



ALASKA HANDY DANDY FIREFIGHTING FIELD GUIDE



2015 Interim Edition



BLM

Alaska







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**MEDICAL INCIDENT
"9 LINE" REPORT
LOCATED IN THE
BACK OF THIS GUIDE
PAGES 159 - 160**





NEW TO ALASKA?

Alaska is large. The distance between an incident in Western Alaska to Fairbanks can equal the distance between Boise, Idaho and the Pacific Coast, without roads.

All incoming resources should be field ready upon arriving in state. If you arrive unprepared, 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.

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 one 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.

HANDY DANDY

9





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.

Additional reference guides you may need include the Alaska Emergency Firefighter Type 2 Crew Management Guide and the Alaska Interagency Catalog of Supplies and Equipment - both available from the AFS cache. Radio frequencies are not included in this edition - these can be obtained from BLM Alaska Fire Service and State of Alaska Division of Forestry.

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

Alaska Fire Service – Branch of Fire Training
blm_ak_afs_fire_training@blm.gov
(907)356-5630





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 frequency 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 federal 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 Sun 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.

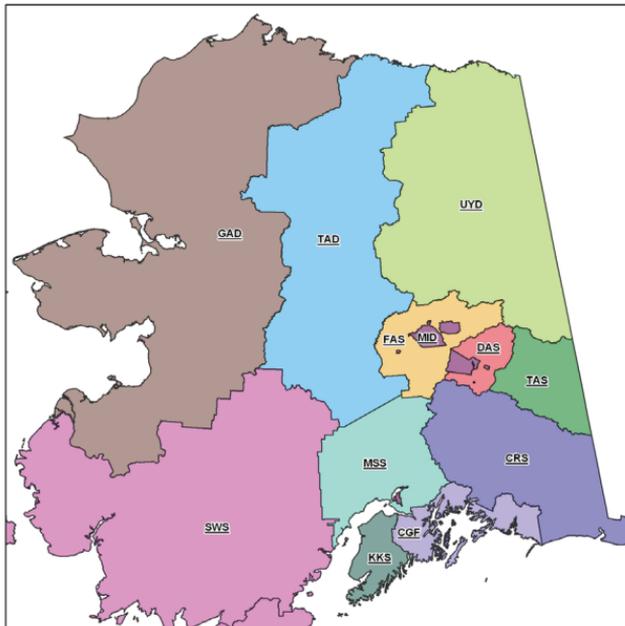
The Chugach and Tongass National Forests share a Zone FMO position with a duty station in Anchorage. There is a 5-person, Type VI engine module and Ranger District FMO located in Seward for the three Districts (Seward, Girdwood and Cordova) on the Chugach National Forest. The Tongass National Forest 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 drinking 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 repellent, a head net, and anti-itch cream. Mosquitoes and biting flies 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 contracting 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 behavior 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 520 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, an 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) , & 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

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

- Wildland
- Prescribed
- Wildland Fire Use
- All Risk
- Training
- Fuel Treatment
- Work Capacity Test

Incident Activity

- Line
- Support
- Transport to/from
- Readiness/Preparedness

Stage of Incident

- Initial Attack
- Extended Attack
- Transition
- Mop Up
- Demobe
- Non-Incident
- 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.



NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES

BUSINESS REPLY MAIL

FIRST-CLASS MAIL PERMIT NO. 293 BOISE ID

POSTAGE WILL BE PAID BY ADDRESSEE



SAFENET
PO BOX 16645
BOISE ID 83715-9750



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

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.



SAFETY

31



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.

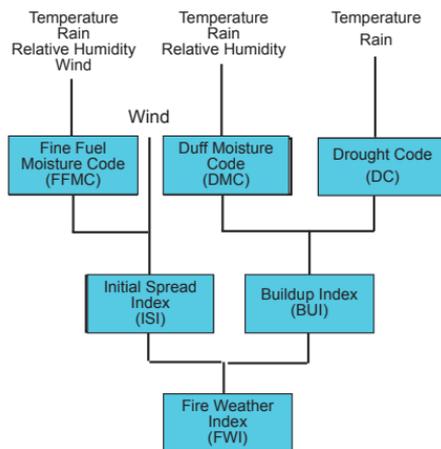
Drought Code (DC)- The Drought Code (DC) is a numeric rating of the average moisture content of deep, compact organic layers. This code is a useful indicator of seasonal drought effects on forest fuels and the amount of smoldering in deep duff layers and large logs.



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.

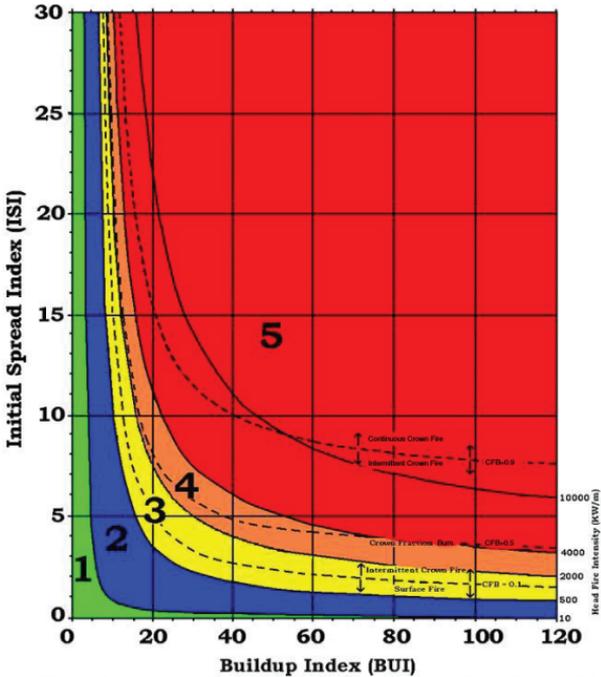
Fire Weather Index (FWI)- The Fire Weather Index (FWI) is a numeric rating of fire intensity. It combines the Initial Spread Index and the Buildup Index. It is suitable as a general index of fire danger throughout the forested areas of Canada.



Canadian Forest Fire Behavior Prediction (FBP) System and fuel type characteristics		
Forest Floor and organic layer	Surface and ladder fuels	Stand structure and composition
Fuel Type C-1 (Spruce-Lichen Woodland)		
Continuous reindeer lichen; organic layer absent of shallow, un-compacted	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, white 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; discontinuous 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 absent 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 FBP System Fuel Type C-2 (Boreal Spruce)



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

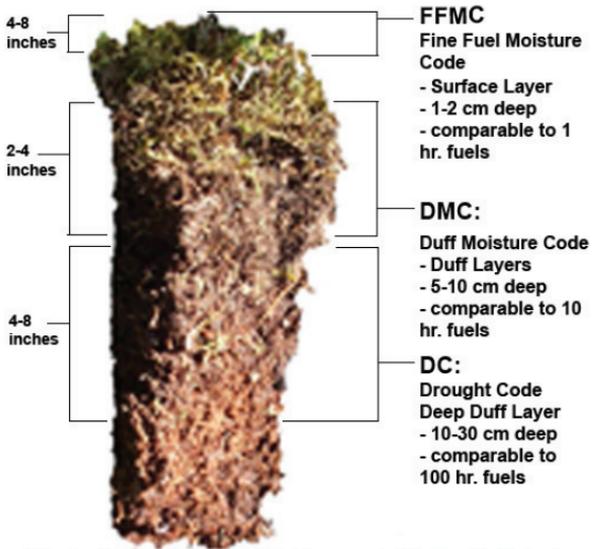


Table 1. Interpretations associated with the head fire intensity class graph for Canadian Forest Fire Behavior Prediction System Fuel Type C-2 (Boreal Spruce) on level to gently undulating terrain and at 85% foliar moisture content.

