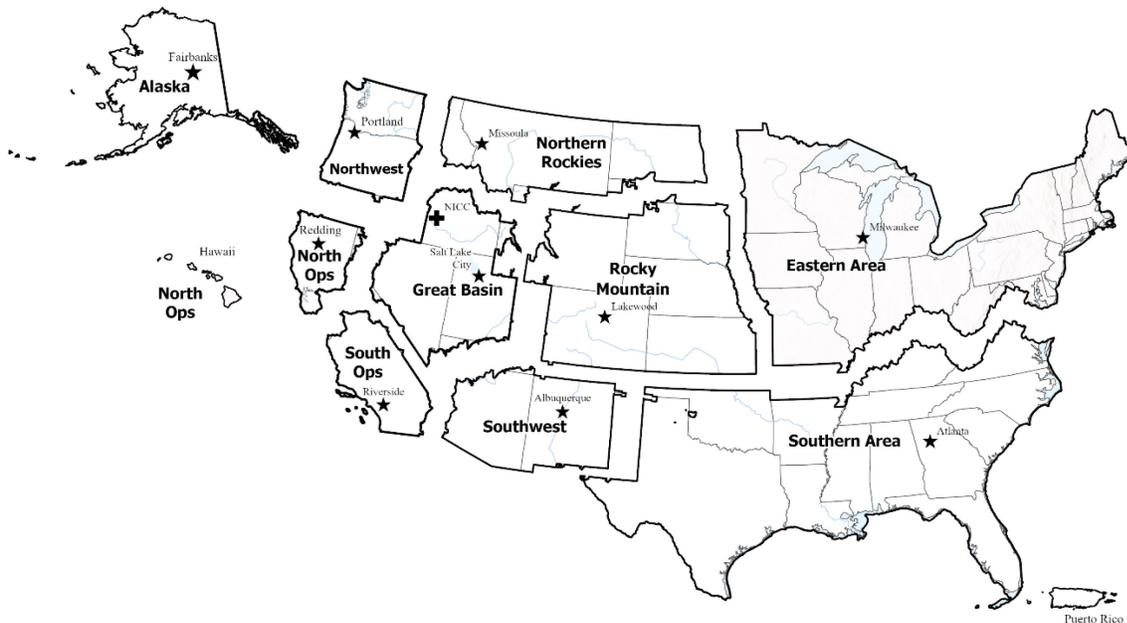


# NATIONAL INTERAGENCY MOBILIZATION GUIDE

## Geographic Areas



March 2023



# NATIONAL INTERAGENCY FIRE CENTER

3833 South Development Avenue Boise ID 83705



DATE: March 1, 2023

TO: Agency Personnel

FROM: NIFC-Multi-Agency Coordinating Group

SUBJECT: 2023 National Interagency Mobilization Guide



Attached is the 2023 National Interagency Mobilization Guide. This Guide is written to reflect the interagency needs of the user and formatted to accept local inserts.



The signatory agencies have directed the National Interagency Coordination Center (NICC) with review and oversight from the National Multi-Agency Coordinating Group (NMAC) to annually revise, publish, and distribute the National Interagency Mobilization Guide by March 1, and issue errata to this document.



The National Interagency Mobilization Guide establishes the standards for mobilization and demobilization of resources in response to wildland fire and all-hazard events. It is the foundational document instituting overarching processes for total mobility of resources.



Suggestions for modification of the publication can be submitted at any time during the calendar year. The NICC will accept suggestions for changes either through your signatory agency, through your Coordination Center (GACC), or through established interagency organizations such as NWCG Committees, recognized interagency groups (CGAC, ICAC, etc.), and functional areas (NIICD, RAWS, etc.).



The NICC will present all recommended changes to NMAC for their final acceptance and approval. Explanation of the modification process, instructions on how to submit changes, and the change request form are located on the NICC website located at <https://www.nifc.gov/nicc/mobguide/index.html>





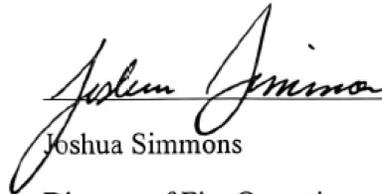
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## CHAPTER 10

### OBJECTIVES, POLICY AND SCOPE OF OPERATION

#### MISSION STATEMENT – NATIONAL INTERAGENCY COORDINATION CENTER

The principal mission of the National Interagency Coordination Center (NICC) at the National Interagency Fire Center (NIFC) is the cost-effective and timely coordination of land management agency emergency response for wildland fire. As a partner in the National Response Framework (NRF) and as interagency cooperators, we will also meet the requirements of all-hazard incidents as directed by the NRF or Presidential and Secretarial direction. This is accomplished through planning, situation monitoring, and expediting resource orders between the Bureau of Indian Affairs (BIA) Areas, Bureau of Land Management (BLM) States, National Association of State Foresters (NASF), Fish and Wildlife Service (FWS) Regions, Forest Service (FS) Regions, National Park Service (NPS) Regions, National Weather Service (NWS) Regions, Federal Emergency Management Agency (FEMA) Regions through the United States Fire Administration (USFA) and other cooperating agencies.

#### PURPOSE

The National Interagency Mobilization Guide identifies standard procedures that guide the operations of multi-agency operational and logistical support activity throughout the national coordination system. This guide is intended to facilitate interagency dispatch coordination, ensuring timely and cost-effective incident support services are provided. It is designed to accommodate amendments as needed and will be retained as current material until amended. Local and Geographic Mobilization Guides should be used to supplement the National Interagency Mobilization Guide.

#### TOTAL MOBILITY CONCEPT

The national coordination system uses the total mobility concept to position and utilize resources to meet existing and anticipated incident, preparedness, severity, and wildland and prescribed fire needs regardless of geographic location or agency affiliation.

#### PRIORITIES

When competition for wildland fire resources occurs among Geographic Areas, the National Multi-Agency Coordination Group (NMAC) at NIFC will establish national priorities and confirm drawdown levels.

When requested, Geographic Areas will establish priorities for their incidents and wildland fires and report them to NICC.

The single overriding suppression priority is the protection of human life – both, that of our firefighters and of the public.

In setting national priorities and drawdown levels, the following criteria will be considered:

- Protecting communities and community infrastructure, other property and improvements, and natural and cultural resources.

- Maintaining initial attack capability.
- Limiting costs without compromising safety.
- Meeting agency suppression objectives.
- Support to National Response Framework (NRF) taskings.

### **LOCAL AND GEOGRAPHIC AREA DRAWDOWN LEVELS**

Drawdown is the predetermined number and type of fire suppression resources that are required to maintain viable initial attack (IA) capability at either the local or the Geographic Area.

Drawdown resources are considered unavailable outside the local or geographic area for which they have been identified. Drawdown is intended to ensure adequate fire suppression capability for local and/or geographic area managers and enable sound planning and preparedness at all management levels.

Although drawdown resources are considered unavailable outside the local or Geographic Area for which they have been identified, National Resources may still be reallocated by the Geographic Area or NICC in coordination with NMAC to meet higher priority obligations.

Local drawdown is established by the local unit and/or the local MAC Group and implemented by the local dispatch office. The local dispatch office will notify the Geographic Area Coordination Center (GACC) of local drawdown decisions and actions.

Geographic Area drawdown is established by the Geographic Area Multi-Agency Coordination Group (GMAC) and implemented by the GACC. The GACC will notify local dispatch offices and NICC of Geographic Area drawdown decisions and actions.

### **NATIONAL READY RESERVE**

National Ready Reserve (NRR) is a means by which NMAC identifies and readies specific categories, types, and quantities of fire suppression resources in order to maintain overall national readiness during periods of actual or predicted national suppression resource scarcity.

National Ready Reserve implementation responsibilities are as follows:

- NMAC establishes National Ready Reserve requirements by resource category, type, and quantity.
- NICC implements NMAC intent by directing individual GACCs to place specific categories, types, and quantities of resources on National Ready Reserve.
- GACCs direct local dispatch centers and/or assigned IMTs to specifically identify resources to be placed on National Ready Reserve.
- NICC mobilizes National Ready Reserve resources through established ordering channels as necessary.

National Ready Reserve resources must meet the following requirements:

- May be currently assigned to ongoing incidents.
- Must be able to demobilize and be enroute to the new assignment in less than 2 hours.

- Resources must have a minimum of 7 days left in a 14-day rotation (extensions will not be factored in this calculation).
- May be assigned to incidents after being designated ready reserve, in coordination with NICC; and
- Designated ready reserve resources may be adjusted on a daily basis.

NMAC will adjust ready reserve requirements as needed. Furthermore, in order to maintain national surge capability, NMAC may retain available resources within a Geographic Area, over and above the established Geographic Area drawdown level.

## **NATIONAL SURGE PACKAGES**

National Surge Package (NSP) resources are intended to assist GMACs with a means to accomplish critical tactical missions. Prioritization and use of NSP resources should be based on probability of success, values at risk, and a strategy that will likely result in completing key incident objectives that may maintain or reduce incident complexity and/or resource needs.

NMAC may assemble a variety of resources into NSP response packages. GACCs will be notified by NICC of the availability of NSP packages. Interested GMACs will provide a written request for NSP packages to NMAC through their NMAC liaison within 24 hours of notification. At any time, GMACs may also request specific resources for consideration and assembly by NMAC as NSP resources/packages.

Requests for NSP resource packages must include information about the strategy for use of the NSP package. This strategy should be specific and outline how the resources will be utilized to prevent specific incidents from increasing in complexity and/or to accomplish key incident objectives that decrease long-term resource needs on the incident(s).

The intent of NSP resource allocation is to assign the group of resources to a series of specific incidents to accomplish critical tactical and/or key incident objectives over the course of a three-to-seven-day span, then move the resources to the next priority incident. NSP resources should not be spread to multiple incidents where key incident objectives cannot be attained with a single NSP resource.

NSP resources may also be composed of support function personnel intended to assist GMACs with a means to reinforce key support functions during high tempo periods. Requests for support NSP resources should be based on current support function gaps and long-term outlook of support resource needs.

It is the responsibility of the GMACs to ensure NSP resources/packages are utilized in alignment with the original request.

## **SCOPE OF OPERATION**

### **National Response Framework (NRF)**

The NRF provides a comprehensive, national, all-hazards approach to domestic incident management across a spectrum of activities including prevention, protection, mitigation, and recovery. The NRF identifies the Forest Service as the Primary and Coordinating agency for implementing the Emergency Support Function (ESF) #4, Firefighting with the scope of

coordinating firefighting activities and providing personnel, equipment, and supplies in support of state, tribal and local agencies involved in wildland, rural and urban firefighting operations. The NRF also identifies the Department of Interior (DOI) as a Primary Agency, along with the United States Department of Agriculture (USDA), for implementing ESF #11, Agriculture and Natural Resources. The Forest Service and DOI also have Support Agency responsibilities under all 15 Emergency Support Functions.

Activities will be accomplished utilizing established dispatch coordination concepts. The affected GACC will coordinate ordering points with Regional Response Coordination Centers (RRCC) and Joint Field Offices (JFO). As necessary, it will pass on to NICC at Boise, ID for national response and logistical support when Geographic Area resources are fully committed. In the event of national level shortages or unavailability, the National Response Coordination Centers (NRCC) through the ESF #4 Desk in Washington, DC will pursue resolution of such shortages. Requests that originate from the NRCC will be processed through the Virginia Interagency Coordination Center (VICC) in Roanoke, VA. Situation and damage assessment information will be transmitted through established fire management intelligence channels.

In most cases, federal agencies, when requested to support the NRF, will provide base eight salaries for permanent employees. FEMA will reimburse overtime, travel, and per diem costs for all employees. Base eight salaries may be reimbursed for temporary, Administratively Determined (AD) and state employees mobilized to assist.

#### **U.S. Agency for International Development (USAID) Bureau for Humanitarian Assistance**

USAID Bureau for Humanitarian Assistance Requests for support from foreign countries other than those countries with which the Departments of Agriculture and Interior have agreements (Canada and Mexico) and arrangements (Australia and New Zealand) will come to NIFC from the Forest Service International Programs' Disaster Assistance Support Program (DASP) through the USAID's Bureau for Humanitarian Assistance (USAID/BHA). BHA is the U.S. Government's lead coordinator for international humanitarian assistance. Refer to the International Emergency Assistance Response Process, Operating Plan for USDA Forest Service.

More information about the mission of BHA and how it organizes and responds can be found at following web site:

<https://www.usaid.gov/who-we-are/organization/bureaus/bureau-humanitarian-assistance>

More information about DASP can be found at the following website:

<https://www.fs.usda.gov/about-agency/international-programs/program-topics>

## **MOBILIZATION/DEMOBILIZATION**

The NICC will coordinate the movement of all resources across Geographic Area dispatch boundaries not covered by local operating plans or other direction found in this guide. When it is reasonable to expect containment prior to the next operational period, dispatch centers at the local level should coordinate directly if resources are used for initial attack on adjacent jurisdictions. If it becomes evident the incident will not be contained during the first operational period, resources mobilized will be ordered through established ordering channels.

