Delta - Strickland		Priority			
3. Incident Name BICY Complex			4. Operational Period Date: 05/27/2006 Time: 0800 to 2000							
5. Operations Personnel										
Operations Chief		Buck Wickham / Dugger Hughes/ Rick Miller (T)		Division/Group Supervisor		Dean Steward / Tom Crews				
Branch Director				Air Attack Supervisor No.		George Sheppard / Richard Struhar (T)				
6. Resources Assigned this Period										
Strike Team/Task Force/ Resource Designator		Leader		Number Persons	Trans. Needed	Drop Off PT./Time		Pick Up PT./Time		
T3 BICY Eng		Dan Grimm		3	N	DP-20 @ 0900		ICP @ 2000		
SOF1		Rick Trembath		1	N	ICP @ 0800		ICP @ 2000		
RX Crew Buggy				1	N	ICP @ 0800		ICP @ 2000		
7. Control Operations										
Continue to hold, patrol and burnout any pockets necessary.										
8. Special Instructions										
<p>Initial Attack: 1SJ plus module T6 Engines if requested and fire is accessible Buggy #3 will be first response for IA – other buggies will respond if needed.</p> <p>DOT Helmets for loading/off-loading and off-fireline riding. On the fireline hardhats are OK. Watch your speed. Licensed drivers only.</p> <p>Utilize Bucket Support Recon for DIVS</p>										
9. Division/Group Communication Summary										
Function	Frequency		System	Channel	Function	Frequency		System	Channel	
Command	Rx 172.4250 Tx 170.1000		King NIFC	3	Tactical Div/Group	Rx/Tx 168.2000		King NIFC	4	
Command			King NIFC		Air to Ground	Rx/Tx 167.9500		King NIFC	5	
Prepared by (Resource Unit Leader)				Approved by (Planning Section Chief - T) Connie Lane			Date 05/26/2007		Time 2200	

DIVISION ASSIGNMENT LIST			1. Branch		2. division Zulu - Strickland		Priority
3. Incident Name BICY Complex			4. Operational Period Date: 05/27/2006 Time: 0800 to 2000				
5. Operations Personnel							
Operations Chief	Dugger Hughes/ Buck Wickham / Rick Miller (T)		Division/Group Supervisor		Jason Clawson / Bryan Scholz		
Branch Director			Air Attack Supervisor No.		George Sheppard / Richard Struhar (T)		
6. Resources Assigned this Period							
Strike Team/Task Force/ Resource Designator	Leader		Number Persons	Tranns. Needed	Drop Off PT./Time		Pick Up PT./Time
BICY Dozer	Pete Roth		1	N	DP 22 @ 0900		ICP @ 2000
T6 Eagle River Eng (E-78)	Andy Pohlman		3	N	DP-22 @ 0930		ICP @ 2000
DOZB	Andy Huntsberger		1	N	DP 22 @ 0900		ICP @ 2000
7. Control Operations							
Continue prepping line east towards A/Z division break.							
8. Special Instructions							
<p>Initial Attack: 1SJ plus module T6 Engines if requested and fire is accessible Buggy #3 will be first response for IA – other buggies will respond if needed.</p> <p>DOT Helmets for loading/off-loading and off-fireline riding. On the fireline hardhats are OK. Watch your speed. Licensed drivers only.</p> <p>Recon – DIVS Utilize Bucket Support</p>							
9. Division/Group Communication Summary							
Function	Frequency	System	Channel	Function	Frequency	System	Channel
Command	Rx 172.4250 Tx 170.1000	King NIFC	3	Tactical Div/Group	Rx/Tx 168.2000	NIFC	4
Command		King NIFC		Air to Ground	Rx/Tx 167.9500	King NIFC	5
Prepared by (Resource Unit Leader)			Approved by (Planning Section Chief - T) Connie Lane			Date 05/26/2007	Time 2200