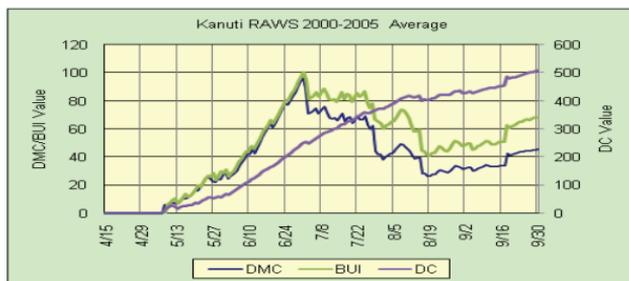
Fire Intensity Class	Description of Probable Fire Potential and Implications for Wildfire Suppression [†]
1	New fire starts are unlikely to sustain themselves due to moist surface fuel conditions. However, new ignitions may still take place from lightning strikes or near large and prolonged heat sources (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 (BU) 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:

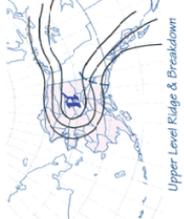
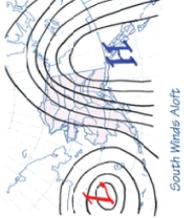
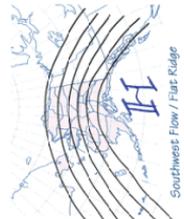
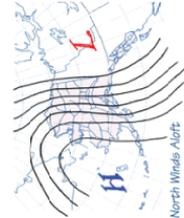
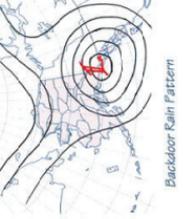
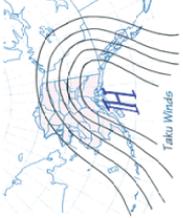
Alexander, ME; Cole, FV. 1995. Predicting and interpreting fire intensities in Alaskan black spruce forests using the Canadian system of fire danger rating. Pages 185-192 in *Managing Forests to Meet People's Needs, Proceedings of 1994 Society of American Foresters / Canadian Institute of Forestry Convention* (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

 <p style="text-align: center;"><i>Upper Level Ridge & Breakdown</i></p>	<ul style="list-style-type: none"> • 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 	 <p style="text-align: center;"><i>South Winds Aloft</i></p>	<p><u>Southerly Flow Aloft</u></p> <ul style="list-style-type: none"> • Brings moisture to coastal areas • Creates Chinook winds in areas downwind of mtns. i.e. north of: <ul style="list-style-type: none"> - 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
 <p style="text-align: center;"><i>Southwest Flow / Flat Ridge</i></p>	<p><u>Southwest Flow / Flat Ridge</u></p> <ul style="list-style-type: none"> • 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 	 <p style="text-align: center;"><i>North Winds Aloft</i></p>	<p><u>North Winds Aloft</u></p> <ul style="list-style-type: none"> • 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
 <p style="text-align: center;"><i>Backdoor Rain Pattern</i></p>	<p><u>Backdoor Precipitation</u></p> <ul style="list-style-type: none"> • 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! 	 <p style="text-align: center;"><i>Taku Winds</i></p>	<p><u>Taku Winds</u></p> <ul style="list-style-type: none"> • 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 off shore winds

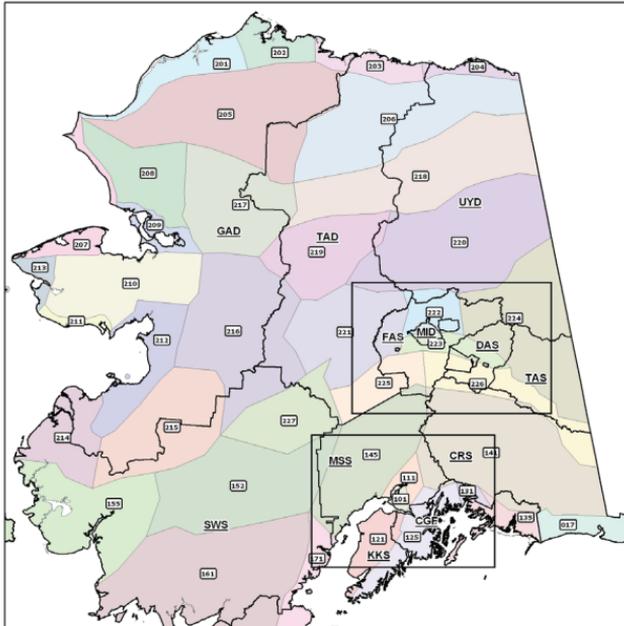


Weather Terms	
RIDGE	Elongated area of high pressure
TROUGH	Elongated area of low pressure
COLD FRONT	Not frequent, but will bring heavy rains, and may drop temps as much as 20° in summer
WARM FRONT	Rarely make it inland, and will only cause slight warming with widespread drizzle
OCCLUDED FRONT	Most 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	
<p>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.</p>	
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
<p>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!</p>	
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%



FIRE WEATHER ZONES



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

INCIDENT STATUS SUMMARY (NIMS ICS 209)

*1. Incident Name:		2. Incident Number:	
*3. Report Version (check one box on left): <input type="radio"/> Initial Rpt # <input type="radio"/> Update (if used): <input type="radio"/> Final		*4. Incident Commander(s) & Agency or Organization:	5. Incident Management Organization:
		*6. Incident Start Date/Time: Date: _____ Time: _____ Time Zone: _____	
7. Current Incident Size or Area Involved (use unit label – e.g., "sq mi," "city block"):	8. Percent (%) Contained _____ Completed _____	*9. Incident Definition:	10. Incident Complexity Level:
		*11. For Time Period: From Date/Time: _____ To Date/Time: _____	

Approval & Routing Information

*12. Prepared By: Print Name: _____ ICS Position: _____ Date/Time Prepared: _____		*13. Date/Time Submitted: Time Zone: _____	
*14. Approved By: Print Name: _____ ICS Position: _____ Signature: _____		*15. Primary Location, Organization, or Agency Sent To:	

Incident Location Information

*16. State:	*17. County/Parish/Borough:	*18. City:
19. Unit or Other:	*20. Incident Jurisdiction:	21. Incident Location Ownership (if different than jurisdiction):
22. Longitude (indicate format): Latitude (indicate format):	23. US National Grid Reference:	24. Legal Description (township, section, range):
*25. Short Location or Area Description (list all affected areas or a reference point):		26. UTM Coordinates:
27. Note any electronic geospatial data included or attached (indicate data format, content, and collection time information and labels):		

Incident Summary

*28. Observed Fire Behavior or Significant Events for the Time Period Reported (Describe fire behavior using accepted terminology. For non-fire incidents, describe significant events related to the materials or other causal agents):					
29. Primary Materials or Hazards Involved (hazardous chemicals, fuel types, infectious agents, radiation, etc.):					
30. Damage Assessment Information (summarize damage and/or restriction of use or availability to residential or commercial property, natural resources, critical infrastructure and key resources, etc.):		A. Structural Summary	B. # Threatened (72 hrs)	C. # Damaged	D. # Destroyed
		E. Single Residences			
		F. Nonresidential Commercial Property			
		Other Minor Structures			
		Other			
ICS 209, Page 1 of ____		* Required when applicable.			

INCIDENT STATUS SUMMARY (ICS 209)

*1. Incident Name:		2. Incident Number:	
Additional Incident Decision Support Information			
*31. Public Status Summary:	A. # This Reporting Period	B. Total # to Date	*32. Responder Status Summary:
C. Indicate Number of Civilians (Public) Below:			C. Indicate Number of Responders Below:
D. Fatalities			D. Fatalities
E. With Injuries/Illness			E. With Injuries/Illness
F. Trapped/In Need of Rescue			F. Trapped/In Need of Rescue
G. Missing (note if estimated)			G. Missing
H. Evacuated (note if estimated)			H. Sheltering in Place
I. Sheltering in Place (note if estimated)			I. Have Received Immunizations
J. In Temporary Shelters (note if est.)			J. Require Immunizations
K. Have Received Mass Immunizations			K. In Quarantine
L. Require Immunizations (note if est.)			
M. In Quarantine			
N. Total # Civilians (Public) Affected:			N. Total # Responders Affected:
33. Life, Safety, and Health Status/Threat Remarks:			*34. Life, Safety, and Health Threat Management:
35. Weather Concerns (synopsis of current and predicted weather; discuss related factors that may cause concern):		A. Check if Active	
		A. No Likely Threat <input type="radio"/>	
		B. Potential Future Threat <input type="radio"/>	
		C. Mass Notifications in Progress <input type="radio"/>	
		D. Mass Notifications Completed <input type="radio"/>	
		E. No Evacuation(s) Imminent <input type="radio"/>	
		F. Planning for Evacuation <input type="radio"/>	
		G. Planning for Shelter-in-Place <input type="radio"/>	
		H. Evacuation(s) in Progress <input type="radio"/>	
		I. Shelter-in-Place in Progress <input type="radio"/>	
		J. Repopulation in Progress <input type="radio"/>	
		K. Mass Immunization in Progress <input type="radio"/>	
		L. Mass Immunization Complete <input type="radio"/>	
		M. Quarantine in Progress <input type="radio"/>	
N. Area Restriction in Effect <input type="radio"/>			
36. Projected Incident Activity, Potential, Movement, Escalation, or Spread and influencing factors during the next operational period and in 12-, 24-, 48-, and 72-hour timeframes:			
12 hours:			
24 hours:			
48 hours:			
72 hours:			
Anticipated after 72 hours:			
37. Strategic Objectives (define planned end-state for incident):			
ICS 209, Page 2 of ____		* Required when applicable.	





