



GISS Position Routine, Duties & Demobilization

The purpose of this lesson is to give a brief overview of several more aspects of what to expect as a GISS.

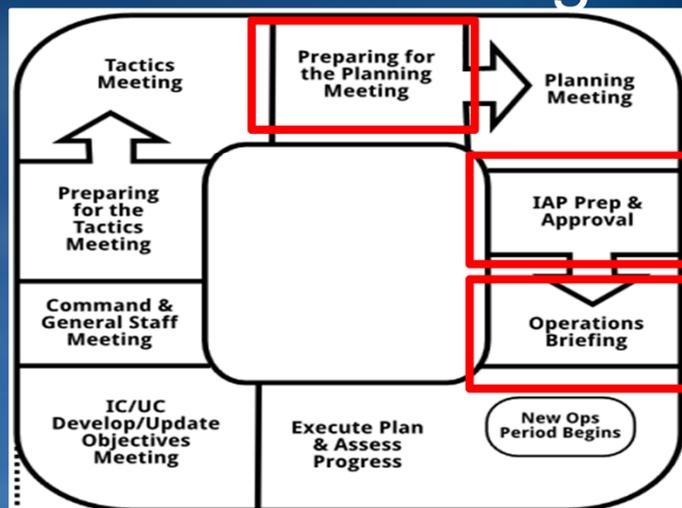
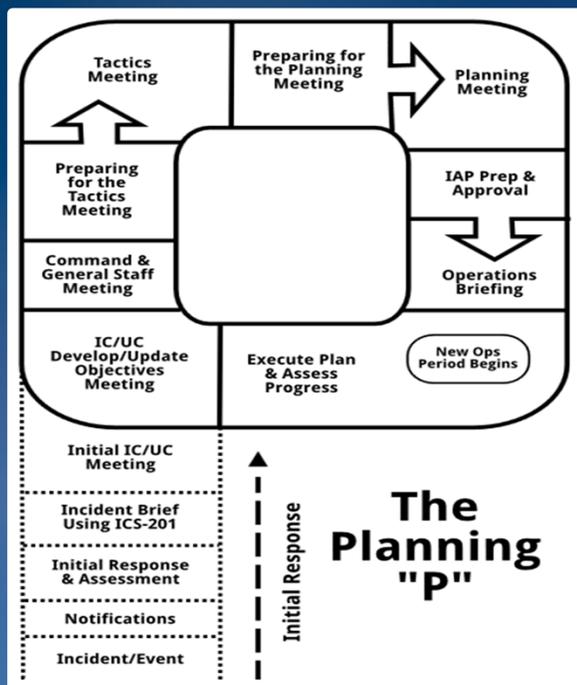
Lesson Objectives

- **Planning Cycle**
- **Product Basics**
- **Demobilization**



The objective of this lesson is to learn about
What your daily routine and schedule will be based on the Planning Cycle
A quick overview of product basics like purpose and audience
And demobilization

Familiarize yourself with the Planning P



The GISS position is in the Planning Section. This is the Planning Cycle. The planning P. You eat, sleep, and live by the planning cycle because of these deadlines. There are times associated with this cycle. You must have the Incident Action Plan map done in time so that it can be printed and included in the IAP. You must have the briefing map done in time for the operational period briefing. Those two primary maps and several others are dynamic - updated often and part of a big circle - that is the top portion of the P. I will go over a few basics of those two maps shortly.

GISS Workflow – Follow GSTOP

- **File Structure and Naming Conventions**
- **Working with Geodatabases on an Incident**
- **Map documents and map products**
- **Document any deviations**



But first, what else is important to the GISS workflow in addition to the times associated with the Planning cycle? Once you have established your workspace and got many of your questions answered and you know about the planning P so it is time to get to work. Follow standard workflow and methods of work outlined in GSTOP there are methods of work for data management

Build folders using the standard file structure and naming conventions

Follow standard methods of work for geodatabases – naming according to GSTOP and back up data as directed

Creating the map products according to the standards

Document any deviations from GSTOP for full understanding by another GISS

The customer...



It's the firefighters who are your customers – through the overhead team and leadership positions and through products created for them directly. Map products are critical for planning, tactical operations, safety and communication. Your products will be both hard-copy and digital for use on mobile devices. You will learn to become adaptable to the needs of the fire staff and the overhead team and provide the products that they need to do their jobs. The Situation Unit Leader will help you do that.