DIVISION ASSIGNMENT LIST			1. Branch		2. division FT6 Fire		Priority			
3. Incident Name BICY Complex			4. Operational Period Date: 05/27/2006 Time: 0800 to 2000							
5. Operations Personnel										
Operations Chief		Dugger Hughes/ Buck Wickham / Rick Miller (T)		Division/Group Supervisor						
Branch Director				Air Attack Supervisor No.		George Sheppard / Richard Struhar (T)				
6. Resources Assigned this Period										
Strike Team/Task Force/ Resource Designator		Leader		Number Persons	Trans. Needed	Drop Off PT./Time		Pick Up PT./Time		
Mescalero Helitak		Kevin Puhlman		5	N	Oasis Helibase @ 0830		Oasis Helibase @ 2000		
7. Control Operations										
Mop up and hotspot slopover from May 25. Be available for initial attack.										
8. Special Instructions										
Initial Attack: ISJ plus module T6 Engines if requested and fire is accessible Buggy #3 will be first response for IA – other buggies will respond if needed.										
9. Division/Group Communication Summary										
Function	Frequency		System	Channel	Function	Frequency		System	Channel	
Command	Rx 172.4250 Tx 170.1000		King NIFC	3	Tactical Div/Group	Rx/Tx 168.0500		King NIFC	6	
Command			King NIFC		Air to Ground	Rx/Tx 167.9500		King NIFC	5	
Prepared by (Resource Unit Leader)				Approved by (Planning Section Chief – T) Connie Lane			Date 05/26/2007		Time 2200	

1. INCIDENT NAME: BICY COMPLEX	2. OPS PERIOD DATE: 5/27/07	START TIME: 0800	END TIME: 2000	SUNRISE: 0636	SUNSET: 2008
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3. REMARKS (Safety Notes, Hazards, Air Operations Special Equipment, etc.): CAUTION FOR BIRDS. <i>Panther research flights into TFR from 0700 to 0900 Monday, Wednesday and Friday.</i> POWER LINES ALONG RT. 29 AND I-75; CHECK FOR POWER LINES ALONG <u>ALL</u> ROADS. Sanctuary Airstrip has converging and unstable winds. SOME CELL TOWERS ARE NOT MARKED ON SECTIONAL MAP. Heads up when performing bucket work around crews on the ground! Maintain Clear Communications! CREWS STAY AWAY FROM BUCKET DROPS INCLUDING APPROACH AND DEPARTURE PATHS!	4. READY ALERT AIRCRAFT: #1- Ready Alert IA Helicopter N601SJ #2- Medivac North Dade County 305-513-7991 Hoist and Rappel Capable	5. TFR: # 7/2182 Altitude 3000 MSL 26 15 40" x 81 25 00" 26 15 40" x 80 52 30" 25 53 30" x 80 52 30" 25 49 30" x 81 10 00" 26 01 00" x 81 16 00" 26 01 00" x 81 25 00"
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6. PERSONNEL	NAME	PHONE #	7. FREQUENCIES	AM	FM	8. FIXED-WING Avail/ Type/ Make-Model/ N#/ Base
AOBD	Clay Templin	602-448-1089	TFR AIR/ AIR FLIGHT FOLLOWING	123.400		AIRTANKERS - Lake City Tanker Base Tel: 386-758-9078 Fax: 386-752-8902
AOBD (t)	Don Clark	928-245-2539				LEAD PLANES - Lake City Tanker Base
ATGS	Gil Dustin George Sheppard	239-398-9772	ALTERNATE F. F. Oasis Repeater		171.625 TX 172.425 RX Tone 103.5	SEATS – Dept of Forestry, Marco Island Tel: 239-690-3500 ext. 100 Fax: 239-690-3504
ATGS	Frank Hayes	928-380-5369	AIR/ GROUND		167.950	
ATGS (t)	Richard Struhar		TOLC		167.950	ATGS AIRCRAFT- Marco Island Cessna 337 - N1314S, Ed Caughman 919-742-4866 Cessna 303 - N5ER
ASGS (t)	Mark Pater	928-651-4479	DECK		163.100	
HEBM	Gary Watson	423-384-3628	Air Guard		168.625 Tone 110.9	<i>Order air resources through Div Sup – Air Attack</i> <i>In the absence of Air Attack order resources through Div Sup - Helibase</i>
Helibase	Land Line	239-695-0278				
SEAT MGR	Jeff Hopf	208-871-1823	AERIAL IGNITION ONLY		169.200	
SEAT MGR	Mike Philips	813-731-4488	INITIAL ATTACK ONLY		171.1375	

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
82NW Assigned	I	Bell 214	Oasis Helibase	0900	0930	Standard Category	T 406 Assigned	III	SEAT 802	Immokalee Airport	0900	0930	239-860-2028
N901CH Assigned	II	Sikorsky T-58	Oasis Helibase	0900	0930	Standard Category	T 192 Assigned	III	SEAT 802	Immokalee Airport	0900	0930	239-860-2028
N3181F Assigned	II	UH1/F	Oasis Helibase	0900	0930	Restricted Category	T 419 Shared	III	SEAT	Immokalee Airport	0900	0930	239-860-2028 Steve Fletcher
N601SJ Assigned	III	Bell 206 L3	Oasis Helibase	0900	0930	Exclusive Use Module	T 193 Shared	III	SEAT	Immokalee Airport	1200	1200	239-860-2028 Steve Fletcher
2BH Shared	III	Bell 206 B3	Big Cypress ICP	0900	0930	239-777-9656 John Nobles	614 Shared	III	Bell 206	Seminole Airstrip	0900	As Requested	239-253-7049 BIA
N106JC Shared	III	Bell 206	Panther NWR	0900	0930	239-657-5476 HEMG	7ST Shared	III	Bell 407	Seminole Airstrip	0900	As Requested	239-253-7049 BIA

