2010 Alaska Handy Dandy Field Guide

Interim edition

BLM

ALASKA

U.S. DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

BLM/AK/AD-10/012+9216+9F000

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Logistics

Aviation

NEW TO ALASKA?

Alaska is huge. The distance between an incident in western Alaska to Fairbanks can equal the distance between Boise, Idaho and the pacific coast, with no roads in between.

All incoming resources should be field ready upon arriving in state. If you arrive un-prepared, address any needs prior to going into the field. You should receive an Alaska specific briefing shortly after arrival, before going into the field, if not – ask for one.

Make sure you have ample amounts of anything you may need while out in the bush for up to 21 days. This includes tobacco, special dietary needs, medications, and personal gear such as a sleeping bag, tent, and good rain gear. Costs in rural Alaska are inflated and availability of products limited - bring cash.

Field stations are generally "turn-key" and may have a small cache with basic needs. Do not rely on these locations to stock up. Field stations may also have cooking facilities and rustic quarters, but most likely you will be sleeping in a tent and cooking over a fire.

Good gear is a must. Wool is ideal. Sturdy rain gear is essential. Traditional leather firefighting boots are ok, however, some seasoned Alaskans choose to wear alternative footwear, usually consisting of a lighter duty leather for quicker drying, and lacking a heel, for moving across the tundra efficiently (see Alaska boot exemption).

The possibility of being weathered or smoked in is real. Be prepared for transportation delays. Transportation combinations may include; planes, helicopters, boats, and ATV's.

Each incident should have at least 1 Iridium (satellite) phone. This allows decent communication and ensures any incidents are reported and responded to appropriately.
They give good piece of mind; however, they cannot mitigate environmental constraints.

Depending on availability, liaison's can be provided for lower 48 IC's/ IMT's. These liaisons can assist in decision making and local customs. Even with good "corporate knowledge", the Alaska fire situation will be a challenge. Do not discredit local knowledge, in any form, from any source. Please remember and remain constantly aware of your status as a visitor in native rural Alaskan settings. Ask questions and spend a moment becoming familiar with your surroundings, local etiquette, and this guide.

Your preparedness and conduct in the field directly affect the health, safety, and reputation of you and anyone else involved in your fire operation or support. Be prepared, exercise good judgment, use common sense, show respect, and have fun. Alaska is a unique place with great people. We hope you enjoy your stay.

This field guide is just that – a guide. Not every circumstance can or will be addressed.

Feedback and thoughts on this guide are encouraged. Please send feedback to:

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Adam_kohley@ak.blm.gov / 907.356.5634

ALASKA FIELD EMERGENCY GUIDE

- The supervisor on scene will be in charge of the emergency.
- Provide medical attention immediately, if not endangering yourself or others, initiate transportation to proper care unit. This could be a local village, Fairbanks or Anchorage hospitals. Implement burn injury protocol if applicable.
- Utilize aircraft on scene if possible and not restricted.
- If you need air transportation notify dispatch immediately with location; Lat-n-long
- Notify dispatch so they can advise emergency response/notify hospitals and Financial Services to get the proper paperwork going.
- After stabilizing injured, secure accident area.
- Gather and verify information (who, what, where, when, why)
- Notify Supervisor

WHAT DISPATCH NEEDS FROM THE INCIDENT

- Age and gender of individual (Confidentiality is important. Do not pass names, social security numbers, fatality information or any unnecessary information over the radio or tele type).
- Nature of Injury
- Flight following information for aircraft or vehicle information for ground transport
  1. Tail number or vehicle number
  2. ETD, ETA
  3. Destination
  4. Manifest including accompanying personnel (SOB)
  5. ATD and updated ETA's after departure
  6. Whether an ambulance will be necessary to meet fixed wing aircraft. Fixed wing aircraft should be instructed to contact Dispatch on the appropriate fre quency and directed to meet ambulances at airport. (I.E. Fairbanks)
- Whether individual is to be released after treatment or returned to the incident.

MEDICAL TRANSPORT GUIDE

MEDEVAC

A medevac is defined as a medical emergency, either a serious injury or illness where immediate medical attention is required. Zone aircraft can be used or a transport aircraft can be requested through the Zone Initial Attack dispatch or AICC. The zone may choose to use a commercial air ambulance and should make arrangements direct with the air ambulance service.

MEDICAL TRANSPORT

Medical transport is a none-emergency situation in which an injured or ill person requires transportation to medical care. On base medical transports are usually dealt with by the involved division or group utilizing the AFS phone system to call 911 and request transport to Fairbanks Memorial Hospital (non-emergency civilian medical transports may be able to bypass Bassett). For field medical transports, the AFS zone/station dispatch usually receives the request for assistance, coordinates air and/or ground transportation, and contacts local medical facilities. AICC Overhead desk will be contacted if the situation cannot be handled within the zone (i.e. to Fairbanks).

GENERAL PUBLIC MEDICAL TRANSPORTS

General Public medical transports are those not involving people working for the federal government. They are the responsibility of the Alaska State Troopers (call 451-5100). The Alaska Fire Service may provide support only at the request of the Troopers.

PROTECT OTHER PERSONNEL

Anyone who may come in contact with a sick or injured employee must be notified of the nature of the illness or injury so they can take proper precautions to protect themselves from exposure to blood borne pathogens or any other communicable diseases.

DOCUMENTATION AND NOTIFICATION

ZONE DISPATCH RESPONSIBILITY:

The dispatcher will document all information on the medivac/

medical transport form located in file folders in the drawer next to the console in the Initial Attack sections. The form prompts for most of the information needed.

Medical transport documentation will be inserted into the fire folder for Initial Attack resources or attached to the Resource Order for others.
Notify:
1. The respective Zone FMO or duty officer
2. Financial Services, AFS Safety Manager
3. For any state employee, notify the State Logistics Center (SLC) at 451-2680 (fax 451-2763).
4. The overhead desk in AICC

The easiest form of notification (ask first), may be to fax the Medivac/ medical transport form to those listed above.

For medical transports that come to Fairbanks for treatment:
1. If an Air Ambulance Service is used, all arrangements including flight following, hospital contacts, and ambulance transfers are taken care of by the company. Flight follow all other aircraft normally including teletype messages (mention that it is a medical transport or medivac).
2. If coming to Fairbanks Memorial Hospital by helicopter, update the Emergency Room with the ETA when the helicopter is 15 minutes out (458-5555). Request they activate their EMS frequency radio and contact the helicopter directly for an updated status. The hospital has a pager radio system and the tone activation must be bypassed at the hospital. The helicopter will need to monitor 155.16 for direct contact with the hospital. If the hospital is not able to make contact with the helicopter, relay any updated patient status from the helicopter.

Phone	Fax	Frequency	Coordinates
458-5555	458-5553	155.16	64 49.9 X 147 44.5

3. If coming to Fairbanks by fixed wing, recommend landing at FAI and determine where the plane will park when they are 15 minutes out. If the pilot has no preferences or is unfamiliar with the airport, non-commercial air ambulances coming into FAI usually use Gate 1 on the west ramp (located at the north end near the tower). Arrange for an ambulance to meet the aircraft (for FAI notify the University Fire/Ambulance Service at 474-7721). For fixed wing not requiring ambulance transfer have aircraft land at Ft. Wainwright (FBK).

For ground transport:

Again, notify Financial Services of vehicular transport with destination and the ETA. Ambulances will contact the Emergency Room directly. For all other vehicles enroute to the hospital UYT will contact the Emergency Room with an ETA and last known patient status. Most vehicles will be without radio contact so ETA's may be rough.

FOR ANY MEDIVAC/MEDICAL TRANSPORT:

Financial Services or the duty office will contact the zone when the patient is released from medical care. The FMO will decide if the person/s will be sent back to the incident or to their home unit/village. The zone will arrange all transportation (commercial, charter, or zone A/C).

For medical transports to a local in-zone clinic or otherwise not through Fairbanks:

- Notify the Zone Admin Officer for insuring all proper paper work is completed and arrange all transportation.

For medical transports requiring treatment in Anchorage:

- Notify AFS Financial services at AFS immediately of any fed eral employee medical transports.

Notify The State Logistics Center (SLC) in Fairbanks (451-2680) of any State of Alaska employee medical transport. SLC will notify their administration people in Anchorage to take care of arrangements for the patient/s once they arrive in Anchorage.

Financial Services Responsibility (Federal):
Financial services will take care of non ambulance transportation, doctor appointments, paperwork, and housing. Financial Services will coordinate with the Duty Office for other arrangements. If the employee is transported to Anchorage, Financial Services will call a BLM Anchorage contact to handle these duties. Refer to the after hours binder at the AICC Overhead desk section for financial services duty officer.

AIR AMBULANCE SERVICE IN FAIRBANKS AND ANCHORAGE

The zone dispatch is responsible for arranging an air ambulance.

SMOKEJUMPER EMERGENCY MEDICAL TECHNICIANS

Smokejumper EMTs can parachute into a site, stabilize victims, and construct a helispot to permit helicopter medical transport.

EMT's are interspersed on the jump list. They might be on any jumpship. Each jumpship carries an EMT box.

If requested and available, a load (six to ten EMT's, or as many EMT's as available and ex EMTs and non EMT jumpers) with a trauma and mass casualty kit (with aircraft extrication tools) can be dispatched from Ft Wainwright.

A request for Smokejumpers EMT's must be coordinated through the AICC Initial Attack Coordinator.

Smokejumper EMT’s are highly effective @ getting into remote spots, cutting out helispots, and administering initial
medical care.

ALASKA FIRE ORGANIZATIONS

There are two types of agencies in Alaska responsible for wildland fire management: jurisdictional and protection agencies. Each have defined roles and responsibilities. Coordination and cooperation between the two types of agencies is essential in order to provide for a safe and effective program that affords appropriate levels of protection and achieves land management objectives.

The jurisdictional agency has the overall land management responsibility for the unit. Overall planning documents which provide the strategic objectives for a unit's wildland fire management program are their responsibility. Their fire programs include fuels management, prevention and education programs, investigations and follow-up actions, and rehabilitation and restoration efforts required as a result of a fire. The jurisdictional agencies are the Bureau of Indian Affairs, the Bureau of Land Management, the National Park Service, U.S. Fish and Wildlife Service, U.S. Forest Service, the State of Alaska, U.S. Army-Alaska, U.S. Missile Defense, U.S. Air Force and Alaska Native regional and village corporations.

Alaska is divided into three wildland fire protection areas to maximize the efficient use of fire-related resources. The Alaska Department of Natural Resources – Division of Forestry (DOF); the Bureau of Land Management – Alaska Fire Service (AFS); and the U.S. Forest Service (USFS) are the protection agencies that provide wildland fire suppression related services to all the jurisdictional agencies within their protection area. The protection agencies are responsible for incident management oversight and tactics. The prioritization, assignment, supervision and logistical support of suppression resources are the responsibility of the protection agencies. The protection agencies also ensure that stabilization measures required due to the suppression activities are completed prior to the release of suppression forces.

The jurisdictional agencies designate management options, as defined in the Alaska Interagency Wildland Fire Management Plan, to indicate the expected response to an incident on lands they manage. The protection agencies provide the expected response; when conditions or

availability of resources indicate a non-standard response is appropriate, protection and jurisdictional agencies mutually determine what actions are to be taken. For incidents that require extended attack, the jurisdictional and protection agencies jointly develop the suppression alternatives; it is the jurisdictional agency administrator who chooses what alternative to implement and the protection agency's role is to affirm the decision is operationally feasible and implement the selected alternative.

PROTECTION AGENCIES

AFS is headquartered in Fairbanks on Fort Wainwright and is divided into five zones. The Upper Yukon, Tanana and Galena Zone provide fire suppression services for wildland fires to all jurisdictional agencies within their zone; the Military Zone provides fire suppression services on public lands that have been withdrawn for military purposes and fuels management support under an agreement with the U.S. Army Alaska. Services are also provided by agreement to Missile Defense. The Upper Yukon, Tanana and Military and Galena zones are based on Fort Wainwright; the Galena Zone operates a station in Galena from late May through August; the Upper Yukon Zone's Fort Yukon station is maintained as turn-key bases of operation. AFS Southern Zone located in Anchorage functions as the liaison for Native entities and DOI agencies with the DOF Coastal Region; the Military Zone FMO provides that function for DOF Northern Region.

The primary initial response force for AFS is smokejumpers and jumpers are also used statewide to respond to remote wildland fires and take site-specific actions. The smokejumpers' main base of operation is on Fort Wainwright.

AFS' Fire Specialists are the primary pool of personnel available to support the AFS Fire Management Zones and cooperators in suppression, aviation, and prescribed fire activities. The AFS crew program includes the Interagency Hot Shots crews (Chena and Midnight Suns Hot Shots), the North Star Type 2 crew and 44 Emergency Fire Fighter Type 2 crews.

DOF is divided into two regions. The Coastal Region with the Regional FMO stationed in Palmer and operational bases in Palmer, Soldotna, and McGrath. The Northern Region with the Regional FMO in Fairbanks and operational bases in Fairbanks, Delta, Tok, and Copper Center.

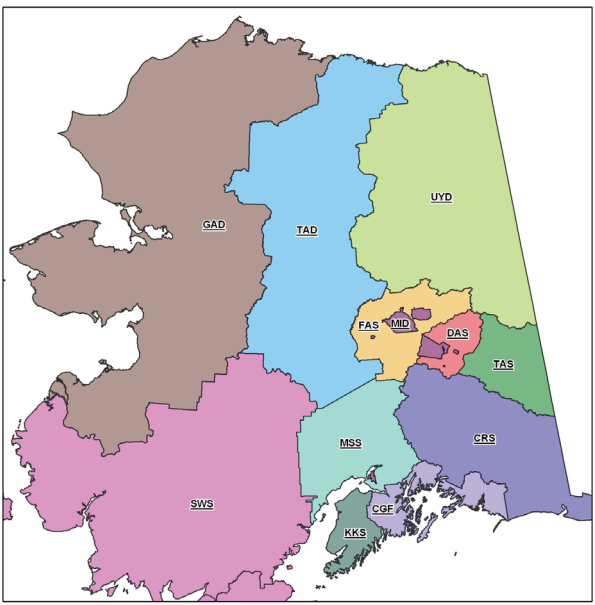
DOF's primary initial response forces are engines and helitack. It also contracts 2 air tankers: one is stationed at Palmer and the other at Fort Wainwright. Crews under DOF sponsorship include the Pioneer Peak Type 1 crew, the Gannett Glacier Type 2 crew and 2 contract crews (Yukon Crew, Denali). The state also sponsors and provides annual training and physical fitness tests for red card certification for 28 Emergency Fire Fighter Type 2 crews.

The Chugach and Tongass National Forests share a Zone FMO position with a duty station in Anchorage. There is a 5-person, Type VI engine module and Ranger District FMO located in Seward for the three Districts (Seward, Girdwood and Cordova) on the Chugach National Forest. The Tongass National Forest has an assistant Forest FMO located in Petersburg and four Ranger District FMOs along with 5-person, Type VI engine module located at Hoonah (Hoonah and Sitka), Juneau (Juneau, Admiralty and Yakutat), Wrangell (Wrangell and Petersburg) and Thorne Bay (Thorne Bay, Craig and Ketchikan).

The Alaska Interagency Coordination Center (AICC) is the Geographic Area Coordination Center and the focal points for resource coordination, logistics support, and predictive services for all agencies involved in wildland fire management within Alaska. Unique to AICC is the Initial Attack (IA) section. This section works with the local dispatch offices and is the point of contact for dispatching and tracking smokejumpers and air tankers statewide. IA also issues fire numbers (including fire code numbers, when appropriate) for all fires within State and AFS protection. The IA Coordinator hosts the daily tactical meeting during fire season.

AICC is co-located with the AFS on Fort Wainwright in Fairbanks. The AICC website (http://fire.ak.blm.gov/) contains a variety of fire-related information including the AICC Situation Report, fire weather maps and briefing materials.

Alaska Zone Map
(Fire Suppression Zones)



Operational Center

State of Alaska

CRS	Copper River Area
DAS	Delta Area
FAS	Fairbanks Area
KKS	Kenai-Kodiak Area
MSS	Matsu Area
SWS	Southwest Area
TAS	Tok Area

Alaska Fire Service

GAD	Galena Zone
MID	Military Zone
TAD	Tanana Zone
UYD	Upper Yukon Zone

National Forest

CCF	Chugach National Forest

ALASKA FIRE MANAGEMENT PROTECTION LEVELS

The Alaska Interagency Wildfire Management Plan outlines 4 management "options" which determine suppression tactics. The options range from critical (the most aggressive and immediate action is taken) to limited (fires may only be periodically monitored by agency aircraft). As the incident is classified by one of these options, the priorities for initial attack support and resources are determined by the dispatch centers.

CRITICAL MANAGEMENT OPTION

This is the highest priority and will receive immediate and aggressive initial attack and suppression efforts. The following criteria determine the Critical option:

- Human life is threatened
- Inhabited property
- Designated physical developments
- Structural resources are designated as National Historic Land marks

FULL MANAGEMENT OPTION

This option will receive resources for aggressive initial attack determined by the availability of resources and receives priority after Critical fire incidents. The following determine the Full option:

- Cultural and historic sites
- Uninhabited private property
- High value areas for natural resources

MODIFIED MANAGEMENT OPTION

This option is the most complex because of the flexibility. The Modified option is based on the fire danger levels. (If the fire danger is "high" the incident may receive a higher level of protection. When the fire danger decreases, the incident will be a lower priority.)

- Objectives: Suppression costs are kept down with a lower level of protection as fire danger decreases and efforts may be suitable for indirect attack (or burnout).

MODIFIED MANAGEMENT OPTION (CON'T)

- Conversion Dates: July 10 is the conversion date which serves as a guideline to adjust suppression actions based on weather conditions. The timeframe is flexible and as the weather changes and fire danger is decreased, the suppression actions are also subject to change. (This is also determined by statewide fire situation)

LIMITED MANAGEMENT OPTION

This least-aggressive option includes areas where the cost of suppression may exceed the value of resources at risk. The impact of suppression may be a negative factor and the fire will be allowed to burn, as it is beneficial to the ecosystem. Limited fires receive the lowest priority for resources.

- Regular surveillance is performed to evaluate potential threat to sites of higher management levels.
- Surveillance includes: reporting fire behavior and weather, monitoring smoke patterns, and mapping the fire.
- Surveillance is performed at regular intervals until resources are dispatched to the incident or until the fire is declared out.

UNPLANNED

Suppression activities will be determined by landowners and the agencies involved.

GENERAL ALASKA FIELD SAFETY

- Only drink water from a secure source. Filter or boil all water taken from rivers, ponds, streams, or lakes before dri ing and do so only in emergencies.

- Avoid wild animals. Moose are Alaska's most dangerous animal especially during the rut, which runs from August to early October.

- Grizzly and Black Bears are common in Alaska. Keep a clean camp. Bear avoidance and mitigation information is located in the logistics section of this handbook.

- Carry insect repellant, a head net, and anti-itch cream. Mosquitoes and biting flys are prevalent in Alaska. Bees/ Yellow Jackets are also common. Know if you are allergic and take precautions.

- Personal hygiene is difficult on Alaska fires. Remote areas and primitive conditions are the norm. Wash your hands as often as you can, utilize hand sanitizer and "bath in a bag" towels to avoid bacterial and viral infection, and keep a sanitary camp/latrine area. There is a greater chance of contract ing hepatitis, MRSA, and other unpleasant infections when in primitive living situations.

- When cutting trees in typical Alaskan tundra, cut stobs under the vegetation mat to eliminate tripping hazards.

- Spruce trees have shallow root systems. They blow down in strong winds especially after the roots have burned.

- Tussocks, tundra, and swampy wet areas create very unstable footing. Make sure log decks and bridges are secure.

- Wet feet lead to foot rot. Change socks often, dry boots when off shift, and dry feet after shift (apply foot powder and moisturizer—ie. Bag balm or foot cream—to keep foot skin from rotting).

- Fuels in Alaska are volatile and flashy. Extreme fire behav ior is common in seemingly moderate weather conditions. Expect the unexpected.

- Fire shelters are required personal protective equipment (PPE) in Alaska. With Alaska's fuels, deployment sites are rare. Find wet/swampy areas or stands of hardwoods if deployment is the last resort. Identify escape routes and safety zones early—see the previous statement about Alaska's fuels.

FIRE MEDIC PROGRAM

The State of Alaska and Alaska Fire Service provide incident medical aid stations and medics to remote and road-side incidents. The program medics meet State of Alaska certification and are also trained and authorized to dispense over-the-counter medications. The kits are ordered through the normal dispatch channels.

FIRE MEDIC KIT:

The Fire Medic Kit includes a wide selection medical supplies including over-the-counter meds. This kit is normally ordered on larger incidents. This kit commonly comes with a Med Unit Leader, a Lead Fire Medic, a Fire Medic and a trainee. Weight 548 lbs

Additional supplies that should be ordered through the warehouse include tent, cots, table, and a propane stove. Weight 420 lbs. EMT's must accompany.

SINGLE MEDIC KIT

The Single Medic Kit has a smaller selection of the items in the full Fire Medic kit. Normally used on Type III & IV incidents and staging areas. The Single Medic Kit comes with one Lead Fire Medic. Weight 215 lbs. EMT must be on site or en route.

LINE PACK KIT

The Line Pack kit comes in a large first aid back pack (similar to red fire pack). The kits contain basic EMT supplies and over-the –counter meds. The kit does not come with an EMT. Weight 45 lbs. EMT not needed to order.

TRAUMA/OXYGEN KIT

The Trauma/Oxygen kit is a large first aid back pack with oxygen (smaller than the red fire packs). The kit does not come with an EMT; however, and EMT must be on site to receive and be responsible for the kit. Weight 40 lbs

SKED KIT

The SKED kit is a plastic stock litter type product that is stored rolled in a 10" x 34" tube. Weight 18 pounds.

BURN LITTER KIT

The Burn Litter kit can be described as a soft shell SKED litter with folding stretcher poles. It comes with a supply of burn dressings and sterile fluids to treat burns. Weight 24 pounds.

ITEMS TO CONSIDER WHEN DRAWING UP YOUR MEDICAL PLAN

- Identify incident medical personnel and locations, I.E.: EMT in DIV-A & C and supply.
- Order Fire Medic & first aid equipment/supplies as needed (see kit descriptions).
- Give lat/long of helibase or local runway
- Establish air and/or ground transportation times to hospital-clinic.
- Would it be better to wait a few hours for air ambulance to show up and turn over to higher level of medic or start driving and take incident medic off incident?
- Identify medevac ship, or vehicle, and brief pilot & manager.
- Write up response plan and brief incident personnel.
- Pass your plan on to dispatch.

ITEMS TO GO INTO AN INCIDENT MEDICAL PLAN

- Incident aid station location and level of care (EMT/Paramedic)
- Incident ambulance (if you have one), location and level of care (EMT/Paramedic)
- Local ambulance services w/phone number, level of care, & response times
- Local medevac services w/phone numbers, level of care (PM or EMT) , & and response times
- Hospital & clinic locations w/address & phone numbers

- Travel time via air & ground
- Helipad coordinates & radio frequency

There closest “Burn” units is in Seattle. Write your plan accordingly

STATE EMS LEVELS	
EMT-I	your basic EMT -simple splinting & bleeding control.
EMT-II	above + IV therapy & few drugs
EMT III	above + cardiac defibrillation & more drugs
Paramedic	full boat of emergency care

NATIONAL POISON CONTROL
(covers Alaska):
800-222-1222 (503-494-8968)

FOR FURTHER INFORMATION
CONTACT PROGRAM COORDINATOR
JON THOMAS AT 356-5869.

CLINICS	
Aniak	907-675-4556
Arctic Village	907-587-5229
Bettles	907-692-5035
Delta	907-895-5100
Denali-Canyon	907-683-4433
Eagle	907-547-2243
Ft. Yukon	907-662-2462
Galena	907-656-1266
Healy	907-683-2211
McGrath	907-524-3299
Naknek-Camai	907-246-6155
Ruby	907-468-4433
Tanana	907-366-7222
Tok	907-883-5855
Unalakleet	907-624-3535

SMOKEJUMPER EMERGENCY MEDICAL TECHNICIANS

- Smokejumper EMTs can be utilized for remote search and rescue, aircraft crash rescue, and helispot construction for extractions of injured patients.

- Smokejumper EMTs have extensive parachute training specifically focused toward landing in remote forested areas. Most crash/incident sites can be reached directly or with in a close proximity with this training.

- Most Smokejumper loads have an EMT on board the aircraft. All smoke jumper aircraft have an extensive trauma kit on board for smoke jumper EMT use only.

- Smokejumper EMTs can also be dispatched for specific medical emergency runs from Ft Wainwright. In such cases, the plane load will contain up to eight EMT personnel. Additional trauma and mass casualty kits, which includes aircraft extrication equipment, will be placed on board when it is a known medical emergency run.

Requests for Smokejumper EMTs should be routed through AICC. Request should include coordinates of accident, nature of accident, number of people involved in the accident, and other pertinent information.

All smokejumper EMTs are trained at the basic level. Additional practices are allowed to be administered to other DOI employees only.

Smoke jumper EMTs are highly effective at getting into remote spots, cutting out helispots, and administer initial medical care.

REPORTING ACCIDENTS /INCIDENTS

AIRCRAFT

Aircraft Incidents/Accidents require notification of the appropriate zone and unit Aviation Manager of any mishap involving damage or injury. Initiate the appropriate unit Aviation Mishap Response Plan through dispatch.

FIRE SHELTER DEPLOYMENTS

Wildland and prescribed fire-related **deployments and entrapments.** When a shelter is deployed, regardless of circumstances, notification to the National Fire and Aviation Safety Office of the jurisdictional agency is required.

MOTOR VEHICLE

Motor vehicle **accident reports** are in the green mileage reporting book for GSA & BLM vehicles.

Accident forms required for motor vehicle accidents
Complete using the DOI SMIS Program at:
http://www.smis.doi.gov

FORM	INITIATOR	RECIPIENT
SF-91 (Operator's Report of Motor Vehicle Accident)	Operator (at the accident scene)	Fleet Manager Safety Manager (> $500 damage)
SF-94 (Statement of Witness)	Witness (if any)	Fleet Manager Safety Manager (>$500 damage)
SMIS Electronic Accident Report	Employee and Supervisor	Supervisor Safety Manager

Safenets are a tool to report and share essential safety information. If you see a safety issue that everyone needs to know about, and a way for your concerns to be heard when you can't resolve a safety issue or see something that everyone needs to know about, write it in a safenet. There are prepaid mailable Safenets in this section of your Handy Dandy. A Safenet can also be submitted on the internet www.safenet.nifc.gov and/or call 1-888-670-3938 and leave a detailed message. You can remain anonymous if you like.

SAFENET

SAFENET

Wildland Fire Safety and Health Network

REPORTED BY

Name (optional)_____ Phone _____

Agency/Organization _____ Date Reported _____

EVENT

Date and Time _____ Jurisdiction/Local Unit _____

Incident Name & Number _____ State _____

Incident Type	Incident Activity	Stage of Incident
☐ Wildland	☐ Line	☐ Initial Attack
☐ Prescribed	☐ Support	☐ Extended Attack
☐ Wildland Fire Use	☐ Transport to/from	☐ Transition
☐ All Risk	☐ Readiness/Preparedness	☐ Mop Up
☐ Training		☐ Demobe
☐ Fuel Treatment		☐ Non-Incident
☐ Work Capacity Test		☐ Other

Position Title _____

Task _____

Management Level _____

Resources Involved _____

CONTRIBUTING FACTORS

☐ Fire Behavior ☐ Environmental ☐ Communications
☐ Human Factors ☐ Equipment ☐ Other (Explain Below)

Other:

NARRATIVE

Describe in detail what happened including the concern or potential issue, the environment (weather, terrain, fire behavior, etc), and the resulting safety/health issue. If more room is required, write on a separate piece of paper and include it with this form.

SAFENET

NO POSTAGE NECESSARY IF MAILED IN THE UNITED STATES

BUSINESS REPLY MAIL
FIRST-CLASS MAIL PERMIT NO. 253 BOISE ID

POSTAGE WILL BE PAID BY ADDRESSEE

SAFENET
PO BOX 16645
BOISE ID 83715-9750

Fold on dotted line

SAFENET

SAFENET

Wildland Fire Safety and Health Network

The purpose of SAFENET is:

1. To provide reporting and documentation of unsafe situations or close calls.
2. To provide a means of sharing safety information throughout the fire community.
3. To provide long-term data that will result in identifying trends.