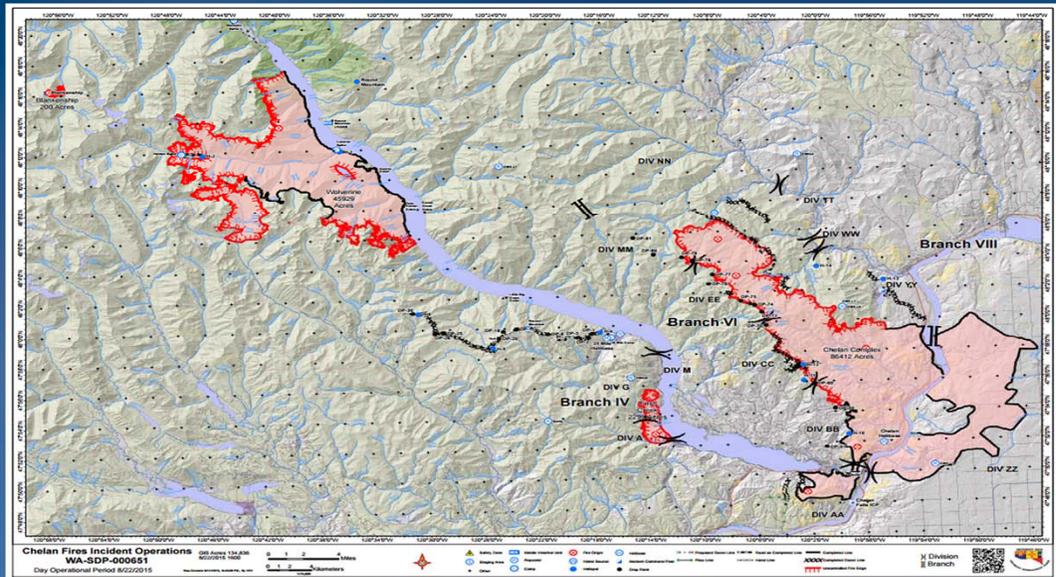
Maps are an important part of any briefing



A firefighters day starts at Briefing. The Briefing might start at 5:00 am. Your day could start earlier than 5:00 or after 5:00. If you can, make sure you attend a briefing. It's very important that you understand how the people see and use your products. The briefing may be the first or only instance where your products are shown and used by some personnel

You may get to hear comments about the maps too – that something's not quite right or you can pick up some information on what needs to be improved.

A Briefing Map should be simple



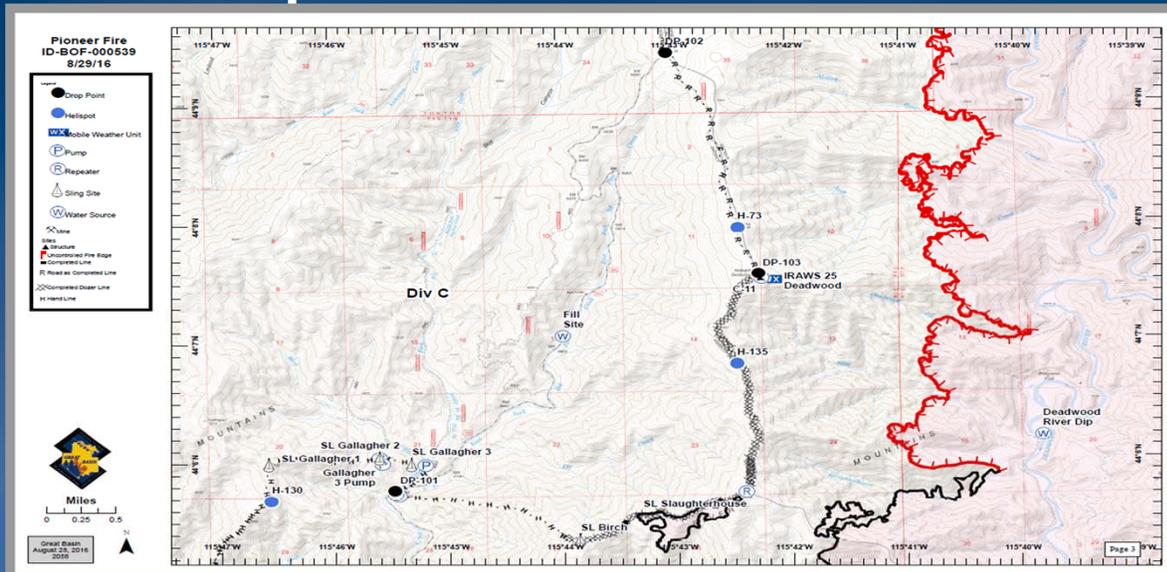
Some maps are created smaller audiences, some or larger. A briefing map is for a large audience. A briefing may be from a stage and the map displayed (printed or projected) three or four panels wide - a whole stadium of people behind it and they've got to be able to see it from the front to the back.