ICS 220 - Continued

10. TASK/ MISSION/ ASSIGNMENT (Type/ function includes: Air Tactical, Retardant, Recon, Personnel Transport, Bucket Operations, SAR, etc.)					
TYPE/FUNCTION	PRIORITY	NAME OF PERSONNEL OR CARGO (If applicable) or instructions for tactical aircraft	MISSION START	FLY FROM	FLY TO
Recon 6JC (Shared)	1	Recon flight for 3 DIVS; fly Divisions H, I and J	0930	Panther Helibase	Div's H,I,J
Recon 6JC (Shared)		Stage at Panther Helibase for recon flights as requested, approved by Ops	0930	Panther Helibase	
Recon 2BH (Shared)		Stage at Ochopee Helispot @ ICP for recon flights as requested.	0930	Ochopee	
Crew Shuttle 1SJ	1	Mescalero Module continue to mop up slopover on FT6 Fire. Be prepared to depart FT6 for Initial Attack.	1000	Oasis Helibase	FT6
Crew Shuttle 1SJ	1	Mescalero Module shuttle from FT6 back to Oasis Helibase.	1830	FT6	Oasis Helibase
ATGS Support		Bucket and/or SEAT support as requested by DIVS through ATGS	As Requested	Oasis Helibase	
Recon - ATGS		Periodic monitoring of the Boundary 2, Sheppard, Trail, FT6 and O'Leary Fires.			

NAME	LATITUDE North	LONGITUDE West	HIGE/HOGE	REMARKS / HAZARDS
Oasis Helibase	25 51.46	81 02.03	HIGE	Contact on Air to Ground
Panther Helibase	26 11.21	81 21.00	HIGE	Panther NWR, CAUTION for power lines. These lines are marked with red balls.
Sanctuary Airstrip	26 13.21	80 56.19	HIGE	Caution for converging winds and private aircraft May also be referred to as Strickland Airstrip
H-10 - (Strickland)	26 12.65	80 58.35	HOGE	Strickland Division – A, Type II
Ochopee Helispot	25 53.99	81 19.25	HIGE	Big Cypress NP Headquarters / ICP
Boundary 2 Fire	26 15.18	81 02.90	Fire Center	No known hazards
H-15 - (Boundary 2)	26 14.93	81 03.02	HOGE	No know hazards, road next to canal, Type II
FT6 Fire	25 55.50	80 57.50	Fire Center	Blivet set up @ fire site; need CB radio if driving to this fire.
H-50 - (FT6)	25 55.69	80 59.42	HOGE	No known hazards; look for flagging in trees; Type II helispot
Midrest Fire	26 11.50	81 09.00	Fire Center	No known hazards

H-2 - (Midrest)	26 12.68	81 08.66	HOG E	No known hazards, Type II helispot
H-3 - (Midrest)	26 13.38	81 07.20	HOG E	No known hazards, inspected by 1CH on 5/21/07 Approved for Type I & II
H-4 - (Midrest)	26 13.58	81 10.58	HOG E	No known hazards, approved for Type I & II
H-5 - (Midrest)	26 14 .86	81 20.83	HIG E	Along the shore of Pistol Dipsite. Mulch mound on western edge of helispot, Type II Aerial Ignition Emergency Helispot
H-6 - (Midrest)	26 10.15	81 20.97	HIG E	Work Center south of the dip site, Type II Aerial Ignition Emergency Helispot
Pistol Dipsite	26 14.86	81 20.83	HOG E	Powerline along east edge of the pond and the NE corner of the pond.
Work Center Dipsite	26 10.23	81 20.90	HOG E	Don't over-fly the Work Center buildings etc.
Quarry Dipsite	26 09.14	81 21.23	HOG E	SW corner of Interstate 75 and RT 29. Caution for power lines along I-75 and RT 29
Old Burn Dipsite	26 09.15	81 19.44	HOG E	SE corner of Interstate 75 and RT 29. Caution for power lines along I-75 and RT 29
O'Leary Fire	25 53.78	81 09.13	Fire Center	No known hazards
H-45 – (O'Leary)	25 53.87	81 08.97	HOG E	No known hazards, Type II helispot
Monument Lake - (O'Leary)	25 52.05	81 06.50	HOG E	Dipsite, tower on south end of the lake
Sheppard Fire	25 59.97	80 58.51	Fire Center	No known hazards
H – 40 - (Sheppard)	25 58.99	80 58.40	HOG E	No known hazards, Type II
H - 1	26 10.03	81 04.53	HIG E	Midrest Rest Stop, Interstate 75 Caution for 321' cell tower and fence along the lagoon. LAND BEHIND THE FENCE