Submitting a SAFENET is not a substitute for on the spot corrections!

When filing a SAFENET:

You have the option of submitting SAFENET at any level of the organization, but are encouraged to submit it to your supervisor for immediate corrective action.

If you submit SAFENET directly to the national center, you are encouraged to provide a copy to your supervisor.

You have the right to report unsafe conditions anonymously, in accordance with 29 CFR 1960.

File a SAFENET by Phone
1-888-670-3938

Fold on dotted line

CORRECTIVE ACTION

Please document how you tried to resolve the problem and list anything that, if changed, would prevent this safety issue in the future.

FUELS, WEATHER AND FIRE BEHAVIOR

Information contained in this section is intended only as a guideline to assist with decision making. It is not a substitute for experience, sound judgment, or observation of actual fire behavior conditions. Any fire may be hazardous in some circumstances. Rapid changes in fire behavior occur with changes in fuel conditions, slope, exposure to wind and differences may occur with large changes in latitude. No system can ever fully account for all the variables that affect fire behavior. Operational personnel must be aware of these limitations and recognize unique or unusual situations in the field. Each field office is responsible for developing more accurate calculations of fire behavior for their area of suppression, based on local environmental factors.

CANADIAN FOREST FIRE DANGER RATING SYSTEM
FIRE WEATHER INDEX (FWI) SYSTEM DEFINITIONS

The FWI system is comprised of indices and codes which fluctuate based on environmental parameters. They are not measured in the field, instead each time a value is calculated it is based on actual environmental values and the previous code or index value.

Fine Fuel Moisture Code (FFMC)- The Fine Fuel Moisture Code (FFMC) is a numeric rating of the moisture content of litter and other cured fine fuels. This code is an indicator of the relative ease of ignition and the flammability of fine fuel.

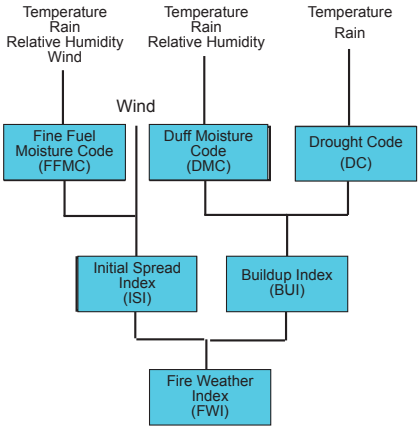
Duff Moisture Code (DMC)- The Duff Moisture Code (DMC) is a numeric rating of the average moisture content of loosely compacted organic layers of moderate depth. This code gives an indication of fuel consumption in moderate duff layers and medium-size woody material.

Drought Code (DC)- The Drought Code (DC) is a numeric rating of the average moisture content of deep, compact organic layers. This code is a useful indicator of seasonal drought effects on forest fuels and the amount of smoldering in deep duff layers and large logs.

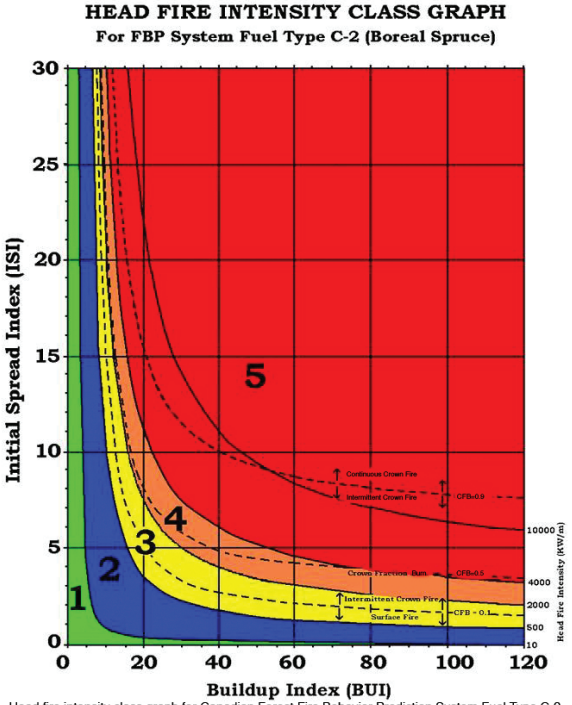
Initial Spread Index (ISI)- The Initial Spread Index (ISI) is a numeric rating of the expected rate of fire spread. It combines the effects of wind and the FFMC on 36631

Buildup Index (BUI)- The Buildup Index (BUI) is a numeric rating of the total amount of fuel available for combustion. It combines the DMC and the DC.

Fire Weather Index (FWI)- The Fire Weather Index (FWI) is a numeric rating of fire intensity. It combines the Initial Spread Index and the Buildup Index. It is suitable as a general index of fire danger throughout the forested areas of Canada.



Canadian Forest Fire Behavior Prediction (FBP) System and fuel type characteristics		
Forest Floor and organic layer	**Surface and ladder fuels**	**Stand struture and composition**
Fuel Type C-1 (Spruce-Lichen Woodland)		
Continous reindeer lichen;organic layer abscent of shallow, uncompacted	Very sparse herb/shrub cover and down woody fuels; tree crowns extend to the ground	Open black spruce with dense clumps; assoc. sp. Jack pine, wite birch, well drained upland sites.
Fuel Type C-2 (Boreal Spruce)		
Continuous feather moss and/or Cladonia; deep compacted organic layer	Continuous shrub (e.g. Labrador tea), low to moderate down woody fuels, tree crowns extend nearly to the ground; arboreal lichens flaky bark	Moderately well-stocked black spruce stands on both upland and lowland sites; Spagnum bogs excluded.
Fuel Type M-1 and M-3 (Boreal Mixedwood)		
Continuous leaf litter in deciduous portions of stands; dicontinuous feather moss and needle litter in conifer portions of stands; organic layers shallow uncompacted to moderately compacted	Moderate shrub and continuous herb layers; low to moderate dead, down woody debris; conifer crowns extend nearly to ground; scattered to moderate conifer understory.	Moderately well stocked mixed stands of boreal conifers (e.g. black/white spruce, balsam/subalpine fir) and deciduous species (e.g. trembling aspen, white birch). Fuel types are differentiated by season and percent conifer/deciduous sp. composition
Fuel Types O-1 (Grass) Subtypes: O-1a - matted grass, O-1b - standing grass		
Continuous dead grass litter: organic layer abscent to shallow and moderately compacted	Continuous standing grass (current year crop). Standard loading is 0.3kg/m^2, but other loading can be accommodated; percent cured or dead must be estimated. Sparse or scattered shrubs and down woody fuel. Subtypes for both early spring matted grass (O-1a) and late summer standing cured grass (O-1b) are included.	Scattered trees, if present do not appreciably affect fire behavior.



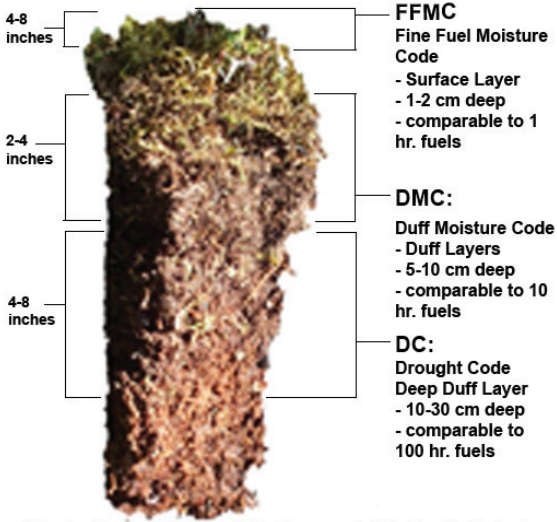
Head fire intensity class graph for Canadian Forest Fire Behavior Prediction System Fuel Type C-2 (Boreal Spruce) on level to gently undulating terrain and at 85% foliar moisture content. Refer to the associated fire control and fire behavior interpretations (1995) for the C-2 fuel type.
Alexander / Cole Graph III

Table 1. Interpretations associated with the head fire intensity class graph for Canadian Forest Fire Behavior Prediction System Fuel Type C-2 (Boreal Spruce) on level to gently undulating terrain and at 85% foliar moisture content.

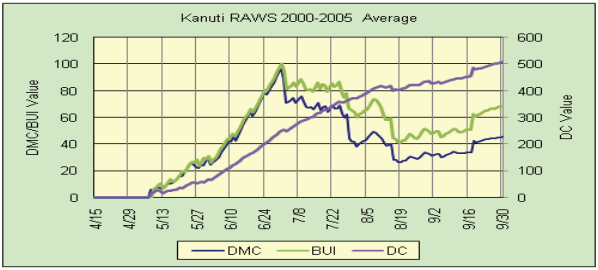
Fire Intensity Class	Description of Probable Fire Potential and Implications for Wildfire Suppression†
1	New fire starts are unlikely to sustain themselves due to moist surface fuel conditions. However, new ignitions may still take place from lightning strikes or near large and prolonged heat sources (e.g., camp fires, windrowed slash piles) but the resulting fires generally do not spread much beyond their point of origin and if they do, control is very easily achieved. Mop-up or complete extinguishment of fires that are already burning may still be required provided there is sufficient fuel and it is dry enough to support smouldering combustion*. Color code is GREEN. **[< 10 kW/m]**
2	From the standpoint of moisture content, surface fuels are considered sufficiently receptive to sustain ignition and combustion from both flaming and glowing firebrands. Fire activity is limited to creeping or gentle surface burning with maximum flame heights of less than 1.3 m (≈ 4 ft). Control of these fires is fairly easy but can become troublesome as adverse fire impacts can still result, and fires can become costly to suppress if not attended to immediately. Direct manual attack by "hotspotting" around the entire fire perimeter by firefighters with only hand tools and water from back-pack pumps is possible; a "light" helicopter(s) with bucket is also very effective. Fireguard constructed with hand tools should hold. Color code is BLUE. **[10-500 kW/m]**
3	Both moderately and highly vigorous surface fires with flames up to just over 1.5 m (≈ 5 ft) high or intermittent crowning (i.e., torching) can occur. As a result, fires can be moderately difficult to control. Hand-constructed fire guards are likely to be challenged and the opportunity to "hotspot" the perimeter gradually diminishes. Water under pressure (e.g., fire pumps with hose lays) and heavy machinery (e.g., bulldozer, "intermediate" helicopter with a bucket) are generally required for effective action at the fire's head. Color code is YELLOW. **[500-2000 kW/m]**
4	Burning conditions have become critical as intermittent crowning and short-range spotting is common place and as a result control is very difficult. Direct attack on the head of a fire by ground forces is feasible for only the first few minutes after ignition has occurred. Otherwise, any attempt to attack the fire's head should be limited to "medium" or "heavy" helicopters with buckets or fixed-wing aircraft, preferably dropping long-term chemical fire retardants; control efforts may fail. Until the fire weather severity abates, resulting in the subsidence of a fire run, the uncertainty of successful control exists. Color code is ORANGE. **[2000-4000 kW/m]**
5	Intermittent crown fires are prevalent and continuous crowning is also possible as well in the lower end of the spectrum. Control is extremely difficult and all efforts at direct control are likely to fail. Direct attack is rarely possible given the fire's probable ferocity except immediately after ignition and should only be attempted with the utmost caution. Otherwise, any suppression action must be restricted to the flanks and back of the fire. Indirect attack with aerial ignition (i.e., helitorch and/or A.I.D. dispenser), if available, may be effective depending on the fire's forward rate of advance. **[> 4000 kW/m]** The situation should be considered as "explosive" or super critical in the upper portion of the class. The characteristics commonly associated with extreme fire behavior (e.g., rapid spread rates, continuous crown fire development, medium- to long-range spotting, firewhirls, massive convection columns, great walls of flame) is a certainty. Fires present serious control problems as they are virtually impossible to contain until burning conditions ameliorate. Direct attack is rarely possible given the fire's probable ferocity except immediately after ignition and should only be attempted with the utmost caution; an escaped fire should in most cases, be considered a very real possibility. The only effective and safe control action that can be taken until the fire run expires is at the back and up along the flanks. Color code is RED. **[> 10 000 kW/m]**

†THE ABOVE **SHOULD NOT** BE USED AS A GUIDE TO FIREFIGHTER SAFETY AS WILDLAND FIRES CAN BE POTENTIALLY DANGEROUS OR LIFE THREATENING AT ANY LEVEL OF FIRE INTENSITY.

*General rule(s) of thumb: certainly when the Drought Code (DC) or Buildup Index (BUI) components of the Canadian Forest Fire Weather Index System exceeds about 300 or is greater than around 40, respectively, one can generally expect ground or subsurface fires. Please note, however, these threshold values are for moderately well-drained sites but in actual fact they will vary according to soil type and drainage conditions and should be determined locally on the basis of past wildfire suppression and/or prescribed burning experience.



Interior Alaska C-2 (boreal black spruce) duff plug. Duff depth may vary considerably over short distances as a function of overstory.

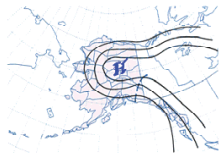


Material in the Fuels and Fire Behavior Information is from the following publications:

Alexander, ME; Cole, FV. 1995. Predicting and interpreting fire intensities in Alaskan black spruce forests using the Canadian system of fire danger rating. Pages 185-192 in Managing Forests to Meet People's Needs, Proceedings of 1994 Society of American Foresters / Canadian Institute of Forestry Convention (Sep. 18-22, 1994, Anchorage, Alaska). Society of American Foresters, Bethesda, Maryland. SAF Publication 95-2.

Taylor, SW; Pike, RG; Alexander, ME. 1997. A field guide to the Canadian Forest Fire Behavior Prediction (FBP) System. Canadian Forest Service, Northern Forestry Centre, Edmonton, Alberta. Special Report 11.60.

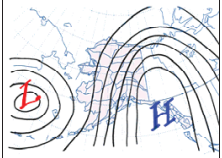
Alaska Weather Patterns and Terminology



Upper Level Ridge & Breakdown

Upper Level Ridge

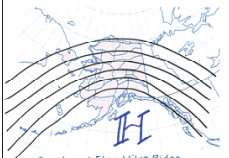
- **Brings the most lightning ignitions to Alaska!**
- Starts with an upper level ridge over Canada pushing into Alaska
  - Lasts for several days- fuels dry
- Weakening ridge allows unstable air to move in along edges, bringing **dry thunderstorms**
- Breakdown is critical to the fire weather pattern in many areas



South Winds Aloft

Southerly Flow Aloft

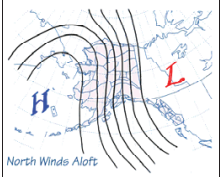
- Brings moisture to coastal areas
- Creates Chinook winds in areas downwind of mtns, i.e. north of:
  - Chugach Mtns (Copper River Basin)
  - Alaska Range
  - White Mountains
  - Brooks Range
- Winds can be funneled and very strong through mountain passes near Healy and Delta Junction



Southwest Flow / Flat Ridge

Southwest Flow / Flat Ridge

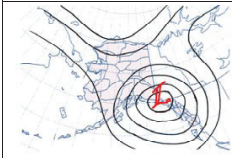
- **Wettest pattern for most of AK!**
  - May signal end of fire season
- The key to bringing moisture across the state is the upper level flow parallel to the Alaska Range
  - Allows clouds and rain to reach into the usually-protected areas near the ALCAN border
  - Copper River Basin may be protected by the Talkeetna Mtns



North Winds Aloft

North Winds Aloft

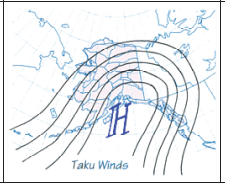
- North winds aloft will bring cooler air but little moisture- **acts as a dry cold front**
- High pressure to north causes strong winds through mountain ranges which funnel and accelerate through passes
- Low temperatures and humidities!
- With strong winds this pattern can increase fire danger



Backdoor Rain Pattern

Backdoor Precipitation

- There is a surface and upper level closed low near Yakutat
- Easterly flow will bring clouds and rain from Canada into the upper Tanana and Yukon Valleys
- **The amount and the extent of precipitation will be difficult to predict!**



Taku Winds

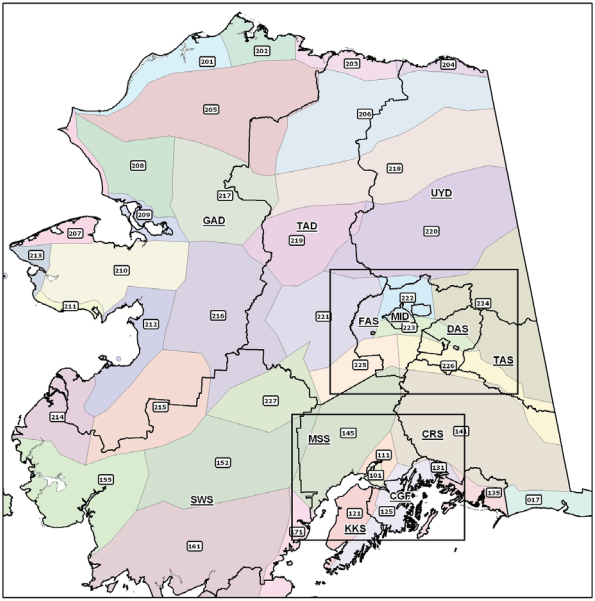
Taku Winds

- One of few patterns that will bring fire danger to **Southeast Alaska**
- Surface high will exist northeast of the Alaska Panhandle
- Upper flow comes over Canada
  - Downsloping over the Coast Mtns creates strong, dry offshore winds

Weather Terms	
RIDGE	Elongated area of high pressure
TROUGH	Elongated area of low pressure
COLD FRONT	Not frequent, but will bring heavy rains, and may drop temps as much as 20° in summer
WARM FRONT	Rarely make it inland, and will only cause slight warming with widespread drizzle
OCCLUDED FRONT	Most common front in AK, brings cool, cloudy weather to Interior, with some rain
STATIONARY FRONT	Very little frontal movement means several days of cool, wet weather
ARCTIC FRONT	Cool, dry air mass coming from Arctic Ocean. Air north of front is cold and clear, south of front will be cool and drizzly.
500 MILLIBAR LEVEL	Middle of atmosphere. Winds here are considered the steering flow of surface weather.
CONVECTIVE DEBRIS	Clouds left in the morning from yesterday's thunderstorms. May indicate more thunderstorms today.
CHINOOK WINDS	Winds are perpendicular to mountains and will dry out and warm air on downwind side. Funneling around mountains may create red flag conditions.
GRADIENT	On a pressure or height map, the closer the lines, the more wind that can be expected

A few words about Instability	
INSTABILITY is indicated by cumulus clouds- intense vertical air movement may be a precursor to fire blow-up potential. Strong downdrafts are likely to occur from mature thunderstorms.	
Low pressure = rising air	High pressure = sinking air
Upper level trough = rising air	Upper level ridge = sinking air
Rising air becomes more unstable	Sinking air becomes more stable
Rising air cools	Sinking air warms
Cooling air increases its RH	Warming air decreases its RH
How to make the atmosphere unstable: Warm bottom or cool top. Unstable air mixes well and brings more oxygen to a fire. This increases fire activity. Unstable air leads to thunderstorms!	

Thunderstorm Type	Base Heights (ft)
Wet	< 4500
Average wet	4500 – 6500
Average dry	6500 – 8500
Dry	> 8500
Thunderstorm Class	**Coverage**
Isolated	< 10%
Widely Scattered	10 – 25%
Scattered	25 – 50%
Numerous	> 50%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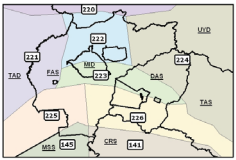
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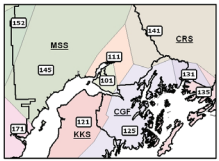
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SPOT WEATHER FORECAST PROCEDURES

WEB SPOT

The NWS uses the web spot program as the primary spot request system. This page is accessed from the National Weather Service (NWS) Fire Weather web site as well as the AICC weather page.

WHO INITIATES THE REQUEST?

Any operations personnel on an ongoing incident, planning a prescribed fire or burning piles, may request a Spot Weather Forecast from the NWS Forecast Office that has responsibility for that area. This is usually done through the appropriate Dispatch Office.

HOW TO INITIATE A REQUEST (IN ORDER OF PREFERENCE)

FROM THE WEB

Go to the NWS Fire Weather web page and choose "Spot Forecast Request" from the left hand side, then choose the appropriate NWS forecast office for the area you are in. Click on "Submit a new Spot Request" and fill in the form. There are some required fields but put in as much information as possible. Use the Remarks section for additional weather observations or other notes.

Once you have submitted the request CALL THE NWS OFFICE!

Anchorage:	266-5167	Fax: 266-5188
Fairbanks:	458-3705	Fax: 458-3703
Juneau:	790-6824	Fax: 790-6827

THIS IS IMPORTANT. Voice contact should be made after the request is sent to verify that it has been received. The NWS should complete the forecast in about 30 minutes then call you back. Be sure to supply a voice contact number.

VIA FAX

Fill out and FAX the Spot Weather Forecast form. (Printed off the internet.) This is usually done through the dispatch office. Extra observation sheets can be faxed as well. As with the Web Spot program, make voice contact after your request and the NWS should make voice contact to ensure you have received the forecast.

VIA PHONE

If the web and a fax are not available to you, phone in the information to the NWS office.

INFORMATION THAT IS NEEDED

This includes location (decimal degrees), aspect, elevation, drainage, fuels, fire name and number, agency, ignition time (for prescribed fires), size, ***WEATHER OBSERVATIONS*** and any other information that will aid the forecaster in providing a good spot forecast. I can't stress enough the importance of good and numerous ***WEATHER OBSERVATIONS.***

In some cases, it may be faster and easier for the requesting party to talk directly with the NWS. This needs to be worked out with the dispatch office.

GETTING THE BEST AND MOST OUT OF YOUR SPOT FORECAST

Requesting Party:

Take weather observations and make sure they are relayed to the NWS. Observations through the heat of the day and any comments about inversions or terrain winds will help get you the best forecast. If the weather begins to differ from the forecast, send feedback and observations to the NWS and request an update. Send in all observations even if they are old. They will help the forecaster write you a better forecast. Again if a forecast doesn't work out, **LET THE FORECASTER KNOW. This will not hurt their feelings.** It will result in a better forecast and they will get over it.

Dispatch Offices:

Pass on all information to the NWS. This includes as many weather observations as come in. (If you get an observation sheet from yesterday, fax it in.) Ensure that the requesting party informs them of how long the spots may be needed. Set up a schedule if needed and let the NWS know when the spot forecasts for a particular incident are not needed. However every spot forecast must be initialized with a request to the NWS, even for an ongoing fire.

Bottom Line…Observations and FEEDBACK…FEEDBACK!

CFFDRS FIRE WEATHER INDEX SEASONAL TRACKING (FWIST) FOR ALASKA

Located at: http://fire.ak.blm.gov/predsvcs/fuelfire/fwist.php

Overview: FWIST is a new online tool designed to graphically depict values of each CFFDRS Fire Weather Indices as well as related Fire Weather Parameters (RH, Precipitation, and Wind Speed) over the course of summer fire seasons in Alaska. All available Fire Weather Index and Weather information from all Alaska RAWS (Remote Automated Weather Station) is now available for graphical display. The online database is continually automatically updated to include the current day's information.

How it works:

1) To create a basic graph the online user must select:
- a RAWS
- a Fire Weather Index or Weather Parameter
- a calendar year

2) Optional data and graph display additions to the Basic Graph include:
- an additional year of data for comparison
- average and extreme values of the Fire Weather Index or Weather Parameter
- vertical bars indicating Relative Fire Danger for Interior Alaska
- background color-coded gridlines

BUI notes: *Low intensity surface fires are commonly associated with values less than 30. A fire's behavior or vigor noticeably increases once the BUI climbs above this level as the additional fuel for combustion becomes available. A BUI of 60 is commonly viewed as the threshold for extreme fire behavior although this does depend on the ISI. A value of 90 is regarded as representing severe fire behavior.*

from Testing Fire Danger in Alaska Ecosystems", M.E. Alexander & K.W. Cole, 2002.

Fire Detection/Surveillance Report

Fire Number _____

DATE:	TIME:	COORDINATES:	FIRE CODE:
SIZE:		Lat:	FIRE NAME:
TAIL NUMBER:		Long:	MAP:

Current Status

☐ New Fire ☐ Contained
☐ Update ☐ Controlled
☐ Initial Attack ☐ Out

Management Option:

☐ Critical
☐ Full
☐ Modified
☐ Limited

FIRE BEHAVIOR	FUELS	TERRAIN	WEATHER	Values & Resources AT RISK
Active Perimeter_____%	☐ black spruce	☐ ridge-top	-wind out of the _____	☐ Native Allotment
☐ smoldering	☐ white spruce	☐ saddle	-wind speed _____	☐ Cabin / House / Camp
☐ creeping	☐ tundra	☐ upper 1/3	-temperature _____	☐ Fish Camp
☐ backing	☐ tussock tundra	☐ middle 1/3	-relative humidity _____%	☐ Mining Camp/Claim
☐ running	☐ grass	☐ lower 1/3	-cloud cover _____%	☐ Other (explain)
☐ torching (circle one)	☐ birch	☐ canyon bottom	-precipitation:	☐ People
single isolated group	☐ hardwood mix	☐ valley bottom	☐ none	
☐ continuous crowning	☐ spc/hw mix	☐ mesa/plateau	☐ light	Dip Sites / Scoop Sites
☐ spotting	☐ willow	☐ flat	☐ moderate	
Distance: _____	☐ brush	☐ rolling	☐ heavy	
_____ Flame Length	☐ berm pile	Aspect:_____		
_____ Rate of Spread	☐ trash	Slope:_____		
_____ Dir. of Spread	☐ other: _____	Elevation:_____		

Fire Narrative:

Time:	Event

Report Submitted by: _____ ☐ I.C. ☐ Detection

Incident Status Summary (ICS-209)

1: Date	2: Time	3: Initial | Update | Final	4: Incident Number	5: Incident Name

6: Incident Kind/Strategy	7: Start Date Time	8: Cause	9: Incident Commander	10: Incident Command Organization	11: State-Unit

12: County	13: Latitude and Longitude Lat: Long: Ownership at Origin:	14: Short Location Description (in reference to nearest town):

15: Size/Area Involved	16: % Contained or MMA	17: Expected Containment Date:	18: Line to Build	19: Estimated Costs to Date	20: Declared Controlled Date: Time:

21: Injuries this Reporting Period:	22: Injuries to Date:	23: Fatalities	24: Structure Information			
			Type of Structure	# Threatened	# Damaged	# Destroyed
25: Threat to Human Life/Safety: Evacuation(s) in progress ---- No evacuation(s) imminent -- Potential future threat -------- No likely threat ----------			Residence			
			Commercial Property			
			Outbuilding/Other			

26: Projected incident movement/spread in 12, 24, 48 and 72 hour time frames:

12 hours:

24 hours:

48 hours:

72 hours:

27: Values at Risk: include communities, critical infrastructure, natural and cultural resources in 12, 24, 48 and 72 hour time frames:

12 hours:

24 hours:

48 hours:

72 hours:

28: Critical Resource Needs (amount, type, kind, and number of operational periods in priority order in 12, 24, 48 and 72 hour time frames): **ex. 3 CRW1 (4); 1 HEL1 (5);**

12 hours

24 hours:

Updated: March 2009

48 hours:

72 hours:

29: Major problems and concerns (control problems, social/political/economic concerns or impacts, etc.)
Relate critical resources needs identified above to the Incident Action Plan.

30: Observed Weather for current operational period:
Wind Direction: Wind Speed (mph): Peak Gusts:
Max. Temperature: Min. Relative Humidity:

31: Fuels/Materials Involved: A drop down box with the 13 Fire Behavior Fuel Models has been added. The incident would select the predominant fuel model with the option to include additional fuels information in the text box.

32: Today's observed fire behavior (leave blank for non-fire events):

33: Significant events today (closures, evacuations, significant progress made, etc.):

34: Forecasted Weather for next operational period:
Wind Speed (mph): Temperature:
Wind Direction: Relative Humidity:

35: Estimated Control Date and Time:	36: Projected Final Size:	37: Estimated Final Cost:

38: Actions planned for next operational period:

39: For fire incidents, describe resistance to control in terms of:

1. Growth Potential -

2. Difficulty of Terrain -

40: Given the current constraints, when will the chosen management strategy succeed?