Resource mobilization and reassignments between Northern California Operations and Southern California Operations do not require resource orders placed through NICC. The NICC must be notified on movement of National Resources.

Units responding to non-compact requests are responsible for ensuring the resources dispatched meet the criteria specified in this Guide and/or the *National Wildfire Coordinating Group (NWCG) Standards for Wildland Fire Position Qualifications, PMS 310-1* found at the following link:

<https://www.nwcg.gov/publications/310-1>

Resources assigned to emergency incidents will follow sending agency dispatch procedures for travel to the incident. Incident agency dispatch procedures will be followed for return travel from the incident with the hosting dispatch office making travel arrangements and providing airline tickets or travel information to individuals and resources as needed. Travel arrangements made outside of incident agency dispatch procedures may not be reimbursed without proper approvals and authorization. Commercial and/or contract transportation methods may be used.

During demobilization of resources, emphasis will be placed on having personnel home no later than 2200 hours local time. Occasionally, the availability of large transport aircraft will dictate timeframes during demob.

## WORK/REST, LENGTH OF ASSIGNMENT AND DAYS OFF

To maintain safe and productive incident activities, incident management personnel must appropriately manage work and rest periods, assignment duration and shift length for all incident personnel.

To assist in mitigating fatigue, days off are allowed during and after assignments. If necessary to reduce fatigue, the Incident Commander (IC) or Agency Administrator (AA) (incident host or home unit) may provide time off supplementary to the mandatory days off requirements.

For Type 3 – 5 incidents, paid days off should be the exception. However, if necessary, the Agency Administrator (incident host or home unit) may authorize day(s) off with pay. During extended periods of activity in support of local fire management, personnel will have a minimum of 2 days off in any 14-day period.

The IC or AA authority to grant a day off with pay lies within 5 U.S.C. 6104, 5 CFR 610.301-306, and 56 COMP. GEN. DECISION 393 (1977).

### Work/Rest Guidelines

Work/Rest Guidelines should be met on all incidents. Plan for and ensure all personnel are provided a minimum 2:1 work/rest ratio (for every 2 hours of work or travel, provide 1 hour of sleep and/or rest).

Work shifts that exceed 16 hours and/or consecutive days that do not meet the 2:1 work/rest ratio should be the exception, and no work shift should exceed 24 hours. However, in situations where this occurs, i.e., initial attack, incident management personnel will resume 2:1 work/rest ratio as quickly as possible.

**The intent of the guidelines is to manage fatigue** and provide flexibility for ICs and AAs managing initial attack, extended attack, and large fires. The guidelines are designed to ensure that for every two hours of work or travel, one hour of time off should be provided within a 24-hour

period. It does not matter when the 24-hour period starts; all time recorded on the clock is counted as hours of work; time off the clock is counted as hours of rest, including meal breaks.

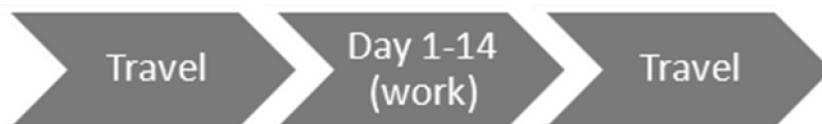
The IC or AA must justify work shifts that exceed 16 hours and those that do not meet 2:1 work/rest ratio. Justification will be documented in the daily incident records. Documentation shall include mitigation measures used to reduce fatigue.

The Work/Rest Guidelines do not apply to aircraft pilots assigned to an incident. Pilots must abide by applicable Federal Aviation Administration (FAA) guidelines, or agency policy if more restrictive.

### **Length of Assignment**

An assignment is defined as the time period (days) between the first full operational period at the first incident or reporting location on the original resource order and commencement of return travel to the home unit.

Standard assignment length is 14 days, exclusive of travel from and to the home unit.



**Time spent in staging and preposition status counts toward the 14-day limit, regardless of pay status, for all personnel, including Incident Management Teams.**

**Days Off:** After completion of a 14-day assignment and return to the home unit, two (2) mandatory days off will be provided (2 after 14) (State regulations may preclude authorizing this for State employees). Days off must occur on the calendar days immediately following the return travel in order to be charged to the incident (5 U.S.C. 6104, 5 CFR 610. 301-306, and 56 COMP. GEN. DECISION 393 (1977)). If the next day(s) upon return from an incident is/are a regular workday(s), a paid day(s) off will be authorized.

Pay entitlement, including administrative leave, for a paid day(s) off cannot be authorized on the individual's regular day(s) off at their home unit. Agencies will apply holiday pay regulations, as appropriate. A paid day off is recorded on the individuals home unit time records according to agency requirements.

Casuals, Administratively Determined (AD) and Contract Resources are not entitled to paid day(s) off upon release from the incident or at their point of hire.

Home unit Agency Administrators may authorize additional day(s) off with compensation to further mitigate fatigue. If authorized, home unit program funds will be used.

All length of assignment rules apply to aviation personnel. Contracted aircraft are not restricted by length of assignment. In order to limit disruption to operations, reduce strain on the ordering system and reduce unnecessary mobilization and demobilization of these high-cost resources. Exclusive-Use personnel are expected to utilize a personnel rotation schedule that meets staffing criteria required of the resource.

### **Assignment Extension**

Prior to assigning incident personnel to back-to-back assignments, their health, readiness, and capability must be considered. The health and safety of incident personnel and resources will not be compromised under any circumstances. Personnel should anticipate the possibility of an extension when taking an assignment to Alaska.

Assignments may be extended when:

- Life and property are imminently threatened.
- Suppression objectives are close to being met.
- Replacement resources are unavailable or have not yet arrived.

Upon completion of the standard 14-day assignment, an extension of up to an additional 14 days may be allowed (for a total of up to 30 days, inclusive of mandatory days off and exclusive of travel).

Contracts, Incident Blanket Purchase Agreements (I-BPAs) and Emergency Equipment Rental Agreements (EERAs) should be reviewed for appropriate pay requirements and length of assignment. If the contract, I-BPA or EERAs do not address this, the Incident Finance /Administration Section Chief or the procurement official should be consulted as to whether compensation for a day off is appropriate.

### **Single Resource/Kind Extensions**

The Section Chief or Incident Commander will identify the need for assignment extension and will obtain the affected resource's concurrence. The Section Chief and affected resource will acquire and document the home unit supervisor's approval.

The Incident Commander approves the extension. If a convened Geographic or National Multi-Agency Coordinating Group (GMAC/NMAC) directs, the Incident Commander approves only after GMAC/NMAC concurrence.

If the potential exists for reassignment to another incident during the extension, the home unit supervisor and affected resource will be advised and must concur prior to reassignment.

### **Incident Management Team Extensions**

IMT extensions are to be negotiated between the Agency Administrator, the Incident Commander and the sending and hosting GACC/GMAC. NMAC approval is required for Type 1 IMTs and CIMTs.

The Assignment Extension Form can be found at the following web site:

[https://www.nifc.gov/nicc/logistics/coord\\_forms.htm](https://www.nifc.gov/nicc/logistics/coord_forms.htm)

## **INCIDENT OPERATIONS DRIVING**

These standards address driving by personnel actively engaged in wildland fire or all-hazard response activities, including driving while assigned to a specific incident or during initial attack fire response (includes time required to control the fire and travel to a rest location). In the absence of more restrictive agency policy, these guidelines will be followed during mobilization and

demobilization as well. Individual agency driving policies shall be consulted for all other non-incident driving.

Agency resources assigned to an incident or engaged in initial attack fire response will adhere to the current agency work/rest policy for determining length of duty day.

- No driver will drive more than 10 hours (behind the wheel) within any duty day.
- Multiple drivers in a single vehicle may drive up to the duty day limitation provided no driver exceeds the individual driving (behind the wheel) time limitation of 10 hours.
- A driver shall drive only if they have had at least 8 consecutive hours off-duty before beginning a shift. Exception to the minimum off-duty hour requirement is allowed when essential to:
  - Accomplish immediate and critical suppression objectives, or
  - Address immediate and critical firefighter or public safety issues.
- As stated in the current agency work/rest policy, documentation of mitigation measures used to reduce fatigue is required for drivers who exceed 16-hour work shifts. This is required regardless of whether the driver was still compliant with the 10-hour individual (behind the wheel) driving time limitations.

## INITIAL ATTACK DEFINITION

Initial Attack (IA) is a preplanned response to a wildfire, given the wildfire's potential. Initial attack may include size up, patrolling, monitoring, holding action, or suppression. Initial Attack will take priority over extended attack incidents.

Dispatch centers are to inform all resources of the name of the assigned Incident Commander and all other pertinent information. All changes in Incident Command leadership will be announced to assigned and incoming resources during initial and extended attack incidents. This information should also be relayed to Fire Management staff.

Initial attack involving the commitment of resources across recognized dispatch boundaries must comply with the following guidelines:

- Resources dispatched are identified in formalized Agreements, Operating Plans, or Memoranda of Understanding and are located on/or adjacent to mutual jurisdictional wildland fire management boundaries.
- At the time it becomes evident the incident will not be contained during the first operational period, at the request of the sending unit, resources assigned will be formally ordered through established ordering channels.

## RESOURCE MOBILIZATION

To ensure safe and efficient mobilization of resources to incidents, resources are requested and mobilized using the Interagency Resource Ordering Capability (IROC). Standard interagency mobilization processes are identified within the *Interagency Standards for Resource Ordering Guide (ISROG)* located at the following link:

<https://www.nifc.gov/nicc/logistics/references/ISROG.pdf>

Except for compact orders, NICC will not process requests for resources “after the fact,” for resources that self-mobilized i.e., requests for resources that have mobilized to an incident prior to receiving a resource order.

NICC will process requests for Task Forces if the requested configuration is clearly identified in the “Special Needs” block on the resource order. If “Special Needs” does not identify the specific configuration, the request will not be processed.

The Mobile Food & Shower Service Request Form, the Aircraft Flight Request/Schedule Form, and the Preparedness/Detail Request Form are the approved forms ([Chapter 80](#)) that, when associated with an IROC request, satisfy documentation required for the resource to be mobilized.

Responsible agency management fiscal codes must be included on each approved form.

The NICC will process resource orders for planned events. The NICC will not process overhead resource orders for training unless it is required for an AD hire, or for a unique situation (agency approval required).

Prior to incident mobilization, all resources will be requested, by a standard resource categorization (A = Aircraft; O = Overhead; C = Crews; E = Equipment; S = Supplies) and identified with a unique request number through established dispatch channels.

A two (2) letter (alpha) identifier for the State in which the responsible agency is located, followed by a three (3) or four (4) character (alpha and/or numeric) identifier for the responsible agency, and a unique order or incident number containing a maximum of six (6) characters (alpha and/or numeric) will make up the incident/project order number.

Resources assigned to incidents will be identified by a two (2) letter (alpha) identifier for the State in which the resource is based, followed by a three (3) or four (4) character (alpha and/or numeric) identifier for the sending agency.

For a complete listing of Unit Identifiers go to: <https://unitid.nifc.gov/>

## **Compacts**

The Weeks Act of 1911 authorized states to enter into compacts for the protection of forests and watersheds. Today there are eight Forest Fire Compacts in the United States and Canada representing almost all U.S. states and Canadian provinces/territories.

Recognition of the need for consistency and continuity has led to the development of the Alliance of Forest Fire Compacts. The Alliance includes all eight forest fire compacts in the U.S. and Canada. More information is located at: <http://affcompacts.org>.

The purpose of forest fire compacts is to facilitate the sharing and coordination of resources, information, prevention efforts, training, fire management knowledge, and lessons learned. Compacts allow for the exchange of resources between states, provinces and territories by using established procedures incorporating agency specific standards and terms.

State and federal agencies use the national interagency mobilization system as authorized in master cooperative wildland fire agreements. Forest fire compact orders are often processed in the national interagency mobilization system under the authorities of the forest fire compacts. Resources shared under compact authorities remain under compact control for the duration of their

assignment and are separate from national interagency mobilizations. The two systems sometimes overlap, and understanding compact mobilizations is an important part of dispatching.

### **WILDLAND FIRE ENTRAPMENT/FATALITY**

Entrapment: A situation where personnel are unexpectedly caught in a fire behavior-related, life – threatening position, where planned escape routes or safety zones are absent, inadequate, or have been compromised. An entrapment may or may not include deployment of a fire shelter for its intended purpose. This situation may or may not result in injury. They include “near misses.”

In the event that a wildland fire entrapment or fatality occurs, it should be reported immediately to the NICC. A Wildland Fire Fatality and Entrapment Initial Report should be completed within twenty-four (24) hours and emailed to the NICC Coordinator on Duty (COD). Submit this report even if some data is missing.

