Bush Fire and Central Fire

July 2-4, 2020

0700-2000

Incident Action Plan

Bush Fire: AZ-TNF-001581 P3M6M6 (0312)
Central Fire: AZ-A45-000950 PNM676 (1502)

Central Map
Bush IAP
Bush Map
<table>
<thead>
<tr>
<th>TNF_Forest_wide</th>
<th>TNF_Aviation</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image1.png" alt="QR Code" /></td>
<td><img src="image2.png" alt="QR Code" /></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TNF_North_Zone</th>
<th>TNF_Central_Zone</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image3.png" alt="QR Code" /></td>
<td><img src="image4.png" alt="QR Code" /></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TNF_South_Zone</th>
<th>TNF_Topo_Maps</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image5.png" alt="QR Code" /></td>
<td><img src="image6.png" alt="QR Code" /></td>
</tr>
</tbody>
</table>
Forecast is based on forecast start time of 1300 MST on July 02. If conditions become unrepresentative...contact the National Weather Service.

.DISCUSSION...
Temperature will warm through the weekend to above normal levels with a modest increase in moisture. While thunderstorms and rainfall are unlikely over the site, there is some chance Thursday of activity, but more likely gusty winds with storm outflow. With the increase in moisture, minimum humidity levels will fall into a 15-20% range while overnight recovery climbs to near 50%. Outside of any storms winds will follow typical daily trends of some southwesterly gusts in the afternoon and drainage

...Thunderstorms imply gusty winds...

Note...Additional Fire Weather Forecast information can be found in the Area Forecast Discussion. See product PHXAFDPSR.

.THURSDAY...

Sky/weather........Mostly sunny.
CWR...............5 percent.
Max temperature.....97-101.
Min humidity........16-21 pct.
Wind (20 ft)........East winds 3 to 6 mph in the morning becoming southwest 7 to 11 mph with some higher gusts in the afternoon.

.THURSDAY NIGHT...

Sky/weather.......Mostly clear.
CWR...............5 percent.
Min temperature.....71-75.
Max humidity........47-52 pct.
Wind (20 ft)......Southwest winds 5 to 10 mph in the evening becoming northeast after midnight.

.FRIDAY...

Sky/weather.......Mostly sunny.
CWR...............0 percent.
Max temperature.....100-104.
Min humidity........14-19 pct.
Wind (20 ft)......East winds 3 to 6 mph in the morning becoming southwest 5 to 10 mph in the afternoon.
FRIDAY NIGHT...

Sky/weather........Mostly clear.
CWR................0 percent.
Min temperature....73-77.
Max humidity.......43-49 pct.
Wind (20 ft)........Southwest winds 5 to 10 mph in the evening becoming northeast 3 to 7 mph after midnight.

SATURDAY...

Sky/weather........Mostly sunny.
CWR................0 percent.
Max temperature....103-109.
Min humidity.......13-19 pct.
Wind (20 ft)........East winds 4 to 7 mph in the morning becoming southwest 5 to 10 mph in the afternoon.
1. Incident Name: BUSH

2. Operational Period: DAY
   - Date/Time From: 07/02/2020 0700 THU
   - Date/Time To: 07/04/2020 2000 SAT
   - Branch: BUSH
   - Division/Group: BUSH NORTH

4. Operations Personnel
   - INCIDENT COMMANDER: JUSTIN HENDERSON
     - WILL SMITH (T)

5. Resources Assigned this Period
   - Strike Team / Task Force / Resource Designator
     - LWD
     - Leader
     - Number
     - Persons
     - Drop Off PT./Time
     - Pick Up PT./Time
   - UMATILLA VET CREW
     - 07/05
     - SAM BOWEN
     - 12
     - PAYSON/0700
     - PAYSON/2000
   - AMBU MED TEAM SALT RIVER O-238
     - 07/09
     - JUSTIN MCMILLAN
     - 5
     - PAYSON/0700
     - PAYSON/2000
   - ENG6 TNF E-12-85
     - JUSTIN HENDERSON
     - 5
     - PAYSON/0700
     - PAYSON/2000
   - ENG6 TNF-E-12-66
     - THOMAS GALLO
     - 6
     - PAYSON/0700
     - PAYSON/2000
   - ENG6 TNF-E-12-67
     - ADAM GIORDANO
     - 6
     - PAYSON/0700
     - PAYSON/2000

6. Control Operations/Work Assignments:
   1. Keep fire west of Hwy 188 and within containment lines.
   2. Patrol and secure all hotspots that threaten the line.
   3. Apply social distancing and maintain COVID-19 Protocols.

7. Special Instructions:
   1. Remain initial attack ready to support response area and support local agencies.
   2. Reduce public interactions or gatherings to ensure COVID-19 transmissions are mitigated.
   3. Use caution on all roadways; use warning devices and/or road guards as needed.
   4. Maintain Situation Awareness on unburned island in DIV J/P. Identify opportunities to reduce further fire spread in Sonoran Desert ecosystem.

8. Division/Group Communication Summary

9. Prepared By (Resource Unit Leader):
   - C. DENNETT

Approved By (Planning Section Chief):
   - Date: 06/30/2020
   - Time: 1447

ICS 204 WF (1/14)
Controlled Unclassified Information/Basic
FINAL
1. Firefighter and public safety is #1 priority.
2. Keep fire east of Hwy 87 and within containment lines.
3. Patrol and secure all hotspots that threaten the line.

