

**Appendix B**  
**Pre-Burn Checklists**



**10.7 BURN BOSS RESPONSIBILITIES CHECKLIST**

**10.7.1 Pre-Burn: Creation of the Written Prescribed Burn Plan**

- (1) Information on the unit collected (recon, maps).
- (2) Line construction and other preparation needs (including location of sensitive features) identified
- (3) Hazards and other potential problems identified
- (4) Are all components of burn plan complete and do the prescription and the firing plan allow the project to be completed within the range of acceptable results
- (5) Technical review completed and burn plan properly signed
- (6) OMC Fire Chief notified that burn plan, including smoke management plan, is ready for his approval

**10.7.2 Pre-Burn: Preparation to Burn**

- (1) Have all fire lines (including protecting controlled areas) been completed to burn plan specifications.
- (2) Weather collections complete as specified in the burn plan.
- (3) Spot forecast and smoke transport forecast received from the meteorologist.
- (4) Public notification complete as specified in burn plan

**10.7.3 Day of Burn: Briefing the Prescribed Burn Organization**

Forecast weather, local trends, resource objectives, and firing plan to meet

- (1) objectives
- (2) Organization of prescribed burn project
- (3) Safety briefing to include lookouts, communications, escape routes, safety zones (LCES), job hazard analysis (JHA), known hazards, and medical and evacuation plan.

**10.7.4 Day of Burn: Pre-Ignition**

- (1) Do you have authorization to burn from OMC Fire Chief?
- (2) Are contingency resources in place and available within time frames in burn plan?
- (3) Are all public notifications complete?
- (4) Is the contract and burn plan onsite?
- (5) Is the spot forecast favorable for the ignition and holding/burndown phases, and will the smoke plan be met with the actual and predicted conditions observed onsite?
- (6) Provisions for monitoring and recording weather available onsite
- (7) Go/No-Go checklist completed with all answers being a YES? Completion of the checklist is required for each day of ignition.

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Complete about as of 6:30 AM

- (8) Test Fire (notify OMC Fire Chief prior to igniting) does observed fire behavior indicate that the fire behavior prescription and objectives will be met and that holding forces are adequate? If not, do not proceed!



**10.7.5 Day of Burn: Prescribed Burn Operation**

- (1) Direct, delegate, and coordinate resources to meet objectives
- (2) Ensure safety of all personnel and the public
- (3) Monitor fire behavior, weather, smoke, and resource objectives
- (4) Maintain communications with OMC Fire Chief, Project Manager, and Public Information Officer
- (5) Be prepared to terminate ignition by extinguishment, containment, or implementation of the contingency plan if personnel or public safety will be comprised (including air quality), weather or fire behavior is out of prescription, and/or objectives are not being met or fire escapes or is expected to escape.
- (6) Report daily accomplishments to OMC Fire Chief and Parsons
- (7) Evaluate conditions and determine mop-up and patrol intensity (burn plan).
- (8) Complete documentations (weather, smoke, fire behavior)
- (9) Complete personnel performance ratings and/or sign off tasks (Task books)



References: R-5 Burn Plan, Prescribe Burn Boss 1 (RXB1), Go/No-Go Checklist.

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**13.17.2 The 4M's**

**METHOD:**

- |   | Y                                   | N                                   |
|---|-------------------------------------|-------------------------------------|
| 1. Is there an alternative method which would accomplish the mission more safely and/or efficiently (including accomplishment by ground methods)? | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 2. Is the method selected approved and do detailed instructions for safe accomplishment exist?  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 3. Have adequate flight following and communication methods been established?   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

**MEDIUM:**

- |   |  |  |
|---|--|--|
| 1. Can factors of terrain, altitude, temperature, or weather which could adversely affect the mission's success be mitigated? (See Burn Plan)                           | <input checked="" type="checkbox"/>          | <input type="checkbox"/>                     |
| 2. Will the mission be conducted at low (below 500' AGL) or high altitudes can the same objective be achieved by flying at a higher altitude AGL? <i>(wording) B</i>    | <input checked="" type="checkbox"/> <i>A</i> | <input checked="" type="checkbox"/> <i>B</i> |
| 3. If low-level flight, have all known aerial hazards been identified during the planning process and are they known to all participants?                               | <input checked="" type="checkbox"/>          | <input type="checkbox"/>                     |
| 4. If there is a potential for an airspace conflict (military, media, or sightseeing aircraft), have mitigating measures been taken? (Notification of Monterey Airport) | <input checked="" type="checkbox"/>          | <input type="checkbox"/>                     |
| 5. Have adequate landing areas been identified and/or improved to minimum requirements?   | <input checked="" type="checkbox"/>          | <input type="checkbox"/>                     |

**MAN (GENERIC)**

- |  |                                     |                          |
|--|-------------------------------------|--------------------------|
| 1. Is the Pilot properly carded for the mission to be conducted?   | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. Will the flight be conducted within the Pilot flight time/duty day requirements and Limitations?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. Have the minimum number of personnel necessary to accomplish the mission safely been assigned, and do they meet personnel qualifications and experience requirements? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 4. Will adequate personnel (flight and ground crew) and Pilot briefings be conducted prior to the flight?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 5. Are users aware that the Pilot-in-command has final authority over any operations conducted Involving the aircraft or its occupants?                                  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**MACHINE**

- |  |                                     |                          |
|--|-------------------------------------|--------------------------|
| 1. Is the aircraft capable of performing the mission in the environment (altitude, temperature, terrain, weather) where the operation will be conducted? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. Is the aircraft properly carded for the intended mission?   | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Aviation Project Manager: *Daryl J. Stockdale* Date: *6/23/07*  
*10:16 P.M.*

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## 18 BURN DAY GO/NO GO CHECKLIST

The Burn Day Checklist is to be filled out daily by Burn Boss (BB) and filed in a project folder. A "no" response to any item means that ignition of the burn will not occur. (This checklist was developed in accordance with NWCG PMS 421, January 2002.)

