

Section 7097
(October 2002)

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REFERENCE**7097****(October 2002)****IA INCIDENT COMMANDER CHECKLIST****7097.1****(October 2002)**

Quickly and accurately size-up the incident problem:

En route to the fire:

- Consider Prior Fire History in the Area
- Location
- Weather conditions
- Potential Fire Behavior
- Resources responding
- Any known hazards in the area

At first sight of the fire or smoke:

- Color of smoke
- Quantity
- Winds
- Stability

On arrival at the fire:

- What is burning?
- Rate of Spread
- Direction
- Threats
- Terrain
- Provide the (ECC) with a Report on Conditions

Constant re-evaluation during control of the fire:

- Are my control actions working?
- Has the weather changed?
- Has the fire behavior changed?
- Do I have enough resources of the correct type?

Did you:

- Consider exposures and other values in path of fire?
- Scout as much of the fire as possible?
- Consider intelligence from lookouts or the Air Tactical Supervisor?
- Provide the (ECC) with an updated Report on Conditions?
- Evaluate and reevaluate the potential of the fire?
- Immediately assign available resources to the most logical plan of attack after size-up?
- Consider the need for additional resources?

- Consider the response time for additional resources?
- Coordinate the use of ground and air resources?
- Have an alternate plan of attack if the first plan fails?

Are you:

- Alert to changing weather and fire behavior conditions?
- Located where the most effective Command can be provided to all resources on the fire?
- Considering the safety of fire suppression personnel and citizens in the area?
- Constantly evaluating progress toward containment and control?
- Managing span-of-control?
- Planning for Extended Attack or Major Fire action and reorganization when the resources at scene probably will not affect control?
- Considering logistical support?

EXTENDED ATTACK IC CHECKLIST
(October 2002)

7097.2

Did you:

- Consider exposures and other values in the path of the fire?
- Continuously evaluate and observe fire behavior?
- Locate where the most effective Command can be provided to the resources at scene?
- Maintain a record of personnel and equipment at scene and responding to the incident?
- Manage span-of-control?
- Have an alternate plan of attack if the current plan fails?
- Plan for staging if necessary?
- Consider response time for additional or future resource requests?
- Request additional resources as needed to cope with the existing and anticipated fire needs?
- Anticipate the arrival of additional resources and plan their assignment?
- Coordinate the suppression activities of all resources?
- See that logistical requirements for personnel and equipment are provided for?
- Arrange for night shift as needed?
- Constantly evaluate progress toward control?
- Plan for Major Fire actions and reorganization when it is anticipated that the resources at scene probably can not effect control?

EVACUATION CHECK LIST**7097.3****(October 2002)**

- Identify the need to evacuate the public_____.
- Do you have a representative from appropriate law enforcement agency coordinating vacation?_____.
- How much time do you have?_____.
- How much time do you need?_____ hrs.
- Who will conduct the evacuation? List agencies

- How will public be notified?_____.
- Where will the public go? List sites and addresses_____.
- How will the logistical needs of the public be met while in evacuation centers?_____.
- Has an information system been established to keep public informed?_____.
- Attach information plan or identify components of information system.
- Estimated time and date public will be allowed to return_____.

SUPPRESSION REHAB CHECKLIST FOR IC'S**7097.4****(October 2002)**

- Have firelines been waterbarred?
- Has trash been picked up?
- Have suppression related watercourse crossings been removed?
- If fences were damaged by equipment, will livestock escape onto roads?
- Is debris in watercourses likely to plug culverts?
- Are domestic water supplies impacted?
- Are there known historic or prehistoric sites that were affected?
- Are other man made improvements damaged?