41: Projected demobilization start date:

42: Remarks:

43: Committed Resources

Agency	CRW1		CRW2		HEL1	HEL2	HEL3	ENGS		DOZR		WTDR	OVHD	Camp Crews	Total Personnel
	SR	ST	SR	ST	SR	SR	SR	SR	ST	SR	ST	SR	SR		
Total															

44: Cooperating and Assisting Agencies Not Listed Above:

Approval Information

45: Prepared by:	46: Approved by:	47: Sent to: Date:	By: Time:

Revised 3/2009

Updated: March 2009

FIRE FIGHTING IN ALASKA
(ALASKA TACTICS AND MOP-UP)

ALASKA TACTICS

Alaska tactics differ from other places in the Western U.S. because of the landscape (lots of water in various forms) and the thick organic layers covering the ground. Hand line construction is rarely used. Line construction in most AK fuels consists primarily of saw line and hose lay, or saw line reinforced by using "beaters" to swat down flames and sweep in burning materials off the edge. The beaters used are either limbed up spruce boughs or pre-constructed synthetic models made by AK firefighters. Fires in AK normally have a water source nearby to support pump and hose operations. Hand line construction is very time consuming, labor-intensive, and damaging to the land. If hand line is required, use cold trailing along the edge and dig line where needed anchoring and tying into cold black.

Here's one effective method of direct hand line construction:

- Use "leap frog" method
- Each person takes approximately 15' to 25' of proposed line.
- Chop and pull out a small section at your starting point so that the person behind you has a target.
- Cut parallel lines 12" to 18" in width with axe side of Pulaski.
- Chop end point and begin to pull up tundra block with the "hoe" end.
- Work back to starting point trying to roll sections in manage able size pieces.
- Place rolls on green side of the line with the root side down to preserve them for rehab.
- Clean out organic material down to permafrost or water.

Hardwood stands are typically a good place to use as a fuel break because the fuels involved and reduced fire behavior associated with them. ***Remember, spotting is a rule not an exception for black spruce***. Expect extreme fire behavior when RH's are less than 30%. For fire behavior explanations refer to the Alaska Fuels section.

MOP-UP

Since the organic layers of black spruce (tundra) and hardwoods can smolder throughout the entire winter, extensive and thorough mop-up is required. To mop-up correctly, thorough gridding and cold trailing is necessary. The correct way to grid in AK is to shorten spacing between personnel to cold trail thoroughly and efficiently. Often hot areas will not be visually smoking, therefore sense of touch is relied upon to find most buried or capped heat in the tundra and hardwood root and duff areas. Where permafrost is present underneath the organic layer, there is a good opportunity to mix in the burning materials for efficient mop-up. Remember to cold trail after mop-up, just one missed ember in the tundra will grow if not found and extinguished.

POINT PROTECTION

Point protection in Alaska generally consists of protecting small cabins, homesteads, and larger sized allotments. The resources commonly used for these missions are smokejumpers, zone personnel, FSS, and Hotshot crews. During an active fire season, resources can be stretched thin quickly, resulting in many small scale point protection operations in the Zones simultaneously. While on assignment, personnel will be working for a Zone (see AFS Organization section, page___).

Fire reports, supply orders and resource orders will go through UYT or Galena, while questions regarding tactics and site specific issues will be directed to the FMO or their appointed representative. Make sure objectives, tactics, and values at risk are understood prior to departing.

Be aware that all of those can change depending on where you are on a large incident. Point protection in Alaska is almost always remote and relies heavily on helicopter support. It is not uncommon to access sites using boats.

CABIN PROTECTION

Remote cabin sites are scattered throughout the Alaskan bush. They range in size from a 10x10 trapping cabin with a sod roof to a full sized home with all the amenities. Some may be located on private landholdings or located on trap lines and mining claims. The following are some things to consider.

WATER SOURCES:

If you have a water source, evaluate if it is close enough for a lightweight pump kit or do you need a MK III. Check to see if the pump site is protectable and practical.

TIME FRAMES:

Evaluate if the fire is going to reach you and how long before the fire reaches the area of protection. Are you going to be forced to burnout to save the cabin or do you have time to do prep work? A little prep work goes a long way and there is almost always prep that needs to be done.

Don't get focused on just the cabin. White spruce stands around structures have been known to fall over destroying cabins days after firefighting resources have left the scene. Due to shallow root systems, green spruce generally starts to fall over 1-2 days after the area has burned, creating a work hazard and a line holding issue. Consider setting up sprinklers in green tree stands that have a potential to fall over and impact the structure.

RESOURCES

Keep in mind that there may not be other resources available to assist you due to higher priority incidents, however, don't hesitate to order additional resources if they are needed to meet objectives. All they can do is say no. In Alaska, you can do a lot of firefighting with a Pulaski, light pump kit, and a backpack pump.

OCCUPIED CABINS

It is not uncommon for a small remote cabin to be occupied. Individuals choose to live a secluded remote lifestyle for a reason and "The Code of The Bush" should be respected. Be sure to announce your arrival to a cabin site or camp by projecting "Hello" or something equivalent at a shouting distance. It is advisable to let the occupants know that you are a firefighter with the "Alaska Fire Service" as not all remote dwelling citizens look favorably upon other Government Agencies. If you use any firewood or food at a cabin site be sure to replace it prior to departing. This could be a life saver for someone seeking shelter in the dead of winter. Remember, if you are not using the latrine be sure to bury it in an area where mop-up won't occur and travel that extra distance to minimize the impact on the cabin site.

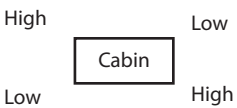
CABIN PROTECTION SET-UP TIPS

Cabin protection in AK consists of two primary task; structure protection and surrounding land preparation.

STRUCTURE PROTECTION:

1. Identify fire hazards that need to be mitigated to protect cabin
   - Is the roof clear? Leave sod on a sod-roofed cabin.
   - Are the eves clear?
   - Are there building materials or firewood stacked against the cabin?
   - Are there trees, snags, or other vegetation that poses a direct hazard to the cabin?
2. Sprinkler system set up tips
   - Both AFS and DOF have sprinkler kits available from the warehouse.
   - Sprinkler coverage should wet all surfaces of the structure.
   - Sprinklers at the cabin corners provide the best coverage. 2 at or above roofline, other 2 below the roof line.
   - Adjust sprinklers for long range spray or short range mist.

3. Sprinkler head attachment methods
   - Set sprinkler heads on poles, tripods, or stands to get them above the ground/cabin roof level.
   - Use p-cord or fiber tape to secure to pole, stand or tripod.
   - Bring your own fiber tape; it is not provided in sprinkler kits.



4. Pumps
   - Shindawa type pumps work well close to water sources
   - Use 5 gallon can and fuel line attachment in sprinkler kit for shindawa
   - Mark 3 type pumps work well when the structure is far from or high above the water source.
   - Tie down pumps and fuel cans (rivers rise unexpectedly).
5. Miscellaneous
   - Use extra sprinklers on wood piles or surrounding fuels.
   - Make sure your hose lay is protected.
   - Take the extra step to prevent water from entering the structure.

SURROUNDING LAND PREPARATION TIPS

1. Cut problem trees, snags, and vegetation.
2. Stack rounds away from structure and scatter limbs.
3. Remove hazard dead and down.
4. Clear enough to accomplish the job but remember why peo ple have cabins in the woods.

Allotment Protection

Native allotments range in size up to 160 acres. These were selected by individuals for various reasons and should be considered while protecting them. Examples are white spruce stands

for cabin logs and lumber, traditional berry gathering locations, and traditional fish harvesting and moose hunting camps. Zone FMO's will have more specific information on sensitive areas within allotments being protected. The following are some things to consider.

Resources

What resources you have directly affects the time frame for protecting an allotment. If a whole allotment is being protected, then at least one hand crew is recommended for the line construction, pump and hose setup, and potential burnout operation. Hotshot crews work well for this and are low maintenance. If you need resources immediately, Smoke Jumpers are a good option. Resource needs are site specific.

Time Frames

There can be multiple logistical needs for protecting a large allotment. You may not have the time or resources to cut and prep a control line around the entire allotment. Consider using natural barriers and vegetation changes instead. Tussock fields burn well, are easy to control with minimal water usage, have quick mop-up time frames, and recover quickly after being burned. Be advised, they are hard to navigate through and act as a flashy fuel. Areas where hardwood stands and black spruce stands meet are well suited for control lines because of reduced flame lengths and fire behavior in the hardwoods. Also, larger white spruce stands and other high value resources and cultural sites should be a priority if the allotment as a whole cannot be protected. With that being said, it may be easier to back off the allotment and protect a larger area using natural features. Do not be afraid to ask for advice or direction from the Zone FMO.

Date_____ Site Assessor_____

Time_____

Site Assessment Survey

Site Type

___Cabin ___Allotment ___Camp ___RAWS ___Historical ___Homestead ___Construction ___Archeological ___Communications ___Mining
___Camp ___Trade&Mfg ___Lot ___T&ESpecies ___Mech.Equip. ___Headquarters ___Other

Quad Name_____ Lat_____ Long_____

Quad Number_____ TWN/RNG/SEC_____

Owner_____ Permit/Allotment#_____

Address_____ Phone#_____

Description of Location

_____

_____

_____

Fire Management Option (Site Protection Level)

___Limited ___Full
___Modified ___Critical
___Avoid ___Non-sensitive
___Pending determination

Land Status

BLM____ NPS____ State_____ Trespass____
FWS____ USFS___ Military____ Private_____
Native Corporation _____

Cabin Description

Cabin Construction	Foundation	Roof Type	Condition of Cabin	Hazardous Materials
____Log	____Closed	____Metal	_____Complete structure	_____None
____Frame	____Open	____Shake	_____Walls without roof	_____Empty fuel cans
____Other	____Deck	____Composite	_____Under construction	_____Full fuel cans
____# of outbuildings	____Other	____Sod	_____Walls & roof collapsed	_____Batteries
		____Blue tarp	_____Cabin site, remains	_____Other

Description (outbuildings, docks, machinery, defensible space, etc.)

_____

_____

_____

Vegetation/Fuel Inventory

Overstory	Average Tree Height	Understory	Canopy Closure	Ladder Fuels
____White Spruce	____Spruce	_____Tall Shrub >6 ft	_____Closed >50%	____Yes
____Black Spruce	____Hardwood	_____Short Shrub <6 ft	_____Open 10-49%	____No
____Mixed		_____Grass/Forbes		
____% Hardwoods		_____Moss/Lichens		
____% Conifer				

Fuels Description

_____

_____

_____

Terrain

Slope
___0-25%___51-75%___26-50%___76-100%

Aspect
N E S W NE SE SW NW Flat

Suppression Data

___**Water Source**
Location/Description_____

___**Helispot_**
Location/Description_____

___**Other Access**
Location/Description_____

Notes:

_____

_____

_____

Inhabited_____ **Photo included_____** **Sketch on back_____**

ALL TERRAIN VEHICLE (ATV) SAFETY INSPECTION CHECKLIST

REMARKS:
Give detailed description of damage or location of leaks during Pre and Post-inspection.

ALL TERRAIN VEHICLE (ATV) SAFETY INSPECTION REPORT

1. INCIDENT NAME/NUMBER	2. ORDER/REQUEST NUMBER
3. OWNER/VENDOR	4. AGREEMENT NUMBER/EXPIRATION DATE
5. MAKE / 6. MODEL/TYPE	7. SERIAL/VIN NUMBER:
8. LICENSE NO.	

ITEMS	Pre-Use Yes	Pre-Use No	Release Yes	Release No
1. Throttle				
2. Gauges/lights (hi/low on/off)				
3. Clutch				
4. Cooling system if applicable				
5. Oil level and condition: full and clean				
6. Battery: check for corrosion				
7. Fuel System				
8. Starter: Pull, Kick, Electric				
9. Engine Running: check for knocks and leaks				
10. Engine Emergency Stop Switch				
11. Compression release lever				
12. Transmission: check for leaks				
13. Steering				
14. Brakes (Paraking Handbrake lever, pedal brake)				
15. Shift gear lever, 4 wheel drive shift, reverse lever				
16. Hi/low transmission lever, differential lever				
17. Check gear boxes for leaks				
18. Springs/shocks				
19. Differential: check for leaks				
20. Exhaust				
21. Frame (condition)				
22. Tire and wheels				
23. Racks front/rear (condition)				
24. Winch (condition)				
25. Tool kit (anything missing)				
26. Seat (conditon)				
27. Perform Test Drive of ATV				

SAFETY ITEMS: DOT approved Helmet, goggles, long sleeve shirt, long pants, gloves, and boots.

Comments: (List any unsatisfacory items)

PRE-USE INSPECTION **REJECTED** ☐

Miles_____ Date_____ Time_____

Inspector Name:_____ Title:

(Print)

ACCEPTED ☐

Miles_____Date_____ Time_____

Vendor Signature_____ Title:_____

Inspector Name:_____ Title:_____

(Print)

RELEASE INSPECTION

NO DAMAGE/NO CLAIM ☐

Miles _____ Date_____ Time_____

Vendor Signature_____ Title:_____

Inspector Name:_____ Title:_____

(Print)

OFF-HIGHWAY VEHICLE (OHV) OPERATION

Off road vehicle operation reference; BLM Manual H-1112-2.27 Off-Highway Vehicles.

Use OHV's only if essential to accomplish mission.

Operator must wear approved helmet. One may order PPE from AFS Cache.

Operator must be current qualified/certified to their agency standard.

Alaska's landscape is very fragile, avoid sensitive areas such as wetlands, sloughs, bogs and meadows.

RETARDANT BASES

NAME	AGENCY	LOCATION
Delta Junction	DOF	Allen Army Airfield 64 00 x 145 43
Fort Wainwright	AFS	Ladd Army Airfield 64 50 x 147 40
Kenai	DOF	Kenai Municipal Airport 60 34 x 151 14
McGrath	DOF	McGrath Airfield 62 57 x 155 36
Palmer	DOF	Palmer Municipal Airport 61 35 x 149 05
Tanacross	DOF	Tanacross Airport 63 22 x 143 20

AIRTANKERS

	CONVAIR 580	P-3	P2V	DC-10
Max Takeoff Weight	58,156 pounds	142,000 pounds	80,000 pounds	430,000 pounds
Useful Load	26,665 pounds	57,800 pounds	30,347 pounds	240,171 pounds
Endurance	4 hour	4 hours	4 hours	4 hours
Cruise Speed	270 knot	275 knots	187 knots	521 knots
Drop Speed	125-140 knot	125-140 knot	125-140 knot	140-150 knots
Fuel Type	Jet A	Jet A	Jet A	Jet A
Wing Span	105 feet	100 feet	100 feet	155 feet
Length	82 feet	106 feet	86 feet	182 feet
Height	29 feet	34 feet	29 feet	58 feet
Tank Capacity	2,100 gallons	3,000 gallons	2,000 gallons	12,000 gallons
Tank Type	Constant Flow	Constant Flow	6 doors	Constant Flow
Wind Limit*	30 knot	30 knot	30 knot	30 knot
Crosswind Limit**	20 knot	N/A	N/A	N/A

*Generally recognized as limit for retardant use, not aircraft performance
**Aircraft landing and takeoff limit. For retardant, adjust coverage level to compensate for drift. Maintain safe drop heights.

PORTABLE PUMP OPERATION

Cautions on Pump Use

1. Do not run engine at full speed until it is thoroughly warmed up, (1 minute or head of engine is hot to the touch).
2. Do not run engine with pump disconnected.
3. Do not run pump dry.
4. Do not run pump with out foot valve strainer.
5. Remove and drain pump after final use and at night if tem perature dips below freezing.

Setting Up and Starting a Mark III Pump

1. Connect fuel line to fuel can and pump as specified above.
2. Connect suction hose to the pump. Connect male end of the suction hose to the foot valve. Tighten female end of suction hose, with gasket, to the pump, using spanner wrench. Do not allow foot strainer to rest on the bottom or come too close to the surface.
3. Attach wye valve to discharge side of pump hand tight only. Twist priming pump to one open side of the wye and hose to the other. Close valve to the hose. Stroke primer until water squirts from the small holes or until the resistance is too great to keep at it. If neither occurs, check for suction leaks. If no leak is found prime the pump by filling the suction hose and then the pump head with water. After priming, close valve to primer and open valve to hose.
4. Move choke lever to START, if engine is cold.
5. Move throttle to START AND WARM UP position.
6. Pull starter rope several, full pulls until engine starts or pops. It is extremely important to turn off choke imme diately after the engine makes any noise otherwise, flooding will occur on the next pull.
7. Move choke lever to RUN and pull starter cable until engine starts. Usually 1 -3 pulls.
8. Allow engine to warm up until head is hot to the touch before using full throttle.

Stopping a Mark III

1. Move throttle lever to STOP position.
2. Press and hold STOP switch until engine is fully stopped, or flip toggle switch to OFF. Cool down is not essential with these pumps.

Components of a Mark III Fuel

Use premixed fuel, 40:1 mix whenever possible. If you have to mix your own this is 20 quarts of fuel (5 gallons) to 1/2 quart oil.

1. Any gasoline under 100 octane may be used in an emergency, including white gas or 80/87 aviation gas. Do not use high test or premium grade gasoline.
2. Thorough mixing is important and is best achieved by pouring one gallon of gasoline into the fuel tank, adding the oil and then adding the remaining gasoline. Vigorous stirring will complete the mixing.
3. Fuel consumption: Mark III; 5 gallons/3 hours. Shindawa; 5 gallons/10 hours.

Fuel Can and Fuel Line

All of our fuel cans are now set up to use quick connect fittings. The fuel can, "Jerry" is referred to, in the warehouse catalog as "tank, gasoline, 5 gallon, pump adapted". All you need to do is put the male end of the fuel line in the receptacle at the front bottom edge of the can. Then loosen the vent or lid on the can to allow venting. Make sure the gas can is securely situated several feet from the pump and uphill or level to the pump.

Starter Operations

The starter has an automatic rewind. Proper technique extends the life of the starter cable and starter internal mechanism. Grasp handle firmly and pull slowly until ratchet mechanism engages. Continue to pull with a full, vigorous stroke. When engine starts, retain grip on handle and allow cable to rewind slowly. Do not release handle and allow cable to snap back. Excessive wear is caused by pulling the handle sideways. If the rewind starter spring breaks, the complete starter assembly can be easily removed. This gives access to a manual starter rope pulley mounted on the flywheel. Use the rope in the pump kit to start the pump.

Automatic Cutoff Switch
The Mark III is equipped with an automatic cutoff switch, which stops the engine instantly to eliminate over-speeding. If the switch activates under normal operating conditions, always look for the reason before resetting. Possibilities include improper prime, loose suction coupling, loose priming cap, clogged foot valve strainer, or foot valve strainer too close to the surface.

Air Cleaners
Air cleaners on the Mark IIIs do not need to be replaced when dirty, simply remove it from its housing and clean with gasoline.
Troubleshooting a Mark III Pump
Engine won't start
1. Depress over-speed kill switch.
2. Make sure fuel reaches carburetor, no leaks or kinked hose, plugged filter.
3. Make sure air filter is clear.
4. Check for spark. Remove and ground spark plug away from gas fumes. Pull starter cable and check for spark. If no spark, try with new spark plug. If there is a spark, replace spark plug and if engine is not flooded, retry cold-starting procedure.
5. If spark plug is covered with fuel, the engine is flooded.
6. If spark plug is dry, there may be a lack of fuel.
7. To clear flooded engine; disconnect fuel line, pull starter cord 5-10 times with spark plug removed, choke and throttle open. Before reinstalling spark plug, clean and dry electrode and insulator tip. Then check for spark.

Engine Runs Improperly or Misses
1. Depress over-speed kill switch.
2. Check for suction leaks. Tilt pump back and work water from the hose back into the pump.
3. Check fuel supply, all fuel connections and fuel can vent.
4. Check spark plug for evidence of fouling: deposits on electrode, white ash, cracked insulation. If present, change spark plug.
5. Clean air filter.
6. Make sure spark plug cap has a good connection.

Setting Up and Starting a Lightweight Shindawa or Honda

These pumps use 40:1 premix fuel and the same fuel line and can as the Mark III. Set the fuel switch on the pump to pick the fuel source "I" (internal) or "E" (external). A strainer is needed but no foot valve because a flapper in the pump keeps water in the pump.

When starting the Honda, pump the primer bulb approximately 20 times to get fuel to the carburetor. Then leave the throttle at idle and choke off to start.

Chainsaw Troubleshooting
Fuel consumption: 4 gallons/shift
Bar Oil consumption: 1 gallon/shift

Engine will not start:
1. Check toggle switch.
2. Check choke operation. Butterfly valve must be closed to start cold.
3. Check fuel supply and fuel filter.
4. Check spark plug wire and spark plug. When checking spark plug for spark, do not pull starter cord without grounding the removed spark plug.

Engine does not run well:
1. Clean air and fuel filters.
2. Check spark plug.
3. Check for water or dirt in fuel.

TYPE 3 FIRES

Type 3 fires in Alaska are common and range from small complex fires to hundreds of thousands of acres. Due to the remote nature of most of our fires, logistical concerns are a major factor and play into the decision to manage a fire at the type 3 level.

If you are crowned a Type 3 IC, here are a few tips:

- Keep it simple. Ordering a few key positions will enable you to do this. See specific positions below. Check the chart below for minimum qualifications.
- Your basic daily duties are the same as in the Lower 48, but there's less politics. Most of our fires are straight forward, utilizing appropriate management techniques. We rarely fully suppress fires in AK (see Fire Management Plan). Point protection is extremely common.
- Communicate. Before heading into the field, get a thorough briefing about objectives from the land manager.
- Get your 209's in on time (over the radio or sat phone).
- Communication with a fire manager will be anywhere from once every few days to several times a day. Set up a schedule that works for you and stick to it.
- Plan ahead, think demob from the beginning. You need to backhaul at every opportunity. A good staging area manager will be integral to your success.
- If it doesn't rain on your fire, it's not out. Expect rain, lots of it, and make sure you have enough supplies to last at least three days. Stay ahead of the curve on supplies.

TYPE 3 ORGANIZATION

Typically Type 3 fires in AK are managed by organizations not teams. Grow your organization as needed but try to keep it simple. Consider the following positions:

Operations: Utilizing a local firefighter as Ops will be a great benefit in dealing with tactics and local customs. Think outside the box. If you need a boat, an ATV, a truck – sign it up. Zodiacs are available through dispatch (see Logistics Section).

- **Keep it Simple**
- **Establish Communications**
- **Develop your Organization**
- **Think 3 Days Out**

Air Operations: It's different up here. Helicopters come with a manager only. If HECM's are needed, order them. Most AK crews are very capable of loading and unloading personnel and supplies and are used to travelling by fixed and rotor wing. If two helicopters are doing troop transport, a manager on each end is most likely all that is needed. Ordering a HECM or two for the staging area (which also serves as a helispot) is a good idea; they will be able to assist the STAM also.

Plans: This person will help you stay organized, develop comm. plan, medivac plan, produce IAP's, maps, 209's, establish check-in and track resources, gather and crunch information, request spot weather, etc, etc. A PSC3, SITL, or FOBS is well-suited for this position. Is there computer access? Order a plans kit if necessary.

Logistics: An AK Staging Area Manager is your best bet and will be integral to your success. If not already in place, order immediately. In AK, the STAM is responsible for ordering equipment, supplies, demob, and whatever else may be needed (see AK Staging Areas

under Logistics). Staging areas are not restricted to equipment as is the case in the lower 48. They often double as helispots, ramp, fueling areas, ICP, etc. Supplies can be delivered in a variety of ways: fixed wing to ramp or PC to fire and rotor-wing via longline, internal or cargo-kick if unable to land. Ask your helicopter managers about options

Finance: Having this function in place early will alleviate headaches later on. This person will be able to track times, rental agreements, costs, etc. If they do not set-up near your fire, ensure a way to get CTR's, rental agreements and paperwork to Fairbanks in a timely fashion (usually with backhaul). A PTRC from the lower 48 may not be able to meet your needs so consider ordering an administration specialist from AK.

Equipment Manager: If your fire is utilizing boats, ATV's, and/or vehicles from a local village assigning a person to track this equipment will come in handy.

HEB2: If multiple aircraft are being utilized (most likely) order one.

Safety: Good to have around, especially if they are local.

PIO: Establish if fire is near village and/or interface areas.

Type 3 Functional responsibility	Specific 310-1 or equivalent qualification standards required for Type 3 fires
Incident Commander	ICT3
Safety	Line Safety Officer
* Operations	STL or TFLD
Division	Single Resource Boss
* Plans	Local entities can establish level of skill
* Logistics	Local entities can establish level of skill
Information	Local entities can establish level of skill
* Finance	Local entities can establish level of skill
* Highly recommend activating these positions	

Positions to Consider Activating
Safety
PIO-Local

Operations	**Logistics**	**Finance**	**Plans**
DIVS-Local HEB2 or 1	STAM-Local	FSC2	PSC3
SITL HECM	Equip.Mgr.	Timekeeper	SITL
HESM	EMT		FOBS

Local = AFS Jumpers, FSS, Zone personnel

PARACARGO GUIDELINES

To receive supply orders by Paracargo simply make that request to dispatch when you place your standard order. Basic fire supplies such as pumps and hose, MRE's, cubies, and chainsaws are pre-rigged in the Paracargo warehouse and supplies are usually received faster by Paracargo.

Any helispot will be an acceptable DZ for a Paracargo mission. If multiply drops are required on your fire be sure and specify what you want at each DZ so that the PC specialists can load the plane accordingly. This can be very helpful when establishing a large pump operation on your fire. A large DZ is not needed for dropping a small amount of supplies such as a pump and some hose on the edge of a lake. The PC ship can assist in selecting a DZ if one isn't apparent from the ground.

When the PC ship arrives on the fire it will call when at least 10 minutes out on the AFS Air to Ground frequency (166.6375 rx/tx) unless another frequency is specified on the resource order. The PC ship will ask if the air space is clear for the drop. All that is required from the ground is a radio contact at the DZ. Anyone with a radio can be a contact for the PC ship. Input during the drop is encouraged if the cargo is landing other than in the desired area.

All cargo chutes have a canvas bag attached to them and are easily stuffed for ease of handling and transport. These chutes weigh from 13 to 18 pounds each.

Larger orders may be palletized. These pallets can be moved to different areas on the fire by helicopter if needed. A pallet of water contains 24 cubies and a pallet of MRE's contains 48 cases of MRE's.

DROP ZONE CONSIDERATIONS

- Convenience or distance to the point of use
- Ease of cargo and parachute retrieval
- Safe approach and departure paths for drop aircraft
- Safety of personnel and equipment on the ground during operations
- Good communications with aircraft and the ground
- If using your helispot, clearing the area for helicopter use
- Clearing the DZ of all personnel during kick
- No camps within 400 yds. of DZ
- Advise all aircraft on fire of Paracargo mission
- Mark DZ in some way if it is nondescript

Non-standard equipment available from Paracargo

- Sprinkler kits for cabin protection
- Fold-a-tanks for pump shows
- ATV's
- Zodiacs and motor for multiple cabins on lakes etc.
- 55 gallon fuel drums, jet fuel, or gasoline
- Containment dikes for remote fueling sites
- Lumber and plywood

Paracargo has the capability to deliver almost anything. If you have any questions about Paracargo ordering, call dispatch, the zone, or PC direct at 356-5534

Approximate Paracargo Aircraft Payload Capabilities

Aircraft	Payload
Casa 212	4400 lbs
Dornier 228	3500 lbs
DC-3	6500 lbs
Sherpa	4600 lbs
Caravan	2700 lbs
Aerocommander	1200 lbs

USING BOATS ON ALASKA FIRES

WHAT KIND OF BOATS ARE AVAILABLE AND WHERE DO THEY COME FROM?

Most often, the boats are hired locally by the zone using an Emergency Equipment Rental Agreement. These are usually flat bottom river "skiffs" and are always hired with a local operator. Contract conditions vary and fuel issues should be addressed, see page ?? for boat hiring details.

Recently, AFS has acquired Zodiac inflatable boats with motors, for ordering. The Zodiacs are typically delivered via para-cargo by the Alaska Smokejumpers. Also available is a 20 foot flat bottom boat with 105HP jet motor. This unit can be transported via trailer to road accessible launch points and delivered to the fire by river. BLM-certified operators are required for AFS boats. Operators are available through AFS.

Be sure to order fuel. Fuel types vary. Check with the fire zone for specific details.

HOW ARE THE BOATS USED?

The boats are typically used to transport equipment and personnel between fires and a transfer point, usually a village. They are useful when dealing with multiple site protection efforts, usually cabins scattered around a lake or river.

ARE THE BOATS SAFE?