INCIDENT STATUS SUMMARY (ICS 209)

*1. Incident Name:		2. Incident Number:	
Additional Incident Decision Support Information (continued)			
38. Current Incident Threat Summary and Risk Information in 12-, 24-, 48-, and 72-hour timeframes and beyond. Summarize primary incident threats to life, property, communities and community stability, residences, health care facilities, other critical infrastructure and key resources, commercial facilities, natural and environmental resources, cultural resources, and continuity of operations and/or business. Identify corresponding incident-related potential economic or cascading impacts.			
12 hours:			
24 hours:			
48 hours:			
72 hours:			
Anticipated after 72 hours:			
39. Critical Resource Needs in 12-, 24-, 48-, and 72-hour timeframes and beyond to meet critical incident objectives. List resource category, kind, and/or type, and amount needed, in priority order:			
12 hours:			
24 hours:			
48 hours:			
72 hours:			
Anticipated after 72 hours:			
40. Strategic Discussion: Explain the relation of overall strategy, constraints, and current available information to: <ul style="list-style-type: none"> 1) critical resource needs identified above, 2) the Incident Action Plan and management objectives and targets, 3) anticipated results. <p>Explain major problems and concerns such as operational challenges, incident management problems, and social, political, economic, or environmental concerns or impacts.</p>			
41. Planned Actions for Next Operational Period:			
42. Projected Final Incident Size/Area (use unit label – e.g., "sq mi"):			
43. Anticipated Incident Management Completion Date:			
44. Projected Significant Resource Demobilization Start Date:			
45. Estimated Incident Costs to Date:			
46. Projected Final Incident Cost Estimate:			
47. Remarks (or continuation of any blocks above – list block number in notation):			
ICS 209, Page 3 of ____		* Required when applicable.	





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 manageable 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, pages 16-18).

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 light-weight 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 fire-fighting 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 tasks; 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 eaves 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 kit
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 people 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.





OPERATIONS

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
<input type="checkbox"/> Log	<input type="checkbox"/> Closed	<input type="checkbox"/> Metal	<input type="checkbox"/> Complete structure	<input type="checkbox"/> None
<input type="checkbox"/> Frame	<input type="checkbox"/> Open	<input type="checkbox"/> Shake	<input type="checkbox"/> Walls without roof	<input type="checkbox"/> Empty fuel cans
<input type="checkbox"/> Other	<input type="checkbox"/> Deck	<input type="checkbox"/> Composite	<input type="checkbox"/> Under construction	<input type="checkbox"/> Full fuel cans
<input type="checkbox"/> # of outbuildings _____	<input type="checkbox"/> Other _____	<input type="checkbox"/> Sod	<input type="checkbox"/> Walls & roof collapsed	<input type="checkbox"/> Batteries
		<input type="checkbox"/> Blue tarp	<input type="checkbox"/> Cabin site, remains	<input type="checkbox"/> Other

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

Vegetation/Fuel Inventory

Overstory	Average Tree Height	Understory	Canopy Closure	Ladder Fuels
<input type="checkbox"/> White Spruce	<input type="checkbox"/> Spruce	<input type="checkbox"/> Tall Shrub >6 ft	<input type="checkbox"/> Closed >50%	<input type="checkbox"/> Yes
<input type="checkbox"/> Black Spruce	<input type="checkbox"/> Hardwood	<input type="checkbox"/> Short Shrub <6 ft	<input type="checkbox"/> Open 10-49%	<input type="checkbox"/> No
<input type="checkbox"/> Mixed		<input type="checkbox"/> Grass/Forbes		
<input type="checkbox"/> % Hardwoods		<input type="checkbox"/> Moss/Lichens		
<input type="checkbox"/> % 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 _____



Basic 3-Day Crew Order

# of Crews	Items		Overhead Suggestions
1 Crew	25 Cubies	1 case bug dope	25 burlap bags
*Equipped with radios and Crew Kits.	20 MREs	1 box garbage bags	1 case AA batteries
	5 cans coffee	1 belt weather kit	1 case TP
	1 roll Visqueen	1 boden kit	
			1 Line Pack Kit***
2 Crews	50 Cubies	2 cases bug dope	50 burlap bags
*Equipped with radios and Crew Kits.	40 MREs	2 boxes garbage bags	2 cases AA batteries
	10 cans coffee	2 belt weather kits	2 cases TP
	10 boxes sugar	10 rolls fiber tape	
	2 rolls Visqueen	2 boden kits	
			1 Line Pack Kit***
3 Crews	75 Cubies	3 cases bug dope	75 burlap bags
*Equipped with radios and Crew Kits.	60 MREs	3 boxes garbage bags	3 cases AA batteries
	15 cans coffee	3 belt weather kits	3 cases TP
	15 boxes sugar	15 rolls fiber tape	
	3 rolls Visqueen	3 boden kits	
			1 Line Pack Kit***
4 Crews	100 Cubies	4 cases bug dope	100 burlap bags
*Equipped with radios and Crew Kits	80 MREs	4 boxes garbage bags	4 cases AA batteries
	20 cans coffee	4 belt weather kits	4 cases TP
	20 boxes sugar	20 rolls fiber tape	
	4 rolls Visqueen	4 boden kits	
			1 Line Pack Kit***
5 Crews	125 Cubies	5 cases bug dope	125 burlap bags
*Equipped with radios and Crew kits.	100 MREs	5 boxes garbage bags	5 cases AA batteries
	25 cans coffee	5 belt weather kits	5 cases TP
	25 boxes sugar	25 rolls fiber tape	
	5 rolls Visqueen	5 boden kits	
			1 Single Medic Kit***
6 Crews	150 Cubies	6 cases bug dope	150 burlap bags
*Equipped with radios and Crew kits.	120 MREs	6 boxes garbage bags	6 cases AA batteries
	30 cans coffee	6 belt weather kits	6 cases TP
	30 boxes sugar	30 rolls fiber tape	
	6 rolls Visqueen	6 boden kits	
			1 Single Medic Kit***
7 Crews	175 Cubies	7 cases bug dope	175 burlap bags
*Equipped with radios and Crew kits.	140 MREs	7 boxes garbage bags	7 cases AA batteries
	35 cans coffee	7 belt weather kits	7 cases TP
	35 boxes sugar	35 rolls fiber tape	
	7 rolls Visqueen	7 boden kits	
			1 Single Medic Kit***

Village crews are expected to be 18-20 people.

* Crews come with nothing. Be sure to order crew kits and radios (3-4 per crew).

** Fresh food boxes have changed in 2014. A boxes are for 2 people for 3 days. B boxes are for 4 people for 3 days.

*** See Handy Dandy page 24 in the Safety section for definitions of medical kits.

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





ALL TERRAIN VEHICLE (ATV) SAFETY INSPECTION CHECKLIST



9750-P4



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		Release																											
		Yes	No	Yes	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 (condition)																															
27. Perform Test Drive of ATV																															
SAFETY ITEMS: DOT approved Helmet, goggles, long sleeve shirt, long pants, gloves, and boots.																															
Comments: (List any unsatisfactory items)																															
<table style="width: 100%; border: none;"> <tr> <td style="width: 30%;">PRE-USE INSPECTION</td> <td style="width: 30%;">REJECTED</td> <td style="width: 40%; text-align: right;"><input style="width: 100%;" type="text"/></td> </tr> <tr> <td>Miles _____ Date _____ Time _____</td> <td></td> <td></td> </tr> <tr> <td>Inspector Name: _____</td> <td></td> <td>Title: _____</td> </tr> <tr> <td>(Print)</td> <td></td> <td></td> </tr> <tr> <td></td> <td>ACCEPTED</td> <td style="text-align: right;"><input style="width: 100%;" type="text"/></td> </tr> <tr> <td>Miles _____ Date _____ Time _____</td> <td></td> <td></td> </tr> <tr> <td>Vendor Signature _____</td> <td></td> <td>Title: _____</td> </tr> <tr> <td>Inspector Name: _____</td> <td></td> <td>Title: _____</td> </tr> <tr> <td>(Print)</td> <td></td> <td></td> </tr> </table>					PRE-USE INSPECTION	REJECTED	<input style="width: 100%;" type="text"/>	Miles _____ Date _____ Time _____			Inspector Name: _____		Title: _____	(Print)				ACCEPTED	<input style="width: 100%;" type="text"/>	Miles _____ Date _____ Time _____			Vendor Signature _____		Title: _____	Inspector Name: _____		Title: _____	(Print)		
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Vendor Signature _____		Title: _____																													
Inspector Name: _____		Title: _____																													
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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.





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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 temperature 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 immediately 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. Never place a fuel can near pump exhaust!

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 (SOFR)
* Operations	Task Force Leader (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 - AK Fire Medic
PIO-Local

Operations	Logistics	Finance	Plans
DIVS-Local HEB2 or 1	STAM (AK)	FSC	PSC
HECM	EQPM	PTRC	SITL
HESM	ORDM	COST	FOBS
Local/AK = AFS Jumpers, FSS, Zone personnel may be an option			





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 pages 147-151 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 74 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 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.
- **Operator availability:** IR’s must be used with qualified operators 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.

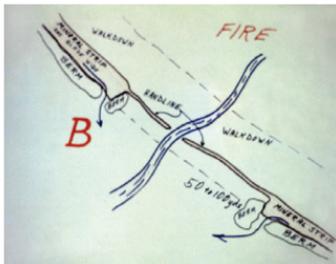




ECOLOGICAL CONSIDERATIONS DURING FIRE SUPPRESSION, IN BRIEF:

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 that 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 aware 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 AWFCCG 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 forth 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 proper 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 3 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

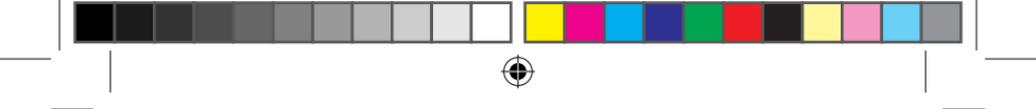


The Alaska Smokejumper Unit is comprised of 73 highly trained and skilled wildland firefighters; based out of Fairbanks, Alaska

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 (2010)

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.