Approved by: Clay Templin, AOBD /s/

HEALTH AND SAFETY MESSAGE

SAFETY starts with *YOU*

Everyone is considered a **Safety Officer**

INCIDENT: BICY Complex

DATE: 05-27-07

TIME: 0730-1930

Major Hazards and Risks:

Fire Behavior/Weather

Driving

Air/Ground Communications

Hazardous Trees

Critters

Escape Routes

Getting Frequent Spot Fires Across Line

Narrative:

- **Hazardous Trees:** Flag Them, Fall Them and Make Them Known. Watch for widow makers and review the Snag SOP's.
- **Communications:** Utilize Human where Needed
- **Aircraft:** Heads up for Bucket Drops. Give clear instructions to helicopter pilots in describing bucket work locations.
- **Driving:** Drive Slowly, head Lights on, use seat belts and don't park in the middle of the road!!!
- **Critters:** Snakes, insects, deer and alligators. Use special care around canals, don't feed the gators.
- **ESCAPE ROUTES – Minimal Escape Routes are available. Plan ahead for available Escape Routes in blackened areas and road egress.**

AS TODAY PROGRESSES AND ASSIGNMENTS TAKE PLACE, MAKE SURE EVERYONE HAS ESTABLISHED ANCHOR POINTS, CLEAR AND CONCISE INSTRUCTIONS AND GOOD COMMUNICATIONS, ESTABLISH MULTIPLE ESCAPE ROUTES.

Watch Out Situation for the Day



16.GETTING FREQUENT SPOT FIRES ACROSS LINE

Directing Helicopter Bucket Drops

- ⇒ Give general location on the incident.
 - ⇒ Finalize location with: Clock direction – straight in front of the aircraft is 12 o'clock; the right door is 3 o'clock; the tail is 6 o'clock; and the left door is 9 o'clock. When giving directions, remember that helicopters generally orbit in a clockwise pattern. Describe prominent landmarks – don't say "I'm wearing a yellow shirt", "I'm by a big tree", etc. Use a signal mirror (a compass works fine) or a 2-3 foot piece of flagging tied to a long stick. Stand in drop location (when safe) for ID, then move away before the drop.
 - ⇒ Visualize what the pilot sees from the air and describe the target.
 - ⇒ Describe the target from your location and explain the mission. The pilot will decide drop technique and flight path, or you can ask the pilot for a hover drop or line drop in a given direction.
 - ⇒ Assure pilot that all personnel are safe and they know the aircraft's intentions before the drop.
 - ⇒ Give feedback to the pilot about drop accuracy. Be honest and constructive. Let pilot know if drop is early, late, uphill, downhill, etc. The pilot wants to provide you with the best support possible.
- Remember: The Pilot Has Final Say On Drops

Incident Safety Officer: _____

Russ Copp SOF 1

MEDICAL PLAN	1. Incident Name BICY Complex	2. Date Prepared 05/25/07	3. Time Prepared 1830	4. Operational Period 05/26/07 0700-2000							
	5. Incident Medical Aid Station										
Medical Aid Stations		Location			Paramedics Yes No						
Ochopee Vol. Fire Rescue		Everglades 239-695-4114			X						
Poison Control		1-800-222-1222			X						
Everglades Communications		305-242-7740									
6. Transportation											
A. Air Ambulance Services											
Name		Address		Phone		Paramedics Yes No					
Collier County EMS		Med Flight 1, Type 2		239-793- 9300		X					
Air Rescue 85		Broward County Sheriff Rescue, Type 2		954-765-5100		X					
Miami Dade Air Rescue		Air Rescue North & South Type 2		305-596-8571		X					
B. Ambulance Services											
Name		Location			Paramedics Yes No						
Ochopee Fire and Rescue		Everglades City			239-695-4114		X				
Broward County Sheriff		Broward Co Sheriff			911 then ask for Broward Co.		X				
7. Hospitals											
Name		Address LAT / LONG		Travel Time Air Ground		Phone 911		Helipad Yes No		Burn Center Yes No	
Lee Memorial		2776 Cleveland Ave Ft Myers Fl 26 38 30.26 81 52 2.31		35 Min 150 Min		239-334-5334		X		X	
Naples Community Hospital Emergency Room		350 7th St North Naples 26 06.02 81 48.01		30 MIN 120 MIN		239-513-7709		X		X	
Miami Jackson Memorial (Burn Trauma Center)		Miami 25 47.30 80 12.18		30 MIN 120 MIN		305-585-1148		X		X	
Broward General Medical		1600 S Andrews Ave Ft Lauderdale FL 26 06.21 80 08.43		30 MIN 120 MIN		954-355-4400		X		X	
8. Medical Emergency Procedures											
See Following Page for Medical Emergency Procedures											
Prepared by: Gary Moser (Medical Unit Leader)						10. Reviewed by (Safety Officer) Rick Trembath – SOF1					