Briefing maps are very basic maps and often lack aesthetics. They are not "pretty" maps.

Basic is always better for clear communication.

You never know who is going to be briefing from your map. Simplicity is key.

IAP Map



The IAP map. The IAP map is included as part of the Incident Action Plan (IAP). The IAP and map is handed out at the briefings and it needs to be a very clear map of the perimeter and surroundings. Here's an example of an IAP map. The briefing map and IAP map are 2 of the primary maps produced by the situation unit

Primary maps are:

IAP

BRIEFING

Situation Unit (sometimes called plans)

Transportation

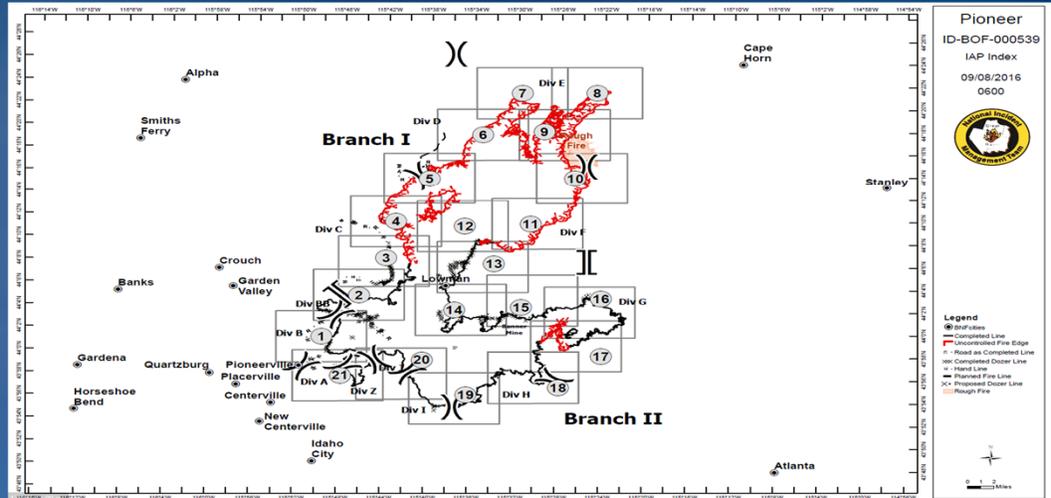
And Progression

When you create the IAP map you are also working on the situation unit map.

You'll be able to take your data from one map and use it in slightly different ways to produce the maps that are needed for other sections also – operations, safety, air ops, information

In addition to the primary maps there are many other maps that you will be asked to create.

IAPs are both Paper and Digital



IAP map products could be both hard copy and digital.

Be prepared to post a QR code on your map for use in Avenza on a mobile device

1000-1600

A great time to clean up maps and data. Identify production cycles

- Work with SITL or GISS Lead to coordinate needs
- Make corrections to maps
- Update Geodatabases



As mentioned, the planning P has times associate with it. Coordinate with the Situation Unit on what these times are and what products are needed when. Identify time for data management and clean up. This 6 hour timeframe is one possible example for that – the window between operations going out in the field and coming in from the field.

Planning Meeting

Many products may be required



Look at the Planning Cycle and identify when the planning meeting is and find out from the SITL what products will be needed. Like attending the briefing, you may ask your situation unit leader if you can attend a planning meeting. It is a good opportunity to understand how your Situation Unit map is used.

Drop everything, we need...



The planning cycle drives your work but several things may throw the planning P off schedule or just make it more challenging. Dignitaries commonly drop by incidents. It is always important to remain flexible!

Beyond map making...



Looking at the Planning Cycle it is clear that creating products is the bulk of the GISS workload. But what other opportunities or duties may come up? And why would you need to have Personal Protective Equipment (PPE) as a GISS? Firefighter qualified or not, you may be asked to or be given the opportunity to go to the fire line. Or in a helicopter. In both cases you must wear PPE. If you need to have this equipment and you didn't come with it, you may check it out at supply.

Know how to use your GPS or Mobile Mapping Device



You may be asked to map the fire from a helicopter. You only get one try at getting the fire perimeter on a helicopter flight.

Know how to use your GPS or mobile device. You should be proficient at it.

And if you are prone to motion sickness this is even more important – fussing around with your device may make you sick.