COMMUNICATIONS FREQUENCIES**7097.5****(October 2002)****UNIT FREQUENCIES and CALL IDENTIFIERS****7097.5.1****(October 2002)**

CDF A/G	151.220	151.220	CDF AIR/GROUND
CMD 1	151.355	159.300	CDF NET 1
CMD 2	151.265	159.330	CDF NET 2
MEU	151.385	159.270	CDF MEU Local Net (Howard DSF)
AEU	151.190	159.225	CDF AEU Local Net (Camino)
BDU 1	151.445	159.390	CDF BDU Local 1 (San Bernardino)
BDU 2	151.325	159.315	CDF BDU Local 2 (San Bernardino)
BDU 3	151.250	159.405	CDF BDU Local 3 (San Bernardino)
BEU	151.250	159.405	CDF BEU Local Net (Monterey)
BTU	151.400	159.375	CDF BTU Local Net (Oroville)
BTU SUP	154.415	154.415	CDF BUTTE Support
CZU	151.370	159.285	CDF CZU Local Net (Felton)
FKU E.	151.160	159.360	CDF FKU Local Net (Fresno)
FKU W.	151.385	159.270	CDF FKU West Net (Fresno)
HUU	151.250	159.405	CDF HUU Local Net (Fortuna)
LMU	151.250	159.405	CDF LMU Local Net (Susanville)
LNU E.	151.340	159.315	CDF LNU E. (St. Helena)
LNU W.	151.460	159.390	CDF LNU W. (St Helena)
MMU	151.460	159.390	CDF MMU Local Net (Mariposa)
MRN	151.040	151.040	Marin County Mutual Aid Net
MVU	151.190	159.225	CDF MVU Local Net (Monte Vista)
NEU	151.325	159.360	CDF NEU Local Net (Grass Valley)
NEU E.	154.130	159.495	CDF NEU East (Grass Valley)
RRU 1E.	151.385	159.360	RRU Local 1 (Perris)
RRU 1W.	151.385	159.360	RRU Local 1 (Perris)
RRU 2	151.175	159.285	RRU Local 2 (Perris)
RRU 3	151.130	158.925	RRU Local 3 (Perris)
RIV SUP5	154.145	154.145	RIVERSIDE SUPPORT 5(167.9Hz)
RIV SUP6	154.445	154.445	RIVERSIDE SUPPORT 6(167.9Hz)
RIV SUP7	154.130	154.130	RIVERSIDE SUPPORT 7(167.9Hz)
RIV SUP8	153.770	153.770	RIVERSIDE SUPPORT 8(167.9Hz)
RIV SUP9	154.175	154.175	RIVERSIDE SUPPORT 9(167.9Hz)
SCU	151.445	159.345	CDF SCU Local Net (Morgan Hill)
SHU	151.160	159.270	CDF SHU Local Net (Redding)
SKU	151.325	159.360	CDF SKU Local Net (Yreka)
SLU	151.325	159.315	CDF SLU Local Net (San Luis)
TCU	151.175	159.450	CDF TCU Local Net (San Andreas)
TGU	151.370	159.285	CDF TGU Local Net (Red Bluff)
TUU	151.190	159.225	CDF TUU Local Net (Tulare)

COMMAND NETS**(October 2002)****7097.5.2**

DESIGNATOR	SIMPLEX	REPEATER	AGENCY
Command 1	151.355	159.300	CDF
Command 2	151.265	159.330	CDF
Command 3	151.340	159.345	CDF
Command 4	151.400	159.375	CDF
Command 5	151.370	159.285	CDF
Command 6	151.250	159.360	CDF
Command 7	151.460	159.390	CDF
Command 8	151.445	159.345	CDF
Command 9	151.175	159.450	CDF
Command 10	151.190	159.225	CDF
NIFC Command 1	168.7000	170.9750	FEDERAL
NIFC Command 2	168.1000	170.4250	FEDERAL
NIFC Command 3	168.0750	170.4250	FEDERAL
NIFC Command 4	166.6125	168.4000	FEDERAL
NIFC Command 5	167.1000	169.7500	FEDERAL
NIFC Command 6	168.4750	173.8125	FEDERAL