ACCIDENT COMMUNICATION PROCEDURES

MEDEVAC RADIO PROCEDURES

1. DIVS calls ICC (Incident Communications Center) to report accident. DIVS is prepared to assess the accident (see Definitions) and report Transport or Medevac Information.
 2. ICC clears the Command Radio channel for critical and serious injuries
“All divisions, Emergency Traffic only, please clear this frequency”
 3. ICC immediately notifies Medical Unit Leader on duty. (have another radio operator do this.) The Line OSC and/or DIVS will command the response scene coordinating with the accident EMT and MEDL.
 4. ICC acquires the pertinent Medevac information on the form below.
 5. If air transportation is required, ICC notifies Air Ops and or Air Support (have another radio operator do this. Air Ops will coordinate Air Attack or Helco assistance.
 6. ICC will keep a log of all departure and arrival times and other pertinent information.
 7. When the emergency is over, ICC clears the channel for normal use.
-

DEFINITIONS FOR ACCIDENT ASSESSMENT

- 1) **Non-Emergency Ground Transportation:** Minor and non-life threatening serious injuries. Vehicles may transport from the scene or be dispatched from ICP
 - 2) **Non-Emergency Air Transport:** Minor and non-life threatening serious injuries in remote areas without road access. Helicopter transport required. (Please assess your options carefully before requesting air transport)
 - 3) **Emergency Air *MEDEVAC*:** Any life or limb threatening injury or illness. Critical and life threatening serious injuries. Helicopter transport. Do not use the term medevac except in this instance.
-