Boats acquired by EERA's are inspected prior to use. They are always hired with a local operator usually familiar with the local waterways. Personal floatation devices (PFD's) must be worn. PFD's either come with the boat or are ordered through the AFS warehouse.

All AFS boats will be delivered with: PFD's, paddles, fire extinguisher, signaling devices, throw bags, tool kits, and briefing checklists. See page ?? for more information on boat safety and use it as an outline for briefings before using boats.

HOW DO I GET A BOAT?

Requests for the hiring and/or delivery of a boat will be approved by the fire zone. Place the request through dispatch. The zone will provide hiring preference instructions.

ALASKA BOAT SAFETY

- All motorized boats must be registered
- All vessels will be inspected and the inspection documented.
- Hulls: Bottoms inspected. Drain plug(s) installed before launch. General inspection / walk around.
- Outboard Engines: Belts, hoses and fittings checked. Water pump operational, “telltale” water stream. Props and lower units inspected. Engines (s) secure on transom, clamps or bolt nuts tight. Start / warm up engine for 5 minutes, monitor gauges, check fuel and cooling systems for leaks. Test forward and reverse gears, steering and emergency cut-off switches.
- Boats will have a portline, bowline, or sternline to secure boat to shoreline or dock.
- All personnel must wear coast guard approved personal flotation devices (PFD). Remain seated while in watercraft. Fire packs off. Sheath on tools.
- Never overload a watercraft, post the maximum safe load limit on each craft under 26 feet in length.
- Secure cargo so that it will not shift when the craft is in motion.
- Spare oar, paddle, pole or other alternate propulsion must be on board
- A First Aid Kit and Fire Extinguisher are required
- Have a Compass and/ or GPS
- Use hand held radio for communication. Dedicate frequency if needed
- Discuss mission, time of pick up, crew name, overhead names, drop point, boat operator’s name, communicate to ICP or Operations
- Just like flying, weather can determine mission
- No smoking
- Manifest passengers, can use helicopter manifest style.
- Life ring for boats over 16 feet.
- Sound producing device required, whistle or air horn
- Using more than one boat; space out on waterway for less wake
- Give a thorough boat safety briefing

Alaska has one of the highest boating fatality rates in the nation

HANDHELD (PALM) INFRARED (IR)

The use of palm IR is common in Alaska due to the heavy tundra and duff layer. Alaska fuels and surface conditions, in combination with a rain event, have a tendency to mask heat, sometimes for days, allowing the fire to re-establish and run when the weather dries. Utilizing a palm IR prior to demob can give final assurance to the IC and/or land manager of a cold fire perimeter.

The handheld "palm" IR is not the same as ordering a fixed wing IR flight through AICC for perimeter mapping. Handheld IR is to be used for finding hot spots or areas of concern in order to complete mop-up and is usually done immediately before fire demob.

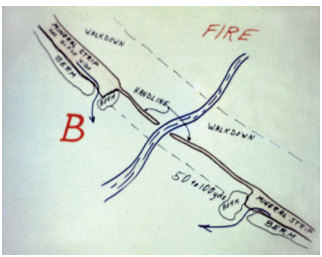
Palm IR can be used from an aerial platform (helicopter) flying low and slow, or from the ground on smaller incidents. Areas of concern can be identified and marked by using GPS, dropping streamers from the helicopter, or talking in firefighters on the ground.

Consider the following before initiating palm IR operations:

- Timing: Early mornings or late evenings are generally the best, due to daytime surface heating. IR immediately following a light precipitation event has proved to work well. Do not IR in the mid-day sun.
- Aircraft availability: Utilizing a palm IR from the ground can be effective. To assure an overall cold perimeter on a large fire, use a helicopter platform.
- Operator availability: IR's must be used with qualified opertors in order to ensure quality results, prevent damage to the equipment, and for the overall safety of the mission.
- Operator skills and experience: Though the palm IR can be a great benefit, the product is only as good as the operator. A thorough pre-flight briefing is a must. Having a "spotter" in flight, in addition to the operator has proven useful. They can assist the operator, drop markers, manage workload, and handle communications during the flight.
- Palm IR's are available at the AFS warehouse along with a list of qualified local operators.

ECOLOGICAL CONSIDERATIONS DURING FIRE SUPPRESSION, IN BRIEF:

LINE LOCATION & USE OF MECHANIZED EQUIPMENT:



Most important consideration is use of bladed fireline only as a last resort (and with explicit permission of the land manager, per Fire Management Plan requirement). When bulldozers are used, maximizing the use of walkdown vs. bladed line (only 1 blade-width to mineral) and using the contours of the slopes, as well as building drainage into the constructed fireline (see diagram below: A & B) will minimize erosion potential and environmental damage.

PROTECTING WATERSHEDS:

Fine, silty and ice-rich soils are susceptible to water and wind erosion on firelines, especially when bladed to mineral soil. Water from melting frost layers will quickly saturate bladed firelines, even without rain. To protect sensitive fish spawning habitat and water quality, firelines should never be bladed across a waterway or stream, but connected using handline, brushing, or dozer walkdown (See fireline diagram below-B). Also, retardant use is discouraged near streams and lakes, or when the slope and substrate makes it likely that retardant may wash into streams.

FIRELINE REHABILITATION CONSIDERATIONS

Reclamation of firelines, camp areas, staging areas, access trails, and helispots

1) Vegetation mat: Initiate action on reclaiming firelines ASAP. Replace vegetation mat on denuded areas prior to heavy equipment leaving the fire area. Some vegetation material may have to be replaced by hand. This action replaces topsoil, provides seed and propagule source, increases the water holding capacity, decreases drying, and provides shade and shelter. In particular, lines located on north slopes, south toe slopes, or drainages, may require this treatment.

2) Water bars: Preferably water diversion structures were initiated during line construction. Add and improve where needed. Water bars should be placed at 50-150 foot intervals depending on slope and soil texture. Coarse soils, containing sand and gravel, generally do not require water bars spaced as frequently as those located on fine-textured materials (silt and clay). Gravelly slopes may be adequately protected with waterbars at 300-ft intervals. Fine-textured, ice-rich materials are subject to severe erosion even with slopes of <2%. Goal is to divert water from the lines or denuded areas at a velocity which will not cause erosion--generally this means hat the diversion channels themselves should be <2% slope. Angle them to divert the water into undisturbed vegetation where possible. Make sure that the diversion cuts or structures are “daylighted” to drain the water rather than just accumulate it until it flows over or around. The berm should be at least 12” high with an 18” deep trench on dozer or excavator-created waterbars. Log diversions are less effective than trench waterbars.

3) Seeding: Considered somewhat optional. Only necessary to temporarily stabilize sites which cannot be protected by replacing vegetative mat. Recommend seeding in fall at 35-50 #/ac of a grass

mixture--preferably native spp. (*For Fed agencies, E.O. 11987 bars intro of exotic species except under certain circumstances, and any use of non-native species has specific requirements, including an EA or EIS.)

A Revegetative Guide for Alaska gives seeding rates under variety of conditions as well as advice on planting woody species. Also, Wright, S.J. 1988. Advances in Plant Material and Revegetation Technology in Alaska in Proceedings of the High Altitude Revegetation Conference. CSU, Ft. Collins, CO.

4) Fertilizer: Denuded soils tend to be deficient in plant nutrients. Therefore, when no vegetation mat is available to recover and protect the bare soil, and grass seeding is necessary, fertilizing with a 20-20-10 fertilizer applied at 300#/ac is recommended. Fertilization of adjacent undisturbed vegetation to promote seed production may be equally as beneficial in providing a seed source for revegetating the disturbed area. (rjandt 8/22/08)

YOUR PIO DUTIES IN ALASKA

BLM Alaska Fire Service and AK Division of Forestry General Information – 907-356-5511

Interagency Newsroom: http://fire.ak.blm.gov/newsroom.php

- Current News
- Morning Highlights
- Agency-specific Publications

Please email a courtesy copy of all news releases and other pertinent information to: aicc_information@blm.gov

MEDIA INTERVIEWS

You play a major role in communicating important safety and prevention information to the public. If asked to do a media interview, ensure the appropriate Public Information Officer or Public Affairs Officer is awaer of the request. You may politely decline to take an interview for several reasons. If you are not the right person for the interview, direct the reporter to an appropriate contact and alert that contact. Never answer questions that require you to speak on subjects outside of your knowledge and/or authority.

Helpful interview tips may be found on p. 104 of Incident Response Pocket Guide.

AWFCG Education/ Prevention Committee Key Messages for Alaska:

- Public and firefighter safety is our first priority.
- Wildland fire happens, be ready.
- Wildland fire is an essential, natural process.
- Alaskans work together to manage wildland fire.
- Managing wildland fire in Alaska balances risks and benefits in an ever changing environment.

Additional supporting information for each key message may be found on AICC website on the AWFCG Committees webpage.

USE OF SOCIAL MEDIA

Current technology and trends have only added to the existing traditional methods of information outreach. These tools must be used appropriately. Please adhere to your agency guidelines. If you are unsure of agency guidelines, consider the following:

- The priority must be performing your job/duty in a safe manner.
- Do not release anything political, sensitive, or involving an emergency situation.
- On fire incidents, adhere to protocol that has been set fourth by the Incident Commander or Public Information Officers.
- Before sending or posting anything, consider possible ramifications of the public, media, and fellow employees viewing the message, photo or video.
- Assume anything sent or posted will be shared with a large public audience. Once something is released, there is nothing that can be done to fully retract it.

PHOTOS AND VIDEO

Please contact your agency Public Affairs Officer or Incident Public Information Officer and ask how you can share photos and video. The media in Alaska is interested in wildland fire and appreciates photo and video to accompany stories. People in photos and video must be in propper PPE and behaving in a safe manner.

FIRE SPECIALISTS

The Fire Specialist Section is a unique program specific to Alaska. Personnel in this section are skilled in a variety of functional areas including; operations, logistics, plans, and air operations. Diverse backgrounds and experience make fire specialists a valuable resource to consider for many positions on your incident.

Common roles filled by fire specialists include; staging area manager, Type III operations/logistics/plans, remote base camp manager, all levels of air operations, and communications.

Questions regarding the ordering of FSS should be directed through the Duty Office at (907) 356-5660.

If you need assistance in managing your incident, the Fire Specialists are ready for the challenge.

ALASKA SMOKEJUMPERS
EST. 1959

The Alaska Smokejumper Unit is comprised of 73 highly trained and skilled wildland firefighters; based out of Fairbanks, Alaska

Our Unit specializes in initial and extended attack fire suppression in Alaska and throughout the entire Western States. We currently have: 16-ICT3, 30-ICT4, 23-DIVS, 41-STCR, 42-TFLD, 25-EMTB. We also provide positions to the Alaska Incident Management Team's (Type 1 & 2). We currently provide: ICT1, ICT2, OSC1, OSC2, DIVS, ATGS, SOF2, STRC, FELB, TFLD, DOZB

The Paracargo Section provides aerial delivery of supplies throughout the State of Alaska. The Emergency Medical Training (EMT) Section coordinates the certification and currency of Smokejumper EMT's.

Please see the Paracargo and Medical Section Sections in this document.

Basic 3-Day Crew Order

# of Crews	Items			Overhead Suggestions
1 Crew	20 Cubies	1 case, bug dope	25 burlap bags	1 STRC
*Equipped with radios	16 MRE's	1 box, garbage bags	1 case, AA batts	
and Crew Kit	4 cans, coffee	1 belt weather kit	1 case, TP	
	4 boxes, sugar	5 rolls, fiber tape		
	1 roll visqueen	1 boden kit		1 Line Pack
	**4 fresh food boxes for day 4, 10, 16			
2 Crews	40 Cubies	2 case, bug dope	50 burlap bags	2 STRC
Equipped with radios	32 MRE's	2 box, garbage bags	2 case, AA batts	
and Crew Kit	8 cans, coffee	2 belt weather kit	2 case, TP	
	8 boxes, sugar	10 rolls, fiber tape		
	2 rolls visqueen	2 boden kits		
	**9 fresh food boxes for day 4, 10, 16			1 Line Pack
3 Crews	60 Cubies	3 case, bug dope	75 burlap bags	3 STRC
Equipped with radios	48 MRE's	3 box, garbage bags	3 case, AA batts	Timekeeper
and Crew Kit	12 cans, coffee	3 belt weather kit	3 case, TP	
	12 boxes, sugar	15 rolls, fiber tape		
	3 rolls visqueen	3 boden kits		
	**13 fresh food boxes for day 4, 10, 16			1 Line Pack
4 Crews	80 Cubies	4 case, bug dope	100 burlap bags	4 STRC
Equipped with radios	64 MRE's	4 box, garbage bags	4 case, AA batts	Timekeeper
and Crew Kit	16 cans, coffee	4 belt weather kit	4 case, TP	Staging Area Mgr.
	16 boxes, sugar	20 rolls, fiber tape		
	4 rolls visqueen	4 boden kits		
	**17 fresh food boxes for day 4, 10, 16			1 Line Pack
5 Crews	100 Cubies	5 case, bug dope	125 burlap bags	5 STRC
Equipped with radios	80 MRE's	5 box, garbage bags	5 case, AA batts	Timekeeper
and Crew Kit	20 cans, coffee	5 belt weather kit	5 case, TP	Staging Area Mgr.
	20 boxes, sugar	25 rolls, fiber tape		
	5 rolls visqueen	5 boden kits		
	**22 fresh food boxes for day 4, 10, 16			1 Single Medic Kit
6 Crews	120 Cubies	6 case, bug dope	150 burlap bags	6 STRC
Equipped with radios	96 MRE's	6 box, garbage bags	6 case, AA batts	Timekeeper
and Crew Kit	24 cans, coffee	6 belt weather kit	6 case, TP	Staging Area Mgr.
	24 boxes, sugar	30 rolls, fiber tape		
	6 rolls visqueen	6 boden kits		
	**26 fresh food boxes for day 4, 10, 16			1 Single Medic Kit
7 Crews	140 Cubies	7 case, bug dope	175 burlap bags	7 STRC
Equipped with radios	112 MRE's	7 box, garbage bags	7 case, AA batts	Timekeeper
and Crew Kit	28 cans, coffee	7 belt weather kit	7 case, TP	Staging Area Mgr.
	28 boxes, sugar	35 rolls, fiber tape		
	7 rolls visqueen	7 boden kits		
	**31 fresh food boxes for day 4, 10, 16			1 Single Medic Kit

*Crews come with nothing so be sure to order crew kits and radios (3-4 per crew)
Village crews are 16 people, Hotshot crews - 20.

**Fresh food boxes cover 4 people for 3 days (4 per crew) plus overhead. Need to order cook pots, utensils, etc. to (5 per HS crew)

Other considerations after first three days: Fresh food, gloves, flagging, fusees, files, ear plugs, head nets, lime, foot powder, p-cord, juice, gatorade, box tea, extra coffee pots, drinking cups, coffee creamer, extra crew tarps.

IC DEBRIEFING OUTLINE

FIRE SIZE-UP:

- Gave an accurate sizeup of the fire to dispatch upon arrival?
- Managed fire suppression resources in accordance with the management objectives for the area and avail ability of resources?
- Did the unit support organization provide timely response and feedback to your needs?
- Were there any radio communication issues?

PROVIDE FOR THE SAFETY AND WELFARE OF ASSIGNED PERSONNEL:

- Gave operation briefing prior to firefighters being assigned to incident operations.
- How were incoming resources debriefed; via radio, per- sonal contact?
- Were agency work/rest guidelines followed? Was ade quate food and water provided to firefighters?

FIRE SUPPRESSION OPERATIONS:

- Explain how the strategies and tactics used met manage ment objectives, without compromising adherence to the Fire Orders, Watch Out Situations, and LCES?
- How were weather conditions monitored: daily weather briefings, spot weather forecasts or other?
- Were there adjustments needed to strategy and tactics?
- What were the potentially hazardous situations, and their mitigations?
- How were projected changes in the weather, tactics, haz ards and fire behavior communicated to fire personnel?
- Were communications effective with dispatch and super visor?
- Were all interested parties kept informed of progress, problems, and needs. Was aviation support used? If so, was it effective?

• Were there any injuries, close calls, or safety issues that should be discussed? Were these documented?

ADMINISTRATIVE RESPONSIBILITIES:

- Submitted complete documentation to supervisor for time, accidents, incident status, unit logs, evaluations, and other required or pertinent reports
- Provided timely and effective notification of the fire status and unusual events or occurrences to dispatch and management.

AS REQUESTED, PROVIDED EFFECTIVE INPUT INTO THE WILDLAND FIRE SITUATION ANALYSIS.

- If necessary, provided team transition briefing as assigned.
- Form ICS 201 was completed in accordance with local policy.

Alaska Staging Area Manager Checklist

Before you leave civilization

- Get a briefing on objectives, lines of authority, priorities, limitations, previous contacts in the area, expected fire activity, expected duration, and resources committed and ordered.
- Determine availability of services: fuel, manpower, and equipment. Get proper paperwork to procure these services. Initiate orders to establish communications or to obtain air craft, fuel and other resources that will take time to obtain.

On the incident

- Establish an operational base. Lay out and designate facili ties and areas. Command post and dispatch should be set up away from noise and dust with good access and line-of-site to landing areas.
- Establish and maintain separation of rotor and fixed-wing operations. Consider fueling needs for each as well as off-loading heavy cargo transports.
- Consider support vehicle needs and traffic routes.
- Separate sleeping and cooking areas from work areas. Make sure latrine and wash areas are sanitary and appropriately located.
- Evaluate power or telephone needs. Determine availability and costs.
- Maintain separation from local activities if incident is near a Native village.
- Fill overhead and crews. Hire local EFF for jobs they are able to fill.
- Plan shifts based on expected workload. Use people in mul tiple functions if appropriate.
- Keep track of time, locations, and assignments for all assigned personnel. Hire a timekeeper early in the incident.
- Provide pilot facilities including a quiet sleeping area and a standby area with maps of the incident.

- Develop and post a medivac plan.
- Consider ordering the "Alaska Fire Medic Unit".
- Establish order times and procedures with the supporting dispatch offices. Use AK logistics job aid for an ordering guide (found in this book).
- Establish property management and resource order systems for surrounding incidents and the Staging Area. Document all orders, issues, returns, and de-mobilizations.
- Develop a communications plan. Identify frequencies for tactical, command, air-to-ground, logistical, and emergency functions. Flight follow incident assigned / support aircraft locally. Assign RADO / ABRO for the staging area.

Before De-mobilization of the Staging Area

- Backhaul everything. Burn cardboard and paper if conditions permit.
- Check with locals for permission to use the village dump. Leave the incident area cleaner than it was before the camp was set up.
- Re-habilitate the high impact areas. Fill in latrines and fire pits.

ISSUE AND RETURN PROCEDURES

ISSUE TO INCIDENT FROM I.A. (SMJ) PARACARGO AIRCRAFT OR ALAKSA CACHE SYSTEM

1. Spotter or head-kicker track what supplies were dropped on which incident. Document delivery to fire on appropriate forms:
   a. Cache Issue ---- for all paracargo orders.
   b. Alaska Smokejumper Action ---- for all initial attack orders.
2. All Alaska cache issue to incident number or designated person. IC or delegate will ensure signing one copy of warehouse issue, noting discrepancies. IC or delegate will ensure issue/interagency incident waybill is generated for supplies being returned to Caches. IC or delegate will ensure copies of issues/waybills are kept for incident package.

INCIDENT TO INCIDENT

1. Incident initiates an issue or interagency incident waybill to other incident. Issuing incident will keep one copy, and send 2 copies to receiving incident.
2. Receiving incident will sign and note any discrepancies and route to closest Cache(Cache will transfer from one incident to the other).
3. Receiving incident will keep one for incident package.
4. Verbal notification and agreement from both incidents to cache will suffice if paperwork is not available(IA to IA).

RETURN FROM INCIDENT

1. Incident initiates an issue or interagency incident waybill to Cache.
2. Keep copy for incident package.
3. Tag all supplies and equipment with incident number.
4. Tag garbage as garbage!!!

PROPERTY LOSS AND DAMAGE

Once loss or damage is known, Property Loss/Damage Report (OF-289) All 3 sections must be filled and appropriate signatures and then submitted to AFS Cache(FBK) within 7 days.

1. Section 1 is the employee who loss/damaged the item, or who first noticed.
2. Section 2 is a witness to employee who loss/damaged or first noticed.
3. Section 3 IC or delegate for verification.

THEFT REPORTING

The Incident Commander is responsible for reporting all incidents of theft immediately. Written statement of circumstance must be forwarded within 24 hours to AFS Cache Supply (FBK)

Theft or damage involving Government property with indication of breading, entering, or other burglarious activity requires immediate and direct reporting to local or Federal law enforcement officials at or near the scene. All available information will be provided, including complete description of property damaged or missing, nature of break-in or vandalism, time of day, location, and any other pertinent data.

Theft of government property with indications of employee involvement is not immediately reported to outside law enforcement agencies. Incident s of this nature will be reported through channels.

ALASKA PORTABLE FUELING SITES

Portable fueling sites are critical in support of remote Alaska fires. Fueling sites can consist of barrels (55 gallon drums) with a pump, or a fuel bladder operation.

What you need to know about portable fueling:

Barrels:

- 55 gallon drum fueling is ideal for minimal fueling needs with anticipated short incident duration. 55 gallon drums can be a challenge to deal with physically. The drums are typi cally delivered to locations via fixed wing aircraft. Barrels must be kept in containment curtains which are available through the AFS warehouse.

Bladders:

- Portable fueling bladders are typically used for fire sup-port involving multiple aircraft with anticipated extended incident duration. The sites require a large, flat area usually found at remote airfield aprons. AFS has a full time fueling staff which will set up and maintain the site.

If you are assigned in a logistical position for fire support (Staging Area Manager), you should have AFS fueling assistance but should keep these things in mind.

- Location: site needs to be accessible by aircraft and not in the way at the same time,
- Support: fuelers should be on site for the duration of the incident, if not, the actual fueling process needs to be handled by qualified individuals only (pilot or helicopter managers).
- Monitor fuel level in anticipation of demob. Always leave enough fuel on hand for emergencies (med-evacs). Order additional fuel in advance.

GENERAL

Key positions to coordinate with include: Fire zone managers, Fire zone Aviation Support Officers (ASO's), incident helicopter managers and pilots, and the on site fueler.

See page ?? for additional information including fuel site demob. See page ?? for important information when dealing with aviation transported hazmat.

ALASKA FIRE CAMPS

Fire camps in rural Alaska are similar to remote fires in the lower 48 but have their own special concerns. Reducing the animal factor and camp crud are high priorities and camps should be monitored for cleanliness. All personnel should be supplied for three days.

CAMP LOCATION SHOULD BE BASED ON

- Distance to fire – difficult to travel overland in the interior.
- Helicopter access – mostly likely mode of resupply.
- On or near rivers – water rises and sand bars disappear, bears travel along water ways.
- Latrines – typically latrines are dug and used at camp locations.
- Land ownership – make sure it's not an allotment or privately held.

EFF CREWS IN CAMP

Generally, crews are located near but not in camp with overhead personnel. Also, it is common for crews to leave a camp boss back to prepare meals, keep camp areas clean and ward off bears. Overhead personnel should be considerate when approaching a crew camp and wait for an invitation to approach the campfire/kitchen area. Meals, especially once fresh food is ordered, are cooked for the entire crew by the camp boss. Remember that the crews are comprised of people from the same village and most of the folks are related. You are entering their village when entering their camp. Be considerate.

UNIQUE CAMP FEATURES

- Latrines are dug by the crews for the crews, dig your own for overhead.

- Tundra refrigerators are constructed by cutting a square out of the tundra (down to permafrost), placing a fresh food box into the hole, and then placing the tundra on top of the box. Your food items will remain cold for several days.

- Visqueen for tents, and crew tarps and parachutes for eating area can make life bearable when it rains.

- Wash basins and kitchen areas are constructed from fresh food boxes. Additionally, furniture and tripods are construct ed from spruce or birch trees. Some camps get quite elaborate.

- When in doubt about camp life, ask a native or local fire fighter.

- Items you will want to take or order include bug dope, head net, toilet paper, coffee cup, food and water for three days, rain gear.

- Trash should be backhauled as often as possible utilizing proper bag and tag techniques: plastic garbage bag inside of burlap bag, marked as TRASH. Burn anything that can safely be burned (paper, cardboard, etc). More on backhaul under that heading.

- Cargo chutes are a priority backhaul item as is trash.

- Don't complain about the mosquitoes or the rain.

FRESH FOOD BOXES

Fresh food may be used as an alternative to MRE's. There are situations where the use of MRE's does not make sense and alternative feeding methods should be considered.

The fresh food Box A is designed to feed four people for three days. Box B is an alternative - not a supplement - to the Box A. Box B is designed to provide some slight changes in diet and prevent excess accumulation of food. (See comparison matrix below.)

In preparation for fresh-food delivery, ensure that adequate pots, pans, cooking utensils, etc. are on hand or ordered. (Crew kits contain these but additional cooking equipment will likely be needed.) Open fires are a generally accepted method of cooking food. When this is not appropriate or firewood is scarce, both propane and white gas stoves are available. If there is limited permafrost for refrigeration, ice chests and ice delivery may need to be considered.

On a typical incident, all personnel have some responsibility, including preparation, cooking, cleaning, gathering of firewood, etc. if they want to eat. For Crews, one crewmember commonly remains in camp to attend to these duties, particularly on fresh-food delivery days.

Each crew will typically establish a kitchen at their camp. While generally not a problem these camps should occasionally be inspected for sanitation. For overhead, it is recommended to have one large cooking/eating area rather that several small ones.

When Fresh Food Boxes are delivered it is advised to label each box with the intended recipients name and box quantity. (For example: "Huslia#1 - 1 of 4": "Huslia#1 - 2 of 4", etc.) Label the crew's boxes first, overhead's last.

For overhead resources one or more camp-crewmembers are occasionally assigned to do some of the preparation, cooking, cleaning,

and gathering of firewood duties as well as to monitor kitchen hygiene. (The overhead eating area is typically the most difficult to manage.)

Every effort should be made to educate those unfamiliar with fresh-food boxes on some of the basics such as posting the food cycle with a list of how many of what that an individual is entitled to over that cycle. For each three days from the start of fresh food delivery, an individual gets 1 steak, 3 tortillas, 3 candy bars, 2 potatoes, etc.)

FRESH FOOD ORDERING

If the incident will last more that three days, order fresh food on the 2nd day for delivery on the 4th. If the incident will last for additional three or more days, order the Box A's: if less, consider ordering the Box B's.

There will always be situations where splitting a box to provide food to small groups makes sense. This practice should be the exception and not the rule.

Sufficient quantities should be ordered to limit division of boxes between cohesive units. For example: if you have three Type 2 crews, one with 16 personnel and two with 14 personnel, you would order four boxes per crew instead of trying to split a box between the two short crews.

For overhead, order box quantities for those assigned to each specific eating area. A typical example would be to order 10 boxes for 38 personnel at ICP (don't forget bus drivers, boat operators, etc), four boxes for 14 personnel at the Helibase (don't forget pilots, fuelers, etc.) and two boxes for the Spike Camp with 6 overhead. When in doubt – round up.

When assessing whether to order Box A's or Box B's, consider that the goal is to have adequate food for all personnel without accumulating too much. This requires continual monitoring for long duration incidents.

Anticipate incoming resources and keep the entire incident on the same three-day fresh-food cycle when it makes logistical sense to do so. This is a generally accepted practice and is highly recommended unless adequate quantities were not anticipated in which case: new arrivals may have to wait until the following cycle. Alternative considerations may be for incident's ability to distribute large deliveries of fresh-food because of staffing levels or transportation resources.
Toward the end of an incident many crews will divide any left over fresh food amongst the crewmembers to take home. This is a generally accepted practice as long as it doesn't compromise the demobe of crews (especially those requiring demobe via aviation resources.) Personal items must be contained in one bag both to and from the fire, with a weight limitation of 45 pounds as per the crew management guide.

If the timing of crew or overhead demobe is imminent, it is a generally accepted practice to limit the quantity of fresh food ordered.

Any remaining food items may donated to a local food bank if one exists, or distributed equitably to a community.