Alaska Interagency Hotshot Crews (IHC's)

Alaska hosts three Interagency Hotshot Crews; Chena, Midnight Sun and Pioneer Peak. These crews meet National Interagency Hotshot Crew Standards for wildland fire suppression operations, hazardous fuel reduction, and all-risk assignments. The Pioneer Peak Hotshots are an Alaska State DNR resources who are based in the Mat-Su Valley in Palmer. Chena and the Midnight Sun Hotshots are BLM sponsored crews based in the central interior in Fairbanks. The crews specialize in extended attack operations but respond when needed to initial attack fires across the state. Depending on fire season severity, all three of the crews typically travel to the contiguous lower 48 states to support fire suppression operations across the west.





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 availability 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, personal contact?
- Were agency work/rest guidelines followed? Was adequate food and water provided to firefighters?

FIRE SUPPRESSION OPERATIONS:

- Explain how the strategies and tactics used met management 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, hazards and fire behavior communicated to fire personnel?
- Were communications effective with dispatch and supervisor?
- 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 aircraft, fuel and other resources that will take time to obtain.

On the incident

- Establish an operational base. Lay out and designate facilities 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 multiple 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 (pages 110-111 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 Demobilization 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 breaching, 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 typically 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 support 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 pages 90 and 109 for additional information including fuel site demob. See pages 139-140 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 constructed 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 two people for four days. Box B is an alternative - not a supplement - to the Box A. Box B is designed to provide food for four people for three days. See menu on pages 96 & 97 for details.

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 than 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.

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 start to fresh food deliver, an individual gets 1 steak, 3 tortillas, 3 candy bars, 2 potatoes, etc.).



FRESH FOOD ORDERING

If the incident will last more than 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 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 will have to wait until the following cycle. Alternative considerations may be for an incident's ability to distribute large deliveries of fresh food due to staffing levels or transportation resources.

Crews will divide any leftover fresh food to take home - which is an accepted practice, as long as this does not compromise demob of crews due to excess weight from the food (weight limitation is 45 lbs.).

If the timing of crew or overhead demob is imminent, it is a generally accepted practice to limit the quantity of fresh food ordered and eat MRE's. Any remaining food items may be donated to a local food bank if one exists, or distribute the remaining food equitably to a local community.



Fresh Food Box Menu (Box A & B)

<u>Box A (Feeds 2 people for 4 days)</u>	<u>ITEMS</u>	<u>QUANTITY</u>	<u>UNIT</u>
1.	Steak, fresh frozen, New York Cut, 12 oz. Each, Individually wrapped	2	Each
2.	Ham, precooked, frozen, boneless, 16 oz. package	1	Pkg.
3.	Tuna solid white meat pouches 4 to 6 oz.	4	Pkg.
4.	Chicken, white boneless meat, 12 oz.	1	Can
5.	Wieners/Sausage, all beef, frozen, prepackaged, 1 lb.	1	Pkg.
6.	Beef Jerky, 4 oz.	2	Pkg.
7.	Bacon, precooked,	1	Lbs
8.	Bread, 24 oz. 1 oz. or greater per slice, sliced, wrapped, 1 multi-grain, 1 white	2	Loaves
9.	Potatoes, #1 bakers, Russet, Large	2	Each
10.	Onion, medium, yellow	1	Each
11.	Carrots, fresh, 1Lb	1	Bag
12.	Oranges, small, mandarin or Tangelo	10	Each
13.	Apples, (Two different kinds), Minimum Size 100 count	4	Each
14.	Cheese, cheddar, mild or medium, sliced, 1 lb. ½ Pkg.	½	Lbs
15.	Cheese, Monterey Jack or Provolone, sliced <u>1 lb</u>	1	Lbs
16.	Peanut Butter, individual packets 1.5 to 3oz	8	Pkg.
17.	Jelly, squeeze bottle, (Grape or Strawberry) 20 oz Max	1	Each
18.	Vegetables, 2 corn, 2 green beans, 2 pork & beans, 7.75 to 8.75 oz. cans	6	Cans
19.	Rice, minute/instant, type, boil in a bag	1	Bag
20.	Tortillas, Flour, large size, minimum 10 count	1	Pkg.
21.	Refried beans, 16 oz.	1	Can
22.	Salsa, individual packets (Minimum of 2 oz)	6	Each
23.	Pilot Bread, 12 crackers total	1	Bag
24.	Fruit, canned, variety of 4 cans such as pears, peaches, fruit cocktail, etc.	4	Cans
25.	Fruit, dried, assorted: apricots, dates, apples, pears, prunes, cranberries, etc.	2	Pkg.
26.	Macaroni and Cheese, 7.25 oz. box	1	Box
27.	Bouillon Cubes, 3 cubes chicken and 3 cubes beef where 1 cube makes 2 cups	1	Bag
28.	Breakfast Cereal, instant, oatmeal, 1.2 oz., assorted flavors	12	Pkg.
29.	Egg Substitute (i.e. Egg Beaters), 1 box each equals 4 egg	1	Box
30.	Candy bars, no less than three (3) different varieties of candy bar per box	6	Each
31.	Energy Bars, assorted flavors, a minimum of 2.25 oz. individually wrapped	6	Each
32.	Breakfast Bars, fruit filled, individually wrapped, assorted fruit flavors	6	Each
33.	Candy, assorted with a minimum of 2 varieties of hard, individually wrapped	1	Bag
34.	Powdered Milk, 1 quart package	1	Pkg.
35.	Drink mix, (Emergen-C brand or like product)	30	Each
36.	Hot Chocolate, instant, 1 oz. pkg., makes ¾ cup serving	10	Each
37.	Salt, iodized, table, 4 oz. shaker	1	Each
38.	Pepper, black, table, ground, shaker, ½ oz.	1	Each
39.	Garlic, powder, shaker, 2 oz. or more	1	Each
40.	Honey, 12oz. squeeze bottle	1	Each
41.	Margarine, 12 oz.	1	Each
42.	Mayonnaise, individual packets, equivalent to 8 oz. total*	16	Each
43.	Ketchup, individual packets, .75 to 3 oz	8	Each
44.	Mustard, individual packets, 4 oz. total*	20	Each



45. Plates, disposable, paper, 10", heavy duty	18	Each
46. Utensils, eating, plastic, heavy duty, forks, spoons, knives, 3 to a pkg.	12	Sets
47. Paper Towels, heavy duty, 75/95 two-ply towels per roll	1	Roll
48. Aluminum Foil, 12" x 25' roll/box	1	Box
49. Re-sealable (i.e. Ziploc or similar type), pint or quart freezer bags, 25/box	25	Each
50. Bags. Garbage type, plastic, heavy duty, 13 gallon	3	Each
51. Can opener, lid removing type, P-38 or similar size	1	Each
52. Moistened towelettes, individually wrapped	12	Each
53. Gloves, food handling	6	Pair

Box D (Feeds 4 people for 3 days) ITEMS

QUANTITY **UNIT**

1. Steak, fresh, frozen, New York Cut, 12 oz. Each	4	Each
2. Sausage/Hotlinks, all beef or pork, frozen, prepackaged 1 lb.	2	Pkg.
3. Summer Sausage/Salami or like, all pork or Beef, frozen,	1	Pkg.
4. Chicken, white boneless meat, 12 oz.	2	Can
5. Beef Jerky, 4 oz.	4	Pkg.
6. Bread, 24 oz, 1 oz or greater per slice, sliced, wrapped,	3	Loaves
7. Cheese, Swiss, sliced (or combination of sizes = to 1 lb. or greater)	1	Pkg.
8. Breakfast Cereal, instant, oatmeal, 1.2 oz, assorted flavors	12	Pkg.
9. Candy bars, no less than three (3) different varieties of candy	12	Each
10. Granola Bars, moist & chewy, individually wrapped	12	Each
11. Hot Chocolate, instant, 1 oz pkg., makes ¾ cup servings	12	Each
12. Plates, disposable, paper, 10", 3 layer construction, heavy duty	36	Each
13. Utensils, eating, plastic, heavy duty, forks, spoons, knives	16	Sets
14. Paper Towels, heavy duty, 75/95 two-ply towels per roll	1	Roll
15. Aluminum Foil, heavy duty, 12" X 50 ft. roll/box	1	Box
16. Margarine, 12 oz	1	Each
17. Gloves, food handling	12	Pair
18. Moistened towelette, individually wrapped	16	Each





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 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.

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 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” via para-cargo if necessary.