TRANSPORT or MEDEVAC INFORMATION

Emergency *Non-Emergency*

Is the injury: Critical:_____ Serious:_____ Minor:_____

Type of Injury: _____

Specific Location of Patient (nearest DP/Helispot): _____

Is the Patient Conscious? Yes _____ No _____

Is a Helicopter needed for evacuation: Yes _____ No _____

Is an EMT present and giving treatment? Yes _____ No _____

Is an EMT Needed? Yes _____ No _____

Is ALS (Advanced Life Support) needed? Yes _____ No _____

Name of radio contact, and channel, or frequency _____

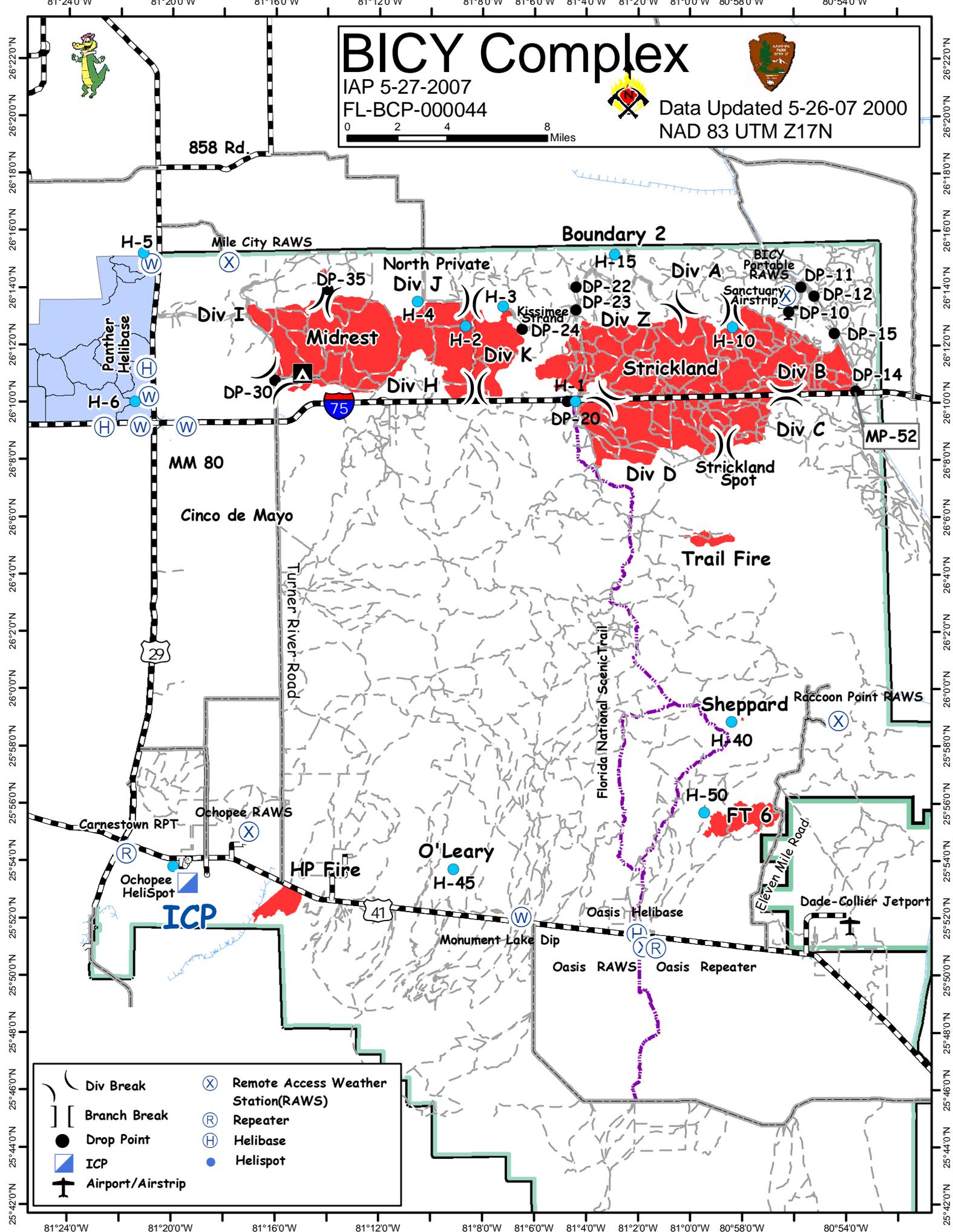
Route for ground transportation: _____

BICY Complex

IAP 5-27-2007
FL-BCP-000044



Data Updated 5-26-07 2000
NAD 83 UTM Z17N



- | | | | |
|--|------------------|--|--------------------------------------|
| | Div Break | | Remote Access Weather Station (RAWS) |
| | Branch Break | | Repeater |
| | Drop Point | | Helibase |
| | ICP | | Helispot |
| | Airport/Airstrip | | |