NICC COD: [cod@blm.gov](mailto:cod@blm.gov)

The form is located at the following web site:

[https://www.nifc.gov/nicc/logistics/coord\\_forms.htm](https://www.nifc.gov/nicc/logistics/coord_forms.htm).

Subsequent to the Initial Report, the investigation and review shall be conducted following agency specific policies and NWCG Guidelines.

### **NATIONAL RESOURCES**

National Resources are those which have national utilization, high demand, limited availability, and unique status reporting requirements identified by NICC. They are:

- Type 1 Interagency Management Teams (Type 1 & NIMO)
- Complex Incident Management Teams
- Area Command Teams
- National Buying Teams
- Type 1 Interagency Hotshot Crews
- Large and Very Large Airtankers
- Modular Airborne Firefighting System
- Type 3 Multi-Engine Water Scoopers
- National Aerial Supervision Modules and Lead Planes
- Exclusive-Use Air Tactical Aircraft and personnel
- Smokejumpers and Smokejumper Aircraft
- National Contract Type 1 and Type 2 Helicopters, helitack (including rappel) and associated contract personnel.
- National Contract and agency owned Unmanned Aircraft Systems (UAS) and modules.
- National Infrared Aircraft (Agency and Contract)
- Large Transport Aircraft
- National Contract Mobile Food Services Units
- National Contract Mobile Shower Facilities

- Incident Remote Automatic Weather Station.
- National Interagency Support Cache (NISC) System.
- National Fire Equipment System (NFES) Managed Items.

When requested by NMAC, GACCs will notify NICC of the commitment of National Resources within their Geographic Area.

### **UNABLE TO FILL (UTF) PROCEDURE**

A 48 hour “Unable to Fill” (UTF) policy exists nationally. NICC will return requests to the ordering GACC with a “UTF” no more than 48 hours after receipt, unless notified the order can be filled. NICC will not accept or process any request previously UTF’d unless a new request number is assigned.

### **STANDARD CUBES, WEIGHT, AND GEAR POLICY FOR ALL PERSONNEL**

All personnel, (excluding Smokejumpers, Rappellers, and Helicopter Managers), dispatched off their unit must conform to the following limitations:

- One frameless, soft pack, not to exceed 45 pounds.
- Web gear or briefcase (not both), not to exceed 20 pounds.
- Maximum allowable crew weight, including equipment, is 5,300 pounds (6,625 pounds for 25 person crews).
- All personnel baggage weights must be displayed separately from individual weights on flight manifests.
- Pre-identified Type 1 and Complex Incident Management Team members are authorized additional weight, not to exceed 300 pounds, for equipment per team. The Incident Commander must designate, in advance, which team members are authorized additional weight and make this a matter of record.

### **NATIONAL FIRE PREPAREDNESS PLAN**

National Preparedness Levels are established by NMAC at NIFC throughout the calendar year. Preparedness Levels are dictated by burning conditions, fire and non-fire activity, and resource availability. Resource availability is the area of most concern. Situations and activities described within the Preparedness Levels consider wildland fires and prescribed fires. At Preparedness Levels 4 or 5, prescribed fire application can be continued or be initiated if the proposed action is approved by an agency at the Regional or State Office level. This approval must be based on an assessment of risk, impacts of the proposed actions on Area resources and activities. At any Preparedness Level, NMAC may request that proposed new prescribed fire (Rx) applications be curtailed to meet national resource needs for emergency operations. Reference specific agency guidance for further information.

## WHY PREPAREDNESS LEVELS ARE ESTABLISHED

Preparedness Levels are established to:

- Identify the level of wildland fire and non-fire activity, severity, and resource commitment nationally.
- Identify actions to be taken at NIFC and Geographic Areas to ensure an appropriate level of preparedness/readiness for the existing and potential situation.
- Guide and direct Geographic Area Fire Management activities when essential to ensure national preparedness or in response to the national situation.

The NICC will monitor the national wildland fire activity and Geographic Area Preparedness Levels and will recommend to NMAC a National Preparedness Level. Response and support to non-fire incidents requiring a significant commitment of resources may also affect National Preparedness Levels. National Preparedness Levels will be responsive to the Homeland Security Advisory System.

National Preparedness Levels are determined from the ground up and may influence resource allocations within Geographic Areas not experiencing significant activity to ensure sufficient resources are available for the national situation.

## GEOGRAPHIC AREA PREPAREDNESS LEVELS

Geographic Area Preparedness Plans should be prepared in accordance with Agency Directives. Copies of Geographic Area Plans should be forwarded to NICC.

## PREPAREDNESS LEVEL DESCRIPTIONS

### Preparedness Level 1

Geographic Areas accomplish incident management objectives utilizing local resources with little or no national support. There is little risk of drawing down capability in any geographic area to support incident operations.

- Conditions are not favorable to support significant wildland fire activity in most Geographic Areas.
- Resource capability is adequate with little or no mobilization of resources occurring through NICC.
- Potential for emerging significant wildland fires is expected to remain minimal.

### Preparedness Level 2

Active Geographic Areas are unable to independently accomplish incident management objectives. Resource capability remains stable enough nationally to sustain incident operations and meet objectives in active Geographic Areas. There is a low to moderate probability that drawing down resources from non-active Geographic Areas may pose a risk should existing conditions change.

- Significant wildland fire or non-fire activity is increasing in a few Geographic Areas.

- Resources within most Geographic Areas are adequate to manage the current situation, with light to moderate mobilization of resources occurring through NICC.
- Potential for emerging significant wildland fires is normal to below normal for the time of year.

### **Preparedness Level 3**

Mobilization of resources nationally is required to sustain incident management operations in the active Geographic Areas. National priorities established as a necessary measure to address the heavy and persistent demand for shared resources among active Geographic Areas. There is a moderate to high probability that drawing down resources from non-active Geographic Areas may pose a risk should existing conditions change.

- Significant wildland fire or non-fire activity is occurring in multiple Geographic Areas with Incident Management Teams (IMTs) actively engaged.
- Mobilization of resources through NICC is moderate to heavy.
- Potential for emerging significant wildland fires is normal for the time of year.

### **Preparedness Level 4**

Shared resources are heavily committed. National mobilization trends affect all Geographic Areas and regularly occur over larger and larger distances. National priorities govern resources of all types. Heavy demand on inactive/low activity Geographic Areas for available resources.

- Significant wildland fire or non-fire activity is occurring in multiple Geographic Areas with a substantial commitment of IMTs.
- NICC increasingly engages GACCs to coordinate and fill orders for available resources.
- Potential for significant incidents emerging in multiple Geographic Areas indicates that resource demands will continue or increase.

### **Preparedness Level 5**

National Resources are heavily committed, and measures need to be taken to support Geographic Areas. Active Geographic Areas must take emergency measures to sustain incident operations. Inactive/low activity Geographic Areas are reaching drawdown levels.

- Full commitment of National Resources is ongoing.
- NICC coordinates resource requests with GACCs as resources become available.
- Potential for emerging significant wildland fires is high and expected to remain high in multiple Geographic Areas.

## **MULTI-AGENCY COORDINATING GROUPS (MAC) ORGANIZATION**

Multi-Agency Coordinating Groups (MAC) at the National and Geographic Area level should be activated in accordance with needs found in the National or Geographic Area Mobilization Guides.

As the number and complexity of wildland fires increase, involvement and/or impact on agencies increase, and competition for resources increase, it becomes necessary to expand the normal coordination system to ensure efficient use of critical and National Resources.

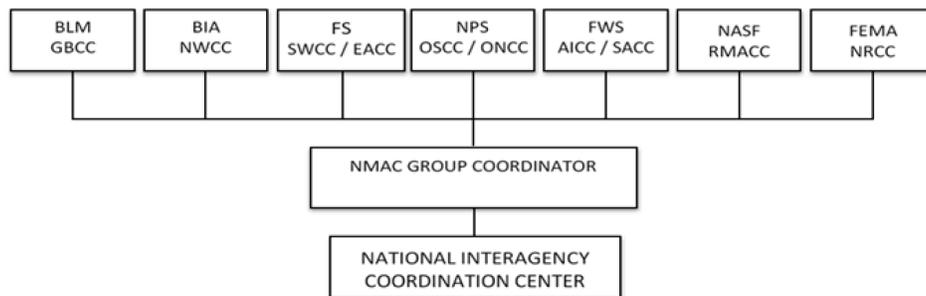
There may be a need for Geographic Areas to activate their MAC Groups when the National Preparedness Level is at 5, enabling geographic area response to requests and direction from NMAC.

### National Multi-Agency Coordinating Group (NMAC) Organization

During National Preparedness Levels 4 and 5, NMAC is activated for daily briefings and meetings. Through intergovernmental coordination, NMAC provides national wildland fire operations direction, prioritization, allocation, and oversight.

For information regarding NMAC go to:

<https://www.nifc.gov/nicc/administrative/nmac/index.html>



### NIFC Directors' Delegations

The FS, BLM, BIA, NPS, FWS, NASF, and FEMA Directors at NIFC have written, delegated authority, from their respective agency heads to represent their agency on all matters related to wildland fire operations. This includes membership on NMAC, determining national priorities, and allocating/reallocating incident resources.

### NMAC Roles/Responsibilities:

- Establish national priorities among the Geographic Areas.
- Direct, allocate or reallocate resources among or between Geographic Areas to meet national priorities.
- Anticipate and identify future national fire management resource requirements (prepositioning).
- Provide oversight of general business practices between NMAC and GMAC groups.
- Distribute and archive decisions, direction, and best management practices.
- Provide an NMAC member as the media spokesperson assisting NIFC External Affairs for issues of national importance (as requested).
- NMAC members serves as liaisons to specific Geographic Areas.
- NMAC members are responsible for dissemination of written correspondence to their respective agencies.
- Determine National Preparedness Levels (PLs).
- Determine national fire resource availability to support non-fire/all-hazard operations (Reference Support to the National Response Framework).
- Determine activation, coordination, and involvement of military and international resources.

- Requests for assistance from the military that may include MAFFS, military ground support, etc.
- Requests for assistance from foreign countries such as New Zealand, Australia, Canada, Mexico, etc.
- Manage Area Command Teams.
- Provides liaison and oversight to the Incident Commanders Advisory Council (ICAC)
- Manage Type 1/Complex Incident Management Team rotations, monitor work/rest cycles, and may modify national rotations.
- Manage Type 2 Incident Management Team assignments when demand exceeds supply nationally.

### **Responsibilities of GMACs:**

- Determine and set Geographic Area priorities.
- Acquire, allocate, and reallocate resources.
- Issue coordinated Situation Assessment Statements.

### **MAC Group Coordinator**

The MAC Group Coordinator should be assigned when a MAC Group is activated. The MAC Group Coordinator serves as a facilitator to multi-agency decision making. The position provides expertise in obtaining and summarizing multi-agency information to affect collective decisions at the MAC Group level and implementing agencies' priorities.

Responsibilities of the MAC Group Coordinator:

- Ensure MAC Group decisions are communicated and implemented through established channels.
- Arrange for and manage facilities and equipment necessary to support the MAC Group function.
- Facilitate the MAC Group decision process by ensuring the analysis and display of information that will assist the MAC Group, or their representatives, in keeping abreast of the total situation.
- Provide the data necessary for setting priorities, resource allocation and other collective decisions.

### **Complexity**

An increase in complexity usually requires more involvement with management. Examples of complex situations are multiple problem fires, multiple agency involvement, or when competition for resources is high. MAC Groups may be activated in the most complex situations or directed by a Preparedness Level. They provide direction to off-incident coordination and support. Basic actions of a MAC Group are priority setting, allocating resources, and issuing coordinated situation assessments to the media. MAC Groups occur at all levels of the organization.

Communications to and from the incident(s) are accomplished through the host agency's dispatch unit, using established dispatch channels. This includes ICS-209s, supplemental intelligence worksheets, situation assessments, analysis, prognosis, and fire behavior/weather information. The Agency Administrator will communicate specific direction and policy directly to the Incident

Commander(s) and Public Affairs will contact the Incident Information Officer(s) for media information and/or news releases. Redundant contacts are to be avoided.