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 KNG-P150

Radio Guide

To hand program a Conventional Channel:

1. Start in a conventional channel. Press the menu button
2. Arrow up until Keypad Prog is highlighted, then press enter
3. Enter the password "000000", then press enter
4. Select "Keypad" and press enter
5. Arrow down until "Channel" is highlighted, then press enter
6. Select either "Edit Channel" or "Add Channel", and then press enter.
7. Arrow up/down until the desired Zone is shown, then press enter
8. If adding a channel, enter the channel number you want added. Press enter. Use 16 channels or less. Return to step 6.
9. *If editing a channel, arrow up/down until the desired channel to edit is highlighted, then press enter*
10. Select Channel Label, then press enter
11. Press CLR to remove the generic label or EDIT to edit the present label.
12. Enter the desired channel label using the alpha- numeric keys, cycle through the button for caps, press enter
13. Select RX Frequency, then press enter
14. Press CLR to remove the present frequency or EDIT to edit the present frequency.
15. Enter the desired frequency using the alpha- numeric keys, then press enter
16. Select RX Mode, press enter. AFS standard is Analog
17. If applicable, select Rx Guard, then press enter
18. Select appropriate mode: Off, Tone or Digital, then press enter
19. If you selected Tone or Digital, Press CLR or Edit then enter the Tone Guard or NAC code, then press enter
20. Select Bandwidth, press enter. AFS standard is Narrowband.
21. Select Tx Power, press enter. AFS standard is to use Selectable low.
22. Select TX Frequency, then press enter
23. Press CLR to remove the present frequency or EDIT to edit the present frequency.
24. Enter the desired frequency using the alpha- numeric keys, then press enter
25. Select TX Mode, then press enter
26. Select the appropriate mode, i.e. Analog, Digital, or Mixed, then press enter (note, always use Analog unless directed otherwise.)
27. If applicable, select Tx Guard, then press enter
28. Select appropriate mode: Off, Tone or Digital, then press enter
29. If you selected Tone or Digital, Press CLR or Edit then enter the Tone Guard or NAC code, then press enter
30. Repeat this procedures for each channel to be programmed
31. When done, press ESC until you return to the main screen, or turn the channel select dial.
Turning the channel select dial will immediately return you to the main screen.
36. After you have completed hand programming the channel, adjust the squelch levels for best sensitivity. See "Squelch Level Adjustment on Conventional channels"



MENU SHORTCUTS

Add a Conventional zone:

Menu/14/000000/Ent/Ent/3/2/Standard/ESC/4/2/Pick zone just added/Enter CH#/Turn Channel Knob

Add a Command zone:

Menu/14/000000/Ent/Ent/3/2/Command/Turn Channel Knob

Add a Conventional Channel:

Menu/14/000000/Ent/Ent/4/2/pick zone/enter CH#/Turn Channel Knob

Add a Command Channel:

Start in zone/channel to be copied/menu/11/pick zone/CH#(back to clear numbers)/Turn Channel Knob

Delete Conventional Channel:

Menu/14/000000/Ent/Ent/4/2/pick zone/pick Channel/Ent/Turn Channel Knob

Delete Command Channel:

Start in zone/turn to desired Channel/menu/11/Ent

CLONING INSTRUCTIONS:

CLONING FROM A KNG TO KNG:

Connect the KAA0700 Cloning Cable to the side connector of the Source and destination radios and power up both radios. Note: Squelch levels from the source radio will carry over to the destination radio

On the Destination Radio:

1. Place radio in the zone to be cloned into
2. Press the menu button
3. Use the up/down buttons to select "Cloning", then press enter
4. Use the up down button to select "Enter Dest Clone", press enter

On the source Radio:

1. Place radio in the zone to be cloned from
2. Press the menu button
3. Use the up/down buttons to select "Cloning", then press enter
4. Use the up down buttons to select "Clone Active Zone", then press enter



Cloning from a KNG to a Legacy radio (DPH):

Connect the KAA0700 Cloning Cable to the side connector of the Source and Destination radios and power up both radios.

On the Destination radio, select the destination zone/group by pressing the [#] key and entering the number of the desired zone/group.

On the Destination radio, turn the squelch knob in to the Detent position (full Counter Clockwise position)

On the source Radio:

1. Place radio in the zone to be cloned from
2. Press the menu button
3. Use the up/down buttons to select "Cloning", then press enter
4. Use the up down buttons to select "Clone Active Zone"
4. Press the Enter button to send the cloning information

While receiving information "VHF-1" will be shown on the destination radio display.

Squelch Level Adjustment on Conventional channels

1. Channel select knob selected channel
2. Press Menu
3. Highlight "Squelch Adjust", then press enter
4. Highlight "Adjust Chan Squelch" then press enter
5. Use the +/- buttons to the desired level, then press enter.
6. If the squelch level is adjusted too high, you will hear the squelch noise through the speaker. This will cause constant open squelch. If you move the squelch marker one space to the left of the constant open squelch, the radio receiver will be at its most sensitive setting. If you get sporadic breaking squelch noise, you may want to move the channels squelch level 1 or 2 spaces more to the left.
7. Turn the channel knob to return to the main screen.

TELEPHONE FEATURE:

MAKING A CALL ON A HANDHELD RADIO

1. From your handheld radio press the PTT button and enter *99 then release the PTT.
2. Wait for radio to respond, with a dial tone.
3. Press the PTT and enter the desired phone number then enter #
 - i. EXAMPLE: 00190735634#
4. Release the PTT. Wait for several seconds to make the connection.
5. Talk on radio. Remember this is a radio, press PTT to talk release PTT to listen
6. When finished, hang up the line by pressing PTT and entering #99.

ANSWERING AN INCOMING CALL

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



KNG Quick Reference Guide

You can always turn the channel selector knob to return to the main menu.

Main Menu Options:

1. TX Power
2. Chan Scan List
3. Cloning
4. User TX Tones
5. Control Lock
6. Priority Chans
7. Talkaround
8. Squelch Adjust
9. Versions
10. Radio Info
11. Chan Add/Del
12. Backlight
13. Monitor Mode
14. Keypad Prog

Keypad menu:

1. Global (stay out of)
2. System
3. Zone (for Priority type "C")
4. Channel

Add a Conventional Zone:

Menu/14/ENT/000000/ENT/ENT/3/ENT/2/ENT/Standard/ENT

Add a Command Zone:

Menu/14/ENT/000000/ENT/ENT/3/ENT/2/ENT/Command/ENT

Add a Conventional Channel:

Menu/14/ENT/000000/ENT/ENT/4/ENT/2/ENT/Pick Zone/ENT/Enter Channel Number/ENT

Add a Command Channel:

Turn channel selector to the channel to be copied/menu/11/ENT/Select Zone/ENT/Back/Enter Channel/ENT

Delete Conventional Channel:

Menu/14/ENT/000000/ENT/ENT/4/ENT/3/ENT/pick zone/ENT/pick channel/ENT/ENT

Delete Command Channel:

Turn channel selector to the channel to be deleted/menu/11/ENT/ENT Menu/14/ENT/000000/ENT/1/ENT

Programming a Channel:

Menu/14/ENT/000000/ENT/ENT/4/ENT/1/ENT/Select Zone/ENT/Select Channel/ENT/enter the information under appropriate heading

Checking Squelch:

Menu/8/ENT/Adjust Chan Squelch/ENT/Adjust Squelch/ENT

Programming Guide

Attached cloning cable to the two radios you want to clone to/from.

The cord can go either way between radios.

KNG to KNG

- On destination radio, place the radio in the zone that you want to be cloned.
- Menu/3/ENT/Enter Dest Clone
- On source radio, place radio in the zone to be cloned from.
- Menu/3/ENT/Clone Active Zone/ENT
- Be patient. This takes longer then DPH to DPH.

KNG to DPH

- On DPH radio select group to be cloned. Turn squelch button fully counterclockwise.
- On KNG radio, place radio in the zone to be cloned from.
- Menu/3/ENT/Clone Active Zone/ENT

DPH to KNG

- On KNG radio, place the radio in the zone to be cloned.
- Menu/3/ENT/Enter Dest Clone/ENT
- On DPH radio, place radio in the group to be cloned from.
- Press button on cloning cable and hold ENT button/000000/ENT/*/FNC
- You must check squelch on your new zone. They automatically default to midline squelch.





LARSON/DOW ANTENNAS

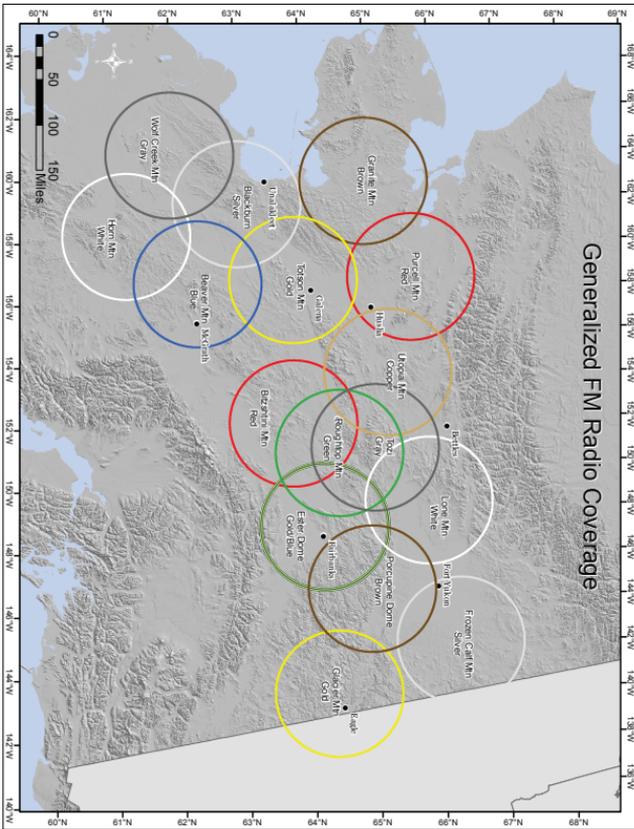
Larson antennas are available for checkout through the AFS warehouse. The antennas work well on the expansive flats of the interior and boost the receiving and transmission power of handheld King Bendix radios.