TACTICAL NETS**(October 2002)****7097.5.3**

<u>DESIGNATOR</u>	<u>FREQUENCY</u>	<u>AGENCY</u>
CDF TAC 1	151.1450	CDF
CDF TAC 2	151.1600	CDF
CDF TAC 3	151.1750	CDF
CDF TAC 4	151.1900	CDF
CDF TAC 5	151.2500	CDF
CDF TAC 6	151.3250	CDF
CDF TAC 7	151.3400	CDF
CDF TAC 8	151.3700	CDF
CDF TAC 9	151.3850	CDF
CDF TAC 10	151.4000	CDF
CDF TAC 11	151.4450	CDF
CDF TAC 12	151.4600	CDF
CDF TAC 13	151.4750	CDF
CDF TAC 14	159.2250	CDF
CDF TAC 15	159.2700	CDF
CDF TAC 16	159.2850	CDF
CDF TAC 17	159.3150	CDF
CDF TAC 18	159.3450	CDF
CDF TAC 19	159.3600	CDF
CDF TAC 20	159.3750	CDF
CDF TAC 21	159.3900	CDF
CDF TAC 22	159.4050	CDF
CDF TAC 23	159.4500	CDF

NIFC TAC 1	168.0500	FEDERAL
NIFC TAC 2	168.2000	FEDERAL
NIFC TAC 3	168.6000	FEDERAL
BLM TAC 1	166.7250	BLM
BLM TAC 2	166.7750	BLM
BLM TAC 3	168.2500	BLM
OES FIRE 1	154.1600	OES
OES FIRE 3	154.2200	OES
WHITE 1	154.2800	OES
WHITE 2	154.2650	OES
WHITE 3	154.2950	OES
CALCORD	156.0750	
CLEMARS 1	154.9200	

AIR TACTICS NETS
(October 2002)

7097.5.4

<u>DESIGNATER</u>	<u>FREQUENCY</u>	<u>AGENCY</u>
AIR TACTICS 1	166.675	USFS
AIR TACTICS 2	169.150	USFS
AIR TACTICS 3	169.200	USFS
AIR TACTICS 4	151.280	CDF
AIR TACTICS 5	151.295	CDF
AIR TACTICS 6	151.310	CDF

AIR TO GROUND NETS
(October 2002)

7097.5.5

<u>DESIGNATOR</u>	<u>FREQUENCY</u>	<u>AGENCY</u>
AIR TO GROUND	151.220	CDF
AIR TO GROUND	170.000	USFS
AIR TO GROUND	167.950	BLM

CALIFORNIA TRAVEL NET
(October 2002)

7097.5.6

<u>DESIGNATOR</u>	<u>SIMPLEX</u>	<u>REPEATER</u>	<u>AGENCY</u>
TRAVEL NET	169.125	168.325	USFS*

* Shared frequency with CDF. Also known as Region 5 Travel Net.

(October 2002)

Affirmative: Yes

At Scene: Used when unit arrives at the scene of the incident.

Available: Used when a unit is ready for a new assignment or can return to quarters. The ECC will direct the unit on next assignment.

Available at Scene: Used when a unit is still committed to an incident, but could be dispatched to a new emergency if needed.

Available at Residence: Used by administrative or staff personnel to indicate they are available and on-call at their residence.

Burning Operation: Self explanatory.

Call _____ by phone: Self explanatory.

Can Handle: Used when the amount of equipment needed to handle the incident is at scene.

Copy, Copies: Used to acknowledge message received.

Disregard Last Message: Self explanatory.

Emergency Traffic: Term used to gain control of a radio frequency to report an emergency. All other radio users will refrain from using that frequency until cleared for use by ECC. Example of Emergency Traffic-Vegetation, Structure, or Vehicle Fire and/or medical aid, law enforcement needs. Emergency Traffic is a life threatening incident.

Emergency Traffic Only: Radio users will confine all radio to an emergency in progress or a new incident. Radio traffic that includes status information such as responding, reports on conditions, and at scene or available will be authorized during this period.