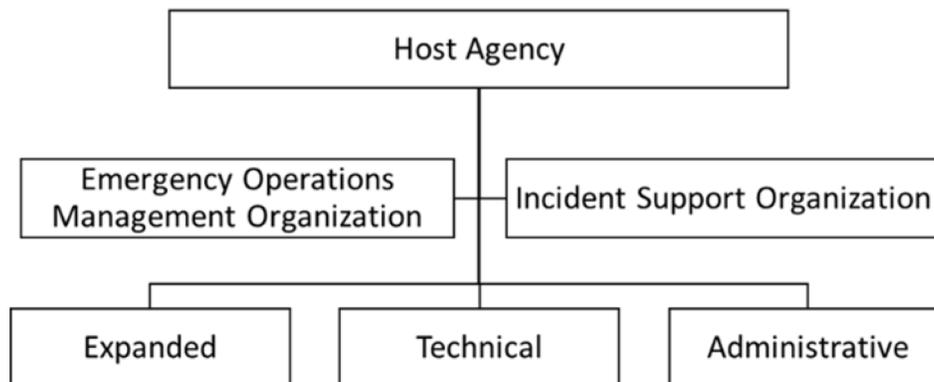
### **INCIDENT SUPPORT ORGANIZATION (ISO)**

Agency Administrators are responsible for emergency operations. They provide general guidance and interact with the MAC Group. Typically, some or all of their responsibilities are delegated to personnel who can devote more complete attention to the situation. Often, the unit Fire Management Officer (FMO) has responsibility for the ISO and as a representative on the local MAC Group. Routine initial attack and other dispatch functions continue but are separated from the ISO. Each office shall maintain a Dispatch Operating Plan, which will include authorities, roles, and responsibilities for Expanded Dispatch personnel, procedures for routine and emergency operations, the resource order process, job aids, and references for the integration of Buying Teams and sources of supply.

The ISO works to provide logistical support to the host agency and the incident(s). The ISO is implemented to address the increased business volume and to supplement established organizations. Staffing positions in an ISO are to be based on need rather than a preconceived organizational chart.

The ISO reports to the Agency Administrator and is composed of functional branches: Expanded Dispatch, Technical Support, and Administrative Support. The functional branches coordinate and cooperate to support the host agency and the incident(s).

#### **Incident Support Organization (ISO)**



#### **Expanded Dispatch Organization**

The Expanded Dispatch function of the ISO relieves the host agency's dispatch unit by focusing exclusively on the large or complex incident(s).

#### **Expanded Dispatch Functional Areas**

- Overhead
- Crews
- Aircraft, Logistical

- Equipment
- Supplies

The volume of orders and complexity of the incident(s) determines staffing levels and the degree of expertise required of the Expanded Dispatch organization. In less complex situations, one (1) dispatcher can handle more than one (1) functional area. Additional personnel may also work within the Expanded Dispatch,

The Expanded Dispatch Supervisory Dispatcher (EDSP) is a facilitator accomplishing the direction provided by the Center Manager or Fire Management Officer, who has delegated authority from the Agency Administrator. Facilitation is accomplished by adequately staffing and supervising the operations of the Expanded Dispatch organization, maintaining positive and effective liaison with the host agency and incident management team(s), and assisting in clarifying the roles and responsibilities for the ISO and the host agency dispatch unit as needed. The individual filling this position must be a qualified EDSP and capable of performing all functions within the Expanded Dispatch organization.

An Expanded Dispatch Coordinator (CORD) is normally assigned in the most complex situations where there are considerable external influences affecting the ISO, a local MAC Group is in place, or where span of control within the ISO and/or Expanded Dispatch becomes an issue.

### **Technical Support**

The Technical Support function of the ISO provides specialized skills, which assist off-incident support operations. These can vary from situation to situation. Common Technical Support functions are telecommunications, caching of supplies, transportation services, equipment inspection, aviation ramp services, mobilization or demobilization center management, and security.

### **Administrative Support**

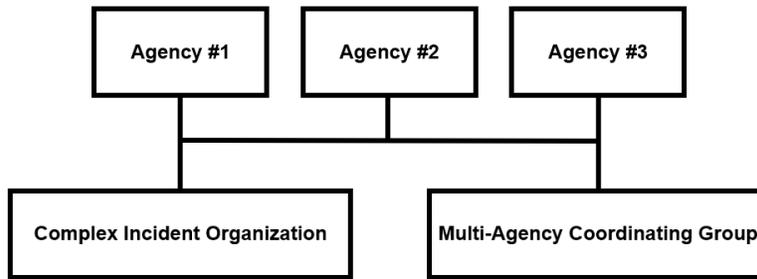
The Administrative Support function of the ISO provides administrative services for the host agency, ISO, and incident(s). These can vary from situation to situation. Common Administrative Support functions are equipment and personnel timekeeping, procurement services such as a Buying Team(s), hiring of local ADs or casual employees, follow-up on local compensation and claims actions, providing fiscal advice, and vendor payments.

An Incident Business Advisor (INBA) may be ordered by the Agency Administrator to assist with incident business.

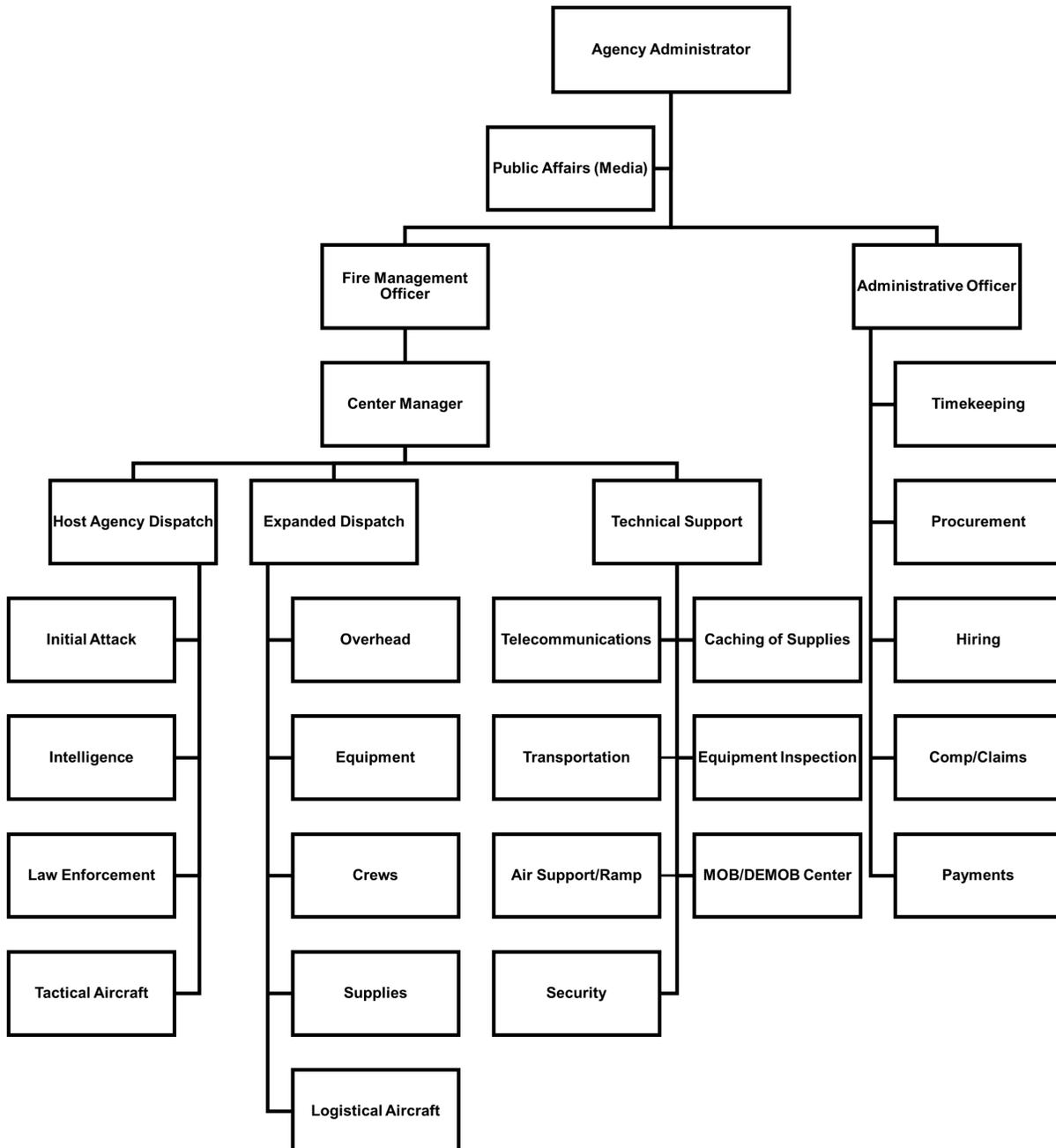
### **Example Organizations**

ISOs are implemented to address the increased business volume and to supplement established organizations. Staff positions in an ISO are to be based on need rather than a preconceived organizational chart. (See ISO Organizations on the following pages.)

**Incident Support Organization (ISO), Example – Complex Incident:**



**Incident Support Organization (ISO), Example:**



## MOBILIZATION PROCEDURES FOR MILITARY ASSETS

It is advisable that units and field level users intending to order and utilize military resources obtain copies of the *Military Use Handbook*, located at:

[https://www.nifc.gov/nicc/logistics/references/Military\\_Use\\_Handbook.pdf](https://www.nifc.gov/nicc/logistics/references/Military_Use_Handbook.pdf)

## INTERNATIONAL OPERATIONS

International Arrangements and Agreements, and respective Operating Plans, can be found at:

<https://www.nifc.gov/nicc/logistics/International%20Agreements.html>

### Canada Support

Mobilizations involving the United States of America (USA) and Canada are governed and directed by the diplomatic note, Reciprocal Forest Fire Fighting Arrangement Operational Guidelines, and by local initial attack agreements. Requests to Canadian agencies will normally be made after USA resources are depleted, shortages are projected, or reasonable timeframes cannot be met. All requests for use of Canadian Resources must be ordered through NICC, except for local mutual aid that does not include provisions for any reimbursement. The USA may request airtankers from Canada only after all available contract and Call-When-Needed (CWN) aircraft have been mobilized. The USA may request helicopters from Canada after all available contract and CWN helicopters have been mobilized.

### Australia and New Zealand Support

Mobilizations involving the USA, Australia, and New Zealand are coordinated through NICC, and are defined in the Wildfire Arrangements between the Department of the Interior and Department of Agriculture of the United States and the Australian and New Zealand Participating Agencies and in the Annual Operating Plan for these Arrangements. Request to Australian and New Zealand Participating Agencies will normally be made after USA resources are depleted, shortages are projected, or reasonable timeframes cannot be met.

### Mexico Support

Mobilizations involving the United States and Mexico for fires within ten (10) miles either side of the U.S. – Mexico border are defined in the Wildfire Protection Agreement between the Department of the Interior and the Department of Agriculture of the United States and the Secretariat of Environment, Natural Resources, and Fisheries of the United Mexican States for the Common Border.

Mobilizing USA resources for suppression assistance within Mexico beyond the ten (10) mile zone must be approved and coordinated by NICC.

### Other Nations Support for Large Scale Mobilizations

DASP responds to requests from USAID's Bureau for Humanitarian Assistance (USAID/BHA). BHA works closely with U.S. Embassy's to determine if several criteria have been met for the U.S. Ambassador to declare a disaster. There needs to be evidence of significant unmet humanitarian needs, U.S. humanitarian assistance will save lives, reduce suffering, and mitigate impact of emergencies, the affected country requests or will accept U.S. government assistance, and response aligns with U.S. government interests and objectives. If that support includes available resources

through the land management agencies, BHA will go to DASP, DASP will place requests through NICC, which will also be coordinated through the DASP liaison located at NIFC. Small scale requests for disaster assistance or technical assistance are coordinated directly by DASP through the home units of the requested individuals.

## **ORDERING CHANNELS**

All agencies have designated ordering procedures for incident and wildland fire support and services. These established ordering channels provide for: rapid movement of requests, agency review, efficient utilization of resources, and cost effectiveness.

