**TOPIC:** SCENARIOS

**TIME FRAME:** 1:00

**LEVEL of INSTRUCTION:** Level II

**TERMINAL LEARNING OBJECTIVE:** At the end of this topic, a student, give incident situations, will be able to identify and describe typical situations that may be encountered as a ST/TFL, so that a predetermined systematic problem analysis is completed and can be documented or reported for standard outcomes.

**ENABLING LEARNING OBJECTIVES:**

1. Identify and determine incident elements that need attention for the 21 scenarios that each slide shows

2. Determine elements and decisions as to what the resolve is to the problem

3. Describe suggested outcomes

**MATERIALS NEEDED:**
- Writing board with markers/erasers
- Appropriate audio visual equipment
- Appropriate audio visual material

**REFERENCES:**
- S-330 Strike Team/Task Force Leader, NWCG,

**PREPARATION:** Deployment to an incident may bring unique and unexpected problems and issues that you need to resolve as a ST/SFL. Gathering all the facts about a situation, getting the full story on both sides and making notification to various positions within the ICS organization, will help you come to a quick resolve
I. ENABLING OBJECTIVES

A. Identify and determine incident elements that need attention for the 21 scenarios that each slide shows

B. Determine elements and decisions as to what the resolve is to the problem

C. Describe suggested outcomes

1. To assist in problem solving, consider:

   a) Identify
      1) Information gathering
         • Who, What, When, Where, Why

   b) Verify
      1) Two sides to every story
         • Intelligence vs Information

   c) Notify
      1) Who in the ICS organization can help you or should be aware of the situation

II. SCENARIOS

A. Scenario # 1

1. Your XYZ Strike Team arrives home safe after a 9 day assignment

2. 3 days later, one of the departments participating on the ST/TF informs you that their handheld radio was broken on the incident and wants to know how to get the incident to pay for the damage
### B. Resolution #1
1. The agency was informed that unless the radio had been taken to COML for documentation of damages and processed through Comp/Claims on the incident, prior to demobilization, the incident is not responsible for the repairs.
2. The CFAA has specifics on this issue.

### C. Scenario #2
1. The incident informs you at 1700 hours that they are demobilizing all local government resources and that you are to report to demob immediately.
2. You just got off of day shift.
3. Your travel time home is 6 hours.

### D. Resolution #2
1. You just got off of day shift and are entitled to rest prior to demobilization (This is a safety issue).
2. Resources demobilized from an incident are to be at home no later than 2200 hours (This is per the California Mobilization Guidelines).
3. In the absence of an AREP assisting to resolve this, you could go to the incident Liaison Officer or Incident Commander.

### E. Scenario #3
1. The STL, after checking in at the incident, goes to Comp/Claims to present them a bill for a tire replacement that he paid for on another department’s engine while enroute to the incident and wants to be reimbursed.
<table>
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<tr>
<th>PRESENTATION</th>
<th>APPLICATION</th>
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<tbody>
<tr>
<td>F. Resolution # 3</td>
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<tr>
<td>1. The incident is not responsible for this</td>
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<tr>
<td>2. Agencies must support their own resources while enroute to and returning from an incident per the CFAA</td>
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<td>3. This should have been presented to the AREP before going to Comp/Claims</td>
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<td>G. Scenario # 4</td>
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<tr>
<td>1. Your ST has been assembled for an assignment to Southern California</td>
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<td>2. While making your first meal stop, one of the engines informs you that they do not have the ability to pay for any food</td>
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<td>H. Resolution # 4</td>
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<tr>
<td>1. Make contact with the agency involved and see if you can be reimbursed</td>
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<td>2. Agencies participating in these events should be prepared for logistics while enroute to and returning from an incident</td>
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<td>3. This should have been caught at your assembly briefing</td>
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<td>4. This should be something covered in pre-season readiness exercises</td>
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<td>I. Scenario # 5</td>
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<tr>
<td>1. During mechanical demobilization, you are informed that one of the local government engines has been red tagged and cannot be driven home</td>
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<td>J. Resolution # 5</td>
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1. This happens with some frequency