En route: Normally used by administrative or staff personnel to designate destination. En route is not a substitute for responding.

Fire Contained: Self Explanatory.

Fire Under Control: Self explanatory.

In-quarters, With Station Name or Number: Used to indicate that a unit is in a station.

In-service: This means that unit is operating, not in response to a dispatch.

Is _____ Available For a Phone Call?: Self explanatory.

Loud and Clear: Self explanatory

Negative: No

Out of Service: Indicates a unit is mechanically not functional.

Repeat: Self explanatory

Respond, Responding: Used during dispatch – proceed to or proceeding to an incident. Ex: “Engine 1776, respond to _____”; or “St.Helena, Engine 1475 responding”.

Resume Normal Traffic: Self explanatory

Return to _____: Normally used by ECC to direct units that are available to a station or other location.

Standby: Self explanatory

Stop Transmitting: Self explanatory

Uncovered: Indicates a unit is not in-service , because of inadequate staffing.

Vehicle Registration Check: Self explanatory

Weather: Self explanatory

What Is Your Location: Self explanatory

Unreadable: Used when signal received is not clear.

PHONETIC ALPHABET

7097.5.8

A - Alpha

J - Juliett

S - Sierra

B - Bravo

K - Kilo

T - Tango

C - Charlie

L - Lima

U - Uniform

D - Delta

M - Mike

V - Victor

E - Echo

N - November

W - Whiskey

F - Foxtrot

O - Oscar

X - X-ray

G - Golf

P - Papa

Y - Yankee

H - Hotel

Q - Quebec

Z - Zulu

I - India

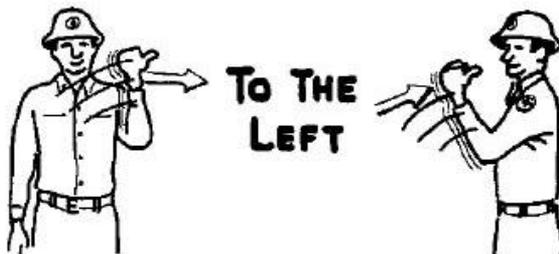
R - Romeo



To move vehicle straight back--Both hands up, palms toward guide of motion backwards.

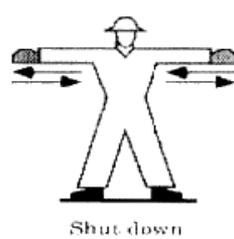
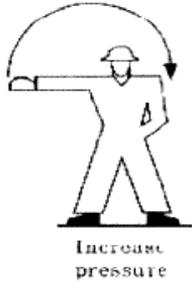
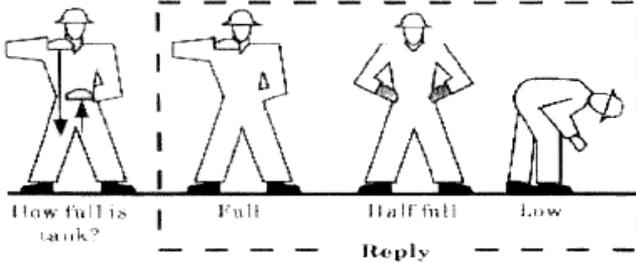


To direct rear of vehicle right--Right hand up in motion.

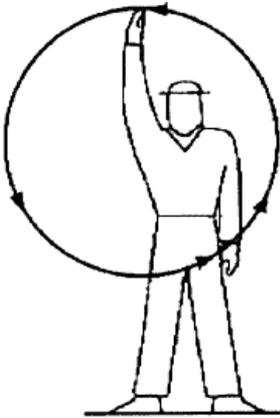


To direct rear of vehicle left--Left hand up in motion.