### **Geographic Area Coordination Centers (GACCs)**

The GACCs act as focal points for internal and external requests not filled at the local level. GACCs are located in the following areas:

ALASKA – Fort Wainwright, Alaska: <https://fire.ak.blm.gov/>

EASTERN – Milwaukee, Wisconsin: <https://gacc.nifc.gov/eacc/>

GREAT BASIN – Salt Lake City, Utah: <https://gacc.nifc.gov/gbcc/>

NORTHERN CALIFORNIA OPERATIONS – Redding, California: <https://gacc.nifc.gov/oncc/>

NORTHERN ROCKIES – Missoula, Montana: <https://gacc.nifc.gov/nrcc/>

NORTHWEST – Portland, Oregon: <https://gacc.nifc.gov/nwcc/>

ROCKY MOUNTAIN – Lakewood, Colorado: <https://gacc.nifc.gov/rmcc/>

SOUTHERN – Atlanta, Georgia: <https://gacc.nifc.gov/sacc/>

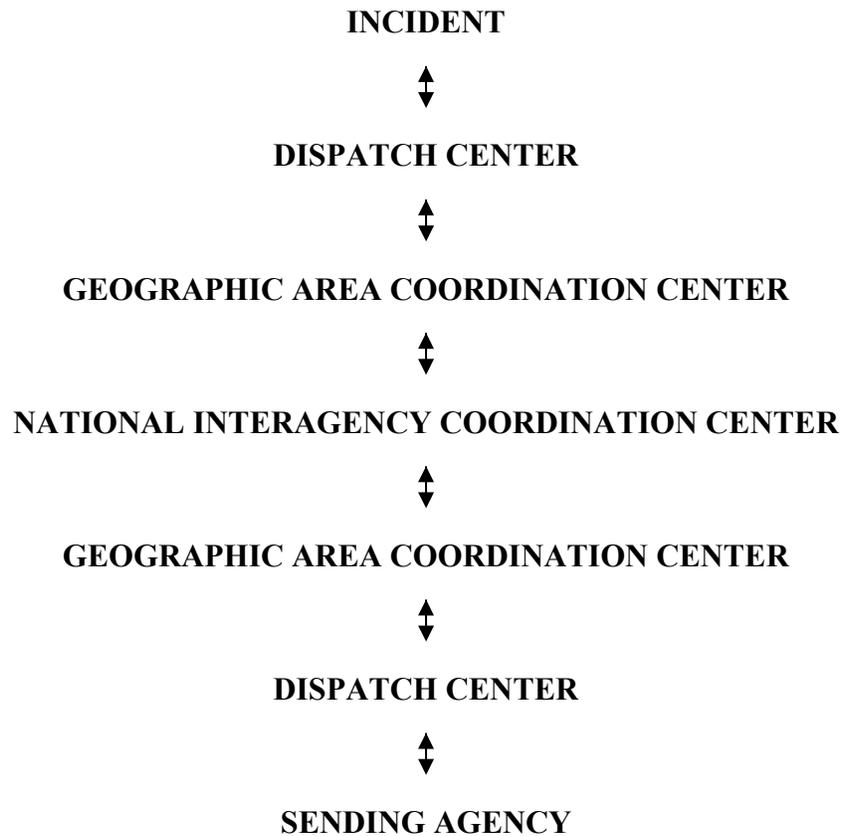
SOUTHERN CALIFORNIA OPERATIONS – Riverside, California: <https://gacc.nifc.gov/oscc/>

SOUTHWEST – Albuquerque, New Mexico: <https://gacc.nifc.gov/swcc/>

### **Ordering Procedures**

Resource order requests will be processed using IROC. Resource order requests as the result of an incident, preparedness, severity, and wildland or prescribed fire will follow the established ordering channel displayed below.

At the point in this flow when an order can be filled, reverse the process to ensure proper notification back to the incident or requesting office. Local agency dispatch offices should use mutual aid agreements with cooperators whenever possible.



### **Support to Border Fires**

Border fires are defined as a wildfire that has crossed the boundary from one (1) Geographic Area into another or where the fire is expected to cross the boundary within two (2) burning periods.

Whereas both Geographic Areas have a vested interest and authority to provide resource support to the incident, they may order directly from each other in support of the incident. The following protocols apply:

- A single ordering point will be designated to ensure proper assignment and demobilization of resources. The incident will remain with the originating unit for situation reporting and prioritization.
- The dispatch organization designated as the single ordering point may place orders to either GACC using established ordering channels, however only the GACC of the originating unit dispatch is authorized to place orders with NICC.
- Prior to initiating border fire support operations, concurrence and agreement must occur between the two GACCs and NICC. To maintain effective coordination and ensure that the appropriate resources are mobilized, communication will be necessary between both GACCs and the ordering unit dispatch organization.

**MOBILIZATION AND DEMOBILIZATION INFORMATION**

Travel information for resources will be transmitted by using IROC. Each travel segment will identify mode of travel, carriers name with flight numbers, departure and arrival locations with estimated departure time and estimated arrival time (ETD/ETA) using the local time and time zone.

**NON-INCIDENT RELATED ORDERING**

Resource acquisition not related to an incident, preparedness, severity, and wildland fire may also follow these ordering procedures. The use of appropriate cost coding procedures is required.

## CHAPTER 20

### OVERHEAD AND TEAMS

#### OVERHEAD AND TEAMS OVERVIEW

Personnel must be requested by the description found in the *NWCG Standards for Wildland Fire Position Qualifications, PMS 310-1* or other agency approved qualifications guides.

#### Standards for Wildland Fire Position Qualifications

Overhead positions are listed in the *NWCG Standards for Wildland Fire Position Qualifications, PMS 310-1*. This document is located at: <https://www.nwcg.gov/publications/310-1>

The Incident Qualifications and Certification System (IQCS), and the Incident Qualification System (IQS) are information management systems that track training and certifications for Wildland Firefighters. For a complete list of all NWCG recognized Position Codes, refer to the Position Codes listed at: <https://www.nwcg.gov/positions>

#### Overhead Mobilization and Demobilization

Units filling requests for personnel are responsible for ensuring all performance criteria are met. Requests will be processed as "fully qualified" unless "Trainee Required/Acceptable" is selected as an inclusion in IROC. The sending unit must designate a Flight Manager when two (2) or more personnel travel together to the same incident via non-commercial air transport.

Supplemental Fire Department Resources are overhead provided by a local fire department through agreements and are mobilized primarily for response to incidents/wildland fires outside of their district or mutual aid zone. They are not a permanent part of the local fire organization and are not required to attend scheduled training, meetings, etc. of the department staff.

When mobilizing Supplemental Fire Department Resources outside of the fire district or mutual aid zone the following will apply:

- Mobilization will follow established ordering procedures as identified in National, Geographic, and Local Mobilization Guides.
- Resources will be mobilized from the Host Dispatch Zone in which the department is located. Personnel will be provided a copy of the resource order request after confirmation of availability and prior to departure from their home jurisdiction.
- Resource orders shall clearly indicate incident assignment, incident location, expected incident arrival time, and any additional special needs or equipment authorizations (laptops, and rental vehicles).
- If a request requires individuals to be self-sufficient for the duration of the assignment, they must be able to procure food, lodging, and local transportation.

#### Overhead Name Requests

Prior to placing a name request (overhead) order, the ordering unit should pursue filling needed positions through established ordering channels to satisfy national goals of the closest forces concept; to ensure cost-effective ordering and provision of quality training opportunities.

Personnel being name requested shall be in the resource ordering system with current qualification prior to placing the request. The ordering unit must confirm availability of the requested individual prior to placing the request. All name requests must include the individuals current dispatch location.

All name requests not filled by the sending unit will be returned to the requesting unit by NICC as UTF.

NMAC reserves the authority to issue further restrictions or guidance concerning name request orders at any point throughout the year.

### **Technical Specialist**

The use of the Technical Specialist (THSP) position code should be name requested and used when no established NWCG catalog item representative of the job to be performed exists. (Duty Officer, Air Resource Advisor etc.)

### **Remote Employee**

Remote employees who are detached from their home unit (e.g., USFS Washington Office, NIFC, etc.) should typically be dispatched from the dispatch area where they physically reside. Incident qualifications and training administration will remain with the resource's home unit.

### **Interagency Wildland Fire Modules**

The primary mission of a Wildland Fire Module (WFM) is to provide an innovative, safe, highly mobile, logistically independent, and versatile fire module for wildland fire management and incident operations.

WFMs are highly skilled and versatile fire crews with a primary commitment to maintain fire's role as a natural ecological process. They provide technical and ecological based expertise in the areas of long-term planning, ignitions, holding, suppression, prescribed fire preparation and implementation support, hazard fuels reduction, and fire effects monitoring.

Orders for Interagency Wildland Fire Modules will be placed through established ordering channels in IROC using an Overhead Group Request; WFMI - Module, Wildland Fire, Type 1 or WFM2 – Module, Wildland Fire, Type 2 configured according to the *NWCG Standards for Wildfire Module Operations, PMS 430*.

For minimum module standards for national mobilization, see:

- *Interagency Standards for Fire and Fire Aviation Operations (NFES 2724):*  
<https://www.nifc.gov/standards/guides/red-book>
- *NWCG Standards for Wildfire Module Operations, PMS 430:*  
<https://www.nwcg.gov/sites/default/files/publications/pms430.pdf>

As an interagency resource, the Wildland Fire Modules are available nationally throughout the fire season. Standard WFM configuration includes:

- Module leader and six (6) to nine (9) module crewmembers.
- If requested, WFMs can be configured and mobilized with less than the standard WFM configuration, but only after agreement between the requesting and sending units. Any negotiated configurations must be identified within the original request.

### **Wildland Fire Module Mobilization**

Geographic Areas will mobilize local Interagency Wildland Fire Modules internally. There are local unit agreements to share Wildland Fire Modules between bordering units in different Geographic Areas.

The Wildland Fire Module Leader will contact the ordering unit to discuss incident/project requirements.

### **Helicopter Module**

Refer to Chapter 50 for specific information on helicopter ordering, capabilities, use, and type.

For minimum module standards for national mobilization for helicopter modules, see *Interagency Standards for Fire and Fire Aviation Operations (NFES 2724)*

Units requesting helicopter modules for CWN helicopters will do so using an Overhead (O) support request for each position. Helicopter module requests should be coordinated with anticipated helicopter delivery time and location. Ordering a helicopter module for a CWN helicopter is not automatic. Ordering units should attempt to fill helicopter module positions internally first.

CWN helicopters will be managed by a qualified Helicopter Manager (HMGB) and qualified Helicopter Crew Members (HECM); when combined they function as a helicopter module.

If the intended use is for initial attack, the HMGB request must specify that a fitness level of arduous is required. Any other qualification requirements (ICT4, etc.) must also be specified.

If helicopter personnel/modules are required to arrive with special needed items (flight helmets, radios, etc.), it must be specified at the time of request.

### **Helicopter Rappellers**

Refer to Chapter 50 for specific information on helicopter rappeller initial attack ordering, capabilities, and rappeller aircraft.

The USDA Forest Service operates 12 rappel bases nationally located in the following Geographic Areas; Northern Rockies, Great Basin, California, and Northwest. Each base utilizes Bell medium helicopters, and generally operates from May through October.

Rappellers primary mission is initial attack. When Rappellers are needed for initial attack with aircraft, they are to be requested in IROC as “RPIA – Load, Rappeller, Initial Attack” on an Aircraft request. All initial attack orders will be honored, regardless of Geographic Area boundary, when rappellers are available. Additional mission specific information should be documented on the resource order. When ordered for initial attack, Rappellers will be self-sufficient for 36 hours after deployment on an incident and are assigned to the user unit until released.

Rappel boosters will be ordered by individual Overhead requests. Any additional support needs may be documented on the resource order.

### **Smokejumpers**

Refer to Chapter 50 for specific information on smokejumper initial attack ordering, capabilities, and smokejumper aircraft.

Smokejumpers primary mission is initial attack. All initial attack orders will be honored when smokejumpers are available. There are two primary methods for ordering smokejumpers, initial attack load or booster load/individual smokejumper. The type of order should be predicated on immediate need or augmentation.

Smokejumper boosters are utilized to increase smokejumper capability at a base or within a Geographic Area. Booster requests should be based on current and/or expected fire activity with an understanding that boosters should be released back to home or hosting unit(s) or made available to higher activity areas if activity does not develop at receiving unit.

Boosters are ordered by individual Overhead requests and can be filled from one or multiple bases. Booster requests may specify a desired delivery system (round or square parachutes). Smokejumper aircraft must be ordered separately if the aircraft is needed beyond delivery of the smokejumpers. NICC, GACCs, and local dispatch centers should communicate with the hosting and potential sending smokejumper base(s) before the order(s) are placed and filled.

Smokejumpers may be configured as crews (hand crew, engine crew, or helitack crew) or as single resource overhead for Incident Command System positions. Concurrence with NICC must be obtained prior to configuring smokejumpers as crews or modules for extended attack operations.

### **Pilots – Leadplane, Aerial Supervision Module and Smokejumper Qualifications**

For a complete list of Leadplane, Aerial Supervision Module and Smokejumper pilot qualifications refer to the following link:

[https://www.nifc.gov/nicc/logistics/aviation/Lead\\_Planes.pdf](https://www.nifc.gov/nicc/logistics/aviation/Lead_Planes.pdf)

### **Non-Standard Overhead Groups**

The generic overhead catalog items “FUMD – Module, Fuels” or “SMOD – Module, Suppression” will be used to order non-standard overhead groups. All requests for these catalog items will be placed through established ordering channels using an Overhead Group Request. Coordination between requesting and sending units must occur.

### **Communications Coordinator (COMC)**

A COMC must be assigned when a second 4390 Starter System is assigned to any incident within a one hundred (100) mile radius of the first assigned 4390 Starter System. The COMC should be requested as a name requested position.

The GACC will coordinate filling the request with the National Interagency Incident Communications Division (NIICD) in Boise, ID by calling the National Communications Duty Officer (CDO). Rental vehicle, lap top computer and cellular phone should be authorized when placing the request.

NIICD Communications Duty Officer: (208) 387-5644

It is important that this position be ordered as early as possible to alleviate the possibility of frequency conflicts during multi-incident situations.