### 18.1 BURNING OPERATIONS

- (1) JCB, JR <sup>BY BB</sup> Have ALL burn prescription criteria been met Yes/No? <sup>INFORMATION PROVIDED BY PHONE</sup>
- (2) KL <sup>BY BB</sup> Have ALL required current and projected fire MET weather forecasts been obtained and are they favorable Yes/No?
- (3) SS <sup>BY BB</sup> Are ALL planned operations and equipment on-LSC site available and operational Yes/No?
- (4) HH <sup>BY BB</sup> Have ALL personnel been briefed on project objectives, their assignment, safety hazards, escape routes, and safety zones Yes/No?
- (5) WA <sup>BY BB</sup> Is ALL of the required aerial equipment in place and in working order Yes/No?
- (6) KAC <sup>BY BB</sup> Is ALL of the required ground equipment in place and in working order Yes/No?
- (7) BB <sup>BY BB</sup> Can the burn be executed according to plan and will it meet management objective Yes/No

### 18.2 HELICOPTER AND FIXED WING OPERATIONS

- (1) NS <sup>BY BB</sup> Have ALL aviation safety requirements been met Yes/No?
- (2) DC <sup>BY BB</sup> Have aerial hazards been noted Yes/No?
- (3) WA <sup>BY BB</sup> Have pilots been apprised of unavoidable flight hazards Yes/No?
- (4) WA <sup>BY BB</sup> Have pilots been reminded of hazards Yes/No?
- (5) DC <sup>BY BB</sup> Have overflights been avoided and personnel placed away from flight paths Y/N?
- (6) NS <sup>BY BB</sup> Are helibase and airport controls in place Yes/No?
- (7) OS <sup>BY BB</sup> Have communications been reviewed Yes/No?

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INFORMATION FOUND ON ATTACHED BURN PLAN PAGE 52 13.17.2 PROVIDED BY MUTATION PROSPECT MGR. 6/23/03 10:16 PM

(8) AL LSC Is dedicated frequency established Yes/No?

(9) AL LSC Is security plan in place Yes/No?

**18.3 SMOKE MANAGEMENT**

(1) KA MET Have ALL smoke management description specifications been met Yes/No?

**18.4 PUBLIC SAFETY**

(1) RJD BB Has flyover been performed before ignition to look for trespassers Yes/No?

**18.5 GENERAL**

(1) RJD BB Has the availability of ALL contingency sources been checked and are they available Yes/No?

(2) RJD BB Have all the pre-burn considerations identified in the prescribed burn plan been completed or address Yes/No?

(3) RJD BB Have ALL the requirement notifications been made Yes/No?

(4) RJD BB Are ALL permits and clearances obtained Yes/No?

(5) RJD BB In your opinion, can the burn be carried out according to the prescribed burn plan and will it meet planned objective Yes/No?

(6) Jack Riso OMC Fire Chief Are sufficient backup resources available for containment of OMC Fire escapes Yes/No?

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If all the questions were answered "YES", proceed with a test fire. Document the current conditions, location, and results.

**CERTIFIED BY:**

Ron Dougherty TITLE: Burn Boss DATE: 10/24/03  
Ron Dougherty, Fire Stop

Jack Riso TITLE: Fire Chief DATE: 10/24/03  
Jack Riso, Ord Military Community

No Burn day. Red flag warning. Jack Riso  
All items are met per prescription 10/24/03

**10.8 BURN DAY MONITORING FORM (TO BE COMPLETED AFTER THE TEST BURN)**

Date: 10-24-03

Test Burn Location: Eucalyptus and Evolution Roads near NW Corner of Burn

Weather: (RAWS) at [0800] Hours was in prescription = Temperature 51 Degrees F;  
Relative Humidity 63%; Fuel Moisture 15%; Average Wind Speed 4 mph Direction 93 ;  
(RAWS #2) at [0800] Hours was within prescription = Temperature 53 Degrees F;  
Relative Humidity 52%; Fuel Moisture 12%; Average Wind Speed 8 mph; Direction 101.

Fuel Consumption Rate: Objective was met. Good consumption of litter and crown fuels

Flame Lengths (in feet): Within Prescription. 16' to 31'.

Smoke Column Height (in feet): Shallow, low angle to horizon at ignition point but several hundred feet as it crossed Seaside.

Transport Dispersal: Within prescription (See above) for 10 minutes.

Fire Behavior: Fire burned with good intensity and virtually all of the smoke was generated by high intensity flaming combustion that was within prescription.

**Recommendation to Proceed:**

<u>Verbal at approximately 0905</u>	<u>10-24-03</u>
Meteorologist	Date
<u>Verbal at approximately 0905</u>	<u>10-24-03</u>
Fire Behavior Analyst	Date
<u>Verbal at approximately 0905</u>	<u>10-24-03</u>
Burn Boss	Date

**Remarks:** The following recommendations were communicated verbally via the radio to Incident Command Post (ICP) Logistics Section Chief.

Fuel Moisture was higher than prescription 15% instead of the 8% listed in the burn plan. The test burn verified that the 8% was too low and that the 15% was appropriate for the burn.

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