Fresh Food Box Comparison

	Box A	Box B		Box A	Box B
Steaks	X	X	Candy bars	X	X
Sausage/Hotlinks		X	Energy Bars	X	
Summer Sausage/Salami		X	Breakfast Bars	X	
Ham	X		Granola bars	X	X
Tuna	X		Powdered milk	X	
Chicken	X	X	Crackers	X	
Wieners/Sausage	X		Powdered sports drink	X	
Beef Jerky	X	X	Hot Chocolate	X	X
Bread	X	X	Salt	X	
Tortillas	X		Pepper	X	
Potatoes	X		Garlic	X	
Onions	X		Honey	X	
Carrots	X		Margarine	X	X
Oranges	X		Salsa	X	
Apples	X		Mayonnaise	X	
Cheese, Swiss sliced		X	Sauce, spaghetti	X	
Cheese, Cheddar	X		Plates	X	X
Cheese, Monterey	X		Utensils	X	X
Peanut Butter	X		Paper towels	X	X
Jam	X		Aluminum Foil	X	X
Vegetables	X		Bags, Ziploc	X	
Beans, refried	X		Bags, Garbage	X	
Rice	X		Can Opener	X	
Fruit, canned	X		Gloves	X	X
fruit, dried	X		Moistened towelettes	X	X
Pasta, macaroni	X		Mustard	X	

BEARS AND ALASKA NON-LAW ENFORCEMENT FIREARMS PROGRAM

Bear encounters in Alaska can be an issue, however with proper prevention, mitigation, and response procedures, they usually end well.

A FEW THINGS TO REMEMBER WHEN WORKING AROUND BEARS IN THE BUSH

Rule #1 - A fed bear is a dead bear. Bears are extremely food driven. If a bear physically obtains food from humans, they will be back. Even sealed MRE's have been eaten! If this occurs, see response procedures and firearms ordering section below.

Sanitation – Keeping a clean camp is the single best mitigation for keeping bears away.

Avoidance – If walking alone, make noise. Squelch your radio intermittently. Scan busy channels you typically would not to create extra noise. Walk with the wind at your back if possible and avoid areas of thick vegetation (willows) or terrain traps. Statistics show bears are very rarely an issue when encountered in groups of two or more people people or more. Place camps in areas that are visible and off game trails. River corridors are naturally high traffic areas - unfortunately, these are the most suitable locations to place camps too. **Never run from a bear**!

Monitoring - Leaving a person in camp during shift is common practice. Many of the Alaska EFF crews will choose to leave a camp boss in place while the crew goes out to the line. This provides area oversight, assures cleanliness, and is a good bear deterrent.

RESPONSE PROCEDURES
IF THE INCIDENT HAS BEAR ISSUES

Communicate – Notify all incident personnel and dispatch/zone.

Hazing – Is used often but has short-lived results. Yelling, starting a chainsaw, lighting a fusee, and using a helicopter (if on the line) have been used. Know your limits. Firearm hazing (warning shots) is not permitted.

Firearms – Order a firearm. Must have BLM-certified personnel. See firearm ordering.

Move camp - Not an easy option logistically. May be a good plan of action however.

FIREARM ORDERING

Any incident ordering a firearm must have a certified "shooter". The AFS warehouse keeps a current list of individuals certified to carry. Shotguns will be ordered by the IC or Safety Officer who will track the firearm to ensure its location, to whom it is assigned (certified incident personnel receiving firearm), and that the assigned shooter is within his/her agency requirements, and knowledgeable about firearm use and safety. Transporting shotguns will be in hard cases with trigger locks (AFS-BLM), or zippered soft cases with zip ties (State) to ensure firearm is not exposed to dirt and grime. All ammunition will be out of the magazine and chamber for transport. The firearm comes with ten slugs. Order extra ammo. Order "with shooter" or as a "critical need" if necessary. Firearms can be delivered via para-cargo.

REPORTING

In order to continue to track occurrences and trends, it is imperative that the IC follow up with dispatch and/or AFS Zone personnel. In accordance with Alaska Department of Fish and Game defense of life/property procedures, any action resulting in the death of a bear must have a written report submitted to ADF&G within 15 days. These forms are issued with all firearms from the AFS warehouse and are located in the firearms case. The hide, claws, and skull of the bear must also be sent to ADF&G.

BENDIX-KING (BK) RADIO GUIDE

PROGRAMMING INSTRUCTIONS

1. Select the group you want to program. Press (#) and the desired group number. Press (ENT).
2. Bridge the gap between the rear upper and lower contacts of the accessory jack with a metal connector, then hold the (FCN) key. (approx. 3 sec.).
3. At the “ID” display, enter the 6 - digit password (000000) and press (ENT).
4. At the “CH 00” display, press the channel number to program and press (ENT). The display will change to the desired chan nel.
5. Press the (FCN) key and the Receive (Rx) freq. Will be dis played. To skip press (FCN). To change press (CLR), the new Rx frequency, then (ENT).
6. Now the Rx code guard will be displayed. Remember, as a rule we input tone frequencies on the TxCG. To skip press (FCN).
7. The Transmit (Tx) freq. Is displayed. To skip press (FCN). To change press (CLR), enter new Tx freq. And press (ENT).
8. Now the Tx code guard will be displayed. To skip press (FCN). To change press (CLR), enter the new TxCG and press (ENT).
9. Now the channel label will be displayed, press (FCN).
10. You are now back at the entry point, “PRG” will appear in the upper left of the display. Review changes by pressing (FCN) repeatedly.
11. To enter a new channel to program, go back to step four.
12. When changes are complete, turn radio off and then on again to use new frequency information.

TELEPHONE FEATURE:
MAKING A CALL ON A HANDHELD RADIO

- From your handheld radio press the PTT button and enter *99 then release PTT button.
- Wait for radio to respond.

- Press the talk button and enter the desired phone number and then enter #.

EXAMPLE: 1 907 356 5670 #

- Release PTT button.
- Wait several rings. It takes several seconds to make the con nections.
- Talk on radio. Remember, this is a radio, press the PTT to talk, release the PTT to listen.
- When finished, hand up the line by pressing the PTT button and entering #99.

ANSWERING AN INCOMING CALL ON A HANDHELD RADIO

- When the radio rings, press the PTT button and enter *99. Release PTT. The phone will only ring twice.
- Talk on radio. Remember, this is a radio, press the PTT to talk, release the PTT to listen.
- When finished, hang up the line by pressing the PTT button and entering #99.

CLONING INSTRUCTIONS

- Select group, turn master off
- Select group, turn clone off
- Attach clone cable to master (with master switch)
- Turn master on
- Set master in program mode (master switch + FCN)
- Password “000000”
- Connect clone cable to clone radio
- Turn on clone radio
- Press * on master “PROG” will flash
- Press FCN on master to download clone

- If successful, “PROG” will flash, otherwise “FAIL” will flash

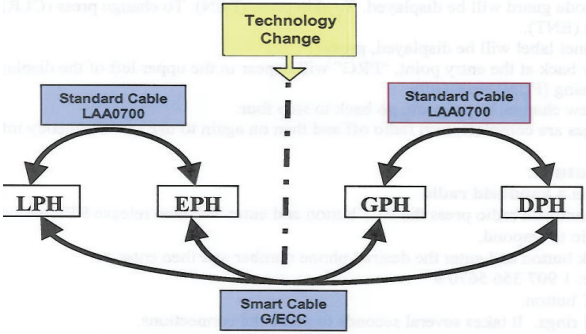
BK RADIO CLONING CABLE INFORMATION:

BK Radio offers two cables to achieve radio-to-radio cloning.
The LAA0700 is the original standard cloning cable, identifiable by the single programming button.

The G/ECC, or smart cable, was introduced with the release of the GPH to accommodate a change in internal radio technology. The G/ECC is identified by a programming button on each end.

The standard LAA0700 can be used to clone radios built before or after the technology change. Refer to the chart below.

Hint: Unless the housing has been changed the standard cable will clone between like colored radios (black or gray). When cloning between black and gray radios the G/ECC is required.



Master Radio	Slave Radio	Cable Required
DPH	DPH, GPH	LAA0700 or G/ECC
	EPH, LPH	G/ECC
GPH	GPH, DPH	LAA0700 or G/ECC
	EPH, LPH	G/ECC
EPH	EPH, LPH	LAA0700 or G/ECC
	DPH, GPH	G/ECC
LPH	LPH, EPH	LAA0700 or G/ECC
	DPH, GPH	G/ECC
NOTE: The G/ECC cloning cable can be used to clone between any of the above models		

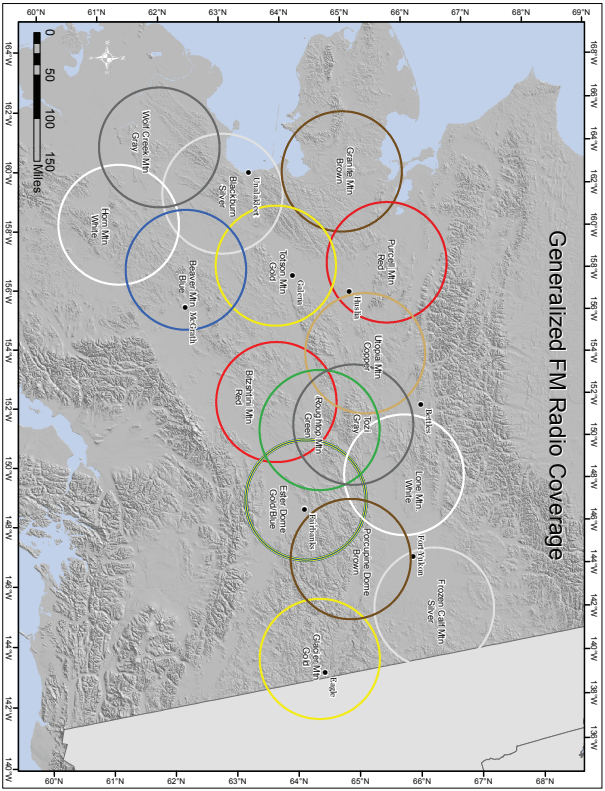
LARSON/DOW ANTENNAS

Larson antennas are available for checkout through the AFS warehouse. The antennas work well on the expansive flats of the interior and boost the receiving and transmission power of handheld King Bendix radios.

The antennas are simple and straight forward. Essentially they are a 20' antenna extension cord and plug in to the port on the side of your King Bendix radio. They can be thrown in a tree, raised on a branch, or attached to a hotstick pole. Ideally, the 1' metal end should not contact the cord or any surrounding objects. This allows for the best communications; however, hastily throwing them in a tree for a quick conversation will improve clarity.

The Larson antenna kit (#9075) and hotstick (#7207) are both available to order through the warehouse.

Alaska Radio Repeater General Coverage Map



IRIDIUM SATELLITE PHONE OPERATION GUIDE

1. Be sure a SIM card is inserted and the battery is charged.
2. Check antenna seating and reseat if not firmly against body of phone. Swing antenna up to click stop. Hold base of antenna, pull body of antenna to extend it to its full length.
3. Press the power button on the keypad (red circle at the lower left).
4. Most phones from AFS do not require a PIN number, some phones may have the PIN checking turned on. If that is the case the default PIN is set to 1111. Be sure to check out your phone prior to travel so you know the PIN if one is required.
5. Check the display as the phone cycles through its power on testing and resisters with the satellite system. Once it displays "Registered" and has 3-4 bars showing in the signal strength across the top, you should be able to make or receive calls. (Signal strength is displayed across the top along with the time and battery charge indicator.)
6. When making calls, all calls are initiated with the access code of "00" then the country code, then the full phone number. For U.S. calls, the country code is "01". So to call the AFS Duty Office you would dial 001-907-356-5660.
7. When holding the phone to your ear, swing the antenna into a position that keeps it as vertical as possible. There are click stops for left and right handed use.
8. You will hear a tone indicating the system is connecting the call. When it is connected you should hear the normal ringing sound. If you hear a double beep or the tone or ringing stops, look at the display to see the status. If the call is aborted, for a few seconds following termination of the call you'll be able to press "OK" to redial.
9. Anytime the display shows "Iridium" you can press "OK" to bring up the last number dialed. Press "OK" again and it will dial the number.
10. Pressing the "^" key on the lower right brings up and iconic menu on the display. The arrow buttons below the display scroll the icons.
11. If all else fails, read the manual!

CALL PROCEDURES

To call from ISU to ISU: dial 00 then the Iridium phone number. (e.g. 00-8819-314-41187)

To call from a landline to an ISU: dial 011 then the phone number. (e.g. 011-8816-314-41187)

To call from an ISU to a landline: dial 001 then the phone number. (e.g. 001-907-356-5660)

BACKHAUL

It is imperative that the fire take every opportunity to backhaul unused/unnecessary equipment, supplies, and trash. Remember, Alaska is huge and good logistical planning is paramount.

A helispot manager is a good resource for dealing with backhaul.

A FEW THINGS TO THINK ABOUT

Deadheading (returning with an empty aircraft) is not advisable. There is always something to backhaul. Think efficiency!

Burning any paper products on site (consider fire danger, gravel bars along rivers work well) avoids costly and unnecessary aircraft weight.

Trash must be double wrapped. A plastic bag inside of a burlap bag is standard. The trash may pass through many hands and exchanged between several aircraft so this is critical. Removing trash early and often reduces bear encounters! Do not use local dumps for disposal unless authorized. Don't forget to label burlap trash as trash, and anything else in burlap otherwise.

Fuel and fuel containers; It is often cheaper and safer to offer unused fuel (reasonable amounts) to rural villages. This is done through a representative of the village council. Note that anytime fuel is transferred, a BLM record of transfer of ownership of surplus fuel is required (available from the fire zone). Also, empty fuel containers are usually in demand in rural environments, don't hesitate to give them away. All BLM logos must be removed or overwritten from any containers left behind. Do not leave anything without proper authorization and documentation from village government.

Label all backhaul with the fire number. As unimportant as this sounds, it is critical for warehouse tracking and makes the warehouse happy when they receive a load of junk.

Assemble backhaul at helispots every morning so it can be ready for pickup in the event an aircraft shows up, even if it is not anticipated.

Proper backhaul assembly; whether in a net or internal, backhaul should be processed efficiently. Take time to build the backhaul into clean and compact loads. Save hazmat shipping boxes for use when backhauling. Purge all equipment and remove spigots from fuel containers. Pilots usually frown on stinky garbage loaded internally; it's a long way back to Fairbanks. Be considerate, it will ensure a good relationship with the flight crew.

SAFETY

Backhaul inherently contains hazmat. Pumps, saws, empty fuel containers, and fire extinguishers are a few examples. Pay close attention to the packaging of these items and label appropriately. Always notify the pilot and/or crew of any aviation related hazmat transport. Hazmat transportation containers are available at the AFS warehouse – use them! Order a backhaul specialist a few days ahead of planned demob if necessary.

See page ?? for specific information on aviation transportation of hazmat.

Alaska Staging Area Job Aid

Vital

Item	Warehouse catalog #	Description
Handy Dandy	9078	This paper won't get you everywhere.
Cubies	0048	Order "filled", 36 per pallet
MRE's	1842	48 per pallet
Batteries	0030	AA's, 24 per package, 144 per case
Bug Dope	0153	Cutter pump, 12 per box
First aid kit	1143	SAFETY ITEM, red crew style.
Coffee	0496	6 cans per flat
Sugar	9058	1 lb. box
Creamer	0499	50 individual packets in a box.
Coffee pot	9050	
TP	0142	
Trash bags	9004	100 per box
Burlap bags	9003	100 per bundle
Fiber tape	0222	10 per roll
Plastic sheeting	0144	Black, 20'x100' roll
P-cord	0533	100' bundles
Satellite phone kit!	9231	SAFETY ITEM, Extra batteries?
Premix*	9027	5 gallon can, HAZMAT, got spigot?
Bar oil*	1869	12 per case, HAZMAT

It should already be assumed you carry an IC kit on your person at all times containing any pertinent forms.

Standard "Canned"

Sleeping bags	0022	Things get wet.
Long Sleeping Bags	0058	Cold WX and for tall firefighters
Earplugs	1027	
Head nets	9047	
Flagging	2398	Orange, 12 per box
Larson antennae	9075	
Lime	9101	32 oz. bottles
Foot Powder	1117	
Bath in a bag	0206	255 per box
Mole skin	1134	
Rite in the rain pad	7009	4 5/8"x7"
Tent fly	0070	16'x24'
Tent fly upright poles	0083	
Tent fly ridge poles	0089	
Tent fly stakes	0538	12 should do.
Crash rescue kit!*	1040	SAFETY ITEM
Fire extinguisher	0307	SAFETY ITEM/HAZMAT
Pulaski*	0146	10 per box
Shovel*	0171	10 per box, good for camp too.
Backpack pumps*	1149	
Chainsaw kit!*	0340	HAZMAT

Extended

Canteens	0038	
Paper cups	0465	
Leather Firefightin' gloves	1296	Size Large
Boot Grease	9200	Small can
Fire pants	2802/2704/2706	Small/Medium/Large
Sleeping pads	1566	
Writing paper	0764	Pad, 8 1/2"x11"

Re-evaluate these items often. HAZMAT
*Tactical/Air Ops Item – Need and amounts vary by assignment. !-Kit item - may include items listed individually.
See Handy Dandy page 112 for ordering guide. Some warehouse catalog numbers may change.
This is to be used as a guide only. Use common sense and good judgment when ordering. Consult AK warehouse catalog for details.

Alaska Staging Area Job Aid

Extended (cont.)

Pens	0447	12 per box
Mosquito coils	9053	12 coils per box
Fire shirts	0579/0580	Large/XL
Shipping tags	0216	
Ice chests	0557	
Bung wrench	7721	
Life Vests	9066	SAFETY ITEM
Cook Pot	9051	
Frying Pan	9049	
Utensil kit!	9266	
Belt weather kit!	1050	
Calculator	0035	
Dry erase board	8080	Specify size
Dry Erase Markers	1073	
Cardboard filing box	7039	For your records.
Clipboard	0771	
Alarm clock	0288	
Scale	1204	Lay on the ground type.
T-card sorter	1352	
Folding tables	9059	
Propane stove	0209	
Folding chairs	2047	
Propane heater	6139	
Wall tent	0084	
Hotstick antennae pole	7207	
ICOM radio	4402	If heavy air traffic
Mark 3 pump kit!*	0870	Should include A and B boxes. Specify.
Lightweight pump kit!*	0670	
Cargo net kit!*	9032	6000 lb., includes lead line and swivel.
Spring Scale 200#	0532	
Unleaded gas	9025	5 gal. can, HAZMAT, got spigot?
Propane	0491	20 lb. tank, HAZMAT
Driptorch fuel*	9024	5 gal. can, HAZMAT, got spigot?
Fusees*	0105	72 per box, HAZMAT

Crew kits

Crew kit!	9131	Huge, see AK warehouse catalog for details.
EFF Line gear	0674	

Fresh Food

Box A	9021	Order 72 hours ahead. Zone approval?
Box B	9030	Consult Handy Dandy for ordering help.

Firearms and Ammunition

Shotgun kit	7005
Shotgun shell "slugs"	9055

Require individual (shooter, not ordering party) firearm certification with BLM Alaska. Order extra ammo.

Medical

Discuss with Zone. Consider AK fire medic program as personnel numbers increase. Fire medic program kits require, or are accompanied by, an on site EMT. Consult AK warehouse catalog for information.

Portable Fueling Site

Keep Zone ASO updated. Takes up to 96 hours for delivery. Fueler should be on site. CRITICAL NEED.

Re-evaluate these items often. HAZMAT
*Tactical/Air Ops Item – Need and amounts vary by assignment. !-Kit item - may include items listed individually.
See Handy Dandy page 112 for ordering guide. Some warehouse catalog numbers may change.
This is to be used as a guide only. Use common sense and good judgment when ordering. Consult AK warehouse catalog for details.

Reference the Alaska Interagency Catalog for detail contents for KITS.

ALASKA LOCAL SUPPLIES

Cat#	Description	Units of Measure	Weight(lbs)
9000	Catalog Alaska Interagency	BK	1
9021	Food, Fresh Food Box A	BX	105
9030	Food, Fresh Food Box B	BX	30
9266	Kit, Utensil	KT	4
1361	Fuel, White gas, 1 gal (6 cns/case)	CN	7
N/A	Fuel, Jet-A, 55 gal (local purchase item/fuelers)	DR	425
9027	Fuel, Premix, 5 gal	CN	32
9025	Fuel, Gas, Unleaded 5 gal	CN	40
9024	Fuel, Driptorch	CN	34
9101	Lime, Chlorinated 10 oz (Latrine)	BT	1
9047	Net, Mosquito Head	EA	1
9053	Repellant, PIC (package = 12 coils)	PG	1
7221	Rollagon, 500 gal	EA	300-3600w/fuel
7328	Rollagon, 250 gal	EA	250-1900w/fuel
9131A	Kit, Crew Box A	KT	630
9131B	Kit, Crew Box B	KT	65
9131C	Kit, Crew Box C	KT	70
9031	Kit, EFF Bag	KT	17
9132	Kit Air Ops	KT	102
9099	Kit Berm Large 7' x7' x2'(733gal capacity/9 drums 1 rollagon)	KT	50
9216A	Kit, Copier Box A	KT	88
9216B	Kit, Copier Box B	KT	66
7282	Kit, Fuel Transfer	KT	540

Cat#	Description	Units of Measure	Weight(lbs)
9136	Kit, Net Cargo, 3000 lb capacity	KT	47
9032	Kit, Net Cargo, 6000 lb capacity	KT	85
7281	Kit, Pump, Barrel, Aircraft, Hand	KT	63
9036	Kit, Pump, Barrel, Hand	KT	19
9231	Kit, Satellite Phone	KT	8
9040	Kit, Spill, Small	KT	12
7244	Kit, Sprinkler (need lightweight pump)	KT	37
8063	Kit, Sprinkler (need MK-3 pump)	KT	65
9257	Kit, Shotgun	KT	14
9124	Kit, Shelter, Weatherport(10'x20')	KT	430
	Above shelter is shipped in 2 wooden crates(82"Lx33"Wx9"D)-bug screen on one end with doorway, some are zippered some are rigid.		
8489	Type III Incident Support(DOF)	KT	
8089	Mobile Cache Support Van(State Fires Only)	KT	

DI-105 (.doc)
(Revised 03/02/2001 rlj)

UNITED STATES
DEPARTMENT OF THE INTERIOR

Alaska Fire Service
BUREAU OR OFFICE

ORIGINAL-RETAIN BY ISSUING OFFICE

RECEIPT FOR PROPERTY

ITEM	NUMBER PROPERTY	DESCRIPTION (INCLUDE SERIAL NUMBERS, MODEL, ETC.)	QUAN.	ISSUE UNIT	COST
1	0123456	Radio King	1	ea.	
2		- Last Item ———		ea.	
3				ea.	
4				ea.	
5				ea.	
6				ea.	
7				ea.	
8				ea.	
9				ea.	
10				ea.	
11				ea.	
12				ea.	
13				ea.	
14				ea.	
15				ea.	
16				ea.	
17				ea.	
18				ea.	
19				ea.	

Issued By: (Name and Title)	Date Issued:
Smokey Bear, SPUL	10/1/08

It is understood that I am personally responsible for the property listed hereon and that if any of the property is lost, stolen, damaged, or destroyed through my simple or ordinary neglect, or negligence or gross negligence, I can be held financially liable as determined by a Board of Survey.

Received By: (Name and Title)	Signature and Date:
Woodsey Owl, R & D	Woodsey Owl 10/1/08

RETURN ORIGINAL TO EMPLOYEE UPON TURN-IN OF PROPERTY

PROPERTY LOSS OR DAMAGE REPORT
Fire Suppression

1. CREW NAME OR NO.: XYZ Crew
2. ID NO. (Form OF-288, Emerg. Firefighter Time Report):
3. ISSUED TO (Name and Address): XYZ Crew C-26 AK-TAD-123456
4. ISSUING OFFICE OR CAMP NAME: Hotspot Complex
5. FIRE NAME: Warm Springs
6. FIRE NO.: DB2T
7. TYPE EMPLOYEE (Mark one with "X"): ☐ Regular Gov't. ☐ Casual Firefighter ☐ Other

8. DESCRIPTION OF PROPERTY LOST OR DAMAGED (Include Property No., if applicable)	QUANTITY
a. Chainsaw AKK-1234	1ea
b.	
c.	

9. Employee report on circumstances of loss or damage to property listed:
The above Saw was burned over in Bravo Section.
Returned to Supply 10/1/08

10. SIGNATURE: Crew Boss — 11. DATE: 10/1/08

12. Witness report:
I agree with above statement

13. SIGNATURE: DIVS / Section Chief — 14. DATE: 10/1/08

15. Fire Boss or Property Control Officer comments regarding loss or damage:
Above SAW was returned by XYZ Crew boss to Supply - It's burned beyond repar - Will Backhaul to Cache for disposal

16. SIGNATURE: OpsChief IC / Delegate — 17. TITLE: SPUL — 18. DATE: 10/1/08

NSN 7540-01-124-7034 — ORIGINAL—Issuing Office — OPTIONAL FORM 289 (9-81) USDA/USDI 50289-101

ALASKA FLIGHT FOLLOWING AND AFF

There are four (4) approved standard methods of flight-following; each method has specific requirements to allow flexibility in accommodating mission needs.

The approved standard methods of flight-following are:

1) An agency flight plan filed with a BLM dispatch office with radio check-ins at least once every 30 minutes with a BLM or State of Alaska Division of Forestry (DOF) dispatch office. (the air-to-ground frequency for BLM is 127.45; the frequency for DOF is 132.45) This is BLM Alaska's default flight following procedure. Unless other arrangements are made at the time the flight is ordered, dispatch will assume that this is the chosen flight following method and that the aircraft will be checking in at 30-minute intervals. Dispatch will consider the aircraft to be overdue if more than 30 minutes passes between check-ins, and will act accordingly.

2) A flight plan filed with a BLM dispatch office, with radio check-ins with BLM or DOF at least once per hour.

3) An IFR flight plan filed with FAA.

4) A VFR flight plan filed with FAA, with radio check-ins with either FAA or an agency dispatch office at least once per hour. On non point-to-point flights (e.g. high recon) hourly position reports should be accompanied by a descrip tion of the next anticipated area of flight.

NON-STANDARD FLIGHT FOLLOWING

In Alaska, many flights occur in remote areas where radio communications are limited or impossible. In these situations, the requirement for 30-minute or 60-minute check-ins may not be realistic. In such a case, non-standard flight-following may be approved, this approval will be from the State Aviation Manager and the Dispatch center will be consulted. The non-standard flight following will be described in a Flight Following Agreement. Pilots will follow their flight plans and make position

reports in the time interval as agreed in the Flight Following Agreement. Any change in Flight Plan will be reported to the Dispatch Center.

If the one-hour reporting time interval is exceeded, or anticipated to be exceeded prior approval by the State Aviation Manager is required (351DM 14.C.2.B).

Some non-standard flight following alternatives that may be used are:

- Establish a time with dispatch when check-ins will occur.
- Establish a round robin (check in-check out) flight plan with Dispatch or FAA.
- When operating in remote field camp settings, a prearranged flight-following plan which may include check-ins or round-robin plans filed with the base camp. (The flight plan should still be specific regarding time frames and destinations.) The base camp, however, must have some means of communication with another office or entity within a reasonable amount of time in order to implement and facilitate emergency procedures should they become necessary. When planning a fixed wing support flight to and from a camp it will be imperative that flight following of that aircraft be coordinated with the sending dispatch center. Use of satellite communications will allow the camps to check in with dispatch to acknowledge when the aircraft arrives and departs the camp.

Note: Automated Flight Following (AFF) systems are now a requirement in all exclusive use aircraft contracts and provide a useful tool to aid in flight following. However, due to lack of radio coverage in many parts of the state (immediate radio contact is the prescribed backup for loss of AFF satellite signal), AFF will not be used as the primary flight following method for Alaska aviation operations at this time. Dispatch centers and field camps may use it as a secondary means of flight following only.

It is critical to understand that Bureau regulations regarding overdue aircraft require specific actions. A radio/communications search and documentation will begin when an aircraft is overdue from a scheduled check-in or an arrival time at a particular destination. Once an aircraft is overdue by one hour or fuel duration has been exceeded, the aircraft is declared missing and a physical search is to begin.

The office responsible for the operation of the overdue aircraft will be billed for the costs of the search, including personnel overtime and any aircraft used.