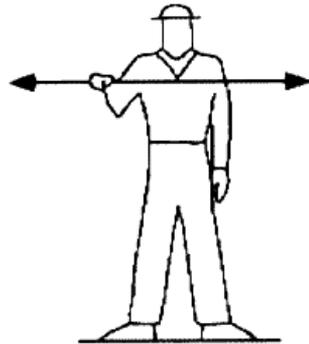
HAND SIGNALS



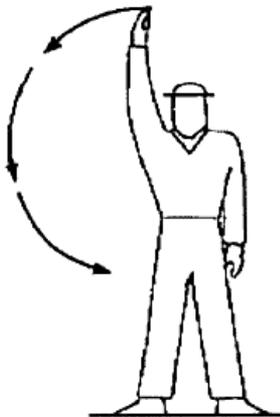
HAND SIGNALS



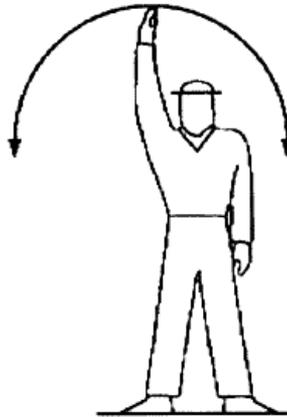
Reverse or back up: With arm fully extended, swing in full circle in front of the body.



Stop or shut down: Swing arm (palm down), flag or light back and forth in a level motion in front of the body, chest high.

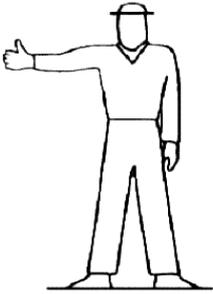


Turn: Hold arm, flag, or light, directly overhead and swing downward on the side of the turn.

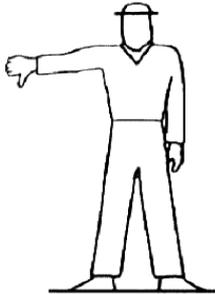


Caution: Wave arm, flag or light back and forth in a half circle at arms length.

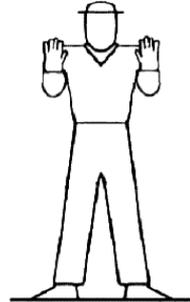
WINCH SIGNALS



In



Out



Stop

Night signals: Same as above with light pointing in direction of thumb. In case of stop, point light at operator.



Move vehicle to the left



Move vehicle to the right

HELISPOT CONSTRUCTION

7097.9

(October 2002)

SPECIFICATIONS FOR PLANNING AND CONSTRUCTING HELISPOTS

7097.9.1

(October 2002)

TYPE HELICOPTER	1	2	3
TOUCHDOWN PAD DIMENSIONS	30' x 30'	20' x 20'	15' x 15'
SAFETY CIRCLE DIAMETER	110'	90'	75'

TOUCHDOWN PAD will be clear of all obstacles, less than 6 degrees slope with minimal surface disruption to avoid excessive dust.
 SAFETY CIRCLE will be clear of obstacles other than brush less than 2' in height.

HELICOPTER HAND SIGNAL

7097.9.2

(October 2002)



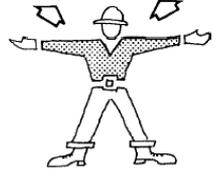
Clear to Start Engine



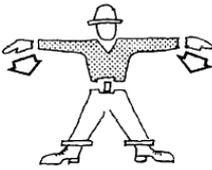
Take Off
 Right hand behind back left hand pointing up



Hold - Hover
 Place arms over head with clenched fists



Move Upward
 Arms extended, sweeping up



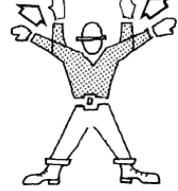
Move Downward
 Arms extended, palms down, arms sweeping down



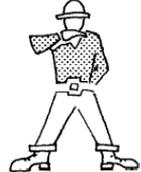
Move Right
 Left arm horizontal. Right arm sweeps upward to position over head