BICY Complex

IAP Midrest 5-27-2007

FL-BCP-000044

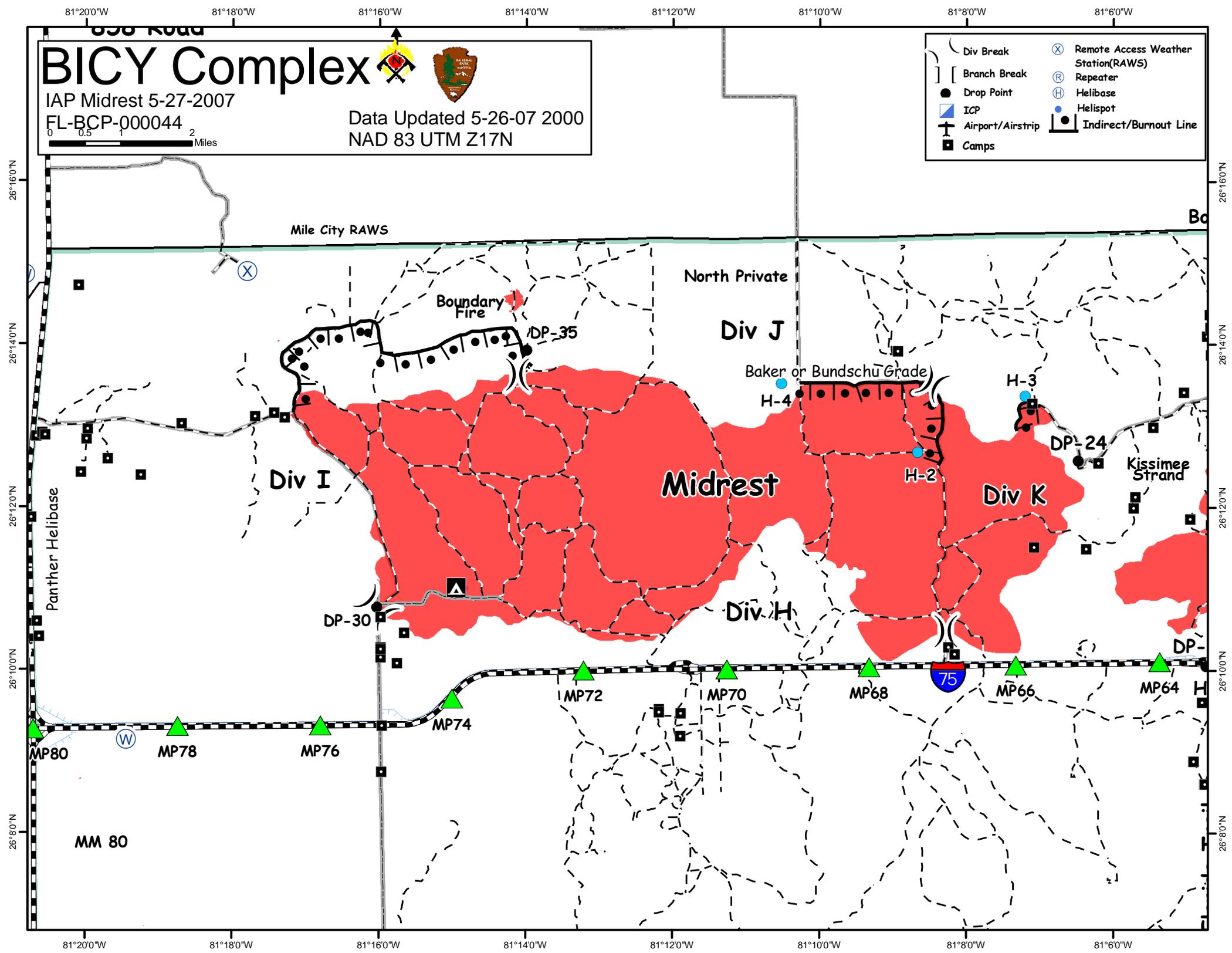
0 0.5 1 2 Miles



Data Updated 5-26-07 2000

NAD 83 UTM Z17N

- Div Break
- Branch Break
- Drop Point
- ICP
- Airport/Airstrip
- Camps
- Remote Access Weather Station(RAWS)
- Repeater
- Helibase
- Helispot
- Indirect/Burnout Line