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 (#008689) and hotstick (#007404) 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 reseal 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 registers 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 an 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 used equipment.



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 pages 139-140 for specific information on aviation transportation of hazmat.



Claska Nqj kulecni Staging Area Job Aid

Vital

Item	Description
Handy Dandy	This paper won't get you everywhere.
Cubies	Order "filled", 36 per pallet
MRE's	48 per pallet
Batteries	AA's, 24 per package, 144 per case
Bag Dope	Cutter pump, 12 per box
First aid kit	SAFETY ITEM, red crew style.
Coffee	6 cans per flat
Sugar	1 lb. box
Creamer	50 individual packets in a box.
Coffee pot	
TP	
Trash bags	100 per box
Burlap bags	100 per bundle
Fiber tape	10 per roll
Plastic sheeting	Black, 20'x100' roll
P-cord	100' bundles
Satellite phone	SAFETY ITEM, Extra batteries?
Premix*	5 gallon can, HAZMAT, got spigot?
Bar oil*	12 per case, HAZMAT

Standard "Canned"

Sleeping bags	Things get wet.
Long Sleeping bags	Cold WX and for tall firefighters
Earplugs	
Head nets	
Flagging	Orange, 12 per box
Larson antennae	
Lime	32 oz. bottles
Foot Powder	
Bath in a bag	255 per box
Mole skin	
Rite in the rain	4 5/8"x7"
Tent fly	16'x24'
Tent fly upright poles	
Tent fly ridge poles	
Tent fly stake	12 should do.
Crash rescue kit	SAFETY ITEM
Fire extinguisher	SAFETY ITEM/HAZMAT
Pulaski*	10 per box
Shovel*	10 per box, good for camp too.
Backpack pumps*	
Chainsaw kit!	HAZMAT

Extended

Canteens	
Paper cups	
Leather Gloves	Size Large
Boot Grease	Small can
Fire pants	Small/Medium/Large
Sleeping pads	
Writing pad	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 kits. Some warehouse catalog numbers may change.

This is to be used as a guide only. Use common sense and good judgment when ordering. Use catalog numbers when ordering.

Alaska Ngi Inuupiat Staging Area Job Aid

Extended (cont.)

Pens 12 per box
Mosquito coil 12 coils per box
Fire shirts Large/XL

Shipping tags
Ice chests
Bung wrench
Life vest SAFETY ITEM

Cook pot
Frying pan
Utensil kit!
Belt weather kit!

Calculator
Dry erase board Specify size
Dry erase markers
Cardboard file For your records.
Clipboard
Alarm clock Lay on the ground type.
Scale

T-card sorter
Folding tables
Propane stove
Folding chairs
Propane heater
Wall tent
Hotstick antennae pole
ICOM radio If heavy air traffic

Mark 3 pump kit!* Should include A and B boxes. Specify.

Lightweight pump kit!*
Cargo net kit! 6000 lb., includes lead line and swivel.

Spring Scale 200#
Unleaded 5 gal. can, HAZMAT, got spigot?
Propane 20 lb. tank, HAZMAT
Driptorch 5 gal. can, HAZMAT, got spigot?
Fuses* 72 per box, HAZMAT

Crew kits

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

Fresh Food

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

Firearms and Ammunition

Shotgun kit
Shotgun shell "slugs"
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. I-Kit item - may include items listed individually.

See Handy Dandy page 112 for kits. Some warehouse catalog numbers may change.

This is to be used as a guide only. Use common sense and good judgment when ordering. Use catalog numbers when ordering.

Reference the Alaska Interagency Catalog for catalog numbers and detailed contents for KITS.
ALASKA LOCAL SUPPLIES

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



Description	Units of Measure	Weight(lbs)
Kit, Net Cargo, 3000 lb capacity	KT	47
Kit, Net Cargo, 6000 lb capacity	KT	85
Kit, Pump, Barrel, Aircraft, Hand	KT	63
Kit, Pump, Barrel, Hand	KT	19
Kit, Satellite Phone	KT	8
Kit, Spill, Small	KT	12
Kit, Sprinkler (need lightweight pump)	KT	37
Kit, Sprinkler (need MK-3 pump)	KT	65
Kit, Shotgun	KT	14
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.		
Type III Incident Support(DOF)	KT	
Mobile Cache Support Van(State Fires Only)	KT	



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

UNITED STATES
DEPARTMENT OF THE INTERIOR

ORIGINAL-RETAIN
BY ISSUING OFFICE

Alaska Fire Service
BUREAU OR OFFICE

RECEIPT FOR PROPERTY

NUMBER ITEM	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)
Smokey Bear, SPUL

Date Issued:
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)
Woodsey Owl, R&D

Signature and Date:
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 & FIRE NO. Warm Springs DBAT	
		7. TYPE EMPLOYEE (Mark one with "X") <input type="checkbox"/> Regular Gov't <input type="checkbox"/> Casual Firefighter <input type="checkbox"/> Other	
8. DESCRIPTION OF PROPERTY LOST OR DAMAGED (Include Property No., if applicable)		QUANTITY	
a. Chainsaw AKK-1234		1 ea	
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 repair - will backhaul to Cache for disposal			
16. SIGNATURE Ops Chief / IC / Delegate		17. TITLE SPAL	18. DATE 10/1/08

NSN 7540-01-124-7034

ORIGINAL—Issuing Office

OPTIONAL FORM 289 (8-81)
USDA/USFS
50289-101

LOGISTICS-COMMUNICATIONS

115



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:

- Automated Flight Following - AFF is the preferred method for exclusive use contracted and fleet aircraft. The ability to resume radio or satellite phone/texting will be maintained should the AFF system cease to function. Reference National Mobilization Guide Chapter 20 for specific direction.
- Radio Check-in with Agency Flight Plan - 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 (air-to-ground frequency for BLM is 127.45; the frequency for DOF is 132.45).
- Satellite Phone/Texting with Agency Flight Plan - A flight plan filed with a BLM dispatch office, with radio or satellite phone/text check-ins with BLM or DOF at least once per hour.
- Instrument Flight Rules - An IFR flight plan filed with FAA.

The chosen method of flight following must be documented on the Aircraft Flight Request Form (9400-1a, Project Aviation Safety Plan).

Note: FAA VFR flight plans and agency flight plans must be accompanied by a call to an agency dispatch office immediately prior to departure, and as soon as practical after landing for each leg.

Note: If you unable to contact your dispatch center via the predetermined flight following method, a call may be placed to an FAA Flight Service Station to relay the information to the appropriate dispatch center. FSS does not provide flight following services.

Local/On-Scene Flight Following:

Local flight following by incident or project personnel may be implemented and utilized when certain requirements are met and in place:

- Procedures are outlined in the approved 9400-1a or PASP
- Procedures and responsibilities have been addressed in pre-flight briefings
- Flight following methods have been tested including communication between field flight following personnel and dispatch prior to commencing flight operations.
- Positive communication between dispatch and field personnel must be maintained continuously during the operational period.
- A positive hand-off must occur between dispatch and field personnel when local flight following begins and ends.
- Back-up/alternative communication devices are in place, available and tested.
- A reporting interval not to exceed 15 minutes (or continuous visual contact) is maintained and the location/status documented on a field radio log.
- Emergency accident and lost communication procedures must be briefed and understood by all parties involved.

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 Project Aviation Safety Plan. Pilots will follow their flight plans and make position reports in the time interval as agreed. 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 1.4).

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.
- 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. (See Local/On-Scene flight Following above).

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.

BLM aircraft operations conducted under VFR flight plans will require a dispatcher to be on duty until the aircraft operations are concluded unless other arrangements have been identified in advance. For BLM point-to-point flights between two Alaska Fire Service stations, a dispatcher will be on duty at the departure point until the aircraft is en route and communications with the aircraft are handed off to an office en route or to the final destination point. A dispatcher will remain on duty at the destination point until the aircraft has arrived. An agency dispatcher is not required to be on duty if an IFR plan has been filed with FAA.

Dispatcher and fueler overtime for extended BLM projects involving multiple flights and/or overtime hours will be funded by the benefitting BLM office. Overtime incurred for the flight following and fueling of non-BLM agency aircraft will be billed to that agency through the reimbursable process unless other arrangements have been agreed upon in advance.





