LA County large fires

<table>
<thead>
<tr>
<th>Year</th>
<th>Name</th>
<th>Size</th>
</tr>
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<tbody>
<tr>
<td>2002</td>
<td>Copper</td>
<td>5,665</td>
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<td>2003</td>
<td>Verdale</td>
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<tr>
<td>2004</td>
<td>Pine</td>
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<tr>
<td>2005</td>
<td>Topanga</td>
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<tr>
<td>2006</td>
<td>Quail</td>
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<tr>
<td>2007</td>
<td>Buckweed</td>
<td>38,356</td>
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<td>2008</td>
<td>Sesnon</td>
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Airtanker Order Analysis

From Ralph Domanski:

The Incident Commander called the ANF ECC at approximately 12:53 AM on August 26th he said he wanted three airtankers. *The order was entered into ROSS as aviation orders A-15, A-16 and A-17.

Later that morning when the night duty Aviation Dispatcher was briefing with the day duty Aviation Dispatcher they saw an order for 3 airtankers requested by the IC at 12:53 AM under aircraft orders A-35, A-36 and A-37. These were duplicate orders from earlier that morning. It was documented in ROSS that orders A-15 through 17 were duplicate orders and cancelled. The aviation orders were filled for the day by South Ops. The documentation of the cancel of orders A15 through 17, shows in orders A35, A36 and A37. I was told by the ANF ECC Manager there were no delays in getting airtankers on the incident due to the ordering described above.

*- I haven't been able to tell who put the original order for airtankers in ROSS the Night Duty Aviation Dispatcher or ANF Expanded. ANF can't help with this either. We will get you the other info you requested ASAP. Thanks! Ralph.

From additional ROSS data analysis

00:55 - 3 Air Tankers ordered by Monique Hawthorne at CA-ANCC to be over the fire at 07:00 (A-16, A-17, A-18). These requests were never placed anywhere and never filled.
08:42 - The 4 air tanker orders were placed up to CA-OSCC.
08:55 - The 4 air tanker orders were filled by Vicki Patterson.
09:05 - A-16, A-17, A-18 were cancelled by Anna Marie Mercado. Documentation shows that A-35, A-36., A-37, A-38 were replacements.
2042 - Air Tankers were released.
Question: Why are air tankers not assigned at night for the next day shift in ROSS?

1. During high fire activity, with multiple ongoing incidents, South Ops does not assign air tankers in ROSS until they are enroute to a fire. Air tankers are routinely reassigned to new starts prior to the original incident needing them in the morning. The tentative lineup is faxed and/or emailed to all affected air bases and incident hosts for the next day's assignments. It is understood that this line up is tentative and is pending for the following reasons;

   A) Air tankers can be sent to initial attack fires (new Starts).

   B) The priorities change for the fires the next day. Each day the active fires are prioritized by the coordinators or MAC's groups this to facilitate air tanker coverage for initial attack and support of large fires.

   C) Many times air tankers do not fly early morning missions due to smoke inversion and/or fog. Due to the fog or inversion, the air tankers may be assigned to lesser priority fires with the understanding that they will be reassigned to the higher priority fire once the inversion clears or lifts.

   D) Aircraft are often determined to be out-of-service first thing in the morning requiring South Ops to change the line-up based on how many and which types were originally requested.

2. As stated in the California Mobilization Guide, South Ops relies on priorities set by the Multiagency Coordinating Group (MAC) for dispatching resources. This is accomplished at different levels and affects various resources. When the MAC is in session they have a priority list to us by 20:30. This is when the final air tanker assignment list is created. The MAC does not decide which tankers go to the fires, only the number of tankers and the type. The aircraft dispatcher then dispatches the closest air tanker to the highest priority fire, and so on. If there is an initial attack fire the aircraft dispatcher diverts the closest aircraft from any ongoing fire.

3. South Ops strives to make routine ordering and dispatch procedures a daily practice. We have found it easier to provide this service to the forests and units when we follow a standard and stick to it. This process includes ensuring air tanker requests for the following day are placed to South Ops by 19:00 as stated in the California Mobilization Guide. This allows for the tentative assignment of tankers, and allows for enough time to fax or email this information to airbases and hosting agencies. Dispatchers on the night shift can make adjustments when needed due to new starts or priorities changing through the night and morning hours. Additionally, it allows for the pilots to meet their duty day limitations.

These procedures have been established due to the extreme fire activity South Ops faces every fire season and the lack of available air tankers. With the numerous diverts and changing situations we try to make the dispatch process as easy and seamless as possible for the forests, units and contract counties.