BICY Complex

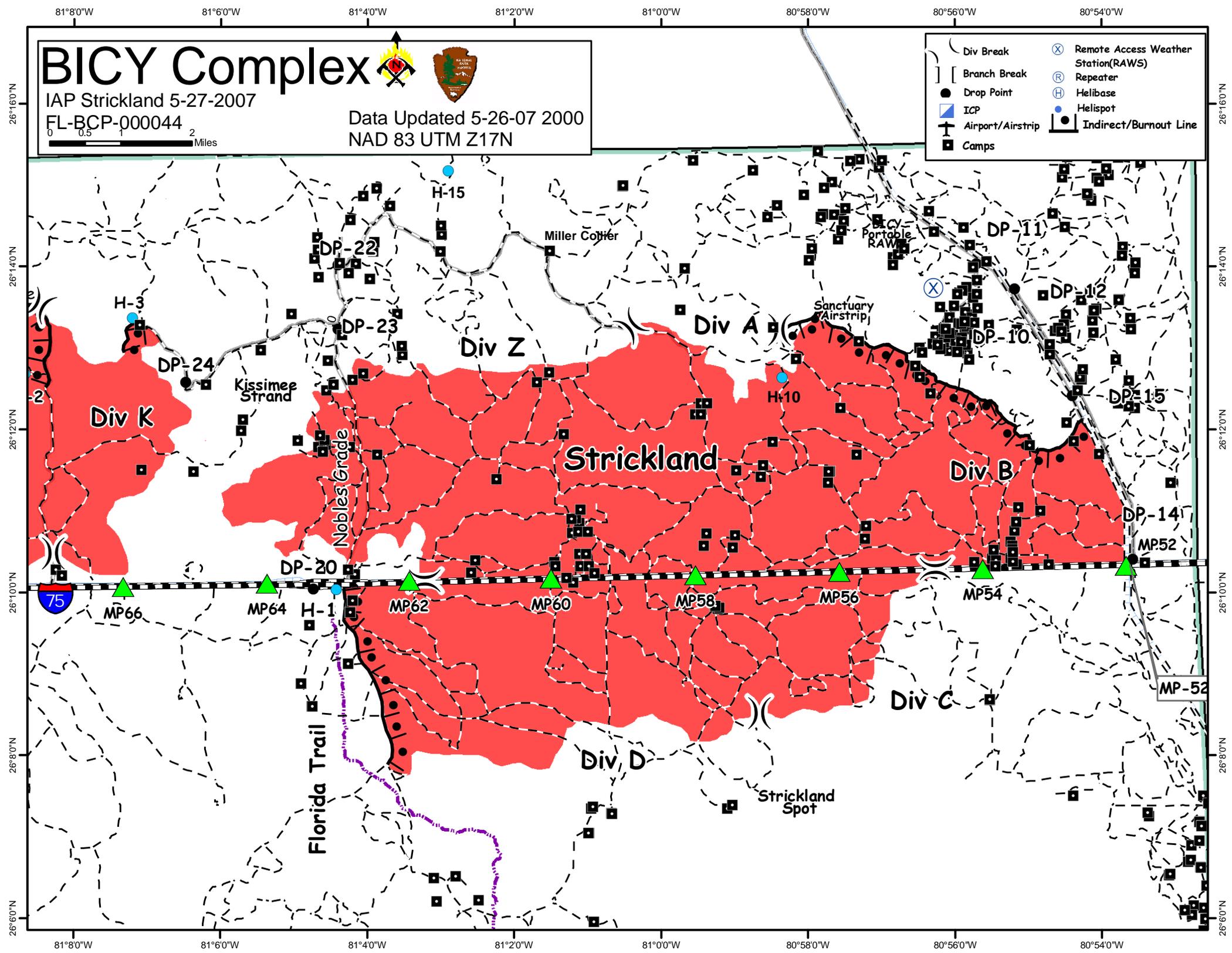


IAP Strickland 5-27-2007

FL-BCP-000044

Data Updated 5-26-07 2000
NAD 83 UTM Z17N

- Div Break
- Branch Break
- Drop Point
- ICP
- Airport/Airstrip
- Camps
- Remote Access Weather Station(RAWS)
- Repeater
- Helibase
- Helispot
- Indirect/Burnout Line



INCIDENT RADIO COMMUNICATIONS PLAN I-205	1. INCIDENT NAME	2. DATE/TIME PREPARED	3. OPERATIONAL PERIOD DATE/TIME
	BIG CYPRESS COMPLEX	05/25/2007 1830	DAY SHIFT 05/26/2007 0730-2130

4. BASIC RADIO CHANNEL UTILIZATION

Ch #	Channel Name	Assignment	RX Frequency Narrowband (N) Wideband (W)		RX Tone/NAC	TX Frequency Narrowband (N) Wideband (W)		TX Tone/NAC	Mode Digital (D) Analog (A) Mixed (M)	Remarks
1	BICY LOCAL	UN-ASSIGNED	172.4250	W		172.4250	W		A	UNSTAFFED
2	OASIS RPT	COMMAND RPT	172.4250	W		171.6250	W	103.5	A	USE OASIS RPT FOR COMMAND BACKUP AS REQUIRED
3	CARNSTOWN RPT	COMMAND RPT	172.4250	W		170.1000	W	103.5	A	COMMAND RPT FOR ENTIRE INCIDENT
4	NIFC TAC 2	TAC DIV A&B, D, H, Z	168.2000	N		168.2000	N		A	
5	BICY TAC	AIR TO GROUND TAC	167.9500	W		167.9500	W		A	
6	NIFC TAC 1	TAC DIV J, FT6	168.0500	N		168.0500	N		A	
7	NIFC TAC 3	TAC DIV I, K	168.6000	N		168.6000	N		A	
8	A/G TAC	UN-ASSIGNED	171.1375	N		171.1375	N		A	NATIONAL FREQUENCY ALSO USED IN SOUTH FLORIDA FOR A/G IA
9	IGN A/G	AERIAL IGNITION A/G	169.2000	N		169.2000	N		A	A/G FOR AERIAL IGNITION ONLY
10	PANTHER REPEATER	COMMAND RPT	164.6250	W		163.1500	W	118.8	A	PANTHER NWLR REPEATER, MONITORED BY OASIS FIRE DISPATCH
11										
12	WHITE	UNASSIGNED	154.2800	W		154.2800	W		A	
13	BICY TAC	UNASSIGNED	151.2350	W		151.2350	W		A	
14	AIR GUARD	AIR EMERGENCY	168.6250	N	-	168.6250	N	110.9	A	Emergency Contact for Aircraft NIFC EPH Radios
15										
16	AIR GUARD	AIR EMERGENCY	168.6250	N	-	168.6250	N	110.9	A	Emergency Contact for Aircraft

5. I-205 Prepared By Tad Coyner COML