Move Left
 Right arm horizontal. Left arm sweeps upward to position over head



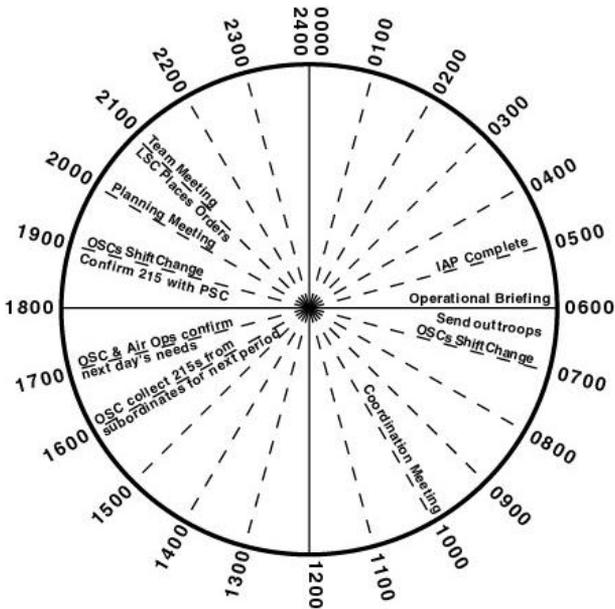
Move Forward
 Combination of arm and hand movement in a collecting motion pulling toward body



24-HOUR OPERATIONAL SHIFT CLOCK
 (October 2002)

7097.10.2

Note: Shift times may be adjusted to meet operational needs.



CHOCK BLOCK REQUIREMENTS AND PLACEMENT
 (October 2002)

7097.11

Sedans, Pickups, SUVs, Station Wagons and Vans (Under 9,500 LBS GVWR)

CONDITIONS	PLACEMENT OF CHOCK BLOCKS	NO. OF CHOCK BLOCKS
Parked in an area with a potential for a roll away.	Left (driver's side) rear wheel on down slope side.	1

Artisan vehicles, Dozer Tenders, Stakesides, Dump Trucks, or any vehicle not otherwise covered in this section in excess of 9,500 lbs. GVWR with a Mechanical Brake System or Air Brake System.

CONDITIONS	PLACEMENT OF CHOCK BLOCKS	NO. OF CHOCK BLOCKS
Parked on a level surface.	One chock block in front and one chock block in back of the left (drivers side) rear wheel.	2
Parked on any non-level or unsafe surface condition, where a potential of a roll away may occur.	Each outside rear wheel will be chocked on the down-slope side.	2

Fire Engines (and other emergency response vehicles), CCV's, Insect Control Vehicles, and Helitenders.

CONDITIONS	PLACEMENT OF CHOCK BLOCKS	NO. OF CHOCK BLOCKS
Parked inside a garage at a fire station, camp, air attack base, helitack base, or apparatus garage.	No chock blocks required. However, an alternative chocking device, approved by the Unit Chief or designee, may be used. Such alternate chocking devices shall be constructed of material and/or design to adequately sustain the vehicle against movement in the event of a braking system failure.	0
Parked on a level surface.	One chock block in front and one chock block in back of a rear wheel.	2
Parked on a non-level surface.	Each outside rear wheel will be chocked on the down-slope side.	2
Parked on a non-level wash rack or apparatus apron of fire station garages.	One chock block (or alternative chocking device specified by the unit chief) on the down slope side of an outside rear wheel.	1

Transports

CONDITIONS	PLACEMENT OF CHOCK BLOCKS	NO. OF CHOCK BLOCKS
Parked on a level surface.	One chock block in front and one chock block in back of the left (driver's side) rear wheel (on the front axel if more than one).	2
Parked on a non-level surface.	Outside rear wheel (on the front axel if more than one) will be chocked on the down-slope side.	2

Loaders, Backhoes, Forklifts, Dozers, and Graders

CONDITIONS	PLACEMENT OF CHOCK BLOCKS	NO. OF CHOCK BLOCKS
Any condition	Must be parked and secured to prevent a roll away.	0

[\(see next section\)](#)

[\(see HB Table of Contents\)](#)

[\(see Forms or Forms Samples\)](#)