AIRPORT LOCATIONS AND RUNWAY INFORMATION

ALASKA FIRE SERVICE

LOCATION	DESIGNATOR	RUNWAY INFO	LAT	LONG
GALENA ZONE				
ALAKANUK	AUK	2200' GRAVEL	62 41	164 40
AMBLER	PAFM	3000' GRAVEL	67 60	157 51
ANVIK	PANV	2960' GRAVEL	62 39	160 11
BUCKLAND	BVK/PABL	3200' GRAVEL	65 59	161 09
CANDLE	AK75	3880' GRAVEL	65 54	161 56
DAHL CREEK	DCK	4780' GRAVEL	66 57	156 54
DEERING	DEE/PADE	3300' GRAVEL	66 04	162 46
ELIM	ELI/PFEL	3400' GRAVEL	64 37	162 16
GALENA	GAL/PAGA	7254' ASPHALT	64 44	156 56
HUSLIA	HSL/PAHL	4000' GRAVEL	65 42	156 21
KALTAG	KAL/PAKV	3900' GRAVEL	64 20	158 45
KOBUK	OBU/PAOB	4000' GRAVEL	66 55	156 52
KOTZEBUE	OTZ/PAOT	5900' ASPHALT	66 53	162 36
KOYUK	KKA/PAKK	3000' GRAVEL	64 56	161 09
KOYUKUK	KYU/PFKU	3000' GRAVEL	64 53	157 44
MARSHALL	MDM/PADM	3200' GRAVEL	61 52	162 02
MT. VILLAGE	MOU/PAMO	3500' GRAVEL	62 06	163 41
NOATAK	WTK/PAWN	4000' GRAVEL	67 34	162 59
NOORVIK	D76/PFNO	4000' GRAVEL	66 49	161 01
NULATO	NUL/PANU	4000' GRAVEL	64 44	158 04
PILOT STATION	0AK	2500' GRAVEL	61 56	162 54
RUBY	RBY/PARY	4000' GRAVEL	64 44	155 28
ST. MARYS	KSM/PASM	6000' GRAVEL	62 04	163 18
ST. MICHAEL	SMK/PAMK	4000' GRAVEL	63 29	162 07
SELAWIK	WLK/PASK	3000' GRAVEL	66 36	159 59
SHAGELUK	SHX/PAHX	3400' GRAVEL	62 42	159 34
SHAKTOOLIK	2C7/PFSH	4000' GRAVEL	64 22	161 13
SHISHMAREF	SHH/PASH	5000' ASPHALT	66 15	166 05
SHUNGNAK	SHG/PAGH	4000' GRAVEL	66 53	157 10
STEBBINS	WBB	3000' GRAVEL	63 31	162 17
TELLER	TER/PATE	3000' GRAVEL	65 14	166 20
UNALAKLEET	UNK/PAUN	6000' GRAVEL	63 53	160 48
TANANA ZONE				
ALLAKAKET	6A8/PFAL	4000' GRAVEL	66 34	152 37
ANAKTUVUK PASS	AKP/PAKP	4800' GRAVEL	68 08	151 45
BETTLES	BTT/PABT	5200' GRAVEL	66 55	151 32
COLDFOOT	CXF/PACX	4000' GRAVEL	67 15	150 12
HUGHES	HUS/PAHU	3400' GRAVEL	66 02	154 16
MANLEY	MLY/PAML	2900' GRAVEL	65 00	150 39
MINCHUMINA	MHM/PAMH	4200' GRAVEL	63 53	152 18
MINTO	51Z	2000' GRAVEL	65 09	149 22
PROSPECT CREEK	PPC/PAPR	4900' GRAVEL	66 49	150 39
RAMPART	RMP	3500' GRAVEL	65 30	150 08
TANANA	TAL/PATA	4400' GRAVEL	65 10	152 07
UPPER YUKON ZONE				
ARCTIC VILLAGE	ARC/PARC	4500' GRAVEL	68 07	145 35
BEAVER	WBQ/PAWB	3700' GRAVEL	66 22	147 24
CENTRAL	CEM/PACE	2800' GRAVEL	65 34	144 47
CHALKYITSIK	CIK/PACI	4000' GRAVEL	66 39	143 44
CHICKEN	CKX	2500' GRAVEL	64 04	141 57
CIRCLE CITY	CRC/PACR	3000' GRAVEL	65 29	144 37
COAL CREEK	L20	3800' GRAVEL	65 19	143 08
EAGLE	EAA/PAEG	3600' GRAVEL	64 47	141 09
FT. YUKON	FYU/PFYU	5800' GRAVEL	66 34	145 15
STEVENS VILLAGE	SVS	4000' GRAVEL	66 01	149 06
VENETIE	VEE/PAVE	4000' GRAVEL	67 01	146 25

Distance (Air Miles)

	FBK	CEM	FYU	TAL	MHM	BTT	GAL	DCK	MCG	ANC	EAG
FBK Fairbanks	-	85	120	115	135	155	240	260	240	229	155
CEM Central	85	-	60	190	220	190	315	310	325	299	110
FYU Fort Yukon	120	60	-	190	235	150	310	280	340	347	135
TAL Tanana	115	190	190	-	75	105	125	160	160	247	305
MHM Lk.Minchumina	135	220	235	75	-	190	130	215	105	175	330
BTT Bettles	155	190	150	105	190	-	185	125	260	347	310
GAL Galena	240	315	310	125	130	185	-	130	115	286	445
DCK Dahl Creek	260	310	280	160	215	125	130	-	240	390	440
MCG McGrath	240	325	340	160	105	260	115	240	-	191	440
ANC Anchorage	229	299	347	247	175	347	286	390	191	-	360
EAG Eagle	155	110	135	305	330	310	445	440	440	360	-

CL-215

The CL-215 is manufactured by Canadair Limited, Montreal. It is a twin engine high wing, purpose built aircraft used for water bombing. The CL-215 is powered by two Pratt & Whitney R-2800-83, 2,100 horsepower engines.

Specifications

Max Takeoff Weight		43,500 pounds
Max Fuel Capacity		6,720 pounds
Endurance		3.5 hours
Cruise Speed		140 knots
Drop Speed		100 knots
Skim Distance		2,000 feet
Takeoff Distance		5,280 feet
Fuel Type		AvGas
Fuel Consumption	(Bomb)	1,050 lbs/hr
Fuel Consumption	(Ferry)	840 lbs/hr
Wing Span		94 feet
Length		65 feet
Height		29 feet
Tank Capacity		1,400 gallons

Water Source

Minimum lake size	1 mile shore to shore
Water Depth	5 feet
Skim Time	10-12 seconds

Loading

Water probes aft of each tank fill the tanks while skimming. Pilot controls the load level via cockpit gauge and pulling up the probes when desired level is reached.

Doors

One 61 inch x 31 inch door on each compartment. Doors are electronically unlatched, free fall open to 80 degrees in 0.5 seconds permitting the load to be released in 0.75 seconds. Doors can be released singly, in sequence, or full salvo.

Wind Limitations

Head Wind-Withstand rough water very well due to durable hull design. Limit of 35 mph winds. Cross Wind-Excellent crosswind capability due to wing tip floats.

CL-415

The CL-415 is manufactured by Canadair Limited, Montreal. It is a twin turbine high wing, purpose built aircraft used for water bombing. The CL-415 is powered by two Pratt & Whitney PW123AF, 2,380 horsepower engines.

Specifications

Max Takeoff Weight		43,580 pounds
Max Fuel Capacity		10,250 pounds
Endurance		4 hours
Cruise Speed		170 knots
Drop Speed		105 knots
Skim Distance		1,250 feet
Takeoff Distance		4,200 feet
Fuel Type		Jet A
Fuel Consumption	(Bomb)	1,554 lbs/hr
Fuel Consumption	(Ferry)	1,200 lbs/hr
Wing Span		94 feet
Length		65 feet
Height		29 feet
Tank Capacity		1,620 gallons

Water Source

Minimum lake size	4,200 feet shore to shore
Water Depth	5 feet
Skim Time	10-12 seconds

Loading

Two probes load the as in the Cl-215 however, in order to load four tanks with two probes, a bifurication is incorporated.

Doors

One 63 inch x 11 inch door for each compartment. Doors are electronically unlatched, free fall open and close hydraulically. The four compartments can be released: Singly, In pairs, or All four doors together (salvo).

Wind Limitations

Head Wind-Withstand rough water very well due to durable hull design. Limit of 35 mph winds.
Cross Wind-Excellent crosswind capability due to wing tip floats.

PC-12 N190PE "Interior 77"

The PC-12 is manufactured by Pilatus Aircraft, Switzerland. It is a single-engine turbo-prop built as a multi-purpose aircraft capable of performing passenger and cargo transport and aerial detection. Future missions will include air tactical and leadplane operations, smokejumper and paracargo missions.

Specifications

Max Takeoff Weight	9,965 pounds
Max Fuel Capacity	2,702 pounds
Endurance	6 hours
Cruise Speed	255 knots
Max Seating	9 pax
Max Payload	3,200 pounds
Max Cargo Load	2,200 pounds
Fuel Type	Jet A, Jet A-1, Jet B, JP-4
Fuel Consumption	400-500 lbs/hr
Service Ceiling	28,000 feet
Wing Span	53 feet
Length	47 feet
Height	14 feet
Cargo Door	4'4" high x 4'5" wide

Payload Scenarios

Hrs of Fuel	Passengers (180 lbs each)	Passenger Baggage	Cargo Load Only
2	3 pax/4 pax/5 pax	1735 lbs/1555 lbs/1375 lbs	2300 lbs
2	7 pax/8 pax/9 pax	1015 lbs/835 lbs/540 lbs	2300 lbs
3	2 pax/3 pax	1215 lbs/1035 lbs	1575 lbs
3	4 pax/5 pax/6 pax/7 pax	855 lbs/ 675 lbs/495 lbs/315 lbs	1575 lbs
4	2 pax/3 pax	865 lbs/685 lbs	1225 lbs
4	4 pax/5 pax/6 pax	390 lbs/210 lbs/30 lbs	1225 lbs
5	3 pax/4 pax	335 lbs/155 lbs	875 lbs
6	2 pax	165 lbs	600 lbs

Fixed Wing Fleet Capacities

TYPE AT 2.5 HOURS FUEL	USEFUL PAYLOAD	PAX	CRUISE SPEED (KTS.)	RANGE MILES	RANGE HOURS	MIN. RUNWAY LENGTH (FT.)	FUEL TYPE	USEABLE FUEL	FUEL (GPH)
SINGLE-ENGINE FIXED WING	2.5HRS FUEL								
SUPERCUB PA-18	600	1	90	365	3	500	AVGAS		9
CESSNA 185	900	3	120	800	5	1400	AVGAS	62	16
CESSNA 185 W/FLOATS	650	3	110	610	5	1700	AVGAS	62	16
CESSNA 206	1100	5	(120) 130	800	5	1500	AVGAS	63	16
CESSNA 207/208	1100	7	(120) 130	800	5	1900	AVGAS	58	16
CESSNA CARAVAN 208	2400	9	(150) 175	900	5	1700	JET	333	53
HELIO COURIER	750	3	(115) 100	570	4.6	800	AVGAS	60	20
SINGLE-ENGINE RETRACTABLE									
PIPER PA32 LANCE/SARATOGA	1100	5	(150) 145	800	5.5	2000	AVGAS	102	16
MEDIUM MULTI-ENGINE PAX/CARGO									
AEROSTAR	950	5	205	1000	5	2500	AVGAS	165	33
BARON BE-55 (BEECH)	1000	5	170	950	5.5	2000	AVGAS	136	30
AEROCOMMANDER AC-500	1150	5	(160) 155	800	4.8	2500	AVGAS	156	30
AEROCOMMANDER AC-680FL	1600	7	(165) 160	1000	5	2500	AVGAS	223	40
11N has 2 ft more cargo space and a larger door than the other contract Aerocommanders									
TURBOCOMMANDER AC-690	2000	9	250	1375	5.5	3000	JET	256	85
PA-31-310 NAVAJO (PIPER)	1800	9	(175) 165	1080	6	2200	AVGAS	210	35
PA-31-350 CHIEFTAIN (PIPER)	1800	9	175	1000	5	2500	AVGAS	182	34
G-21 GOOSE (GRUMMAN)	1750	8	(130) 120	530	4.4	3500	AVGAS	220	50
G-21 TURBO-GOOSE (GRUMMAN)	1700	8	170	750	4.5	3000	JET	340	75
TWIN OTTER 200 DHC-6	2500	15	140	600	4.5	1500	JET	381	85
TWIN OTTER 300 DHC-6	3000	17	(140) 150	675	4.5	1500	JET	381	90
C23A SHERPA	4400	20	(180) 165	840	4	3000	JET	600	128
CASA 212	4200	9	(170) 165	510	4.5	3000	JET	520	110
EMB-110 BANDEIRANTE	3000	9	na 174	1100	4.9	3000	JET	455	100
BE-99 (BEECH)	3250	15	230	1048	3.5	3200	JET	368	85
DO-228 DORNIER	3500	9	(200) 190	621	(full) 6	3000	JET	627	100
BE-1900 (BEECH)	4000	19	(220) 240			4000	JET		
LARGE MULTI-ENGINE PAX/CARGO									
DOUGLAS DC-3	5900	25	na 130	960	7	4000	AVGAS	760	93
DOUGLAS DC-3 TURBOPROP	7000	30	na 190	1300	6.5	2000	JET	740	150
SKYVAN	2700	1	130	375	2.5	1300	JET		85
CONVAIR 580	6000	56	na 260	1040	4	6000	JET	2720	338
DE HAVILLAND DASH-7	11000	50	na 225	700	3.1	2250	JET	1400	290
DE HAVILLAND DASH-8	7800	36	(250) 260	700	3	3000	JET	865	290
C-130 HERCULES (L-100)	30000	N/A	300	3000	5	4000	JET	2750	550

Aircraft Allowables

Fuel Endurance (no reserve)	Allowable Weights		
32WA	**9 pax seats**	**Pilot/copilot only**	**P/C**
1.7 hrs flight time	3309	3467	3476
2.2 hrs flight time	3109	3267	3276
2.8 hrs flight time	2909	3067	3076
3.3 hrs flight time	2709	2867	2876
3.9 hrs flight time	2509	2667	2676
4.4 hrs flight time	2309	2467	2476
5.0 hrs flight time	2109	2267	2276
5.6 hrs flight time	1909	2067	2076
6.0 hrs flight time	1685	1843	1852
6015S	Allowable weights (pax + cargo)		
0.5 hr flight time	1185		
1.0 hr flight time	1055		
1.5 hrs flight time	920		
2.0 hrs flight time	780		
2.5s hr flight time	650		
3.0 hrs flight time	470		
57954	Allowable weights (pax + cargo)		
0.5 hr flight time	1000		
1.0 hr flight time	865		
1.5 hrs flight time	700		
2.0 hrs flight time	550		
2.5 hrs flight time	400		
3.0 hrs flight time	250		
	(see chart in fleet list)		

Rotorwing Allowables

ROTORWING	HIGE	HOGE	JET	Cruise	Max Fuel	Range	Pax	Fuel Burn	Fuel Burn	Fuel Type
AS-350 BA	514	414	544	100	143 gal	340	5	42 gal	294 lbs	JET
Augusta 119 (Koala)	1000	1000	1900	140	184 gal	390	6	55 gal	385 lbs	JET
Bell 206 B-3 Jet Ranger	558	496	690	110	94gal	350	4	26gal	182 lbs	JET
Bell 206 L-3 Long Ranger	722	604	784	110	250 gal	250	6	33 gal	237 lbs	JET
Bell 407	1137	1137	1587	130	130 gal	310	6	48 gal	336 lbs	JET
Bell 212	2405	1855	2495	100	220 gal	250	9	100 gal	700 lbs	JET
Bell 212 HP	1900	1700	2090	100	284 gal	250	9	100 gal	700 lbs	JET
Blackhawk	7200	7200	8000	150	600 gal	350	11	160 gal	1120 lbs	JET
Boeing/Kaw Vertol	4440	44	8440	120	550 gal	360	24	180 gal	1260 lbs	JET
Chinook CH-47	11100	11100	16100	130	2000 gal	1000	44	405 gal	2835 lbs	JET
Hughes 500 C/D	680	580	1000	125	63 gal	325	3	28 gal	196 lbs	JET
Lama SA-315B	1218	1000	1818	100	151 gal	250	4	58 gal	406 lbs	JET
UH-1B	2100	2100	2100	95	330 gal	315	0-1	90 gal	630 lbs	JET

All allowables are approximate (based on 2000 ft and 25 degrees with 2.5 hours of fuel) Ask pilot(s) for actual allowables before use.

Helicopter Loading Tips

Passengers (PAX)

- Unload pax from one side only. It's a lot easier to control pax.
- Handle PG carefully. It's fragile and someday it might be yours!!!!
- Never load tools or sharp objects under the seats. Put soft stuff under seats, i.e. hose, trash bags, burlap bags etc.

Internal Loads

- Cargo Wells – build a large stable base so that cargo leans in and doesn't
- bind the doors or push on the windows.
- Watch when opening the sliding door of 205/212 that emergency exit
- windows aren't pushed out by stuff falling out of the cargo wells.
- Tundra pads are fragile and are easy to trip on – Watch your footing!
- Fresh food- carry right side up and don't carry fuel with it unless it's separated or in another compartment!
- Garbage – double bagged and tagged! Try to stay away from backhauling cardboard, burn empty cardboard boxes – they take up a lot of room.
- Chainsaw boxes – between rear facing seat and door. Pump kit – fold ½ of rear seat to ride with pax.

- Tail Compartment (use only with pilot's permission) is a good place for hazardous materials. Do not exceed 200 lbs.! Let the pilot know how much is back there and make sure the receiving end knows it's there!!!!
- Always ask for any backhaul when at a landing site, never let a helicopter fly empty.

External Loads

- Make sure the swivel is at the top or end of lead line.
- Utilize daisy chain/tandem loads if weight isn't a factor.
- PC (A-22) – just unhook chute and attach a swivel (should be attached to the side of the A-22) and you have a sling load.
- Remember we are in Alaska, things get wet thus heavier. Take that into account when putting loads together on the lines. Don't just go by weights in the IRPG, those figures might have to be doubled.

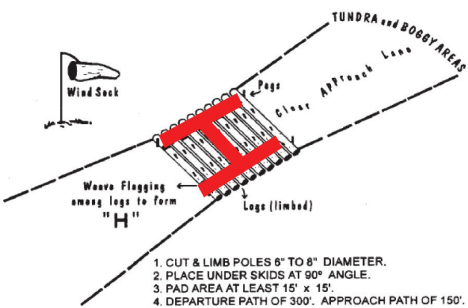
Log Decks

- Try to utilize logs 6”-8”in diameter.
- Limb down, get rid of knobs, etc that could catch the helicopter’s skid tundra pads.

- Cut logs equal length.
- Take the time to build the log deck.
- Log decks should 2 -3 ft wider than skids.
- Go larger & longer.
- Decks should be built so that a 212 may land on them.

Keep in mind, that due to CG, the backend of the log deck will tend to settle more.

Exhibit 8-3: Log-Deck Landing Pad For Use In Tundra or Boggy Areas

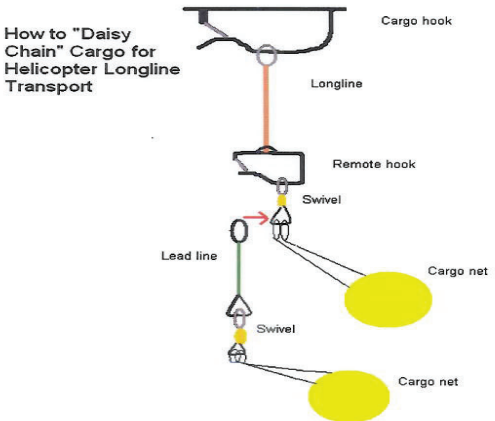


Flag the log deck. Make sure flagging is secure.

IHOG reference: Chapter 8, pg. 8-7.

HELICOPTER LONGLINE OPERATIONS

- Ensure that pilot and aircraft are carded for external load operations
- Obtain allowable payload from current load calculation
- Weigh your load & configure not to exceed current allowable. It is acceptable to use calculated fuel burn and plan heavier loads for later in the fuel cycle.
- Inspect nets, swivels, and leadlines prior to usage. Look, check, and double check for damage. Flag any damaged equipment and label with an explanation.
- Place heavier items in the center of the net and secure small items that could work their way through the net
- Visqueen and cargo chutes should be transported internally or securely packed into boxes to minimize risk of in-flight deployment.
- Do not mix personal items or food and water with hazardous materials.
- Tag each load with actual weight and destination. Communi cate this information to the pilot and notify of any hazardous materials being transported.
- On longline jobs, EVERY load gets a swivel to avoid line twisting. Multiple loads on the same longline require multiple swivels. Refer to “daisy chain” diagram.


How to "Daisy Chain" Cargo for Helicopter Longline Transport
Cargo hook
Longline
Remote hook
Swivel
Lead line
Cargo net
Swivel
Cargo net

AIRCRAFT CONTRACT ADMINISTRATION

AVAILABILITY

During the contract period, or for greater than 24 hours (rental), the aircraft and crew is available for the exclusive use of the government 7 days per week, 24 hours per day, with the exception that the crew is subject to pilot flight hour and duty limitations. Pilots and aircraft must be available for use at the base during ordered standby and respond to dispatch orders. No longer than 15 minutes may elapse from the time dispatch orders are received by the pilot until the aircraft is ready to taxi for takeoff unless the Government approves the removal of the aircraft from standby to perform maintenance or places the crew on 1 hour callback. When removed from standby for these reasons, the contractor has 60 minutes after notifications to get the aircraft ready for takeoff before unavailability begins. Approval to remove the aircraft from standby is at the discretion of the Government and must be requested by the contractor in advance of the maintenance. Availability continues to be paid during approved maintenance and 1 hour callback periods, and pilot's scheduled day off.

NOTE: The "Government" is the employee supervising the particular aircraft, such as the project inspector/contracting officer's representative.

UNAVAILABILITY

Unavailability is recorded as a line entry on the appropriate agency flight record/invoice (BLM uses form AMD-23) whenever the contractor fails to comply with the requirements above. Unavailability continues until failure is corrected and contractor informs the project inspector that service is available.

FLIGHT TIME

Fixed wing flight time is measured in one of two ways:

(1) From the time the aircraft begins its takeoff roll until it returns to parking measured in hours and minutes and recorded on the AMD-23 in hours and hundredths (30 minutes = .50 hours)

or,

(2) From a time recorder, comparable to a Hobbs meter, measured in hours and tenths and recorded on the AMD-23 in hours and tenths (1 tenth = 6 minutes).

Helicopter flight time is measured by the onboard Hobbs meter, measured in hours and tenths and recorded on the AMD-23 in hours and tenths.

FUEL

Dry Contracts

All fuel not otherwise furnished by the government must be paid by or charged to the contractor. Fuel costs shall be recorded as a line entry and be supported by paid, legible, and itemized invoices/receipts from the supplier. When refueling from a remote cache or field station, notify the area or zone dispatch of fuel use and follow any established documentation procedures

MAINTENANCE

Aircraft may fly up to 10% (10 hrs) in excess of the 100-hour limit, but only to reach maintenance facilities (non-revenue). This is the exception, not the rule. For any unscheduled maintenance, notify the contracting officer's representative and ensure that the appropriate AMD maintenance inspector has been notified to return the aircraft to contract availability.

FLIGHT AND DUTY LIMITATIONS

The following generally applies to all government and contract pilots for DOI, USFS, and DOF air operations unless exceptions are stated. However, refer to individual contracts for further guidance.

PILOT HOURS

Within any consecutive 14 day period, pilots must have 2-24 hour off duty rest periods. Days off need not be consecutive. All pilots must have a rest period of at least 10 consecutive hours prior to each duty period. Duty includes flying, ground duty of any kind, and standby or alert status at any location. In the event a flight crew member working under AMD or USFS policy exceeds allowable flight or duty time within a duty period, they must take the next 10 consecutive hours off duty prior to subsequent duty, at a minimum. For DOF, pilots who exceed flight hours must be off duty for the following 24 hours while those who exceed the duty hour limit must be off for the following 10 consecutive hours.

SINGLE PILOT CREW *	TWO-PILOT CREW**
Note: Retardant/Jumper pilots follow limits for single crew.	
Maximum 8 hours flight time during any assigned duty period	Maximum 10 hours flight time during any assigned duty period.
Maximum 14 consecutive duty hours during any duty period.	Maximum 14 consecutive duty hours during any duty period.
Maximum 42 hours flight time in any 6 consecutive duty days	Maximum 50 hours flight time in any 6 consecutive duty days.
When 36 to 42 hours are flown in 6 days, the next 24 hours must be taken off. A new 6 day cycle begins.	When 40 to 50 hours are flown in 6 days, the next 24 hours must be taken off. A new 6 day cycle begins.
*For Lower 48=calendar day	**Single pilot rules apply during mission flights. 10 hours may be permitted when flights are point to point only.

REPLACING PILOTS AND REQUESTING RELIEF PILOTS

If a replacement pilot or additional crew is needed during the regular pilots days off, the vendor must be given 48 to 72 hours notice before actual time needed. Refer to individual contract for specific requirements.

AMD-23 CHECKLIST	
1.	Fill out each block of line items legibly and completely. A separate line entry is needed for separate flights, charge codes or individual pay item codes.
2.	Use the appropriate Billee Code for each line item. The code for fire aircraft is 6790.
3.	Verify Availability, Flight Time or other pay item code recorded by the pilot. 1 full day's availability equals 1.00 AV. Reduce availability 1/14th for each hour or portion of an hour when service is unavailable.
4.	Record any unavailability or other comments in the Remarks section of the AMD-23. This helps clarify any confusion.
5.	The Zone ASO or State Aviation Office signs the lower right corner. Do not sign unless you are on the Delegation of Authority list. Send AMD-23 at least once every two weeks.

OAS-23
(09/91)

AIRCRAFT USE REPORT

U.S. DEPARTMENT OF THE INTERIOR
OFFICE OF AIRCRAFT SERVICES

OAS Lower 48
300 E. Mallard Drive, Suite 200
Boise ID 83706-3991
208-433-5020

OAS Alaska/Hawaii
4405 Lear Court
Anchorage AK 99502-1032
907-271-3700

RED IS FOR OAS USE ONLY

RECEIVED DATE | INVOICE NUMBER

PLEASE PRINT CLEARLY AS THIS FORM IS USED AS AN INPUT DOCUMENT TO AN AUTOMATED SYSTEM

COMPANY NAME & ADDRESS	CONTRACT/ARA NO.	ITEM NO.	AIRCRAFT MAKE & MODEL	PILOT NAME (PIC) Print	SERV.	AGMT. NO.	AC CONTROL NO.
Frontier Flying Service 3820 University Avenue Fairbanks, AK 99709	80-ARA-3053		BE-1900	Joe Pilot			
	AIRCRAFT DESIGNATED BASE (City/St.)		AIRCRAFT FAA REGISTRATION NO.	PILOT NAME (2nd. PIC) Print	AGENCY ORDER NO.		
	Ft. Wainwright, AK		N130AL	Jill Pilot			
TELEPHONE NO. 907.474.0074	HIRED (Date & Time) 6/25/2009 17:30:00		RELEASED (Date & Time) 6/25/2009 23:45:00	OTHER CREW MEMBER Adam Kohley			

	DATE M	D	Y	FAA IDENTIFIER FROM	TO	START	STOP	ELAPSED TIME OR QUANTITY	PAY ITEM CODE	PAYLOAD PAX	CARGO	PILOT INITIAL	BILLEE CODE	USE CODE	USER ORGANIZATION AND CHARGE CODES	SIGNED RECEIVED	TAX CODE
1	6/25/2009			GAL	HSL	1928	1959	0 . 52	FD	19	300		6790	9P	AK-319-2821-HU-EA1D		
2	6/25/2009			Standby		2010	2025	0 . 25	SB				6790		AK-319-2821-HU-EA1D		
3	6/25/2009			HSL	GAL	2025	2106	0 . 68	FD				6790	9F	AK-319-2821-HU-EA1D		
4	6/25/2009			Standby		2106	2207	1 . 02	SB				6790		AK-319-2821-HU-EA1D		
5	6/25/2009			GAL	KAL	2207	2247	0 . 67	EP	19	500		6790	9P	AK-319-2821-HU-EA1D		
6	6/25/2009			KAL	GAL	2247	2347	0 . 67	FC		200		6790	9C	AK-319-2821-HU-EA1D		
7	6/25/2009			Fuel Charge				5 . 10	FC				6790		AK-319-2821-HU-EA1D		
8								.									
9								.									
10								.									

Other Charges/Credits (Add attachments if necessary)

Item 7. Fuel purchased by vendor in Galena. 60 gallons @ $8.50/gallon = $510.00-receipt attached.