2. Determine nature of problem (worn tires, brakes, steering, etc.)

3. Notify AREP for determination of incident responsibility or logistical support needed to initiate repairs if possible

4. Coordinate with home agency for payment authorization and alternate travel home

K. Scenario # 6

1. One of the engines on your Strike Team is being repaired on the incident

2. Your ST is re-dispatched, immediate need, to another incident

L. Resolution # 6

1. Make sure that repairs are going to be done on the incident and that the incident will provide logistical support for the crew

2. Provide contact information to the engine crew and have them form up with you at the new incident when repairs are complete

3. You will have some F-42 pay document issues to deal with

4. Notify your AREP

M. Scenario # 7

1. Your ST is involved in a large mobilization in California with numerous fires

2. You’ve been sleeping on the ground with no cover for the last 5 days
### SCENARIOS

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<td>3. Cold night temperatures and weather are predicted to move in</td>
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<td>4. Your crew is complaining of lack of sleep</td>
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#### N. Resolution # 7

1. Contact your AREP to see if provisions can be made to resolve this situation
2. Contact supply to see if tents, tarps, heaters or other items are available for you to use
3. Motels may be an option if they are available through the incident
4. Be resourceful with this problem, there are a lot of ways to potentially solve this

#### O. Scenario # 8

1. You have exhausted all efforts to resolve the rest issue from before
2. Your crew has informed you that they are willing to stay in motels at their own expense for one night to rest and clean up

#### P. Resolution # 8

1. Make sure the incident is aware of your location
2. Be responsible for your actions while “off shift” (you’re still on the clock)
3. Report in a timely manner to your next shift briefing
4. Inform your AREP of the situation

#### Q. Scenario # 9
### SCENARIOS

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<tr>
<td>1. While on an out of county ST response with local government engines, your Fire Chief calls you to inform you that they are experiencing numerous fires at home and want (demanded) you to be released from the incident to come home.</td>
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**R. Resolution # 9**

1. Most Fire Chiefs understand the participation parameters of the California Fire & Rescue Mutual Aid System, but this can and has happened.

2. In most cases, efforts will be made to accommodate this request but you have to be properly demobilized.

3. Notifications will need to be made to your OES Region and Operational Area Coordinators.

4. Contact your AREP or incident Liaison Officer immediately and inform them of this situation.

**S. Scenario # 10**

1. The incident has put your ST up in a motel for the night.

2. You discover that several of the engine crews are eating pizza and drinking beer out by the motel pool.

**T. Resolution # 10**

1. Remember different rules for different folks.

2. You need to inform the crew that this practice is unacceptable and that even though they are “off shift”, they are still on the clock.
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<td>3. This kind of event leads to bad publicity and has been the reason for strike teams being sent home.</td>
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<td>4. Strike Team Code of Conduct can set the benchmark for expected behavior.</td>
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U. Scenario # 11

1. Your ST has been assigned to a subdivision several miles away from a fire that has been controlled for sometime.
2. Crewmembers from various engines are not in full PPE and some are sitting on lawn chairs if full public view.

V. Resolution # 11

1. Remind your folks that you are on a shift plan and as such, PPE is required.
2. Remember that your folks are flying the flag of their organization at home and need to act professionally.
3. Training opportunities present themselves well here.

W. Scenario # 12

1. Your engine ST had 1,000 feet of 1-1/2" hose burned on a division.
2. You have informed your DIVS and a ICS 213 was signed by him.
3. When you arrived at supply, they informed you they have no 1-1/2" hose.
4. You are scheduled to demob tomorrow.

X. Resolution # 12
### SCENAROS

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<tr>
<td>1. Make sure you have the proper documentation from the incident that will enable you to purchase the hose once you return home</td>
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<td>2. This usually involves a “S” number being authorized by the incident</td>
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<td>3. If you are a CFAA ordered resource, there are specifics you must follow in order to receive reimbursement</td>
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#### Scenario # 13

1. You are assigned to a Structure Protection Group and moving into an area where numerous homes are present

2. While traveling into the area, you discover that the Division is pulling their people of the same area

#### Resolution # 13

1. There may be a “disconnect” here between the Div/Group Supervisors

2. Make every attempt to gather intelligence regarding this situation and communicate it to your ST/TF

3. This disconnect sometimes happens

4. Make sure you are applying risk assessment to situations like this

#### Scenario # 14

1. You are assigned to an incident that is utilizing sleeping trailers

2. You made reservations for your ST to rest the day before
3. You arrive to find that your name has been removed from the list

BB. Resolution # 14

1. This has happened especially when there are more crews to sleep than there are trailers

2. Operations or Facilities has prioritized those resources who need rest

3. You'll need to take this up with your AREP or Liaison

CC. Scenario # 15

1. One engine of your ST is staffed with personnel from Cal Fire

2. They inform you that they have been able to obtain motel rooms for the Strike Team

DD. Resolution # 15

1. Is the incident aware of this and was it done with full disclosure

2. Does the motel unit think that they just put up a Cal Fire Strike Team rather than Local Government

3. Never split up the strike team

4. Question: Do labor contracts fit into this?

EE. Scenario # 16

1. Your ST is off shift. Sleeping accommodations at incident base are less than desirable

2. You re-con a park with some lawn and shade in an out of the way place several miles from base camp
3. You inform your AREP that you will be doing your R&R there and leave your cell phone number

**FF. Resolution # 16**

1. What would happen if your ST caused property damage at this location?

2. What would you do about permissions from the landowners?

3. With everything good about this, something just as bad can come of it

**GG. Scenario # 17**

1. Your ST received a motel slip for rooms for your strike team

2. You arrive at the hotel at 2300 hours and they have over sold the rooms leaving you one room short

3. Your attempt to contact the incident regarding this was unsuccessful

4. You had to purchase a room at another facility

**HH. Resolution # 17**

1. You resolved the problem by purchasing a room at another facility

2. You'll need to tell the motel unit at the incident what happened

3. You will have to process a comp/claims form to get reimbursement via an “S” number

4. Does the CFAA come into play here?

**II. Scenario # 18**
<table>
<thead>
<tr>
<th>PRESENTATION</th>
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<tbody>
<tr>
<td>1. You have a Type III ST on day shift</td>
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<td>2. The prior shift did some extensive firing</td>
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<td>3. Your shift assignment is to mop up 200 feet in</td>
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<tr>
<td>4. Your crew discover the foundation of a house within the firing operation area</td>
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**JJ. Resolution # 18**

1. Preserve the scene
2. Notify Division
3. Document everything on a ICS 214

**KK. Scenario # 19**

1. You have a Type I ST that resupplied from the previous shift where you stripped most of your engines 1-1/2” hose
2. During your shift, you discover that the supply unit CCC personnel thought that there was one roll of hose per box when in fact there was two
3. You now have 1,100’ of surplus hose and your crew says they have enough room for it

**LL. Resolution # 19**

1. Notify Division
2. Generate a ICS 213 explaining the situation and give this to supply when returning the hose and have them sign off on it
3. If division determines that there is a need for the hose, then have division sign off to that effect on a ICS 213 and give a copy to supply

**MM. Scenario # 20**
### PRESENTATION

1. A Type III engine on your ST ran over a rock that damaged the rear brake on your division while performing its divisional assignment.

2. A flatbed tow picked it up and brought it back to ground support.

3. Ground support required a credit card to order the part, which you gave them.

4. Ground support also told you the incident probably would not pay for it.

### APPLICATION

NN. Resolution #20

1. What does the CFAA say about damages if incident related?

   a) If no negligence, operator error, wear and tear... then the incident is responsible.

2. What steps need to be taken if it is incident related?

   a) Follow Exhibit H in the CFAA and get an "S" number.

3. Who can assist you with this situation?

   a) AREP, FSC, Comp/Claims, LOFR.

4. Would you be responsible for the tow?

   a) If incident related, the incident is responsible for the tow.

OO. Conclusion

1. There is a common theme to all of these scenarios.

   a) Document everything.
<table>
<thead>
<tr>
<th>PRESENTATION</th>
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<tbody>
<tr>
<td>b) ICS 213 General Message</td>
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<tr>
<td>c) ICS 214 Unit Log</td>
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SUMMARY:

It goes without saying that something unexpected, unplanned for and suddenly will come up during your deployment as a ST/TFL that will challenge you for a quick resolve. Having the ability to sort things out and make some sense of it; thinking about a resolve or talking with someone within the ICS organization, will bring you to a successful conclusion.

EVALUATION:

The student will complete a written quiz at a time determined by the instructor.

ASSIGNMENT:

Review your notes and read the appropriate section(s) in your student supplement in preparation for the upcoming quiz. Study for the next session.