### **Duties and Responsibilities:**

- Manage the allocation of communications resources at the Geographic Area level. This includes communications equipment, personnel, and associated supplies. The COMC provides support to the assigned Geographic Area and reports daily to the NIFC CDO. The

COMC will not be assigned to specific incidents or to an Area Command Team. Situations may occur when communications coordination is required between multiple Geographic Areas. Under these circumstances, a COMC may be assigned to a NICC resource order to provide overall coordination and support to COMCs assigned to the affected Geographic Areas.

- Manage the frequency resources for all incidents under assigned jurisdiction. This includes all frequencies for ground tactical, command, logistics, and air operations.

**NOTE:** During complex or multiple fire situations, the COMC will request additional qualified personnel to be assigned as field COMCs. Any situation involving complex air operations will require that a COMC be requested specifically for air operations.

**Field COMC Duties and Responsibilities:**

- Maintains an accurate inventory of all communications equipment assigned to incidents under their control.
- Keep current on the availability of communications resources for future Geographic Area and National requirements. The COMC should be current with procedures needed to obtain such resources.
- Provide problem-solving recommendations and advice on communications issues to the respective Geographic Area Coordinators, the Area Command Teams, and/or to Incident Management Teams within a complex or single incident. National, as well as Geographic Area priorities will be considered when making recommendations and/or providing advice.
- Assist incidents with communication system design and in obtaining specialized communications equipment.

**Incident Meteorologist (IMET)**

IMET status will be maintained by the respective Geographic Area in IROC. Status will include updated contact information, the home jetport, individual qualifications, and current availability.

When a National Weather Service (NWS) IMET is needed for an incident or project, the request will be placed up to the GACC. When ordering, specify whether the request is for wildfire response or prescribed fire; if prescribed fire, provide number of days IMET is expected to be deployed. The GACC will contact the NWS National Fire Weather Operations Coordinator (NFWOC) by calling the NWS Incident Response Desk.

NWS Incident Response Desk: (877) 323-IMET

For prescribed fire requests, the NFWOC will coordinate with the appropriate agency program manager to confirm funds in the agreement are sufficient to support the request. (Note: this step is not required for wildfires as NWS can incur expenses in response to wildfires and bill the agencies for reimbursement afterwards). The NFWOC will then identify the name and location of the available IMET to fill the ordering incidents IMET request. If the available IMET is located within the Geographic Area where the incident or project is located, the IMET will be ordered by name request and internally mobilized using established procedures. If the available IMET is located in another Geographic Area, the IMET request will be placed to the NICC as a name request using established procedures. NICC will place the IMET request to the appropriate Geographic Area to be filled.

For mobilization to a wildfire incident, the ordering unit provides the appropriate financial code(s). For prescribed fire mobilization, the NFWOC will provide the National Oceanic and Atmospheric Administration (NOAA) financial code.

When the NWS cannot provide transportation, the sending dispatch office is responsible for arranging and providing mobilization needed for the IMET and any required equipment to the incident. The host agency is responsible for arranging and providing demobilization needed for the release of the IMET and required equipment back to the home unit.

The IMET is a single resource covered under a reimbursable agreement between the Wildland Fire Agencies and the Department of Commerce, NOAA-NWS. Standard NWS equipment that is essential to on-site meteorological support is mobilized with each IMET, no additional resource order requests are necessary. Standard NWS equipment does not require additional ordering by the incident. Basic standard NWS equipment includes:

- Laptop computer
- Printer
- Mobile satellite setup and setup tools
- Cellular telephone
- Agency or rental vehicle appropriate for off-pavement use
- Miscellaneous office supplies

Reimbursement of costs associated with utilization of standard NWS equipment such as cell phone usage charges, satellite communication charges, and four-wheel drive SUV, truck, or similar rental vehicle to travel to incident locations with their equipment (including remote locations) is authorized under the INTERAGENCY AGREEMENT FOR METEOROLOGICAL AND OTHER TECHNICAL SERVICES, SECTION V., PART B ITEM 4. Damages, failure, and daily wear incurred to standard equipment during an assignment are also eligible for reimbursement.

### **Air Resource Advisors**

Air Resource Advisors (ARA) will be ordered as THSP-ARA. Air Resource Advisors should be assigned on Type 1 fires to the extent practicable and should be considered for Type 2 fires.

When a THSP-ARA is needed for a wildfire incident to address public and fire personnel smoke impacts, the request will be placed up to the GACC.

The GACC will contact the Interagency Wildland Fire Air Quality Response Program (IWFAQRP).

IWFAQRP: (661) GET-1ARA or (661) 438-1272.

The IWFAQRP Coordinator will identify the name, agency, and location of the available ARA to fill the THSP-ARA request. The THSP-ARA will be ordered by name request and mobilized using established procedures. THSP-ARA orders for prescribed fire will be coordinated on a case-by-case basis with direct discussion with the IWFAQRP Coordinator.

The ARA is a single resource covered under a reimbursable agreement between the Wildland Fire Agencies and the USFS. Standard ARA equipment (sampling equipment, computers, appropriate size vehicle, etc.) that is essential to on-site air quality support is authorized.

Damages, failure, and daily wear incurred to standard equipment during an assignment are also eligible for reimbursement.

### **Cache Support Positions**

These positions are available to assist fire caches during periods of high activity or when shortages of locally trained personnel hinder cache operations.

- CASC – Cache Supply Clerk
- CAST – Cache Supply Supervisory Clerk
- CDSP – Cache Demobilization Specialist
- FLOP – Forklift Operator
- WHHR – Warehouse Materials Handler
- WHLR – Warehouse Materials Handler Leader
- ACMR – Assistant Cache Manager
- FCMG – Fire Cache Manager

### **INCIDENT MANAGEMENT TEAMS (IMTs)**

Teams will be ordered by type using an Overhead Group Request in IROC.

#### **NMAC Management of IMTs**

NMAC has delegated authority to prioritize and direct the use of all team assignments for Complex, Type 1, Type 2, National Incident Management Organization (NIMO), and Area Command IMTs as necessary to achieve team experience objectives, ensure proficiency, manage fatigue, or for other reasons.

When situations warrant, rationale is required by NMAC for assignment of Complex, Type 1, Type 2, NIMO, and Area Command Teams prior to mobilization. This includes internal assignments.

To manage fatigue, promote mental health and well-being, and provide opportunities for IMT members to attend to work and personal responsibilities, all IMTs will have seven days of unavailability upon return from any assignment (including preposition) of seven days or more (exclusive of travel). This includes IMTs on the national rotation as well as IMTs on internal GA rotations.

#### **Interagency Incident Management Teams (IMTs)**

National Complex and Type 1 IMTs will be mobilized according to the national call-out procedures from the national rotation managed by NICC. Geographic Area Type 2 IMTs will be mobilized according to Geographic Area policy, with the following exception: Geographic Area Type 2 IMTs that have been ordered through NICC for staging within a Geographic Area will be prioritized and assigned to any new federal Type 2 incident within that area, or when a replacement team is needed within that area.

IMTs will be requested through established ordering channels. Incident Commanders shall make notification to the receiving Geographic Area through established ordering channels of any position shortages, or when their team configuration differs from the standard configuration.

NMAC, at any time, can request a Geographic Area to utilize an out-of-area IMT (planned replacement need). The primary mission of IMTs is wildfire incident management. IMTs may respond to all-hazard incidents under the following guidelines:

- Planned events should be managed internally by the respective agency.
- The planned length of assignment should not exceed fourteen (14) days without negotiated approval from the sending Geographic Area and NICC.

A FEMA mobilization under the NRF will be accomplished according to the national call-out procedures. The standard length of assignment of fourteen (14) days may be extended up to thirty (30) days after negotiated approval between the Incident Commander, Regional ESF #4 Coordinator and FEMA.

Base hours for federal employees, in most cases, are not reimbursed by FEMA. Overtime, premium pay, and travel expenses may be paid by FEMA.

### **IMT Configurations - All**

The Incident Commander positions on IMTs may only be filled by current agency employees.

It is recommended that the following positions also be filled by current agency employees:

- Finance/Admin. Section Chief Complex or Type 1 or 2
- Procurement Unit Leader
- Comp/Claims Unit Leader

Unless notified, trainees will be mobilized for incidents on federal lands.

### **Type 1 and 2 IMT Configuration**

Type 1 and 2 IMTs ordered through NICC will be requested as either a long or short team.

In addition to the twenty (20) positions identified on the short team configuration, a maximum of six (6) IMT trainee positions will be mobilized with the team. In addition to the 44 positions identified in the long team configuration, a maximum of fourteen (14) trainee positions will be mobilized with the team, six (6) IMT trainee positions and eight (8) GACC priority trainees.

Configuration of Type 1 and Type 2 IMTs can be found at:

[https://www.nifc.gov/nicc/logistics/teams/imt\\_configuration.pdf](https://www.nifc.gov/nicc/logistics/teams/imt_configuration.pdf).

### **Complex IMT Configuration**

All CIMT configurations should follow NMAC CORRESPONDENCE M2023-01 located at:

[https://www.nifc.gov/nicc/administrative/nmac/NMAC\\_M2023-01.pdf](https://www.nifc.gov/nicc/administrative/nmac/NMAC_M2023-01.pdf)

### **National IMT Rotation Process**

- For 2023, there are 21 IMTs in the national rotation.
- Geographic Area Coordination Centers (GACCs) will ensure their respective IMTs in the national rotation are rostered in the Interagency Resource Ordering Capability (IROC) as the appropriate catalog item (e.g., Complex IMT or Type 1 IMT). The NICC will

coordinate with ordering and sending Geographic Areas to ensure the IMT order matches the IMT catalog item at the time of mobilization.

- Complex/Type 1 IMTs remain on-call for a maximum of seven days.
- At the time (clock hour and day of the week) an IMT from the national rotation is requested, the next eligible IMT in rotation will be notified and placed in two-hour call status and will remain in call status for the next seven days. The next two teams in national rotation will also be notified of the schedule change. Geographic Areas unable to provide an IMT when ordered for a national assignment will be listed as unavailable on the national rotation and will not be considered until the designated slot rotates into position again.
- Geographic Areas with more than one Complex/Type 1 IMT may decide which eligible team responds to a national call.
- Geographic Areas must pass if no eligible IMT can meet the two-hour call.
- Complex, Type 1 and Type 2 IMTs will be considered unavailable for a national assignment if the primary Incident Commander or two Command & General Staff positions are vacant. The Deputy Incident Commander may be allowed to take the team with Geographic Area Multi-Agency Coordinating Group (GMAC) approval. Any deviation to the aforementioned availability, and substitution principle must have GMAC and NMAC approval.
- An IMT that is not available for a national assignment will be listed as unavailable on the national rotation list.
- Within Round 1 of the national rotation, once an IMT has been committed to an incident, either internally or nationally, it will remain ineligible for a national assignment until all eligible, available IMTs have had an assignment. Once all eligible, available IMTs have had an assignment within Round 1, the national rotation will begin Round 2, following the same procedures that applied in Round 1.
- At the end of any round where three or less IMTs remain without an assignment in that round, each of those IMTs will be given one rotation period/week in the number one position before moving to the next round.
- A committed IMT that is reassigned to additional incidents prior to being demobilized to their home unit will be counted as a single assignment within the round they were mobilized.
- IMTs that are mobilized but cancelled or released within 48 hours will remain eligible for national assignments in the current round of the national rotation.
- All assignments, internal or national, count as experience towards the current round.
- Once an IMT, mobilized from the national rotation is staged by NICC, that team will be prioritized and assigned when a Geographic Area requires a replacement team.
- Once an IMT has been staged by a Geographic Area, the IMT will be prioritized and assigned to any new incident within that area, or when a replacement team is needed within the area. If NICC receives another Complex/Type 1 IMT request, the first eligible IMT in national rotation will be ordered.
- The Geographic Area will coordinate with NICC before reassigning an out-of-area Complex/Type 1 IMT to another incident.
- Geographic Areas with only one Complex/Type 1 IMT may stand the team down for rest after coordination with NICC.

- NMAC retains the authority to manage all team assignments as necessary to achieve team experience objectives, ensure proficiency, manage fatigue, or for other reasons. This also includes the authority to amend the national rotation or proceeding to the next round as necessary.
- Teams mobilized in the previous calendar year and whose assignment extends into the new calendar year will not be shown as assigned in the new calendar year.

The National rotation and current assignment history for the Complex/Type 1 IMTs is maintained throughout the calendar year at: <https://www.nifc.gov/nicc/logistics/overhead/overhead.htm>.

### **NIMO Teams**

There are four (4) National Incident Management Organization (NIMO) Teams. NIMO configuration may be negotiated by NMAC, the NIMO Coordinator, NIMO Incident Commander, and the requesting unit, up to the maximum number of positions. To increase personnel capacity and capability, trainees, apprentices, and/or technical specialists may be ordered for any or all positions. NIMO rosters will be held by NICC. Timely communication about availability will be provided to NICC by the NIMO Coordinator.