If you aren't proficient with your mapping device or are uncomfortable going up in the helicopter, don't go. You may decline the mission. Talk to your SITL about how to get it done. Find out who is available and knows how to map the fire, or properly train someone who can go - that may be your job rather than mapping it yourself.

Things look different on the line



If you go to the fireline–

Use your map to navigate to it and around – see if your products work!

You will also make better maps if you have a good idea of what's going on and what the ground really looks like

1600- 2200

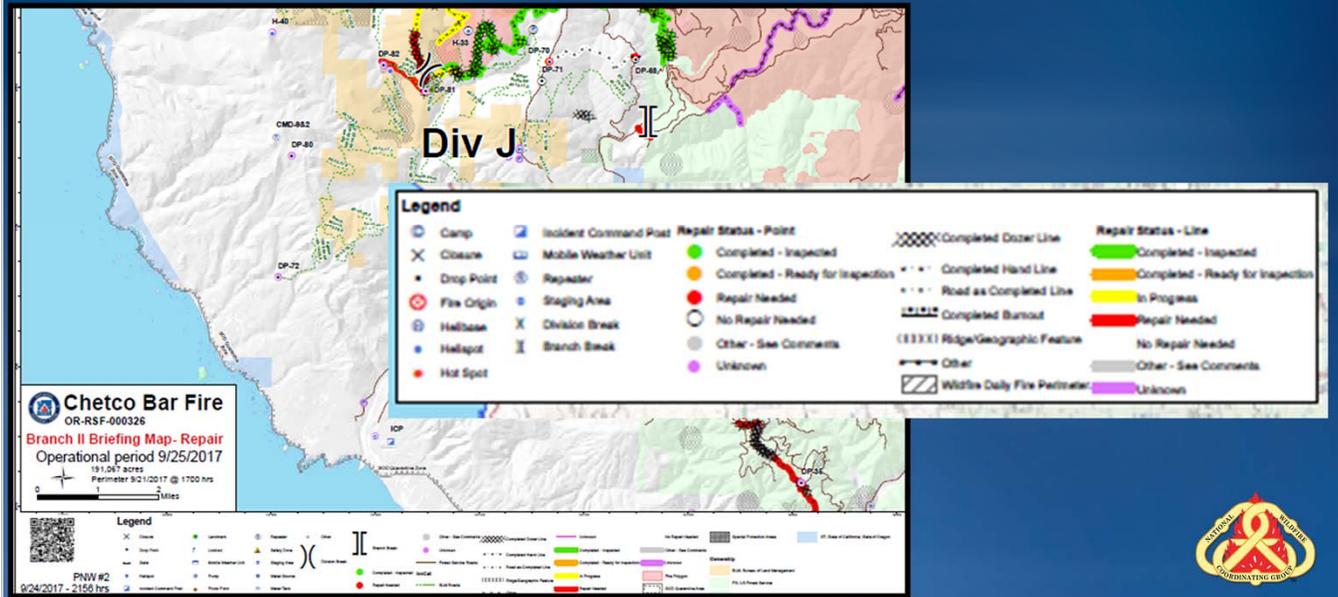
Prepare for fire fighters returning to ICP

- Coordinate with SITL / GISS Lead on needs
- Have a GISS identified as the “GPS / Mobile” download lead or troubleshooter
- Map and product production should be outlined before this time



If you have a night shift then the planning cycle includes getting the maps ready for the night operational period. Make sure you have enough time for plotting. If you're fortunate enough, you will probably end up with a plotter in the GISS area or in ICP. Allowing for enough time for plotting is critical since it should include travel time to/from the plotter if it is not on sight. And plotters run out of ink, paper and may have technical issues. Adding extra time for unexpected issues is a smart idea.

Suppression Repair on large fires



Also, part of the job suppressing a fire is cleaning up the suppression damage. Be prepared to work just as hard and as many hours creating suppression repair maps and as you would supporting fire suppression operations.

You can't leave until you check out



Before you know it, your 14 days of assignment will be over.

But you can't leave until you check out. Remember, you had to check in just like going through the airport security and so on and making sure everything was good and that you were safe and you got there. Now you have to check out.

Talk with your situation unit leader about a check out sheet – this will make sure you complete everything you need to before leaving.

Always
treat the
people in
finance
nicely



Usually the last people on your check out sheet are the finance people.
You always want to be nice to finance because after all, they're the ones that are going to show your time. Double check your recorded time.
Don't just sign on the bottom line without doing that.

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To review, this lesson covered

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And demobilization