☐ ORIGINAL - OAS COPY
☐ VENDOR'S COPY
☐ USER COPY

I certify that the above record of services is correct and no payment has been received.	I certify that the above services were received.	AGENCY TELEPHONE NO. ☐ FTS ☐ COMM.	AGENCY
SIGNATURE OF CONTRACTOR/AGENT/PILOT	SIGNATURE OF AUTHORIZED GOVERNMENT REPRESENTATIVE	907.656.1222	BLM-Alaska Fire Service
▶ Joe Pilot	▶ Doug Gibbs		AGENCY ADDRESS
NAME (print) Joe Pilot / DATE 6/25/2009	NAME (print) Doug Gibbs / DATE 6/25/2009		PO Box 35005 Ft. Wainwright, AK 99703 ATTN: Aircraft Payments

HCP-2 (03/2006) REQUIRED

STATE OF ALASKA
DIVISION OF FORESTRY

FLIGHT RECORD

Region _____
Area _____
No. _____

I.	AIRCRAFT / CREW	SOLICITATION	RELEASE
VENDOR NAME:	MAKE/MODEL:	DATE: TIME:	DATE: TIME:
ADDRESS:	REGIS. NO. #N	COST HOURLY:	PT. RELEASED:
CONTACT NAME:	PILOT NAME	DAILY GUARANTEE:	RELEASED BY: (PRINT NAME)
PHONE:	PILOT #2	SGL $ DBL $	

II. DATE/	STATION		FLIGHT TIME			AVAILABILITY				UTILIZATION				INCIDENT/PROJECT INFORMATION		
MO/DAY	FROM	TO	START	STOP	TOTAL	START	STOP	CREW	TOTAL	# PAX	CARGO	GAL R/W	FUEL	CONTRACT REF.	BILLING CODE	FLT CD
TOTALS																

III. UNAVAILABILITY

START DATE/TIME	STOP DATE/TIME	TOTAL

IV. REMARKS:

V. THIS RECORD IS TRUE AND ACCURATE ACCOUNT TO THE BEST OF MY KNOWLEDGE (UNDER PENALTY OF PERJURY)

SIGNATURE:

PILOT #1

PILOT #2

STATE REP.

(REV. 1/96)

FORM 10-3133

Hazardous Materials Aircraft Manifest

Special Permit Authorization
DOT-SP 9198

Date:_____ Allowable Payload:_____

Aircraft #:_____

UN #	Shipping Name	Haz Class	P/G	QTY	Weight	ERG #
UN 1002	**Air, compressed**	2.2				122
UN 2800	**Batteries, wet, non-spillable**	8	III			154
UN 2794	**Batteries, wet, filled with acid**	8	III			154
UN 3264	**Corrosive liquid, acidic, inorganic, N.O.S. (Ferrous Sulfate) limited quantity**	8	III			154
UN 3265	**Corrosive liquid, acidic, organic, N.O.S. (decyl/octylalcohol phosphate ester) limited quantity**	8	III			154
UN 1202	**Diesel fuel**	3	III			128
UN 3166	**Engines, internal combustion**	9				128
UN 1044	**Fire extingusher, limited quantity**	2.2				126
UN 1993	**Flammable liquids, N.O.S. (gasoline)**	3	II			128
UN 1863	**Fuel, aviation, turbine engine**	3	III			128
NA 1325	**Fusee**	4.1	II			133
UN 1203	**Gasoline**	3	II			128
UN 1072	**Oxygen, compressed**	2.2 5.1				122
UN 1268	**Petroleum distillates, N.O.S.**	3	II			128
UN 1490	**Potassium permanganate, limited quantity**	5.1	II			140
UN 3178	**Flammable solid, inorganic, N.O.S. limited quantity**	4.1	III			133
UN 1978	**Propane**	2.1				115
UN 3291	**Regulated medical waste, N.O.S.**	6.2	II			158
			Total Weight			

I certify that the contents of this consignment are fully and accurately described by proper shipping name and are classified, packaged, marked and labled and in proper condition for carriage by air according to applicable national governmental regulations.

Shippers Signature: _____ Location

Pilot Signature: _____

Emergency Response ph# AFS (800) 255-3924 DNR (800) 424-9300

Hazardous Materials Aircraft Manifest

Special Permit Authorization
DOT-SP 9198

Date:_____ Allowable Payload:_____

Aircraft #:_____

UN #	Shipping Name	Haz Class	P/G	QTY	Weight	ERG #
	Total Weight					

I certify that the contents of this consignment are fully and accurately described by proper shipping name and are classified, packaged, marked and labled and in proper condition for carriage by air according to applicable national governmental regulations.

Shippers Signature: _____ Location

Pilot Signature: _____

Emergency Response ph# AFS (800) 255-3924 DNR (800) 424-9300

LONGITUDE-LATITUDE COORDINATE FORMATS

There's been some confusion and a lot of questions recently about longitude-latitude coordinates read from GPS units and entered in GIS software. Most people are familiar with reading coordinates from paper maps, but computers and electronics, including GPS units, have different requirements. This document should help answer some of your questions and give you the basic tools to deal with longitude-latitude coordinates in most formats you will encounter.

1. FORMATS FOR RECORDING LONGITUDE-LATITUDE COORDINATES

There are many different formats that can accurately represent longitude-latitude coordinates, but there are only three that are commonly used in resource mapping applications.

FORMAT	ABBREVIATION	EXAMPLE
Degrees, Minutes, Seconds	DMS	64° 30' 30"
Degrees, Decimal Minutes	DDM	64° 30.5'
Decimal Degrees	DD	64.50833333°

2. STORING COORDINATES IN COMPUTERS

A. UNAMBIGUOUS LOCATIONS

There are four places on the earth where a human reading a map might record their location as 145° by 70°: one in Alaska, one in Siberia, one in the South Pacific, and one in Antarctica. That's fine for people, since you'll usually know what part of the planet you're on. A computer can't make an intelligent decision about where it is on the globe, though, so it has to deal with coordinates in a manner that only allows one location to be associated with any longitude-latitude pair. That's accomplished by making longitudes in the western hemisphere and latitudes in the southern hemisphere negative (see diagram on next page).

In Alaska, latitudes are always positive and, except for the tip of the Aleutians, longitudes are always negative.

B. DECIMAL DEGREES

To a computer, coordinates must be numbers, and a string of characters that contains spaces can not be a number. Thus, the DMS coordinate 64 30 30 or the DDM coordinate 64 30.5 can not be used by a computer to compare one location to another. On the other hand, 64.50833333 is a number and can be used to compare locations.

Many GIS programs and most GPS units will display coordinates in what ever format you want, with or without negative signs. Internally, though, they all deal with signed decimal degrees. Thus, if you know you're in Alaska and you read your location from a map as 145° by 70° or your GPS unit tells you you're at 145° 00.00', 70° 00.00', the only value that really represents that location in the computer is -145.000,70.000.

CASUAL HIRING – SINGLE RESOURCE

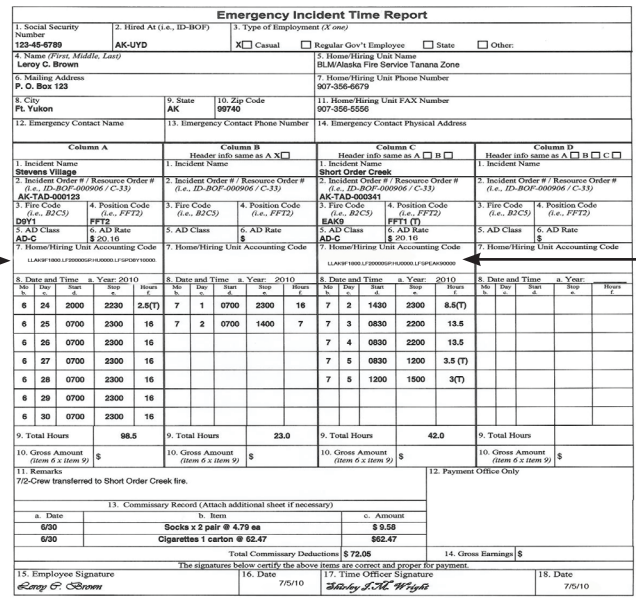
Federal casuals (Emergency Firefighters (EFF) single resource support personnel) are hired under the authority of the Administratively Determined (AD) Pay Plan for Emergency Workers.

HIRING PROCEDURES FOR SINGLE RESOURCES

1. Contact Zone Dispatch or Zone Administrative staff to obtain Incident Order and Request numbers when hiring an AD. (Example: AK-GAD-000348, O-39)

2. Position titles and rates of pay are determined using the approved AD Pay Plan. If you do not have a copy of the AD Pay Plan, contact the Zone Admin office. (Note: You do not have the authority to establish a position or negotiate pay rates.)

3. Zone and/or Incident finance personnel will ensure the completion of the following required forms:
   - I-9, Employment Eligibility Verification (required)
   - Alaska Conditions of Hire (required)
   - Tax Documents -(W-4, Federal Withholding Allowance Certificate, W-5, Earned Income Credit Advance Payment Certificate and state income tax forms)
   - SF-1199a, Direct Deposit Form
   - Single Resource Casual Hire Form, PMS 934 (if applicable)
   - OF-288, Emergency Firefighter Time Report



Emergency Incident Time Report

1. Social Security Number	2. Hired At (i.e., ID-BOF)	3. Type of Employment *(X one)*
123-45-6789	**AK-UYD**	**X** Casual ☐ Regular Gov't Employee ☐ State ☐ Other:

4. Name *(First, Middle, Last)*	5. Home/Hiring Unit Name
Leroy C. Brown	**BLM/Alaska Fire Service Tanana Zone**
6. Mailing Address	7. Home/Hiring Unit Phone Number
P. O. Box 123	**907-356-6579**
8. City / 9. State / 10. Zip Code	11. Home/Hiring Unit FAX Number
Ft. Yukon / **AK** / **99740**	**907-356-5556**
12. Emergency Contact Name	13. Emergency Contact Phone Number / 14. Emergency Contact Physical Address

Column A	Column B (Header info same as A ☒)	Column C (Header info same as A ☐ B ☐)	Column D (Header info same as A ☐ B ☐ C ☐)
1. Incident Name: **Stevens Village**	1. Incident Name:	1. Incident Name: **Short Order Creek**	1. Incident Name:
2. Incident Order # / Resource Order # *(i.e., ID-BOF-000906 / C-33)*: **AK-TAD-000123**	2. Incident Order # / Resource Order # *(i.e., ID-BOF-000906 / C-33)*:	2. Incident Order # / Resource Order # *(i.e., ID-BOF-000906 / C-33)*: **AK-TAD-000341**	2. Incident Order # / Resource Order # *(i.e., ID-BOF-000906 / C-33)*:
3. Fire Code *(i.e., B2C5)*: **DSY1** / 4. Position Code *(i.e., FFT2)*: **FFT2**	3. Fire Code *(i.e., B2C5)*: / 4. Position Code *(i.e., FFT2)*:	3. Fire Code *(i.e., B2C5)*: **EAK9** / 4. Position Code *(i.e., FFT2)*: **FFT1 (T)**	3. Fire Code *(i.e., B2C5)*: / 4. Position Code *(i.e., FFT2)*:
5. AD Class: **AD-C** / 6. AD Rate: **$ 20.16**	5. AD Class: / 6. AD Rate: **$**	5. AD Class: **AD-C** / 6. AD Rate: **$ 20.16**	5. AD Class: / 6. AD Rate: **$**
7. Home/Hiring Unit Accounting Code: LLAK9F1800.LF2000SP.HU0000.LFSPDY10000	7. Home/Hiring Unit Accounting Code:	7. Home/Hiring Unit Accounting Code: LLAK9F1800.LF2000SP.HU0000.LFSPEAK90000	7. Home/Hiring Unit Accounting Code:

8. Date and Time a. Year: 2010

Mo b.	Day c.	Start d.	Stop e.	Hours f.
6	24	2000	2230	2.5(T)
6	25	0700	2300	16
6	26	0700	2300	16
6	27	0700	2300	16
6	28	0700	2300	16
6	29	0700	2300	16
6	30	0700	2300	16
9. Total Hours				**98.5**
10. Gross Amount *(Item 6 x Item 9)*				$

8. Date and Time a. Year: 2010

Mo b.	Day c.	Start d.	Stop e.	Hours f.
7	1	0700	2300	16
7	2	0700	1400	7
9. Total Hours				**23.0**
10. Gross Amount *(Item 6 x Item 9)*				$

8. Date and Time a. Year: 2010

Mo b.	Day c.	Start d.	Stop e.	Hours f.
7	2	1430	2300	8.5(T)
7	3	0830	2200	13.5
7	4	0830	2200	13.5
7	5	0830	1200	3.5 (T)
7	5	1200	1500	3(T)
9. Total Hours				**42.0**
10. Gross Amount *(Item 6 x Item 9)*				$

8. Date and Time a. Year:

Mo b.	Day c.	Start d.	Stop e.	Hours f.
9. Total Hours				
10. Gross Amount *(Item 6 x Item 9)*				$

11. Remarks
7/2-Crew transferred to Short Order Creek fire.

12. Payment Office Only

13. Commissary Record (Attach additional sheet if necessary)

a. Date	b. Item	c. Amount
6/30	Socks x 2 pair @ 4.79 ea	$ 9.58
6/30	Cigarettes 1 carton @ 62.47	$62.47
	Total Commissary Deductions	$ 72.05

14. Gross Earnings $

The signatures below certify the above items are correct and proper for payment.

15. Employee Signature	16. Date	17. Time Officer Signature	18. Date
Leroy C. Brown	7/5/10	*Shirley J.M. Wright*	7/5/10

LLAK9F1800.LF2000SP.HU0000.LFSPDY10000

LLAK9F1800.LF2000SP.HU0000.LFSPEAK90000

CREW HIRING PROCEDURES

INITIAL CHECKLIST:

- Ensure there are 16 crew members for fires in Alaska. For assignments to the lower 48, ensure there are 19 crew members.
- Obtain Crew Hire Book from Zone Admin
- Check "Zone Suspension/Probation List" for individuals that are suspended. This list can be obtained through Zone Dispatch or the Zone Admin.
- Upon arrival, get all passenger and gear weight and post to the, 'Passenger/Cargo Manifest".
    1. As you weigh each crew member, check their red card and ID.
    2. If red card is issued by the State of Alaska, crew member needs to fill out W4, I9 and Conditions of Hire.
    3. Check their fire boots. Fit for duty means having good fire boots. Someone expecting to do commissary for boots is not fit for duty.

- After manifesting crew with all personnel weight and gear weight, add up each column displaying total passenger weight and then total gear/cargo weight.
    1. Copy stays in Crew Hire Book
    2. Copy goes to Pilot
    3. Copy goes to appropriate Dispatch
    4. Copy goes to Zone Admin

**If crew is getting outfitted through AFS Cache, a copy of the Crew Passenger/Cargo Manifest needs to go to AFS Cache.

ZONE ADMINISTRATION

It is critical for our firefighters out in the field to obtain approval when hiring any equipment, personnel or services, through the appropriate Zone Admin. Most hiring of equipment or services can be initiated through the appropriate Zone Admin. We understand commo via hard line or Sat phone isn't always an option, so please radio in to the appropriate Zone Dispatch to get in contact with Zone Admin.

Tanana & Upper Yukon (UYT) Zone Admin	907-356-5579
UYT Dispatch	907-356-5553
Galena Zone Admin	907-656-1222
Galena Zone Dispatch	907-656-1222
Military Zone Admin	907-356-5876
Military Zone Dispatch	907-356-5553

The Regular Government Employee is responsible for completing two essential pieces of documentation.

1. Pre and Post Inspection for all equipment.
2. Daily shift tickets.

No piece of equipment can be hired without a passing Pre-Inspection.

No piece of equipment can be paid without the completed and signed Pre and Post Inspection.

When calling into the Zone Admin to discuss hiring of equipment, services or personnel, please ensure you have this information readily available:

1. Name of Vendor or Casual Hire
2. Good contact telephone number

PROCEDURES FOR HIRING EQUIPMENT

Two ways of hiring equipment:

- Service – Arrangement between the owner and incident personnel to perform a service for a shrt duration not to exceed two days. The service is not to exceed $2500. Zone Admin will pay by charge card or check upon receipt of an invoice. NO EERA or EERA number needed. No claims – burden is on the vendor not the government.

- Emergency Equipment Rental Agreement (EERA) or Field Agreement – Written document for hiring equipment for an unspecified period of time.

All equipment hired by Service, EERA, or Field Agreement will:

- Have prior coordination through Zone for Land Manager approval.
- Hire equipment from the local area only. Equipment outside local area will be Resource Ordered (RO) through Zone Dispatch to Procurement.

See equipment rates for the more popular equipment hired on Federal incidents. Contact Procurement at 356-5770/5772/5774 if vendor does not agree with rates.

SERVICE

Request Service on a RO using an S number. The Service arrangement will:

- Be kept simple - owner's contact information, what will be provided, how often, and cost.
- Eliminate need for inspections.
- Short duration, not to exceed two days

- Eliminate completion of an OF-294 (EERA).
- Eliminate claims against the government (burden is on the vendor).
- Not to exceed $2500 total.

EXAMPLES OF WHEN TO USE A SERVICE:

1. Hiring a 6 wheeler with driver to transport supplies from the run way to camp twice a day for 2 days.
2. Dust abatement in camp or airfield once in the morning and evening for 2 days.

EMERGENCY EQUIPMENT RENTAL AGREEMENT (EERA)/FIELD AGREEMENT

The following information must be provided (if Form OF-298 is not available, write on any type of document, e.g., paper, cardboard, etc) to Zone Admin or IMT for creation of an EERA:

- Name, address, EIN/SSN and phone number of legal owner
- Type of equipment, Vin/Serial Number, and/or license plate number
- Date, time, and location of hire
- Daily rate for the equipment
- Legal owner's signature/date – Verify ownership through reg istration, title, bill of sales, etc.
- Government representative printed name, signature and date

Document that vendor was provided a copy of the EERA clauses or read the clauses from the Handy Dandy prior to hiring equipment.

REQ'D PRE-INSPECTION FOR FIELD AGREEMENT AND EERA:

- Ensure inspection is complete and thorough
- Document condition of the equipment. If you have a camera, take photos and include them with your documented inspection.
- Ensure all required safety items are available and in operating conditions (i.e., seatbelts, fire extinguisher, properly rated life preservers for all passengers, etc.).

DO NOT HIRE UNSAFE OR UNUSEABLE EQUIPMENT

Equipment and operator(s) hired will comply with State of Alaska and local operating requirements. General driving policies are located in Chapter 6 of the Red Book.

- Boats and heavy equipment will be hired with vendor provided operator.
- Casual (AD) driver must have valid license and any required endorsements.

EQUIPMENT HIRED – FIELD AGREEMENT/EERA

Each piece of equipment must have a separate operator to receive full daily rate. The agreement will be negotiated by Procurement for lower rates if only one operator will be operating multiple pieces of equipment,.

1. Vendor owns two boats and is operating one of the boats. The second boat could be hired only if the vendor provides another operator.
2. Vendor has a dozer and a backhoe hired and the vendor is the operator for both pieces of equipment. Vendor will not be paid full daily rates for both pieces of equipment, Procurement will negotiate a rate. Contact Procurement at 356-5770/5772/5774.

Qualification training and PPE is required prior to operating specialized equipment per Red Book and agency policy.

All tracked vehicles (ex: Nodwell, SUSVs, etc) must be hired with operator.

Canoes, kayaks, scanoes, catamarans, or equipment devised to act as a floating device will not be hired. Boats are the only authorized floating device that will be hired.

Do not hire a boat without a motor. It is the vendor's responsibility to provide the motor. Contact Procurement (356-5770/5772/5772) for a negotiated rate if the boat motor is less than 35 horsepower.

FIRST AND LAST DAY OF HIRE

Determination of half/full daily rate will depend on time equipment was hired or released.

First day of hire:

- Half Daily Rate: Hired for less than 8 hours (ex:Hired after 1600 hours)
- Full Daily Rate: Hired for more than 8 hours (ex: Hired before 1600 hours)

Last day of hire:

- Half Daily Rate: Released prior to 0800 hours.
- Full Daily Rate: Released after 0800 hours.

NOTE: The BLM does not have a standby rate. Equipment is either on or off-shift during the operational period.

During the Period of Hire

- Document use on an Emergency Equipment Shift Ticket (OF-297).
- Government representative ensures the shift ticket is completed.
- Vendor/operator and government representative sign shift ticket and forward to Finance unit or Zone Admin.
- Record on-shift time for the equipment, not the operator. Record off-shift time for meal breaks, maintenance, repairs any down time.
- Equipment hired without operator will have the shift ticket signed prior to release.

Daily rate is based on a 24 hour period (calendar day) of availability. If the vendor uses the hired equipment for personal use (e.g., drives it home after shift) a reduction of up to 30 percent of the daily rate will apply. Post - and pre-inspections will be required each time vendor takes equipment home. Note the shift ticket "Equipment removed from the incident for personal use."

You are responsible for equipment being inspected, documenting use, and ensuring vendor understands their pay status of the equipment.

RELEASING EMERGENCY EQUIPMENT

Perform a thorough post-inspection of the equipment and document the release. If a camera is available, take photos and include them with the equipment package. Equipment hired at the incident will be released from the incident; travel time or mileage home will not be authorized. Document the following information prior to releasing the equipment:

- Release/withdrawal date and time must match the post-inspection or a statement included on the inspection form that return travel home is projected (if applicable).

POST-INSPECTION

List condition and any equipment damage. Describe the damage or condition. Document any potential claims (who, what, where, when, and how and any witnesses). Ensure Zone FMO/Admin is notified of any potential claims. **Do not solicit claims**. If vendor asks you about claims, have them contact Procurement at 356-5770/5772/5774.

SIGNATURE OF OWNER/AUTHORIZED REPRESENTATIVE AND AGENCY REPRESENTATIVE.

Forward hiring and use documents to Zone Admin for completion of the Emergency Equipment Use Invoice (OF-286). Payments are usually processed in about 30 days.

Other Agreements – Contact Procurement for food, fuel, land, or facility agreements.

2010-2011 Field Hired Equipment Rental Rates

2010-2011 EQUIPMENT RENTAL RATES				
Equipment Info	**Method of Hire**			**Operator Info/Special Instructions**
ATV/UTV's				
Recreational ATV, 4 Wheeler, 4x4	Hire @ Daily Rate	$88/Day		Use agency operator
Recreational ATV, 6 Wheeler, 6x6		$106/Day		**All operators must have agency qualification training**
Recreational UTV, 4 Wheeler, 4x2		$106/Day		
Recreational UTV, 4 Wheeler, 4x4		$125/Day		
Recreational UTV, 6 Wheeler, 6x6		$219/Day		
Tracked ATV with tank capacity up to 5,000GL		$1921/Day		Vendor operated (Owner pays Operator)
Trailer, Tag-A- Long		$15/Day		
Trailer, 2 -4 place		$25/Day		
AIRBOATS				
≤ 14'	Hire @ Daily Rate	$771/Day		Vendor operated (Owner pays Operator) - Bare Boat Charter
> 14' - ≤ 16'		$881/Day		
> 16' - ≤ 18'		$992/Day		
> 18' - ≤ 20'		$1101/Day		
> 20'		$1212/Day		**Adult Rated Life Preservers required for each passenger**
BOATS				
≤ 16' < 150HP	Hire @ Daily Rate	$493/Day		Vendor operated (Owner pays Operator) - Bare Boat Charter
16-20'		$533/Day		
21-23'		$613/Day		
> 23'		$693/Day		
16-20' ≥ 150HP		$573/Day		
21-23'		$653/Day		
> 23'		$733/Day		**Adult Rated Life Preservers required for each passenger**
PASSENGER & CARGO VEHICLES				
Truck, Pickup, 4x2, 1/2T	Hire @ Daily Rate	$143/Day	$473/Day	Use agency operator or hire with operator
Truck, Pickup, 4x4, 1/2T		$155/Day	$485/Day	
Truck, Pickup, 4x2, 3/4T		$145/Day	$475/Day	
Truck, Pickup, 4x4, 3/4T		$175/Day	$504/Day	
Truck, Pickup, 4x2, 1T		$165/Day	$495/Day	
Truck, Pickup, 4x4, 1T		$204/Day	$533/Day	
SUV/Suburban, 1/2T, 4x2		$144/Day	$473/Day	
Van, 10 Pax, 3/4T, AWD		$145/Day	$475/Day	
Van, 12-15 Pax, 1T (Must Remove 4th Seat) No more than 10 Pax including driver		$165/Day	$495/day	**BLM POLICY- Can not hire Vans that exceed 10 Pax capacity**
DOZERS				
		Dry $$ w/Operator	**Dry D$ w/Operator**	
D8L,D9N,TD25,40,JD1050,FD30,40,DI 55,275 ,355,375,D800	Over 300 FWHP	$3,556	$6,453	Vendor operated (Owner pays Operator)
D8N,135A,D750	250-300 FWHP	$2,509	$4,534	
D7,FD255,20,JD950,D85E,TD20,PR742,8.2-20	200-249 FWHP	$2,486	$3,784	
D6R,6H,1850,FD175,195,14C ,14E,JD850,D61,65,68,PR732,DC180	150-199 FWHP	$1,916	$3,446	
D5N,D5M,D6,1150,1650,FD9,145,JD700,750,D41 ,PR712,DC100 ,150	100-149 FWHP	$1,768	$3,176	
D3,D4,D5, ,JD450,550,650,FD80,FD5,7 ,8B,D21,31,32,37 ,38,39,TD7,8 ,9	Under 100 FWHP	$1,357	$2,421	**Operating supplies (except fuel) are usually furnished by the Contractor, when Government furnishes the operating supplies the cost will be deducted**

MEDICAL TREATMENT FOR GOVERNMENT EMPLOYEES (FEDERAL)

Medical treatment and compensation benefits for regular government employees (RGE), casuals or official volunteers for job related injury or illness are provided by the Office of Workers' Compensation Programs (OWCP).

Types of Injury or Illness:

- Traumatic Injury (CA-1) – An injury is defined as a wound or other condition of the body caused by external force, including stress or strain, in one specific event or incident, or by a series of events, that occurs during a calendar day or one work shift. You must be able to identify what, when, where, how and why the injury happened.
- Occupational Disease (CA-2) – This is defined as an illness, disease or condition that develops over a period longer than one work day or shift. Causes of illness may include repeated stress or strain, systemic infection, and exposure to toxins, poisons, fumes and Blood-borne Pathogens (BBPO). If you don't know what caused a condition, it is classified as an illness.

Reporting an Injury or Illness:

- On-site supervisor must be notified within one working day of the injury or illness.
- For BLM RGE, the appropriate OWCP form (CA-1 or CA-2) should be completed in the Safety Management Information System (SMIS) Employee Module within three work days to document the occurrence.
- When prompted, enter your home unit supervisor's name and e-mail address.
- Submit a witness statement and a statement from your on-site supervisor to Financial Services (FS) within three days.
- The SMIS instructions are available on the AFS website.

- If computer access is not available, completed forms should be sent to FS within three days so the injury or illness can be entered into SMIS.
- For BLM casuals and volunteers, complete the appropriate OWCP form (CA-1 or CA-2) and submit it to FS within three days for entry to SMIS.
- For non-Alaska BLM resources, submit the original forms to their home unit within three days of the injury/illness.
- State of Alaska employees (RGE and EFF) are covered by state workers' compensation procedures. Contact the Zone Admin for assistance on completing the appropriate forms. Injury/illness claims are submitted to their home unit.
- Equipment owner/operators and contract personnel do not have federal or state-provided injury compensation coverage, and are required to provide private coverage.

Medical Treatment for
Government Employees (Federal)

GUIDE TO FEDERAL INJURY AND ILLNESS FORMS AND RESPONSIBILITIES

Type of Injury or Illness	Form CA-1	Form CA-16	Form CA-2	APMC Form FS-1600-16
Traumatic Injury No Medical Treatment	Yes	No	No	No
Traumatic Injury Medical Treatment Required	Yes	Yes	No	Only If APMC Is Authorized
Occupational Illness	No	No	Yes	
Exposure Incident (BBPO or other)	No	No	Yes	

CA-1 Notice of Traumatic Injury
Use if occurred within one work day or shift. Employee, witness complete Side 1, submit to supervisor within 24 hours. Supervisor completes Side 2. Original is submitted to the individual's home unit.
CA-16 Authorization for Examination/Treatment
Authorizes payment for initial medical care for Traumatic Injury only, if issued by compensation specialist. **DO NOT USE FOR ILLNESS**. Original is submitted to the individual's home unit.
CA-2 Notice of Occupational Disease
Use if occurred over longer than one work shift, or if cause is unknown. Employee and supervisor complete. Original is submitted to the individual' home unit.
FS-1600-16 APMC Authorization and Medical Report
Authorizes initial medical expense, documents initial diagnosis. Use only if authorized by the Zone. Requires Incident Order Number, "M#" and charge code. Submit copy CA-1, CA-2 as soon as possible. The original is submitted to the incident agency for payment.