### **Area Command Team**

Orders for Area Command Teams will be placed through established ordering channels using an Overhead Group Request to NICC. Area Command Teams are comprised of six (6) positions: four (4) specific and two (2) trainees, which are the following:

- Area Commander (ACDR)
- Assistant Area Commander, Planning (ACPC)
- Assistant Area Commander, Logistics (ACLC)
- Area Command Aviation Coordinator (ACAC)
- Area Command trainees (2 each)

The Area Commander position may only be filled by a current agency employee.

Depending on the complexity of the interface between the incidents, specialists in other areas such as aviation, safety, information, long-term fire planning, or risk planning may also be assigned.

### **All-Hazard Incident Management Teams**

Many States, local jurisdictions, and federal agencies have developed All-Hazard IMTs. These IMTs are often sponsored or administered by a state or local emergency management agency and may be qualified at the Type 2 or Type 3 level (based on the FEMA National Qualification System or other recognized qualification system). Many All-Hazard IMTs are comprised of a combination of wildland fire and other response personnel. Several All-Hazard IMTs are capable of interstate response; others are limited to their State or local area.

All-Hazard IMTs which are available through a Cooperative Fire Protection Agreement can be mobilized through the wildland fire mobilization system. Some of these IMTs can be ordered directly through IROC as an Overhead Group Request; “AHMT – Team, All Hazard”, while others will need to have team or individual member information entered at the time of mobilization.

Forest Service Regional ESF #4 Coordinators are the primary wildland fire point of contact for State and local All-Hazard IMTs.

### **Incident Support Teams**

Teams will be ordered using an Overhead Group Request in IROC. Overhead requests for specialized team members of non-standard teams, such as After-Action-Review teams, will be placed as Technical Specialist (THSP).

## **INTERAGENCY BUYING TEAMS (BUYT)**

The primary mission of a BUYT is to support the local administrative staff with incident acquisition. BUYTs are ordered by the incident host agency and report to the Agency Administrator or other designated incident agency personnel.

Additional information on BUYT, including responsibilities and coordination, can be found in the following:

- *NWCG Standards for Incident Business Management, PMS 902:*  
<https://www.nwcg.gov/sites/default/files/publications/pms902.pdf>
- *National Interagency Buying Team Guide:*  
<https://www.nwcg.gov/committees/incident-business-committee>

### **BUYT Configuration**

National Interagency BUYTs are comprised of a leader and six (6) team members. One (1) of the six (6) members may be assigned as an assistant or deputy leader. In addition to the seven (7) member team, personnel from the incident host agency or alternate Buying Team members may be added as needed, to supplement the primary team. Two (2) members of the team must be Contracting Officers. National Interagency BUYTs will consist of the following positions:

- Two (2) qualified procurement personnel.
- Four (4) personnel support positions.
- One (1) procurement or leader trainee.

Geographic Interagency BUYT's can range in personnel from three (3) to five (5) members, one member shall have delegated procurement authority, i.e., warrant.

- One (1) qualified procurement personnel.
- Two to three (2-3) personnel support positions.
- One (1) trainee.

### **BUYT Mobilization**

Interagency BUYTs will be mobilized according to the national call-out procedures from the Interagency BUYT Rotation managed by NICC. Orders for BUYTs will be placed through established ordering channels using an Overhead Group Request; "BUYT – Team, Buying".

To the extent possible, each Geographic Area should train and make available a minimum of one BUYT that is available for national dispatch.

Geographic Areas will internally mobilize their National or Geographic Area Buying Teams, or ad-hoc Buying Teams before requesting a National or Geographic Area Interagency Buying Team from NICC. Requests for Buying Teams will specify National or Geographic Area team in the “Special Needs” of the request. National and Geographic Area BUYTs are mobilized according to national call-out procedures.

### **BUYTs Rotation Process**

- BUYTs will remain on-call for a maximum fourteen (14) days.
- At the time (clock hour and day of week) a BUYT from the BUYT Rotation list is requested, the next eligible BUYT in rotation will be notified and will remain in call status for the next fourteen (14) day period. The next two (2) BUYTs in rotation will also be notified of the schedule change.
- Geographic Areas unable to provide a BUYT when ordered for a national assignment will be listed as unavailable on the BUYT Rotation and will not be considered until the designated Geographic Area slot rotates into position again.
- Geographic Areas with more than one (1) BUYT may decide which “eligible” team responds to a national call. Geographic Areas must pass if no “eligible” BUYT can meet the needed date/time of the request.
- BUYTs will be considered unavailable for a national assignment if more than two (2) procurement or support positions are to be filled with a substitute.

NMAC retains the authority to adjust the BUYT Rotation list when necessary to achieve team experience objectives or for other reasons.

The national rotation and current assignment history can be found at:

[https://www.nifc.gov/nicc/logistics/teams/buy\\_rotate.pdf](https://www.nifc.gov/nicc/logistics/teams/buy_rotate.pdf)

### **PAYMENT TEAMS**

National Park Service Payment Teams are no longer ordered on a rotational basis.

Before a Payment Team is ordered to audit and process DOI incident invoices, the ordering unit should contact one of the individuals listed below:

Julie Bennett	(775) 315-0465	<a href="mailto:julie_bennett@nps.gov">julie_bennett@nps.gov</a>
Stephanie Auten	(806) 275-0538	<a href="mailto:stephanie_auten@nps.gov">stephanie_auten@nps.gov</a>

Once the configuration of the team is determined, requests for Payment Teams will be placed through established ordering channels using an Overhead Group Request; “PAYT – Team, Payment”. Payment team leaders and members will be ordered by the jurisdictional unit as THSPs.

### **BURNED AREA EMERGENCY RESPONSE TEAM (BAER)**

All wildland fire management agencies are responsible for taking immediate and effective post wildfire site and resource stabilization actions designed to protect life and property and prevent further natural and cultural resource degradation while ensuring all environmental and legal mandates are met. BAER teams are an integral part of wildfire incidents.

## Department of Interior (DOI) BAER

The DOI maintains one National BAER Team to assist field units plans for complex post-fire emergency stabilization. The National BAER Team is scalable in long and short configurations. The full National BAER Team is dispatched to more difficult incidents involving extreme risks to human life and critical federal assets. Potential floods, mud and debris flows, watershed/municipal water supplies, urban interface, and complex and/or multiple jurisdictions are the dispatch prioritization criteria factored into the mobilization decision. Less complex incidents will use local, regional, interagency, and contracted ad-hoc BAER teams. Bureau coordinators maintain rosters of BAER personnel for less complex incidents.

### DOI National BAER Team Configuration

The initial call-out of the DOI National BAER Team may consist of the following thirteen (13) positions:

- BAER Team Leader
- Deputy BAER Team Leader
- BAER Environmental Specialist
- BAER Documentation Specialist
- BAER Geographic Information Specialist (GIS) x 2
- BAER Hydrologist
- BAER Soil Scientist
- BAER Geologist
- BAER Biologist
- BAER Forester
- BAER Cultural Resource Specialist
- BAER Botanist

### DOI Burned Area Emergency Response Team Mobilization Process

The ordering unit must contact their agency Regional/State BAER Coordinator before placing an order for the National BAER team.

During National Preparedness Levels 1-3, the ordering unit's Agency Administrator will coordinate any potential full National BAER Team assignment with the concurrence of the agency National BAER Coordinator and the National Interagency BAER Team Leader, after contacting their agency regional/state BAER coordinator.

During National Preparedness Levels 4-5, full National BAER Team assignments will be coordinated through the National BAER Coordinators with the concurrence of NMAC, after contacting their agency regional/state BAER coordinator.

NICC will notify the National BAER Coordinator-in-charge for any National BAER Team call-out (in order of contact):

FWS	Lou Ballard	(208) 387-5584	<a href="mailto:lou_ballard@fws.gov">lou_ballard@fws.gov</a>
NPS	Jennifer Gibson	(458) 231-4342	<a href="mailto:jennifer_gibson@npd.gov">jennifer_gibson@npd.gov</a>
BIA	Jennifer Hickman	(505) 553-2205	<a href="mailto:jennifer.hickman@bia.gov">jennifer.hickman@bia.gov</a>

BLM

Brad Jost

(307) 274-0937

[bjost@blm.gov](mailto:bjost@blm.gov)

National Interagency BAER Team resources are mobilized through established ordering channels in IROC using an Overhead Group Request, “BAER – Team, Burned Area Emergency Response”. The core strategic full national team will consist of thirteen positions and is organized per a National Standard Operating Guide. Dispatch of the full national team will be coordinated using Team Dispatch Prioritization criteria in consultation with the national coordinators. The National BAER Team is scalable in long and short configurations and may also be ordered as command and general staff or ordered as individual resources.

### **USDA Forest Service BAER**

The USDA Forest Service (FS) maintains BAER teams at the local units. BAER personnel are dispatched at the local unit.

## **NATIONAL FIRE PREVENTION AND EDUCATION TEAMS (NFPET)**

The mission of National Fire Prevention and Education Teams (NFPETs) is to provide unit and agency managers with skilled and mobile personnel which have the ability to supplement or enhance ongoing local wildfire prevention and education activities, where hazard or risk is, or is expected to be, elevated above normal.

Ordering NFPETs for normal, routine, or project work should be discouraged.

Teams are available to support units on-site as well as virtually. Depending on the needs of the ordering unit, some team members may work virtually in support of the team that is on-site.

Teams are highly effective in their ability to reduce unwanted human-caused wildland ignitions and are equipped to rapidly complete on-site prevention assessments and plans, initiate implementation of such plans, and to begin immediate prevention and education activities.

### **NFPET Configuration**

A basic team is composed of three (3) personnel with these minimum qualifications:

- PETL – Fire Prevention Education Team Leader
- PETM – Fire Prevention Education Team Member
- PIO2 – Public Information Officer Type 2

Actual team composition may include additional support positions, as determined jointly by the team leader and the ordering unit, on a case-by-case basis, based on the team’s anticipated tasking.

The assignment of PETL and PETM trainees is encouraged. If the use of trainees is authorized by the ordering unit, priority for assignment is to be given to trainees selected by the team’s NFPET Geographic Area Coordinator or the ordering unit’s Geographic Area priority trainee program, where applicable.

Requests for National Fire Prevention and Education Teams will be placed through established ordering channels in IROC using an Overhead Group Request; “FPET – Team, Fire Prevention/Education”.

The NFPET Geographic Area Coordinators listed below will work with Geographic Area Coordination Centers to fill team orders.

### NFPET Coordinators

Geographic Area	Geographic Area Coordinator	Alternate
Great Basin	Jennifer Hansen Phone: (801) 361-6449 <a href="mailto:jennifer.hansen@usda.gov">jennifer.hansen@usda.gov</a>	Kelsey Griffiee Phone: (775) 386-7430 <a href="mailto:kgriffiee@blm.gov">kgriffiee@blm.gov</a>
Eastern	VACANT Follow Agency Ordering Procedures	N/A
Northern Rockies	Chris Johnson Phone: (406) 529-7751 <a href="mailto:Christopher.johnson5@usda.gov">Christopher.johnson5@usda.gov</a>	N/A
Northwest and Alaska	Jacob Gear Phone: (541) 589-4669 <a href="mailto:jacob.gear@usda.gov">jacob.gear@usda.gov</a>	Zach Ellinger Phone: (503) 798-5499 <a href="mailto:zellinger@blm.gov">zellinger@blm.gov</a>
California	Joe Labak Phone: (951) 202-0627 <a href="mailto:Joseph.labak@usda.gov">Joseph.labak@usda.gov</a>	N/A
Rocky Mountain	James White Phone: (970) 420-2726 <a href="mailto:James.a.white@usda.gov">James.a.white@usda.gov</a>	N/A
Southern	E.J. Bunzendahl Phone: (859) 745-3148 <a href="mailto:elizabeth.bunzendahl@usda.gov">elizabeth.bunzendahl@usda.gov</a>	N/A
Southwest	Francisco Salazar Phone: (505) 842-3897 Alternate: (505) 239-2668 <a href="mailto:Francisco.Salazar@usda.gov">Francisco.Salazar@usda.gov</a>	N/A
National	Zach Ellinger Phone: (503) 798-5499 <a href="mailto:zellinger@blm.gov">zellinger@blm.gov</a>	N/A

### COMMUNITY MITIGATION ASSISTANCE TEAMS (CMAT)

Community Mitigation Assistance Teams help communities build sustainable local capacity for wildfire mitigation. This can be accomplished during high fire risk periods before, during or after a wildfire when awareness of the need for risk reduction and the likelihood of action is highest.

The team works collaboratively with community partnerships to address immediate and long – term wildfire risk challenges and integrates community fire adaption and resilient landscapes concepts outlined in the *National Cohesive Wildfire Management Strategy* found at:

<https://www.forestsandrangelands.gov/strategy/thestrategy.shtml>

### **CMAT Configuration**

- Teams number 3 to 8 people depending on community need and deployment training opportunities.
- Teams are comprised of a team lead, mitigation specialists and may include trainees. Additional support position may be required and will be jointly determined by the team lead and the ordering unit.
- Team members represent federal, state, local government and non-government partners who specialize in effective community wildfire risk reduction.
- Team members are name requested as THSP - CMAT through established ordering channels.