United States Department of the Interior



BUREAU OF LAND MANAGEMENT
Alaska Fire Service
P.O. Box 35005
Ft. Wainwright, Alaska 99703-0005
<http://www.ak.blm.gov>

TO: AFS / DOF Aviation & Dispatch Community

Date: March 28, 2012

Subject: Operational use of Automated Flight Following (AFF)

During the 2012 summer, Alaska Fire Service (AFS) and Alaska State Division of Forestry (DOF) will begin utilizing AFF as the primary means of flight following. Here are the agreed upon guidelines for the operational use of AFF.

- After a departing aircraft contacts dispatch and transmits tail number, souls on board, fuel, and estimated time in route, the aircraft will ask if they are AFF positive. The dispatcher will look on their screen and give the appropriate response. It will be either, "We have you on AFF" or, "We don't have you yet. We will call as soon as you come up." If an aircraft does not come up AFF positive, they will be required to give a position check every 30 minutes.
- If AFF goes negative during any flight, dispatch will call the aircraft to inform them that they are negative AFF and require a position check every 30 minutes.
- Aircraft going to a fire will call dispatch when arriving on scene, when departing the fire, and when on the ground.
- When transitioning from one radio repeater area to another, it is the aircraft's responsibility to be aware of where they are and monitor the correct repeater so dispatch can raise them on the radio at any time.
- If flying in an area where the radio repeater is weak or not working, AFF will be a good tool for dispatch to stay aware of your location. When in this situation, remember dispatch will count on you to be monitoring your satellite phone.
- When an aircraft has a flight strip filed with dispatch; (for example a detection flight), and then needs to deviate from that flight plan, they will inform dispatch of their intentions.
- Zone aircraft will flight follow with the zone they are working for.
- When tactical aircraft are departing Ladd airfield and going to an area that is covered by UYT or FAF dispatch, you will need to give AICC your tail number, souls, fuel on board and estimated time en route. Then switch over to check in with the appropriate dispatch office and ask if you are AFF positive. If you are going to an area were you can not immediately contact the appropriate dispatch, ie: Galena, Tok, Delta, McGrath, you will ask AICC if you are AFF positive.



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	KK/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	QAK	2500' GRAVEL	61 56	162 54
RUBY	RBV/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	WLP/PASK	3000' GRAVEL	66 36	159 59
SHAGLUK	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	6AB/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	WBO/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	-	85	120	115	135	155	240	260	240	229	155
Fairbanks											
CEM	85	-	60	190	220	190	315	310	325	299	110
Central											
FYU	120	60	-	190	235	150	310	280	340	347	135
Fort Yukon											
TAL	115	190	190	-	75	105	125	160	160	247	305
Tanana											
MHM	135	220	235	75	-	190	130	215	105	175	330
Lk Minchumina											
BTT	155	190	150	105	190	-	185	125	260	347	310
Bettles											
GAL	240	315	310	125	130	185	-	130	115	286	445
Galena											
DCK	260	310	280	160	215	125	130	-	240	390	440
Dahl Creek											
MCG	240	325	340	160	105	260	115	240	-	191	440
McGrath											
ANC	229	299	347	247	175	347	286	390	191	-	360
Anchorage											
EAG	155	110	135	305	330	310	445	440	440	360	-
Eagle											

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 35mph. Cross wind -excellent crosswind sapability 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 bifurcation 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	USEFUL PAYLOAD	PAX	CRUISE SPEED (KTS.)	RANGE MILES	RANGE HOURS	MIN. RUNWAY LENGTH (FT.)	FUEL TYPE	USEABLE FUEL	FUEL (GPH)
AT 2.5 HOURS FUEL									
SINGLE-ENGINE FIXED WING									
SUPERCUB PA-18	600	1	90	360	3	500	AVGAS		6
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 200	1100	5	120/130	800	5	1500	AVGAS	63	16
CESSNA 207/208	1100	7	120/130	800	5	1800	AVGAS	58	16
CESSNA CARAVAN 208	2400	9	150/175	900	5	1700	JET	333	53
HELIO COURIER	750	3	115/100	570	4.8	800	AVGAS	60	20
SINGLE-ENGINE RETRACTABLE									
PER PASI LANCE/SARATOGA	1100	5	150/145	800	5.5	2000	AVGAS	102	16
MEDIUM MULT-ENGINE PAX/CARGO									
AEROSTAR	950	5	205	1000	5	2500	AVGAS	165	33
DAVON BE-58 (BEECH)	1000	5	170	950	5.5	2000	AVGAS	136	30
AEROCOMMANDER AC-609	1150	5	180/155	800	4.3	2500	AVGAS	156	50
AEROCOMMANDER AC-690FL	1600	7	185/160	1000	5	2500	AVGAS	223	40
TURBO-PROP ENGINE									
TURBO-PROP ENGINE	2000	9	240	1375	5.5	3000	JET	296	85
PA-310 NAVAJA (PERFE)	1800	9	175/165	1080	3	2200	AVGAS	210	35
PA-310 CHEYENNE (PERFE)	1800	9	175	1000	3	2500	AVGAS	182	34
G-21 GOOSE (GRUMMAN)	1750	8	130/120	750	4	3000	AVGAS	220	50
TWIN OTTER 200 DHC-6	2500	15	140	800	4.3	1500	JET	381	65
TWIN OTTER 300 DHC-6	3000	17	140/150	875	4.3	1500	JET	381	65
C29A SHERRA	4400	20	160/165	840	4	3000	JET	600	120
CASA 212	4200	9	170/165	510	4.3	3000	JET	529	110
EMB-110 BANDAIRANTE	3000	9	na/174	1100	4.3	3000	JET	455	100
BE-99 (BEECH)	3250	15	230	1048	3.1	3200	JET	368	86
DO-228 DORNER	3500	9	200/190	621	(na) 6	3000	JET	627	100
BE-190 (BEECH)	4000	19	(220) 240			4000	JET		
LARGE MULT-ENGINE PAX/CARGO									
DOUGLAS DC-3	5900	25	na/130	980	6.3	4000	AVGAS	760	93
DOUGLAS DC-3 TURBOPROP	7000	30	na/190	1300	6.3	2000	JET	740	150
SKYWAN	2700	1	130	375	2.3	1300	JET		65
CONQUEST 580	6000	56	na/260	1048	4	6000	JET	2720	338
DE HAVILLAND DASH-7	11000	50	na/225	700	3.1	2250	JET	1400	200
DE HAVILLAND DASH-8	7800	36	(260) 290	700	3	3000	JET	865	290
C-130 HERCULES (L-100)	30000	N/A	300	3000	5	4000	JET	2750	550





Rotorwing Allowables

ROTORWING	HIGE	HOGE	JET	Cruise	Max Fuel	Range	Pax	Fuel Burn	Fuel Burn	Fuel Type
AS-350 BA	574	414	544	110	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	1885	2495	160	220 gal	290	9	100 gal	700 lbs	JET
Bell 212 HP	1900	1700	2090	160	284 gal	290	9	100 gal	700 lbs	JET
Blackhawk	7200	7200	8000	150	600 gal	350	11	160 gal	1120 lbs	JET
Boeing/Kear 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	160	151 gal	250	4	58 gal	406 lbs	JET
UH-1B	2100	2100	2100	65	330 gal	315	0-1	90 gal	530 lbs	JET

All allowables are approximate (based on 2000 ft and 25 degrees with 25 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.



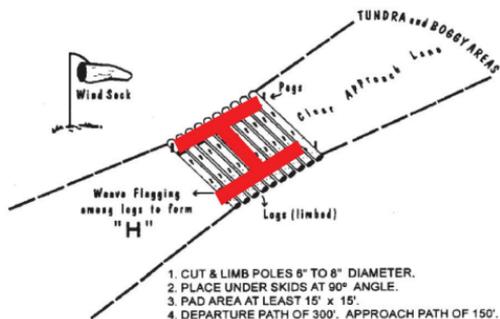
- Cut logs equal length.
- Take the time to build the log deck.
- Log decks should be 2 -3 ft wider than skids.
- Go larger & longer.
- Decks should be built so that a 212 may land on them.





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.





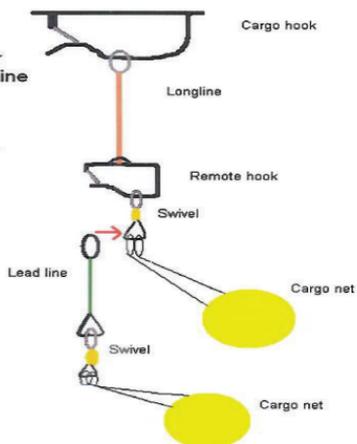
HELICOPTER LONGLINE OPERATIONS

- 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. Communicate 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





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.