CLAIMS

GOVERNMENT PROPERTY

All incident personnel, regardless of agency, must manage property and supplies to prevent loss. Clearance procedures will be coordinated by incident personnel to ensure property issued on an incident is returned prior to demobilization.

- Accountable Property – If accountable property (e.g., chain saws, pumps, cameras) is missing, damaged or unserviceable, a report must be made and included in the incident records.
- For federal property, form OF-289, Property Loss or Damage Report, must be completed and submitted to the incident or responsible home unit property officer (i.e., AFS Fire Cache Warehouse), within 60 days.
- For state property, form 02-627, Lost-Stolen-Damaged Property Review, must be completed and submitted to the supervi sor, IC, or Area Forester.
- Expendable Property – The incident agency should limit replacement of expendable property (e.g., hose fittings, filters) to those that are used up or "acquired" by the incident. Expendable property can be replaced at the incident or the incident can approve an Incident Replacement Requisition, OF-315 for replacement at the home unit.

Incident personnel cannot authorize replacement of non-expendable or non-standard cache items. The incident submits the documentation to the Zone for review and determination.

FY 2010/2011
Reimbursable Items List for Northern BLM Field Work

Item	Unit	Notes/Remarks
Alarm Clock	1 Each	
Backpack or Duffle	1 Each	
Bandana	3 Each	
Belt	1 Each	
Blanket, Space (5' x 7' Size)	1 Each	
Boots (Leather, 8" Lace-up; logger or flat-soled	1 Pair	++ Statement of value req'd for claims > $250
Boots (Rubber-bottomed, field type)	1 Pair	
Cap (Ball Cap; Wool Watch Cap)	2 Each	
Eyewear (Eyeglasses; sunglasses; contacts)	1 Pairs	++ Statement of value required
Flashlight	1 Each	
Hygene Items		Itemized list required (item, quantity, value)
Jacket, Heavy (e.g. denim, lined)	1 Each	
Jacket, Light (e.g. (denim, unlined)	1 Each	
Knife or Multipurpose Tool (with case)	1 Each	
Pants, Work	4 sets	
Rain Gear (Jacket and pants)	1 set	
Shirt, Tee (Printed image type)	4 each	
Shirt, Work (e.g. flannel or denim)	2 each	
Shoes, Athletic	1 Pair	
Shorts, Athletic	1 Pair	
Sleeping Pad	1 Each	
Socks (e.g.cotton or wool)	16 Pairs	
Sweatshirt	1 Each	
Tent (Two person size)	1 Each	
Towel	1 Each	
Underwear, Brassieres	4 Each	
Underwear, Briefs	8 Pairs	
Underwear, Insulated (shirt and pants)	1 set	
Washcloth	1 Each	
Watch	1 Each	

++ Statement of value example: a repair estimate, an original purchase receipt or a statement from a vendor documenting the estimated value during the year of purchase.

UNITED STATES
DEPARTMENT OF THE INTERIOR
EMPLOYEE CLAIM
FOR LOSS OR DAMAGE TO PERSONAL PROPERTY
(P. L. 88-558)

Name of Claimant			Address of Claimant
Barney Solomon			Barney Solomon P.O. Box 54236 Tanana, AK 99754 (After 9/15/20XX)
Bureau or Office BLM/AFS	City Ft. Wainwright, AK	Telephone No. (907) 356-5624	

Location of loss or damage	Date of loss or damage	Total amount of claim
Galena Zone, Fire BZ6G	July 20, 20XX	$ 532.00

DESCRIPTION OF PROPERTY (Attach supplemental sheet, if necessary)

Itemized Listing	Date Acquired	Purchase Price or Value	Value When Lost	Estimated Repair Cost
See attached supplemental				

Claim is for __X__ Loss ____ Damage (Check one). Please give brief statement of circumstances:

On 7/20/XX at 1325, I was working on the initial attack of fire BZ6G near Russian Mission in the Galena Zone. A sudden wind shift caused the fire to change direction 180 degrees, and burn back toward the campsite. Due to the intensity of the fire, it was unsafe to retrieve the gear. All the gear, including government property and my personal items, was totally destroyed.

Was property insured? ____ Yes __X__ No (If "Yes", give name of insurer and itemize amount collected.)

CRIMINAL PENALTY FOR PRESENTING A FRAUDULENT CLAIM OR MAKING FALSE STATEMENTS: Fine of not more than $10,000 or imprisonment for not more than 5 years, or both (See 62 Stat. 698, 749; 18 U.S.C. 287, 1001).

CIVIL PENALTY FOR PRESENTING A FRAUDULENT CLAIM: The claimant shall forfeit and pay to the United States the sum of $2,000, plus double the amount of damages sustained by the United States (See R.S. Sec. 3490, 5438; 31 U.S.C. 231.)

I make this claim with full knowledge of the penalties for willfully making a false claim, and certify that I am entitled to any payments.

Date	If claimant is not owner, state relationship	Signature of Claimant
August 10, 20XX		*Barney Solomon*

Form DI-570
(July 1965)

Employee Claim
For Loss or Damage to Personal Property
DI-570 Supplemental

Item Description	Date Acquired	Quantity/ Unit	Value Each	Total Value
Boots, Rubber Bottomed	3/05	1 pair	88.00	88.00
Rain Gear – Gortex brand	5/05	1 set	64.00	64.00
Socks, Wool	06/05	2 pair	13.00	26.00
Tent – Personal, 2 person	10/03	1 each	154.00	154.00
Prescription Eyeglasses (w/hard shell case)	10/04	1 pair	200.00	200.00
Total amount of claim				$ 532.00

UNITED STATES DEPARTMENT OF THE INTERIOR

BUREAU OF LAND MANAGEMENT
OFFICE OF FIRE & AVIATION
3833 S. Development Avenue
Boise, Idaho 83705

In Reply Refer to:
9400 (FA-140)

May 23, 1997

Memorandum

To: State Director, Alaska

From: Director, Office of Fire and Aviation

Subject: Waiver for Exemption from 351 DM 1

The Alaska Fire Service has requested a waiver from the requirements of 531 DM 1, Aviation Life Support Equipment Handbook (ALSE) requiring a specific type of boot for special mission flights. The direction under ALSE 2, E, requires a leather boot or fire-resistant rubber boots be worn when flying special missions.

This waiver is approved only for Alaska and allows special use mission operations personnel to wear rubber boots to complete their mission. The requirements for each special-use-mission will be documented using Aircraft Flight Request/Schedule form (9400-1a) and signed prior to each flight.

The granting of this waiver by the Director, Fire and Aviation, is authorized in 350 DM 1, Chapter 1.4, B, Waivers. For any additional information please contact Larry Mahaffey, Aviation Safety and Training, at 208-387-5160.

Acting

cc:
Dennis Lamm
OAS Director
Regional Director, Alaska

2010 ALASKA DIVISION OF FORESTRY PHONE LIST

Director	907-451-2666
Deputy Director	907-269-8476
Chief of Fire and Aviation	907-451-2675
Fire Operations Forester	907-356-5850
Fire Support Forester	907-451-2608
Fire Information:	907-356-5511
Safety Officer:	907-761-6247
Logistics Coordinator:	907-356-5682
Intelligence Coordinator	907-356-5671
Aviation Supervisor	907-761-6271
State Logistics Center	907-451-2680
Fire Warehouses	
Fairbanks	907-451-2640
Palmer	907-762-6282
Northern Region FMO	907-451-2676
Coastal Region FMO	907-761-6238
Fairbanks Area	907-451-2600
Delta Area	907-895-4225
Tok Area	907-883-5134
Valdez-Copper River Area	907-822-5534
Southwest Area	907-524-3010
Anchorage-Mat-Su Area	907-761-6300
Kenai-Kodiak Area	907-260-4200
Northern Southeast Area	907-766-2120
Southern Southeast Area	907-225-3070

2010 ALASKA FIRE SERVICE PHONE LIST

Alaska Fire Service (AK9F000)
P.O. Box 35005
Ft. Wainwright, AK 99703
http://fire.ak.blm.gov/

Title	Name	office#
BLM/AFS		
Receptionist		356-5600
Toll Free		1-800-258-7706
Manager	John Gould	356-5506
Associate Manager	Kent Slaughter	356-5505
Staff Assistant	Beth Chandler	356-5500
Fire Ecologist	Eric Miller	356-5857
State Fuels Mgmt Spec.	Kato Howard	356-5862
Haz-Mat Coordinator	Brian Rook	356-5867
Planning & Env. Coord.	Mary Lynch	356-5863
Program Analyst	Lindsey Lien	356-5859
Public Affairs Officer	Doug Stockdale	356-5511
Public Affairs FAX		356-5518
Safety & Occ Health Lead	Don Bergstrand	356-5868
Safety & Occ Health Spec	Jon Thomas	356-5869
Safety & Occ Health Spec	Charlyn Lacklen	356-5866
Special Agent (WO)	Joe Nardinger	356-5504
EEO Specialist (910)	Robert Palos	356-5508
EEO FAX		356-5509
AFS Telebridge		356-5830
Manager's FAX		356-5517
State Of Alaska		
Operations Forester	Marsha Henderson	356-5850
Information Officer	Maggie Rogers	356-5850
Administrative Assistant	Stacey Fiori	356-5511
Comm. Sys. Coordinator	K.T. Pyne	356-5847

Alaska Interagency Coordination Center (AK9F110)

Title	Name	office#/cell#
Center Manager	Dave Curry	356-5677 / 388-2861
DOF Logistics Coordinator	Darla Theisen	356-5682
BLM Logistics Coordinator	Lauren Hickey	356-5680
USFS Coordinator	Ray Crowe	356-5683
Intelligence Coordinator	Sue Christensen (DNR)	356-5671
Intelligence Officer	Marsha Behr	356-5674
Fire Weather	Sharon Alden (NPS)	356-5691 / 378-8675
Fire Weather	Heidi Strader (NPS)	356-5691
Fire Behavior	Frank Cole DNR)	356-5854
Equipment Coordinator	Anne Burns	356-5687
Overhead/Crew Coordinator	Roger Stilipec	356-5684
Dispatcher	Anne Connor	356-5684
Dispatcher	Vacant	356-5684
Aircraft Coordinator	Maria Maragni	356-5681
Dispatcher	Jennifer Humphrey	356-5681
Dispatcher	Hilary Shook	356-5681
Aircraft Desk Toll Free		1-800-237-3646
Tactical Resources Coord	Jon Gregg	356-5690 / 388-2867
Lead Dispatcher	Linn Clawson	356-5689
Dispatcher	Lisa St. Clair	356-5670
Dispatcher	Julie Vorachek	356-5670
Tactical Desk Toll Free		1-800-237-3633
AICC FAX		356-5678 or 356-5698

Southern Fire Management Zone (AK9F150)

Title	Name	office#
Fire Management Officer	Mike Lambright	907-267-1465
Assistant Fire Mgmt Officer	vacant	907-267-1368
Lead Aviation Dispatcher	vacant	
Aviation Dispatcher	Jerrid Palmatier	907-267-1360
Helicopter Manager	David Doucet	907-267-1357
Unit Aviation Manager	Nicholas Strohmeyer	907-267-1378
Southern Zone FAX		907-267-1359

Military Fire Management Zone (AK9F160)

Title	Name	office#
Fire Management Officer	Tami Defries	356-5875
Assistant Fire Mgmt Officer	Jason Dollard	356-5877
Fire Support Assistant	Aleshia Purcell	356-5876
Fuels Program Manager	Tom St. Clair	356-5878
Fuels Specialist	vacant	356-5879

Upper Yukon Fire Management Zone (AK9F170)

Title	Name	office# / cell#
Fire Management Officer	Steve Theisen	356-5558
Assistant Fire Mgmt Officer	Pat O'Brien	356-5550 / 378-4600
Unit Aviation Manager	Mike Landau	356-5559
Fire Specialist	Amy Skraba	356-5563
Fire Support Assistant	Susan Scott	356-5579
Fuels Management Specialist	James Higgins	356-5561 / 750-1799
Helicopter Manager	Bob Merrow	356-5557
Senior Fire Specialist	Kay Kudo	356-5565
Logistics Dispatch		356-5553
Upper Yukon Zone FAX		356-5556
Upper Yukon Initial Attack		356-5555
Fort Yukon Station		
Fort Yukon Station		662-2378
Fort Yukon Station FAX		662-2636

Tanana Fire Management Zone (AK9F180)

Title	Name	office#
Fire Management Officer	Mike Butteri	356-5562
Assistant Fire Mgmt Officer.	Willie Branson (acting)	356-5574
Unit Aviation Manager	vacant	356-5576
Fire Support Assistant	Susan Scott	356-5579
Fuels Management Spec.	Willie Branson	356-5570
Senior Fire Specialist	Justin Ray	356-5566
Zone Fire Specialist	Will Hutto	356-5577
Zone Helicopter Manager	Connie Stickel	356-5572
Tanana Zone FAX		356-5556
UYT Dispatch Center		
24-Hour Toll Free Contact		1-800-237-3652
Dispatch Center Manager	Ted Pierce (acting)	356-5551
Assistant Center Manager	vacant	356-5552
Initial Attack Dispatcher	Amber Sunderland	356-5554
Initial Attack Dispatcher	Hudson Plass	356-5555
Initial Attack Dispatcher	Brandon Poe	356-5555
Maps and Records Officer	Robert Mikol	356-5578
Lead Logistics Dispatcher	Rod Thorsen	356-5553
Logistics Dispatcher	Rob Davis	356-5553
Logistics Dispatcher	Jennifer Northway	356-5553
Logistics Dispatcher	GaBriella Branson	356-5553
UYT Dispatch FAX		356-5556

Galena Fire Management Zone (AK9F190)

Title	Name	office#
Fire Mgmt Officer	Marlene Eno-Hendren	356-5626
Asst. Fire Mgmt Officer	Doug Gibbs	356-5623
Dispatcher	Esther Horschell	356-5615
Dispatcher	Larissa Sommer	356-5628
Zone Coordination Officer	vacant	356-5629
Fire Support Assistant	Cathy Keyse-Sweet	356-5624
Fuels Specialist	Ben Pratt	356-5617
Helicopter Manager	Karl Franke	356-5625
Logistics Management Spec.	vacant	356-5619
Senior FSS	Greg Bryce	356-5618
Galena FSS	vacant	356-5618
Galena FSS	Jon Rodman	356-5618
Galena Fire Management Zone FAX		356-5556
Galena Station		
Galena Toll Free Number		1-800-237-3644
Galena Barracks		656-9980
Duty Officer		656-1222
Galena Station Employees	(everyone)	656-1222
Galena Station FAX		656-1702

Logistics Operations Branch (AK9F200)

Title	Name	office#
Assistant Manager	Joe Ribar	356-5699
Facilities Management Spec	Lorenzo (Bo) Harris	356-5702
Facility Operations Section (AK9F210)		
Barracks staff	Rick Davis	356-5706
Barracks staff	David Crandall	356-5706
Barracks, Building #1003		356-5721 or 22 or 23
Barracks FAX		356-5638
Chief	Peter Pineault	356-5733
Maintenance Support Asst.	Alison Boyce	356-5726
Carpenter	Kent Davis	356-5728
Carpenter	Randy Kamp	356-5728
Carpenter	Rusty Morton	356-5728
Maintenance Mechanic	Jimmy Malemute	356-5729
Maintenance Mechanic Lead	Michael Tolman	356-5729
Maintenance Mechanic	David Lee Edwards	356-5729
Facility Operations FAX		356-5730
Supply Section (AK9F220)		
Chief	Kevin Fitzgerald	356-5735
Small Engine Repair		
Automotive Supervisor	Bill Miller	356-5753
Automotive Mechanic	vacant	356-5752
Automotive Mechanic	John Frisone	356-5753
Transportation Unit		
Manager	John Green	356-5711
Dispatch	Cheryl VanDerHorn	356-5711
Motor Vehicle Operator	Roy Flemmer	356-5710
Motor Vehicle Operator	Jay Schikora	356-5710
Motor Vehicle Operator	vacant	356-5710
Motor Vehicle Operator	Kristen Dunlap	356-5710
Transportation FAX		356-5713
Warehouse Unit		
Chief	Lyell Chittenden	356-5742
Refurb Leader	Kenneth "Abe" Camp	356-5743
Fuel Handler Lead	Jayson Brockmeyer	356-5743
Issuing Leader	Bill Bishop	356-5745
Fuel Handler	vacant	356-5743
Fuel Handler	Gary Lee	356-5743
Fuel Handler	Dick Sleeman	356-5747
Fuel Handler	Jack Yeaple	356-5743
Load Master	Dalis Thomas	356-5745
Load Master	vacant	356-5745
Fuel Handler	Cheryl Ballot	356-5747
Fuel Handler	Chris Walters	356-5745
Material Handler	vacant	356-5745
Material Handler	Russell Sleeman	356-5743
Supply Technician	Suger Williams	356-5741
Supply Technician	George Andrews	356-5740
Property Manager	Rick O'Brien	356-5737
Receiving Warehouse Lead	Roland Ouellette	356-5747

Stores Leader	Joanne Waller	356-5739
Warehouse Breakroom		356-5749
Warehouse FAX		356-5754
Housing and Food Services (AK9F2313)		
Chief	Jeannie McAlpin	356-5714
Lead Cook	Mauna Loa Virnig	356-5715
Cook	vacant	356-5715
Budget Tech/Teller	Lydia Decouteau	356-5715
Food Services / Kitchen		356-5715
Food Services FAX		356-5716

Business & Technology Management Branch (AK9F300)

Title	Name	office#
Chief	Bev Fronterhouse	356-5591
Budget Officer	vacant	356-5794
Budget Analyst	Bev Melovidov	356-5788
Budget Tech	Shirley Goforth	356-5526
Human Resources Liaison	Veronica Belton	356-5785
Human Resources Assistant	vacant	356-5786
Telecommunications Planner	vacant	356-5586
FAX		356-5583
Human Resources FAX		356-5789
Communications Section (AK9F310)		
Chief	Kent Gale	356-5800
Electronic Mechanic	Ernest Watson	356-5805
Electronic Mechanic	Eugene Bartell	356-5804
Electronic Mechanic	vacant	356-5806
Electronic Mechanic	Robert Askelin	356-5802
Electronic Mechanic	vacant	356-5803
Electronic Mechanic	Ross Atkinson	356-5801
Shop Phone		356-5807
Shop FAX		356-5810
Technical Systems Section (AK9F320)		
Chief	John Palmer	356-5598
Message Desk		356-5588
IT Specialist	Alex Clarke	356-5594
IT Specialist	Bill Beach	356-5592
IT Specialist	Brian Lamb	356-5597
IT Specialist	Calvin Moses	356-5589
IT Specialist	Gary Schmunk	356-5593
IT Specialist	Keith Pollock	356-5595
IT Specialist	Tammy Mace	356-5590
IT Specialist	Terry Miller	356-5585
IT Specialist	Thor Weatherby	356-5599
GIS Specialist	Hilary Rigby	356-5587
GIS Specialist	vacant	356-5582
FAX		356-5583
Administrative Services Section (AK9F330)		
Business Mgmt Supervisor	vacant	356-5790
Business Mgmt Assistant	Michele Vanderpool	356-5792
Administrative Assistant	David Troup	356-5796
Administrative Assistant	Cindy Woody	356-5795
Travel Assistant	vacant	356-5793
FAX		356-5697

Financial Services Section (AK9F340)

Chief	Barb Sylte	356-5775
Financial Services Team		
Mgmt & Program Analyst	Melody Roos	356-5780
Mgmt & Program Analyst	Tracy Nicholson	356-5781
Fire Support Assistant	Vivian Bifelt	356-5782
Financial Services FAX		356-5784
Procurement Team		
Lead Contract Specialist	Peggy Lucas	356-5772
Purchasing Agent	Patty Olson	356-5774
Purchasing Agent	Terry Rush	356-5770
Procurement Services FAX		356-5779

Fire Operations Branch (AK9F500)

Title	Name	office#
Chief	Dave Whitmer	356-5642
Air Attack Group Supervisor	Rick Thompson	356-5535
Fire Support Lead	Amy Latham	356-5643
Fire Support Assistant	vacant	356-5649
Fire Support Assistant	Janice St. John	356-5641
Office Automation Clerk	vacant	356-5644
Fire Operations FAX		356-5560
Fire Training Section (AK9F510)		
Chief	Tony Doty	356-5630
Training Operation Manager	Lynn Standley Coe	356-5632
Training Specialist	Adam Kohley	356-5634
Training Specialist	Fred Kutzgar	356-5636
Training Specialist	vacant	356-5639
Training FAX		356-5638
Fire Management Resources Section (AK9F520)		
Chief	Mike Roos	356-5668
Duty Officer	Ilene Penas	356-5660
Fire Specialist Section		
Fire Specialist Supervisor	John Lyons	356-5654
Lead Training Module	Randy Lenon	356-5654
Fire Specialist	Chris Friar	356-5654
Fire Specialist	Cammy Roy	356-5654
Fire Specialist	Dale Woitas	356-5654
Lead Fuels Module	Karen Scholl	356-5657
Fire Specialist	James Sullivan	356-5657
Fire Specialist	Tim Epp	356-5657
Fire Specialist	J.W. McCoy	356-5657
Fire Specialist	Christopher Moore	356-5657
Lead Ops/Cache Module	Dirk Giles	356-5669
Fire Specialist	Jason Brooks	356-5669
Fire Specialist	Tony Stringer	356-5669
Fire Specialist	Jeremy Goers	356-5669
Fire Specialist	vacant	356-5669
Lead Aviation Module	Tony Chapman	356-5653
Fire Specialist (EFF HECM Lead)	Pat Johnson	356-5653
Fire Specialist	Wade McPhetridge	356-5653
Fire Specialist	Matt Robinett	356-5653
Fire Operations Cache		356-5656
FSS Crew Phone		ext-4022
FSS Ready Room		ext-4027
Computer Room		356-5650
FSS FAX		356-5646

Suppression Crews

Chena IHC Superintendent.	Chris Marabetta	356-5662
Chena IHC Asst. Sup.	Macker Babb	356-5661
Midnight Sun IHC Sup.	Jake Livingston	356-5633
Midnight Sun IHC Asst. Sup.	Corey Swisher	356-5650
Northstars Crew Boss	Oded Shalom	356-5665
Northstars Overhead		356-5664
Suppression Crews FAX		356-5560

Smokejumper Management Section (AK9F530)

Chief	Bill Cramer	356-5541
Deputy Chief	Gary Baumgartner	356-5536
Air Operations Supervisor	Tom Kubichek	356-5515
Air Operations Spec.	Matt Allen	356-5515
Crew Section Supervisor	Robert Yeager	356-5537
Crew Section Coordinator	Doug Carroll	356-5530
Crew Unit Supervisor	Ty Humphrey	356-5532
Crew Unit Supervisor	Matt Corley	356-5531
Crew Unit Supervisor	David Bloemker	356-5542
Crew Unit Supervisor	David Hade	356-5546
Crew Unit Supervisor	Mike O'Brien	356-5533
Equipment Development	Tony Pastro	356-5524
Operations Supervisor	Robert Allen	356-5539
Operations Coordinator	Jeff McPhetridge	356-5538
Paracargo Supervisor	Chris Silks	356-5534
Paracargo Coordinator	Marty Meierotto	356-5534
Parachute Loft		356-5601
Loft Supervisor	Alfred (Togie) Wiehl	356-5620
Loft Coordinator	Doug Mackey	356-5601
SMJ EMT Coordinator	Tony Marchini	356-5549
The Box / Main Smoke Jumper Info.		356-5540
Training Supervisor	Jay Wattenbarger	356-5543
Training Coordinator	Mike Bradley	356-5543
Training Specialist	Chris Swisher	356-5549
Training Specialist	Eric Duning	356-5549
Smokejumper FAX		356-5548

Aviation Branch (AK9F600)

Title	Name	office#
State Aviation Manager	Chip Houde	356-5523
Fixed Wing Specialist	John Softich	356-5520
Helicopter Ops Specialist	Wes Stark	356-5525
Helibase Manager	Tom Schmidt	356-5659
Lead Fuel Specialist	Lindsay R. Wyatt	356-5564
Fuel Handler	Russell E. Meyers	356-5575
Aviation FAX		356-5779
Aircraft Payments FAX		356-5789
Commercial Contract Fuelers		356-5765
Pilots		
Airplane Pilot	Bob McCormick	356-5763
Airplane Pilot	vacant	356-5522
Tanker Pilots		356-5766
Jumpships		356-5540
Lounge		356-5762
Pilots FAX		356-5779
Ramp (AK9F620)		
Ramp Manager	Jay R. Peterson	356-5758
Aircraft Attendant	Shawn Thompson	356-5757
Aircraft Dispatcher	Kathy Patella	356-5757
Aircraft Dispatcher	Janet Stephens	356-5757
Tanker Base Mgr / Retardant	Steve Monsma	356-5528
Ramp FAX		356-5759

Employee Help Numbers

Title	Name (cell #)	office#
EEO Specialist	Robert Palos (AK9150)	356-5508
	FAX	356-5509
EEO Counselor	Kelly Egger (FDO)	474-2242
EEO Counselor	Kenita Stenroos (FDO)	474-2252
	FAX	474-2289
Employee Assistance Program		1-800-222-0364
Employee Assistance Program		TTY 1-888-262-7848
Health Nurse		456-0540

Fairbanks Emergency Numbers

Office	Phone
Fire-Police-Ambulance	474-7721
Fairbanks Memorial Hospital	452-8181 or 458-5555
Poison Control Center, Toll Free	1-800-222-1222
State Troopers	451-5100
Fairbanks Police	459-6500

Fort Wainwright Emergency Numbers

Office	Phone
Bassett Army Hospital Emergency	353-5143 or 5144
Structure Fire	911 / 474-7721
Wildland Fire	356-5670
Military Police	353-7535
Fort Wainwright Post Operator	353-1110

Other BLM–Alaska Numbers

Alaska State Office (AK9100)
222 W. 7th Ave., #13, Anchorage, AK 99513
http://www.blm.gov/ak

Title	Name (cell #)	office#
Public Information Center		271-5960
Public Information Center FAX		271-3684
State Director	Julia Dougan (acting)	271-5080
Assoc. State Director	Ted Murphy (acting)	271-5076
State Director FAX		271-4596
Office of Communications, Chief	Ruth McCoard (acting)	271-4418
Special Agent-In-Charge	Rohn Nelson (227-4747)	271-6622
Special Agent-In-Charge FAX		271-4587
Anchorage District Office (010)		
6881 Elmore Road, Anchorage, AK 99507		
Toll Free		1-800-478-1263
Manager	Gary Reimer	267-1205
FAX		267-1268
Ranger	Jeff Duhrsen	267-1436
Ranger FAX		267-1267
Anchorage Field Office (011)		
6881 Elmore Road, Anchorage, AK 99507		
Manager	Jim Fincher	267-1285
FAX		267-1268
Nome Field Station		
P.O. Box 925, Nome, AK 99762		
Natural Resource Spec.	Tom Sparks	443-2177
Warehouse		443-5749
FAX		443-3611
Dillingham Field Station		
P.O. Box103, Dillingham, AK 99576		
Dillingham Liason	Dugan Nielsen	842-2357
FAX		842-3449
Glennallen Field Office (012)		
P.O. Box 147, Glennallen, AK 99588		
Manager		822-3217
Ranger	Brad Honerlaw	822-3217
Ranger	Alysia White	822-3217
FAX		822-3120

Fairbanks District Office (AKF000)
1150 University Ave., Fairbanks, AK 99709-3844

Toll free	800-437-7021	474-2200
Receptionist		474-2200
Public Information Center		474-2251
Public Information Center FAX		474-2289
Manager	Robert W. Schneider	474-2216
Associate Manager	Susan Will	474-2338
Manager's FAX		474-2280
FDO Telebridge		474-2290
Ranger, LE	Jonathan Priday	474-2367
Ranger, LE	Mimi Thomas	474-2348
Ranger Fax		474-2284
Arctic Field Office Manager	Lon Kelly	474-2368
Central Yukon Office Manager	Shelly Jacobson	474-2356
Eastern Interior Office Manager	Lenore Heppler	474-2320
Eastern Interior FAX 1		474-2281
Eastern Interior FAX 2		474-2282

Joint Pipeline Office (AK9900)
1150 University Ave, Fairbanks, AK 99709

Supervisor	vacant	474-2383
FAX		474-2379