### **Requesting a CMAT**

To request a CMAT, complete the request form found on the USDA Forest Service, Community Mitigation Assistance Team website located at:

<https://www.fs.usda.gov/managing-land/fire/cmat>

### **FIRE AND AVIATION SAFETY TEAM (FAST)**

Fire and Aviation Safety Teams assist Agency Administrators during periods of high fire activity by assessing policy, rules, regulations, and management oversight relating to operational issues. They can also provide the following:

- Guidance to ensure fire and aviation programs are conducted safely.
- Assist with providing immediate corrective actions.
- Review compliance with Occupational Safety and Health Administration (OSHA) abatement plans, reports, reviews, and evaluations.
- Review compliance with Interagency Standards for Fire and Fire Aviation Operations.

FASTs can be requested through the GACC to conduct reviews at the state/regional and local level. If a more comprehensive review is required, a national FAST can be ordered through NICC.

FASTs will be chartered by their respective Geographic Area Coordinating Group (GACG), with a delegation of authority, and report back to the GACG.

FAST reports include an executive summary, purpose, objectives, methods and procedures, findings, recommendations, follow-up actions (immediate, long-term, and national issues), and a letter delegating authority for the review. FAST reports should be submitted to the GACG, with a copy to the Federal Fire and Aviation Safety Team (FFAST) Chair within thirty days.

### **FAST Configuration**

FASTs include a Team Leader, who is either an Agency Administrator or Fire Program Lead with previous experience as a FAST member; a Safety and Health Manager; and other individuals with a mix of skills from Fire and Aviation Management.

### **FAST Mobilization Process**

FASTs are requested through established ordering channels to the GACCs, for reviews at the local, State/Regional or Geographic Area level. If a more comprehensive review is required, a National FAST can be ordered through NICC. FASTs are ordered using an Overhead Group Request; “FAST – Team, Fire and Aviation Safety”.

### **AVIATION SAFETY AND TECHNICAL ASSISTANCE TEAM (ASTAT)**

ASTATs enhance safe, efficient, and effective aviation operations. An ASTAT provides assistance to unit and aviation managers, flight crews, and incident management teams for increasing, ongoing or decreasing incident aviation activity.

ASTATs assist and review helicopter and/or fixed-wing operations on wildland fires. During high levels of aviation activity, it is advisable to request an ASTAT.

ASTATs receive an assignment briefing with management concerns and/or issues identified in a letter delegating authority, which establishes the roles of the team and its expectations. The teams will provide daily feedback to the person(s) identified in the delegation of authority. Teams will conduct an exit briefing and will provide a written report prior to demobilization.

If an ASTAT cannot be filled internally, the request may be placed with NICC through established ordering channels using individual overhead requests.

### **ASTAT Configuration**

The following configuration, or a similar combination of positions based upon the needs of the ordering unit, will be used when ordering an ASTAT.

- THSP – Aviation Safety Manager
- THSP – Operations Specialist (helicopter and/or fixed-wing)
- THSP – Pilot Inspector
- THSP – Maintenance Inspector (optional)
- THSP – Avionics Maintenance Inspector (optional)
- ACDP – Aircraft Dispatcher (optional)

### **SERIOUS ACCIDENT INVESTIGATION TEAMS (SAIT)**

SAITs are mobilized to investigate serious wildland fire accidents. Serious wildland fire accidents are defined in the *Interagency Standards for Fire and Fire Aviation Operations (NFES 2724)*

Team members ordered through established channels will be mobilized as THSPs. Requests for SAIT members will be placed using individual overhead requests.

Normal SAIT Configuration is as follows:

- THSP – Team Leader
- THSP – Chief Investigator

- THSP – Advisor/Safety Manager
- THSP – Interagency Representative
- THSP – Subject Matter Expert (experienced in specialized occupation)
- THSP– Public Affairs Officer

## CHAPTER 30 CREWS

### CREW STANDARDS FOR NATIONAL MOBILIZATION

Crews will be ordered by a standard type. Three (3) types exist for National or interagency assignments. They are Type 1, Type 2 and Type 2 with IA (initial attack) capability.

For a detailed description of minimum crew standards see *Interagency Standards for Fire and Fire Aviation Operations (NFES 2724)*:

<https://www.nifc.gov/standards/guides/red-book>

### TYPE 1 INTERAGENCY HOTSHOT CREWS (IHCs)

IHCs require appropriate federal or State agency sponsorship and a recommendation by their respective Geographic Area Coordinating Group for inclusion into the national interagency mobilization system. NICC will maintain availability status of Type 1 IHCs but will not recognize internal Geographic Area rotations of these crews.

Type 1 IHCs attempting to transport chain saws on other than NIFC contract jets should be prepared to ship their chain saws via an alternative method should loading be refused. Type 1 IHCs normally come equipped with hand tools. There may be occasions when Type 1 IHCs transported by air do not arrive with hand tools. If tools are needed, they should be ordered separately as supply items.

When Type 1 IHCs are transported by aircraft, the receiving unit should be prepared to provide the following:

- Crew transportation
- Vehicle to transport saws, fuel, and hand tools separate from crew transportation.
- Firing equipment (minimum two cases of fuses)
- Chain saws (four kits)
- Saw fuel (ten gallons, unmixed)
- Bar oil (five gallons)

Interagency Hotshot Crews (IHC) meet or exceed all standards found in the *Standards for Interagency Hotshot Crew Operations (SIHCO)*.

<https://www.nifc.gov/sites/default/files/standards/SIHCO.pdf>

For a complete list of all Type 1 Interagency Hotshot Crews refer to:

<https://www.fs.usda.gov/science-technology/fire/people/ihc>

### Interagency Hotshot Crews as T2IA, T2 or Suppression Modules

When Interagency Hotshot Crews fall below the level identified in the *Interagency Standards for Fire and Fire Aviation Operations (NFES 2724)* they may still be dispatched as a T2IA, T2 Crew or Suppression Module provided they meet the standards for the lesser qualification. The active crew qualification in IROC should reflect the standard (T1, T2IA or T2) the crew meets. Do not

create a new crew resource item with the other qualification(s), update the active qualification appropriately. When an IHC falls below the crew standards, an Overhead Group - Suppression Module resource item should be created in IROC.

Crew Qualification and Operational Naming Conventions will reflect according to standard:

- CRW1 – Kern Valley IHC
- CR2I – Kern Valley IHC
- CRW2 – Kern Valley IHC

Suppression Module Qualification (Overhead Group) and Operational Naming Convention:

- SMOD – Kern Valley IHC

## **TYPE 2 AND TYPE 2 IA CREWS**

Type 2 Crews will be ordered as Type 2 or Type 2 IA. Standard crew size is twenty (20) people maximum and eighteen (18) people minimum (including Crew Boss and trainees). Type 2 IA and Type 2 Crews may come equipped with hand tools and chain saws. In addition to the Type 2 minimum standards, Type 2 IA Crews can be broken up into squads and have three (3) qualified sawyers.

All equipment will be inspected and weighed at time of mobilization to ensure adherence to safe transportation procedures.

Type 2 IA and Type 2 Crews attempting to transport chain saws on other than NIFC contract jets should be prepared to ship their chain saws via an alternative method should loading be refused.

Units sending Type 2 and Type 2 IA Crews will determine the ratio of crews to Crew Representatives (CREP) needed for a given assignment. Depending on the assignment, ratios of 1:1 to 1:4 may be appropriate. These responsibilities can be met by an Interagency Resource Representative (IARR) as well.

A CREP assigned to Type 2 or Type 2 IA Crew will remain with the crew from the initial dispatch until the crew is released to home unit. CREPs are not required for agency regular crews.

All crew personnel mobilized and demobilized outside the local unit through NICC will be identified on a crew manifest form. Crew weights will be manifested separate from personal gear and equipment weights. The crew supervisor or CREP will ensure compliance with weight limitations.

## **US FOREST SERVICE CONTRACTED CREWS**

### **Type 2IA Crews**

NIFC Forest Service has contracted nationally for T-2IA Crews (National Contract Resources (NCR)). National Contract Resources are hosted by local units (Host Unit Coordination Centers (HUCC)) which are contractually required to utilize dispatch priorities when mobilizing crews, as outlined in section C.7 of the National Type-2IA Firefighter Crew Contract.

For copies of the T-2IA NCR Contract contact:

U.S. Forest Service, Contracting  
National Interagency Fire Center  
3833 S. Development Avenue  
Boise, Idaho 83705-5354  
Phone: (208) 387-5665

### **Type 2 Crews**

NIFC Forest Service has contracted nationally for Type 2 Crews. NICC is the sole provider for USFS Contracted Type 2 crews. Type 2 Crews are assigned based on a best value determination calculated at the time the NICC receives the order.

For copies of the Type 2 Contract contact:

U.S. Forest Service, Contracting  
National Interagency Fire Center  
3833 S. Development Avenue  
Boise, Idaho 83705-5354  
Phone: (208) 387-5665

### **INTERAGENCY RESOURCE REPRESENTATIVE (IARR)**

Anytime a Geographic Area or State has committed four or more crews, an Interagency Resource Representative (IARR) can be sent by the sending unit, or the receiving unit can request them. For each IARR sent, it is the responsibility of the sending GACC to mobilize, demobilize, and ensure proper notification is made to the receiving GACC. An IARR mobilized to incident assignments away from their home unit should be self-sufficient.

## CHAPTER 40 EQUIPMENT AND SUPPLIES

### EQUIPMENT AND SUPPLIES OVERVIEW

All Equipment and Supply Orders will follow established ordering procedures, except for the redistribution of supplies within the National Fire Equipment System (NFES). Redistribution of excess supply items will be coordinated by the designated NFES Cache Manager(s). Cache orders will be filled to meet timeframes specified, using the most economical service. All NFES cache items are shipped ready for use.

### EQUIPMENT/SUPPLIES MOBILIZATION

Contracted resources awarded under a competitive solicitation process shall be mobilized using established Dispatch Priority Lists (DPLs) within their local dispatch area before at-incident agreements are issued. All requests for contracted equipment shall be ordered through the host dispatch centers identified in the agreement and using established dispatch ordering channels. Contracted resources shall not be held in reserve as a contingency force in a non-pay status when that resource is available.

When receiving a request for which Incident Blanket Purchase Agreement (I-BPA) resources may be utilized, the dispatcher will use the DPL within their host dispatch center. Dispatchers and Contracting Officers will not call/dispatch Contractors from other host dispatch centers' DPLs. To utilize Contractors from other host dispatch centers' DPLs, the ordering dispatcher must follow established dispatch ordering channels. Available Contractors on the DPL must be contacted in the order of their DPL ranking and availability status corresponding with their available area.

Examples of Contract Equipment resources are:

- National Contract Mobile Food Services (Caterers)
- National Contract Mobile Shower Facilities
- Rolling Stock – engines, water tenders, dozers, etc.
- Supplies are identified as materials or goods not defined in any other resource or service category.

Examples of Supplies resources are:

- NFES items
- Mobile Cache Vans
- Local Purchase

### EQUIPMENT/SUPPLIES DEMOBILIZATION

When demobilizing contracted tactical equipment, Contractors awarded I-BPAs as a result of competitive solicitations, shall be given priority to remain on the incident over tactical equipment with incident-only Emergency Equipment Rental Agreements (EERAs), unless the Incident Commander determines it necessary to deviate based on a specific incident need or objective. This

applies to contracted tactical equipment only, not all contracted resources. Release information for equipment and accountable supply items must be promptly relayed through IROC.

## **NATIONAL INTERAGENCY SUPPORT CACHE ORDERING PROCEDURES**

### **NFES Items in Short Supply**

The NICC, in cooperation with the National Incident Support Cache (NISC) Coordinator, will advise all incident support agencies (NMAC) of those items in high demand with limited quantities. This information will be distributed through established communication and ordering channels.

### **Field Office Replenishment During Fire Season**

Agencies will place orders to their servicing National Interagency Support Cache. Replenishment orders must be the result of fire management activities and must be accompanied with the appropriate cost code.

### **Field Office Replenishment Outside of Fire Season**

Whenever possible, field offices must order directly from the Defense Logistics Agency (DLA) for those items stocked in the Federal Supply System (FSS). All other items will be ordered directly from suppliers unless individual agency instructions prevail.

### **Incident Replacement of NFES Items**

Prior to release from an incident, personnel may request replacement of equipment and supplies that were consumed, lost, damaged, or rendered unserviceable on the incident.

The IMT or other incident personnel may authorize replacement of items at the incident if available, or by approving an *Incident Replacement Requisition; OF-315/NFES 001300* for replacement of NFES items by the incident's servicing cache. Should the replacement of the approved items not be feasible prior to demobilization of the requesting resource, the incidents servicing cache will forward the request to the resources servicing cache. