

Leadplane Training Lesson Plan

Incident Command System

12-01-N9065-HO

Objective:

To develop the student's proficiency in the use of the incident command system (Phase 2).

Content:

It is worthwhile to cover the Incident Command System (ICS) so that the chain of command is understood under the varying layers of command and control that leadplane pilots will encounter on incidents. ICS is a system designed to manage all types of incidents regardless of type and complexity. ICS expands and contracts based on the needs and complexity of the incident.

Unity of Command

Unity of command is a concept used by ICS where positions will only have one supervisor. Two questions to ask are who do you work for and who am I taking direction from? In most situations the answer to these questions will be the same person or position. At times the leadplane may be working for one person and taking directions from another. This in itself should not raise too much concern but the leadplane will need to be aware that this situation could provide an opportunity for conflicting direction.

Leadplane Example:

When there is an ATGS over a fire, the leadplane works directly for the ATGS. At times the ATGS will have the leadplane communicate directly with a Division Supervisor for direction with regard to retardant use on that division. The leadplane pilot can find themselves in a situation where they are receiving conflicting orders from the ATGS and the Division Supervisor.

Recon Helicopter Example:

The recon helicopter pilot can find themselves in a situation where the IC, onboard the helicopter, is giving them conflicting orders with that of aerial supervision.

Span of Control

Span of control is another concept used by ICS where any one position will have a limited number of resources to supervise. When the number of resources supervised exceeds an individual's span of control, ICS provides a way to insert positions into the

management structure to reduce span of control to a manageable level. The expansion and contraction of the ICS is based on span of control.

Factors that influence a leadplane pilot's span of control are experience, dissimilar resources, size of the incident, visibility, and terrain.

The primary ICS positions a leadplane will interact with are:

- Dispatch, Geographic Area Coordination Center (Great Basin Coordination Center).
- Dispatch, Local Dispatch (Boise Dispatch).
- ATGS, Air Tactical Group Supervisor (Pioneer Air Attack).
- IC, Incident Commander (Pioneer IC).
- Operations Section Chief (Pioneer Ops).
- Division Supervisor (Division Bravo).
- Strike Team Leader (Strike Team Leader Smith).
- Crew Boss/Engine Captain (Pleasant Valley Hot Shots or Engine 451).
- Firefighter (identified by last name).

Basic Chain of Command

Initial Attack

Incident Commander (IC).

Division Group Supervisor.

Crew Boss, Engine Captain, Firefighter.

Extended Attack

Incident Commander.

Air Tactical Group Supervisor (ATGS).

Division Group Supervisor.

Crew Boss, Engine Captain, Firefighter.

Completion Standards:

The lesson is complete when the student can demonstrate the use of and understands the chain of command in the incident command system in a fire environment. Safety will never be in question and use of the ICS will be accomplished without the reliance on the evaluator.