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 extinguisher, 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 labeled 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



AVIATION

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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 $145^\circ 00.00'$, $70^\circ 00.00'$, 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)
 - 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 123-45-6789		2. Hired At (i.e., ID-BOF) AK-LVD				3. Type of Employment (A one) <input checked="" type="checkbox"/> Casual <input type="checkbox"/> Regular Gov't Employee <input type="checkbox"/> State <input type="checkbox"/> Other						4. Home/Hiring Unit Name BLM/Alaska Fire Service Tanana Zone							
5. Home/Hiring Unit Leroy C. Brown				6. Mailing Address P. O. Box 123				7. Home/Hiring Unit Phone Number 907-356-6679				8. City Pl. Yukon							
9. State AK				10. Zip Code 99740				11. Home/Hiring Unit FAX Number 907-356-5556				12. Emergency Contact Physical Address							
Column A				Column B				Column C				Column D							
1. Incident Name Stevens Village				1. Incident Name Short Order Creek				1. Incident Name Short Order Creek				1. Incident Name							
2. Incident Order # / Resource Order # AK-TAD-000323				2. Incident Order # / Resource Order # AK-TAD-000341				2. Incident Order # / Resource Order # AK-TAD-000341				2. Incident Order # / Resource Order #							
3. Fire Code DFH		4. Position Code FF72		3. Fire Code B2C3		4. Position Code FF72		3. Fire Code B2C3		4. Position Code FF72		3. Fire Code B2C3		4. Position Code FF72					
5. AD Class AD-C		6. AD Rate \$ 20.16		5. AD Class \$		6. AD Rate \$ 20.16		5. AD Class AD-C		6. AD Rate \$ 20.16		5. AD Class \$		6. AD Rate \$					
7. Home/Hiring Unit Accounting Code LLAK9F1800.LF2000.HU0000.LFSPDY10000				7. Home/Hiring Unit Accounting Code LLAK9F1800.LF2000.HU0000.LFSPDY10000				7. Home/Hiring Unit Accounting Code LLAK9F1800.LF2000.HU0000.LFSPDY10000				7. Home/Hiring Unit Accounting Code							
8. Date and Time a. Year: 2010				8. Date and Time a. Year: 2010				8. Date and Time a. Year: 2010				8. Date and Time a. Year: 2010							
Mo	Day	Start	Stop	Hours	Mo	Day	Start	Stop	Hours	Mo	Day	Start	Stop	Hours	Mo	Day	Start	Stop	Hours
8	24	2000	2330	2.6(T)	7	1	0700	2300	16	7	2	1430	2300	8.6(T)					
8	25	0700	2300	16	7	2	0700	1400	7	7	3	0830	2200	13.5					
8	25	0700	2300	16						7	4	0830	2200	13.5					
8	27	0700	2300	16						7	5	0830	1200	3.5 (T)					
8	28	0700	2300	16						7	5	1200	1800	3(T)					
8	29	0700	2300	16															
8	30	0700	2300	16															
9. Total Hours				9. Total Hours				9. Total Hours				9. Total Hours							
98.5				23.0				42.0											
10. Gross Amount (lines 6 & 9 times \$)				10. Gross Amount (lines 6 & 9 times \$)				10. Gross Amount (lines 6 & 9 times \$)				10. Gross Amount (lines 6 & 9 times \$)							
11. Remarks 7/2-Crew transferred to Short Order Creek fire.												12. Payment Office Only							
13. Commodity 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 Commodity Deductions: \$ 72.06																			
The signatures below certify the above items are correct and proper for payment.																			
15. Employee Signature eCery C. SBrner												16. Date 7/5/10		17. Time Officer Signature Anthony J. Mc Wylde		18. Date 7/5/10			

LLAK9F1800.LF2000.HU0000.LFSPDY10000

LLAK9F1800.LF2000.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, 19 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 short 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 registration, 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.





- 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)

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 administrative services within three days.
- The SMIS instructions are available on the AFS website.





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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's 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, "MS" 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 supervisor, 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	
Hygiene 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.





ADMIN (FINANCE)

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UNITED STATES
 DEPARTMENT OF THE INTERIOR
 EMPLOYEE CLAIM
 FOR LOSS OR DAMAGE TO PERSONAL PROPERTY
 (P. I. 88-588)

Name of Claimant Barney Solomon			Address of Claimant Barney Solomon P.O. Box 54236 Tanana, AK 99754 (After 9/15/20XX)		
Bureau or Office BLM/AFS	City Pt. Wainwright, AK	Telephone No. (907) 356-5024			
Location of loss or damage Galena Zone, Fire BZ6G			Date of loss or damage July 20, 20XX	Total amount of claim \$ 532.00	
DESCRIPTION OF PROPERTY (Attach supplemental sheet, if necessary)					
Itemized Listing	Date Acquired	Purchase Price or Value	Value When Lost	Estimated Repair Cost	
<i>See attached supplemental</i>					
Claim is for <input checked="" type="checkbox"/> Loss <input type="checkbox"/> 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? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No (If "Yes", give name of insurer and itemize amount collected.)					
<small>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).</small> <small>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, 3438, 31 U.S.C. 231.)</small>					
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 <i>August 10, 20XX</i>	if claimant is not owner, state relationship		Signature of Claimant <i>Barney Solomon</i>		

Form DA-570
 (July 1965)

Medical Incident Report

Use items one through nine to communicate situation to communications/dispatch.

1. CONTACT COMMUNICATIONS/DISPATCH

Ex: "Communications, Div. Alpha. Stand-by for Priority Medical Incident Report." (If life threatening request designated frequency be cleared for emergency traffic.)

2. INCIDENT STATUS: Provide incident summary and command structure

Nature of Injury/Illness		Describe the injury (Ex: Broken leg with bleeding)
Incident Name:		Geographic Name + "Medical" (Ex: Trout Meadow Medical)
Incident Commander:		Name of IC
Patient Care:		Name of Care Provider (Ex: EMT Smith)

3. INITIAL PATIENT ASSESSMENT: Complete this section for each patient. This is only a brief, initial assessment. Provide additional patient info after completing this 9 Line Report. See page 100 for detailed Patient Assessment.

Number of Patients:	Male/Female	Age:	Weight:
Conscious?	<input type="checkbox"/> YES	<input type="checkbox"/> NO = MEDEVAC!	
Breathing?	<input type="checkbox"/> YES	<input type="checkbox"/> NO = MEDEVAC!	
Mechanism of Injury: What caused the injury?			
Lat./Long. (Datum WGS84) Ex: N 40° 42.45' x W 123° 03.24'			

4. SEVERITY OF EMERGENCY, TRANSPORT PRIORITY

SEVERITY	TRANSPORT PRIORITY
<input type="checkbox"/> URGENT-RED Life threatening injury or illness. Ex: Unconscious, difficulty breathing, bleeding severely, 2°-3° burns more than 4 palm sizes, heat stroke, disoriented.	Ambulance or MEDEVAC helicopter. Evacuation need is IMMEDIATE.
<input type="checkbox"/> PRIORITY-YELLOW Serious injury or illness. Ex: Significant trauma, not able to walk, 2°-3° burns not more than 1-2 palm sizes	Ambulance or consider air transport if at remote location. Evacuation may be DELAYED.
<input type="checkbox"/> ROUTINE-GREEN Not a life threatening injury or illness. Ex: Sprains, strains, minor heat-related illness	Non-Emergency. Evacuation considered Routine of Convenience.



5. TRANSPORT PLAN:

Air Transport:	(Agency Aircraft Preferred)			
<input type="checkbox"/> Helispot	<input type="checkbox"/> Short-haul/Hoist	<input type="checkbox"/> Life Flight	<input type="checkbox"/> Other	
Ground Transport:				
<input type="checkbox"/> Self-Extract	<input type="checkbox"/> Carry-Out	<input type="checkbox"/> Ambulance	<input type="checkbox"/> Other	

6. ADDITIONAL RESOURCE/EQUIPMENT NEEDS:

<input type="checkbox"/> Paramedic/EMT(s)	<input type="checkbox"/> Crew(s)	<input type="checkbox"/> SKED/Backboard/C-Collar
<input type="checkbox"/> Burn Sheet(s)	<input type="checkbox"/> Oxygen	<input type="checkbox"/> Trauma Bag
<input type="checkbox"/> Medication(s)	<input type="checkbox"/> IV/Fluid(s)	<input type="checkbox"/> Cardiac Monitor/AED
<input type="checkbox"/> Other (e.g., splints, rope rescue, wheeled litter)		

7. COMMUNICATIONS:

Function	Channel Name/Number	Receive (Rx)	Tone/ NAC*	Transmit (Tx)	Tone/ NAC*
<i>Ex: Command</i>	<i>Forest Rpt, Ch. 2</i>	<i>168.3250</i>	<i>110.9</i>	<i>171.4325</i>	<i>110.9</i>
COMMAND					
AIR-TO-GRND					
TACTICAL					

**(NAC for digital radio system)*

8. EVACUATION LOCATION:

Lat./Long. (Datum WGS84) <i>EX: N 40° 42.45' x W 123° 03.24'</i>	
Patient's ETA to Evacuation Location:	
Helispot/Extraction Size and Hazards	

9. CONTINGENCY:

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

REMEMBER:

- **Confirm ETAs of resources ordered.**
- **Act according to your level of training.**
- **Be Alert. Keep Calm. Think Clearly. Act Decisively.**