7. Special Instructions:
1. Remain initial attack ready to support response area and support of local agencies.
2. Reduce public interactions or gatherings to ensure COVID-19 transmissions are mitigated.
3. Use caution on all roadway operations. Use warning devices and/or road guards as needed.
**AIR OPERATIONS SUMMARY**

**1. INCIDENT NAME:** Bush/Central

**2. OPERATIONAL PERIOD**

- **START TIME:** 0700
- **END TIME:** 2000
- **SUNRISE:** 0517
- **SUNSET:** 1941

**3. REMARKS**

(Safety Notes, Hazards, Air Operations Special Equipment, etc.).

- **TASK:**
  - Provide aviation support to crews with water/retardant drops and reconnaissance flights for operations personnel while ensuring safe aviation operations.
  - Avoid cross contamination of lakes, decontaminate buckets and tanks after use in lakes.
  - Email costs daily to 2020.BUSH.FINANCE@FIRENET.GOV

- **Scooper "Lake" contact not required prior to Scooper operations**

- **Variable winds in mountainous terrain can be hazardous.***HEADS UP!!!***

**4. READY ALERT AIRCRAFT:**

- **Be Prepared for initial attack**
- **DPS Ranger 1 Hoist capable**
- **Short Haul helicopter in Showlow Az**

**5. TFR**

- **Bush FDC 0/1118**
- Flight Follow through PIFC

**6. PERSONNEL**

- **NAME**
- **PHONE #**

<table>
<thead>
<tr>
<th>NAME</th>
<th>PHONE #</th>
</tr>
</thead>
<tbody>
<tr>
<td>AOBDD</td>
<td></td>
</tr>
<tr>
<td>ATGSD</td>
<td></td>
</tr>
<tr>
<td>HEBMD</td>
<td></td>
</tr>
<tr>
<td>UASD</td>
<td></td>
</tr>
</tbody>
</table>

**7. FREQUENCIES**

- **AM**
- **FM**

<table>
<thead>
<tr>
<th>FREQUENCY</th>
<th>AM</th>
<th>FM</th>
</tr>
</thead>
<tbody>
<tr>
<td>67e &amp; 67f</td>
<td></td>
<td></td>
</tr>
<tr>
<td>67e &amp; 67f</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**8. FIXED-WING Avail/ Type/ Make-Model/ N#/ Base**

(AIRTANKERS: Order thru ATGS)

<table>
<thead>
<tr>
<th>FAA N#</th>
<th>TY</th>
<th>MAKE/ MODEL</th>
<th>BASE</th>
<th>START</th>
<th>AVAIL</th>
<th>REMARKS</th>
<th>FAA N#</th>
<th>TY</th>
<th>MAKE/ MODEL</th>
<th>BASE</th>
<th>START</th>
<th>AVAIL</th>
<th>REMARKS</th>
</tr>
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</tr>
</tbody>
</table>

**9. HELICOPTERS**

(Use Additional Sheets as Necessary)

<table>
<thead>
<tr>
<th>FAA N#</th>
<th>TY</th>
<th>MAKE/ MODEL</th>
<th>BASE</th>
<th>START</th>
<th>AVAIL</th>
<th>REMARKS</th>
<th>FAA N#</th>
<th>TY</th>
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<th>REMARKS</th>
</tr>
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</tr>
</tbody>
</table>

**PIFC Aviation Desk:** 480-457-1552
ICS 220 - Continued

<table>
<thead>
<tr>
<th>TYPE/FUNCTION</th>
<th>PRIORITY</th>
<th>NAME OF PERSONNEL OR CARGO (If applicable) or instructions for tactical aircraft</th>
<th>MISSION START</th>
<th>FLY FROM</th>
<th>FLY TO</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATGS</td>
<td></td>
<td>Provide coverage over the fire as needed.</td>
<td>0800</td>
<td>Falcon Field</td>
<td>Fire</td>
</tr>
<tr>
<td>Initial Attack</td>
<td></td>
<td>Support Initial Attack actions as requested.</td>
<td>TBD</td>
<td></td>
<td>IA</td>
</tr>
<tr>
<td>Medevac</td>
<td></td>
<td><strong>See Medical Plan in IAP – Review during Division Breakouts</strong></td>
<td>TBD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Water Drops</td>
<td></td>
<td>As needed and approved by OPS, order through ATGS</td>
<td>0800</td>
<td></td>
<td>Fire</td>
</tr>
<tr>
<td>Recon</td>
<td></td>
<td>Fire reconnaissance by Ops. Priority</td>
<td>0800</td>
<td>Helibase</td>
<td>Fire</td>
</tr>
</tbody>
</table>

Helibase, Dip Sites, Pick Up Sites, etc.

| Slate Creek Helisport 33 55.802 X 111.27.905 |

Wind Restrictions

<table>
<thead>
<tr>
<th>Flights above ground level</th>
<th>Type 1 Helicopters</th>
<th>Type 2 Helicopters</th>
<th>Type 3 Helicopters</th>
</tr>
</thead>
<tbody>
<tr>
<td>More than 500' AGL</td>
<td>&lt;50kts / Gusts: N/A</td>
<td>&lt;50kts / Gusts: N/A</td>
<td>&lt;50kts / Gusts: N/A</td>
</tr>
<tr>
<td>Less than 500' AGL</td>
<td>&lt;40kts / Max Gust Spread: 15kts</td>
<td>&lt;40kts / Max Gust Spread: 15kts</td>
<td>&lt;30kts / Max Gust Spread: 15kts</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Helicopter #</th>
<th>Type</th>
<th>Manager Name</th>
<th>Phone Number</th>
<th>Helicopter #</th>
<th>Type</th>
<th>Manager Name</th>
<th>Phone Number</th>
</tr>
</thead>
</table>

Approved by: /s/ Bob Ortlund, AOBD
## SAFETY MESSAGE

<table>
<thead>
<tr>
<th>INCIDENT NAME: BUSH FIRE</th>
<th>OPERATIONAL PERIOD: 7/2-4/2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAJOR HAZARDS:</td>
<td></td>
</tr>
<tr>
<td>➢ DRIVING — Be careful exiting and entering highways, park as far o of the road as possible</td>
<td>You must do the things you think you cannot do. -Eleanor Roosevelt</td>
</tr>
<tr>
<td>➢ COVID 19 — Wear a mask, wash your hands frequently (especially before you eat), keep your module of one, STOP TOUCHING YOUR FACE!</td>
<td></td>
</tr>
<tr>
<td>➢ INITIAL ATTACK — Establish a lookout, communications plan, have multiple escape routes and safety zones (good black, RTO) and MAKE THEM KNOWN!</td>
<td></td>
</tr>
</tbody>
</table>

### NARRATIVE:

**What is RISK?**

An estimate of the probability and severity/consequence of uncertain future events.

In situations where outcomes and consequences are known, calculations of risk are possible. Risk when it applies to Operational Risk Management is designed for use where absolute calculations are not possible; such as the risks of working in the wildland environment. Here the odds of various outcomes are estimated based on experience and the context of the situation.

"Everything we do involves risk"

We make risk decisions every day, and we make mitigations all the time. Residual Risk is what’s left over. You may choose to drive across town after rush hour — that’s a risk mitigation — the risk of collision is lower, but it still exists. Take a look at the Risk Assessment we did for this fire — we chose pertinent risks, found some mitigations and estimated the residual risk based on following those mitigations.

**RISK MANAGEMENT PROCESS**

-IRPG - PAGE ONE
- Situational Awareness
- Hazard Assessment
- Develop Mitigations, Make Risk Decisions
- Implement Mitigations
- Supervise and Evaluate

**Normalization of Deviance**

What happens if we take a "shortcut" and there is no bad outcome? You decide not to put your seatbelt on, but there was no accident - you left your gloves off for an entire shift, but your hands aren't burned - you went scouting the head of the fire without telling anyone, but nothing happened. Are you now conditioned to repeat that shortcut thinking nothing will happen? Did that risk of injury or death go away? Watch the video!

**SAFETY OFFICERS:**

Rob Martin, Jon McLaughlin
Dave Molter, Andy Murrin
### Risk Assessment Worksheet

**Incident Name:** Bush & Central Fires  
**Location:** Tonto National Forest/Arizona State

#### 3. Specific Objective:
Make reasonable and prudent decisions to accomplish the agency mission while

#### 4. Name and Title of Preparer:
Rob Martin, Jon McLaughlin

#### 5. Date Prepared:
Tuesday, June 30, 2020

#### 6. Risk Decision Authority:
The risk decision authority block should be signed after the worksheet is completed. Incident Commanders Type 3 and higher or Agency Administrators should sign the Risk Assessment in block 6. [I]

#### Signature:

---

**Risk Assessment Worksheet**

<table>
<thead>
<tr>
<th>Identify Hazards</th>
<th>Assess Hazards</th>
<th>Risk Control Options</th>
<th>Residual Risk</th>
<th>Decision</th>
<th>Implement</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Task</strong></td>
<td><strong>Hazard</strong></td>
<td><strong>Probability</strong></td>
<td><strong>Severity</strong></td>
<td><strong>HAC</strong></td>
<td><strong>Probability</strong></td>
</tr>
<tr>
<td>All Incident Operational Tasks occurring on shoulders of highways</td>
<td>Vehicle Collision due to Stationary Operation of Emergency Vehicle on Highway/Paved Roadway</td>
<td>Possible</td>
<td>Catastrophic</td>
<td>Extremely High</td>
<td>All warning lights to remain in operation while on scene. Place vehicle with highest GVW in the rear when there is more than one vehicle along the roadside. Position vehicle off roadway as far as possible depending on shoulder stability, while maintaining clear egress from scene. When on roadway where 500’ of visible warning is not possible, place road hazard triangles or signs to warn traffic. Use personal protective equipment to mitigate foreseeable traffic hazards including reflective vests. Be very aware when exiting the vehicle into traffic. Establish LCES with incoming vehicles to react quickly. Reduce exposure in this direct impact environment by expediting operations to lessen time on scene.</td>
</tr>
<tr>
<td>Aerial Retardant</td>
<td>Personnel Hit by Water/Retardant</td>
<td>Possible</td>
<td>Critical</td>
<td>High</td>
<td>Ensure all personnel are clear from drop zones and communication is established between ground and air.</td>
</tr>
<tr>
<td>Aerial Retardant</td>
<td>Aircraft Mishap - General</td>
<td>Unlikely</td>
<td>Catastrophic</td>
<td>High</td>
<td>Ensure all guidelines, procedures and policies are followed. Consider the risk vs benefit of retardant use.</td>
</tr>
<tr>
<td>All Incident Operational Tasks</td>
<td>Medical - Heat Related Illness, Over Exertion</td>
<td>Likely</td>
<td>Moderate</td>
<td>High</td>
<td>Monitor Heat Index, extend rest breaks during heat of day for core body temperatures to reduce. Ensure proper diet w/ salts. Drink 3 waters to 1 Gatorade often. Quality rest. Provide strong leaders intent from supervisors.</td>
</tr>
<tr>
<td>Bucket Work</td>
<td>Personnel Hit by Water/Retardant</td>
<td>Possible</td>
<td>Critical</td>
<td>High</td>
<td>Ensure all personnel are clear from drop zones and communication is established between ground and air.</td>
</tr>
<tr>
<td>Bucket Work</td>
<td>Aircraft Mishap - Aerial Hazards</td>
<td>Unlikely</td>
<td>Catastrophic</td>
<td>High</td>
<td>Establish LCES, Adhere to Fire Orders, Mitigate Watch out Situations. Be aware of limited turn arounds for vehicles and UTVs. Establish communications with ground crews.</td>
</tr>
<tr>
<td>Direct Attack Initial Attack</td>
<td>Entrapment - Spot Fire Suppression, Egress</td>
<td>Unlikely</td>
<td>Catastrophic</td>
<td>High</td>
<td>Establish LCES, Adhere to Fire Orders, Mitigate Watch out Situations. Be aware of limited turn arounds for vehicles and UTVs. Establish communications with ground crews.</td>
</tr>
<tr>
<td>Direct Attack Initial Attack</td>
<td>Mines - Open Shafts</td>
<td>Possible</td>
<td>Critical</td>
<td>High</td>
<td>Beware of known locations of mines and avoid. Look for unidentified sites by old timbers, buildings, structures, tailings/disturbed ground. Report suspected sites to division supervisor or line safety and make them known.</td>
</tr>
<tr>
<td>Direct Attack Initial Attack Structure Protection</td>
<td>Electrocution - KV Power lines along Hwy 87</td>
<td>Unlikely</td>
<td>Catastrophic</td>
<td>High</td>
<td>Heavy smoke with KV powerlines can discharge energy to ground like lightning. Stay clear of powerlines when heavy smoke impacts them. Energy can radiate from the area of energy discharge through the ground. Coordinate with utilities. Reference Powerline Safety in IRPS pg 24-25</td>
</tr>
<tr>
<td>Scouting/Monitoring/Recon - Air</td>
<td>Aircraft Mishap - General</td>
<td>Unlikely</td>
<td>Catastrophic</td>
<td>High</td>
<td>Ensure all guidelines, procedures and policies are followed. Consider the risk vs benefit of aerial recon.</td>
</tr>
<tr>
<td>Scouting/Monitoring/Recon - Salt River Corridor</td>
<td>Hostile Individual</td>
<td>Possible</td>
<td>Critical</td>
<td>High</td>
<td>Avoid confrontational conversations or engaging individuals that raise concern. Request Law Enforcement for confrontational individuals and remove at risk crews.</td>
</tr>
</tbody>
</table>

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1. Incident Name:  
2. Location:  
3. Specific Objective:  
4. Name and Title of Preparer:  
5. Date Prepared:  
6. Risk Decision Authority:  

---

**Identify Hazards**  
- Vehicle Collision due to Stationary Operation of Emergency Vehicle on Highway/Paved Roadway  
- Private Vehicle Collision with fire personnel due to incident operations on shoulder of Highways  
- Medical - Heat Related Illness, Over Exertion  
- Personnel Hit by Water/Retardant  
- Aircraft Mishap - Aerial Hazards  
- Entrapment - Spot Fire Suppression, Egress  
- Mines - Open Shafts  
- Electrocution - KV Power lines along Hwy 87  
- Aircraft Mishap - General  
- Hostile Individual  

---

**Assess Hazards**  
- Possible  
- Likely  
- Unlikely  
- Likely  
- Unlikely  
- Possible  
- Unlikely  
- Possible  
- Possible  

---

**Risk Control Options**  
- All warning lights to remain in operation while on scene. Place vehicle with highest GVW in the rear when there is more than one vehicle along the roadside. Position vehicle off roadway as far as possible depending on shoulder stability, while maintaining clear egress from scene. When on roadway where 500’ of visible warning is not possible, place road hazard triangles or signs to warn traffic. Use personal protective equipment to mitigate foreseeable traffic hazards including reflective vests. Be very aware when exiting the vehicle into traffic. Establish LCES with incoming vehicles to react quickly. Reduce exposure in this direct impact environment by expediting operations to lessen time on scene.  
- Ensure all personnel are clear from drop zones and communication is established between ground and air.  
- Ensure all guidelines, procedures and policies are followed. Consider the risk vs benefit of retardant use.  
- Monitor Heat Index, extend rest breaks during heat of day for core body temperatures to reduce. Ensure proper diet w/ salts. Drink 3 waters to 1 Gatorade often. Quality rest. Provide strong leaders intent from supervisors.  
- Establish LCES, Adhere to Fire Orders, Mitigate Watch out Situations. Be aware of limited turn arounds for vehicles and UTVs. Establish communications with ground crews.  
- Establish LCES, Adhere to Fire Orders, Mitigate Watch out Situations. Be aware of limited turn arounds for vehicles and UTVs. Establish communications with ground crews.  
- Beware of known locations of mines and avoid. Look for unidentified sites by old timbers, buildings, structures, tailings/disturbed ground. Report suspected sites to division supervisor or line safety and make them known.  
- Heavy smoke with KV powerlines can discharge energy to ground like lightning. Stay clear of powerlines when heavy smoke impacts them. Energy can radiate from the area of energy discharge through the ground. Coordinate with utilities. Reference Powerline Safety in IRPS pg 24-25  
- Avoid confrontational conversations or engaging individuals that raise concern. Request Law Enforcement for confrontational individuals and remove at risk crews.  

---

**Residual Risk**  
- Unlikely  
- Unlikely  
- Rare  
- Possible  
- Rare  
- Rare  
- Rare  
- Rare  
- Rare  

---

**Decision**  
- YES  
- YES  
- YES  
- YES  
- YES  
- YES  
- NO  
- YES  
- YES  

---

**Implement**  
- Division Supervisor  
- Crew Supervisor  
- Driver/Operator  
- Air Ops, Operations, Team Safety  
- Air Ops, Operations, Team Safety  
- All Incident Personnel Crew Supervisors  
- Division Supervisor  
- Division Supervisor  
- Air Ops, Helicopter Manager, Operations, Team Safety  
- Division Supervisor  
- Division Supervisor  
- Division Supervisor  
- Division Supervisor  
- Division Supervisor  

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**Date:** Tuesday, June 30, 2020
<table>
<thead>
<tr>
<th>Structure Protection</th>
<th>Smoke inhalation</th>
<th>Possible</th>
<th>Critical</th>
<th>High</th>
<th>Stay upwind of smoke emitted from burning structures or non-vegetation such as dumps. Smoke inhalation of non-woody materials can cause severe lifetime diseases.</th>
<th>Unlikely</th>
<th>Critical</th>
<th>Moderate</th>
<th>YES</th>
<th>Division Supervisor Line Safety</th>
</tr>
</thead>
<tbody>
<tr>
<td>Structure Protection</td>
<td>Explosion - Gas Utilities</td>
<td>Unlikely</td>
<td>Catastrophic</td>
<td>High</td>
<td>Avoid areas where heat is impacting propane tanks or gas utilities. If possible, shut off valves from gas sources before impacted by fire.</td>
<td>Rare</td>
<td>Catastrophic</td>
<td>Moderate</td>
<td>YES</td>
<td>Division Supervisor Line Safety</td>
</tr>
<tr>
<td>Transportation - ATV/UTV</td>
<td>Equipment - ATV/UTV Rollover</td>
<td>Possible</td>
<td>Critical</td>
<td>High</td>
<td>Utilize certified operators. Ride at reasonable and prudent speeds. Helmet will be worn while riding to reduce risk. No cross country travel.</td>
<td>Unlikely</td>
<td>Critical</td>
<td>Moderate</td>
<td>YES</td>
<td>Driver/Operator</td>
</tr>
<tr>
<td>Transportation - Highways</td>
<td>MVA - Other Vehicles</td>
<td>Possible</td>
<td>Critical</td>
<td>High</td>
<td>Drive defensively at reasonable &amp; prudent speeds for conditions. Use seatbelts and headlights. Utilize overhead/emergency lights when driving opposed to normal traffic flow, blocking right of way and when smoke reduces visibility. Be aware of highways opening to public.</td>
<td>Unlikely</td>
<td>Critical</td>
<td>Moderate</td>
<td>YES</td>
<td>Driver/Operator</td>
</tr>
<tr>
<td>Transportation - Highways</td>
<td>Human Factors - Night Ops: Visibility, Fatigue</td>
<td>Unlikely</td>
<td>Catastrophic</td>
<td>High</td>
<td>Ensure adequate rest, pull over if you feel drowsy and take a break. Roll down the windows and crank the jams!</td>
<td>Rare</td>
<td>Catastrophic</td>
<td>Moderate</td>
<td>YES</td>
<td>Driver/Operator</td>
</tr>
<tr>
<td>Transportation - Highways</td>
<td>MVA - Wildlife</td>
<td>Possible</td>
<td>Critical</td>
<td>High</td>
<td>Try to travel only during daylight hours. Be aware of wildlife, at dawn, dusk &amp; night, clean windows, drive reasonable &amp; prudent speeds for conditions, drive defensively.</td>
<td>Unlikely</td>
<td>Critical</td>
<td>Moderate</td>
<td>YES</td>
<td>Driver/Operator</td>
</tr>
<tr>
<td>Direct Attack Initial Attack</td>
<td>Medical - Patient Evacuation Delay, ALS Delayed</td>
<td>Unlikely</td>
<td>Critical</td>
<td>Moderate</td>
<td>Plan to utilize air medical transport if appropriate &amp; required. Medical transportation by ground could be greatly extended if north of Hwy 87 or Near Apache Lake. Reference medical ground evacuation map. Ensure a plan is in place before engaging with prolonged evacuation time and the benefit vs risk has been considered.</td>
<td>Rare</td>
<td>Critical</td>
<td>Moderate</td>
<td>YES</td>
<td>Operations Team Safety Division Supervisor Line Safety</td>
</tr>
<tr>
<td>All Incident Operational Tasks</td>
<td>Allergic Reaction - Bees, Scorpions, Snakes, Red Ants</td>
<td>Possible</td>
<td>Critical</td>
<td>High</td>
<td>Identify individuals with known allergic reactions, make epi locations known, communicate and flag known bee locations. Do not play with critters. ALS available.</td>
<td>Unlikely</td>
<td>Moderate</td>
<td>Low</td>
<td>YES</td>
<td>All Incident Personnel Division Supervisor Line Safety</td>
</tr>
<tr>
<td>All Incident Operational Tasks</td>
<td>Exposure to COVID-19</td>
<td>Likely</td>
<td>Moderate</td>
<td>High</td>
<td>Screen yourself daily for signs and symptoms. Manage interactions so that social distancing of 6 feet (about 2 arms' length) can be maintained. Cover your mouth and nose with a cloth face cover when around others. The cloth face cover is not a substitute for social distancing. Wash with soap &amp; water or sanitize your hands frequently.</td>
<td>Unlikely</td>
<td>Moderate</td>
<td>Low</td>
<td>YES</td>
<td>All Incident Personnel</td>
</tr>
<tr>
<td>Direct Attack Initial Attack</td>
<td>Chainsaw Fuel Geysering</td>
<td>Possible</td>
<td>Moderate</td>
<td>Moderate</td>
<td>Winter fuel mix is highly volatile. Utilize PPE and safety glasses. Allow at least 20 feet from open flame and burning debris, place saw on ground, allow chainsaw to cool down, Slowly open cap while turning away.</td>
<td>Unlikely</td>
<td>Moderate</td>
<td>Low</td>
<td>YES</td>
<td>Crew Supervisors</td>
</tr>
<tr>
<td>Direct Attack Initial Attack</td>
<td>Hit by Rolling Material in Steep Terrain</td>
<td>Possible</td>
<td>Moderate</td>
<td>Moderate</td>
<td>Post lookouts, don't send personnel up above you, maintain crew spacing on slopes, communicate hazards</td>
<td>Unlikely</td>
<td>Moderate</td>
<td>Low</td>
<td>YES</td>
<td>Division Supervisor Line Safety</td>
</tr>
<tr>
<td>Structure Protection</td>
<td>Human Factors - Experience &amp; Training</td>
<td>Unlikely</td>
<td>Critical</td>
<td>Moderate</td>
<td>Utilize personnel that are trained and experienced with this task and are fully aware of the hazards such as septic tanks, gas, power, etc. Reference IRPG pg. 12-16</td>
<td>Rare</td>
<td>Moderate</td>
<td>Low</td>
<td>YES</td>
<td>Division Supervisor Line Safety</td>
</tr>
<tr>
<td>Transportation - Dirt Roads</td>
<td>MVA - Surface w/Washboard</td>
<td>Possible</td>
<td>Moderate</td>
<td>Moderate</td>
<td>Driving speeds appropriate for road surface conditions, drive slower with washboards and soft shoulders.</td>
<td>Unlikely</td>
<td>Moderate</td>
<td>Low</td>
<td>YES</td>
<td>Driver/Operator</td>
</tr>
<tr>
<td>Transportation - Dirt Roads</td>
<td>MVA - Livestock</td>
<td>Possible</td>
<td>Moderate</td>
<td>Moderate</td>
<td>Try to travel only during daylight hours. Be aware of cows, at dawn, dusk &amp; night, clean windows, drive reasonable &amp; prudent speeds for conditions, drive defensively.</td>
<td>Unlikely</td>
<td>Moderate</td>
<td>Low</td>
<td>YES</td>
<td>Driver/Operator</td>
</tr>
<tr>
<td>Transportation - Dirt Roads</td>
<td>MVA - Visibility w/Dust</td>
<td>Possible</td>
<td>Moderate</td>
<td>Moderate</td>
<td>Clean windows, speed as appropriate, dust abate gravel and dirt roads where possible. Defensive driving and extended following distances.</td>
<td>Unlikely</td>
<td>Moderate</td>
<td>Low</td>
<td>YES</td>
<td>Driver/Operator</td>
</tr>
<tr>
<td>All incident Operational Tasks</td>
<td>Slips/Trips/Falls - Steep Terrain, Unstable Surface</td>
<td>Possible</td>
<td>Negligible</td>
<td>Low</td>
<td>Watch footing and trip hazards. Spacing while hiking, avoid working below others or below equipment.</td>
<td>Unlikely</td>
<td>Negligible</td>
<td>Low</td>
<td>YES</td>
<td>All Incident Personnel</td>
</tr>
</tbody>
</table>
FIRE GROUND HYDRATION

Prior to going on the line you should drink at least 16 oz. of water.

While on the line:
Drink cool water, 34 oz. per hour. If you are dehydrated must drink about an ounce every minute.

After Fireground Operations

• If the fire ground activity lasts for less than an hour, you should have sufficient electrolyte and carbohydrates in your system to maintain optimal performance.

• If fire ground activity lasts for more than an hour, you should use a sports drink with water to rehydrate the body.

During an Operational Period involving 2 hours of active firefighting you should consume 12, 16 oz bottles of water and 2 bottles of Gatorade. A firefighter could lose as much as 70 ounces in sweat in just 30 minutes of firefighting activity.
### 5. Hospitals

<table>
<thead>
<tr>
<th>Name</th>
<th>Complete Address</th>
<th>GPS Datum - WGS 84</th>
<th>Travel Times From</th>
<th>Phone</th>
<th>Helipad(s)</th>
<th>Level of Care Facility</th>
</tr>
</thead>
<tbody>
<tr>
<td>VALLEYWISE HEALTH MEDICAL CENTER</td>
<td>2601 Roosevelt, Phoenix, AZ 85008</td>
<td>Long: 112° 1.601 W</td>
<td>North and South</td>
<td>(602) 344-5011 Main Line</td>
<td>Yes</td>
<td>Level 1 Trauma Center</td>
</tr>
<tr>
<td>HONOR HEALTHCARE OSBORN</td>
<td>7400 E Osborn Rd Scottsdale, AZ 85251</td>
<td>Long: 111° 19.281 W</td>
<td>North and South</td>
<td>(480) 323-3810 Main ER Line</td>
<td>Yes</td>
<td>Level 1 Trauma Center</td>
</tr>
<tr>
<td>BANNER PAYSON MEDICAL CENTER</td>
<td>807 S. Ponderosa Payson, AZ 85541</td>
<td>Long: 111° 19.281 W</td>
<td>North and South</td>
<td>(928) 472-1341 Main ER Line</td>
<td>Yes</td>
<td>Level 4 Trauma Center</td>
</tr>
</tbody>
</table>

**NOTE** "North" TRAVEL TIMES ARE CALCULATED FROM TONTO BASIN.  
*NOTE "South" TRAVEL TIMES ARE CALCULATED FROM FORT McDOWELL CASINO.

### 6. Division Branch | Group | Area Location Capability | EMS Responders & Capability |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>BUSH NORTH</td>
<td></td>
<td></td>
<td>MEDIC TEAM - 16 Justin McMillian EMPF (602) 405-1474</td>
</tr>
<tr>
<td>BUSH SOUTH</td>
<td></td>
<td></td>
<td>MEDIC TEAM 17- Mike Guardado EMPF (480) 221-8148</td>
</tr>
</tbody>
</table>

### 7. Name & Location

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scott Phillips</td>
<td>MEDL</td>
<td>07/01/2020</td>
</tr>
<tr>
<td>Rob Martin</td>
<td>SOF</td>
<td>07/01/2020</td>
</tr>
</tbody>
</table>
## INCIDENT RADIO COMMUNICATIONS PLAN

### 1. INCIDENT NAME
Bush Fire

### 2. DATE/TIME PREPARED
7/1/2020

### 3. OPERATIONAL PERIOD DATE/TIME
Day Shift 7/02/20 - 7/04/20

### 4. BASIC RADIO CHANNEL UTILIZATION

<table>
<thead>
<tr>
<th>Ch #</th>
<th>Channel Name</th>
<th>Assignment</th>
<th>RX Frequency Narrowband (N)</th>
<th>TX Frequency Narrowband (N)</th>
<th>RX Tone/NAC</th>
<th>TX Tone/NAC</th>
<th>Mode</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>TAC 1</td>
<td>Bush East</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>D</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>TAC 2</td>
<td>Bush West</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>D</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>TAC 3</td>
<td>Central</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>D</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>FS Tac 1</td>
<td>TNF TAC</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>D</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>FS Tac 2</td>
<td>TNF TAC</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>D</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>FS Tac 3</td>
<td>TNF TAC</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>D</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>VFIRE 21</td>
<td>IA</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>D</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>A/G 27</td>
<td>TNF Primary</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>D</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>A/G 61</td>
<td>TNF Secondary</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>D</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>TNF Firenet</td>
<td>COMMAND</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>D</td>
<td>A</td>
<td>Tonto National</td>
</tr>
<tr>
<td></td>
<td>ORD</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Forest Firenet 2</td>
</tr>
<tr>
<td>11</td>
<td>TNF Firenet</td>
<td>COMMAND</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>D</td>
<td>A</td>
<td>Tonto National</td>
</tr>
<tr>
<td></td>
<td>New</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Forest Firenet 2</td>
</tr>
<tr>
<td></td>
<td>River</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Portable</td>
</tr>
<tr>
<td>12</td>
<td>VMED 28</td>
<td>ALL DIV</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>D</td>
<td>A</td>
<td>emergency air medivac</td>
</tr>
<tr>
<td>13</td>
<td>A/G Central</td>
<td>All Central fire</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>D</td>
<td>A</td>
<td>Central Fire Primary</td>
</tr>
<tr>
<td>14</td>
<td>A/G Bush Fire</td>
<td>Bush Fire</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>D</td>
<td>A</td>
<td>Primary air to</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>ground</td>
</tr>
<tr>
<td>15</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>AIRGUARD</td>
<td></td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>D</td>
<td>A</td>
<td>Emergency use only</td>
</tr>
</tbody>
</table>

5. 1-205 Prepared By Harold Reed COMT
## COVID-19 Considerations

### Central West Zone Type Three Team

#### Expectations From the IC:
- Maintain the integrity of your Module of One
- Physical distancing (6 feet) with those outside of Module of One
- If social distancing is not possible, wear a mask

<table>
<thead>
<tr>
<th>Expectations and Procedures</th>
<th>Instructions for Screening</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Wash hands frequently or use hand sanitizer when in contact with high touch surfaces</td>
<td></td>
</tr>
<tr>
<td>- Conduct daily self assessments and temperature checks</td>
<td></td>
</tr>
<tr>
<td>- Isolate immediately, notify supervisor and report to medical if you show signs of COVID-19</td>
<td></td>
</tr>
</tbody>
</table>

#### Do You Have Any of These Symptoms?

Today or in the past 24 hours, have you had any of the following symptoms?
- Fever, felt feverish, or had chills? Repeated shaking with chills?
- Cough? Shortness of breath or difficulty breathing?
- Muscle pain? Headache? Sore throat?
- New loss of taste and/or smell?

In the past 14 days, have you had contact with a person known to be infected with the coronavirus (COVID-19)?

*Take temperature with touchless thermometer if available*

#### Instructions for Screening
- If resource is positive for any symptoms prior to mobilizations, DO NOT MOBILIZE
- At entries - consider the adequate number of personnel needed for screening. Although medical personnel are ideal, screeners do not have to be medically trained.
- If resource is positive for any symptoms including fever (over 100.4) at entry, DO NOT ANNOUNCE - ask to step aside
- Escort sick individual to isolation area
- Isolation support personnel should begin documentation. Have sick individual contact supervisor for further direction
- Notify public health officials
- Have individual transported as appropriate
- Protect and secure any collected PII or personal health information

---

Every firefighter has the right to a safe assignment!

- All fire personnel are required to complete health screening (including temp check) by ICP Medical Staff before leaving ICP for fireline assignments.
# ACTIVITY LOG (ICS 214)

1. Incident Name:  
2. Operational Period: Date From: Date To:  
   Time From: Time To:  

3. Name:  
4. ICS Position:  
5. Home Agency (and Unit):  

6. Resources Assigned:  
<table>
<thead>
<tr>
<th>Name</th>
<th>ICS Position</th>
<th>Home Agency (and Unit)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

7. Activity Log:  
<table>
<thead>
<tr>
<th>Date/Time</th>
<th>Notable Activities</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

8. Prepared by: Name: Position/Title: Signature:  
   ICS 214, Page 1 Date/Time:  
   |                  |                  |  
   |                  |                  |  
   |                  |                  |  
   |                  |                  |  

**Medical Incident Report**

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

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

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

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

2. **INCIDENT STATUS:**
   
   Provide incident summary (including number of patients) and command structure.
   
   Ex: "Communications, I have a Red priority patient, unconscious, struck by a falling tree. Requesting air ambulance to Forest Road 1 at (Lat./Long.) This will be the Trout Meadow Medical, IC is TFLD Jones. EMT Smith is providing medical care."

<table>
<thead>
<tr>
<th>Severity of Emergency / Transport Priority</th>
<th>Nature of Injury or Illness &amp; Mechanism of Injury</th>
<th>Transport Request</th>
<th>Patient Location</th>
<th>Incident Name</th>
<th>On-Scene Incident Commander</th>
<th>Patient Care</th>
</tr>
</thead>
<tbody>
<tr>
<td>RED / PRIORITY 1 Life or limb threatening injury or illness. Evacuation need is IMMEDIATE</td>
<td>Ex: Unconscious, difficulty breathing, bleeding severely, 2&quot; – 3&quot; burns more than 4 palm sizes, heat stroke, disoriented.</td>
<td>Air Ambulance / Short Haul/hoist Ground Ambulance / Other</td>
<td>Descriptive Location &amp; Lat. / Long. (WGS84)</td>
<td>Geographic Name + &quot;Medical&quot;</td>
<td>(Ex: Trout Meadow Medical)</td>
<td>Name of on-scene IC of Incident within an Incident</td>
</tr>
<tr>
<td>YELLOW / PRIORITY 2 Serious Injury or illness. Evacuation may be DELAYED if necessary</td>
<td>Ex: Significant trauma, unable to walk, 2&quot; – 3&quot; burns not more than 1-3 palm sizes.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GREEN / PRIORITY 3 Minor Injury or Illness. Non-Emergency transport</td>
<td>Ex: Sprains, strains, minor heat-related illness.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

Patient Assessment: See IRPG page 106

Treatment:

4. **TRANSPORT PLAN:**

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

   Helispot / Extraction Site Size and Hazards:

5. **ADDITIONAL RESOURCES / EQUIPMENT NEEDS:**

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

6. **COMMUNICATIONS:**

   Identify State Air/Ground EMS Frequencies and Hospital Contacts as applicable

<table>
<thead>
<tr>
<th>Function / Air Communication</th>
<th>Channel Name/Number</th>
<th>Receive (RX)</th>
<th>Tone/NAC *</th>
<th>Transmit (TX)</th>
<th>Tone/NAC *</th>
</tr>
</thead>
<tbody>
<tr>
<td>COMMAND</td>
<td>COMMAND</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AIR-TO-GROUND</td>
<td>AIR-TO-GROUND</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TACTICAL</td>
<td>TACTICAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

7. **CONTINGENCY:**

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

8. **ADDITIONAL INFORMATION:**

   Updates/Changes, etc.

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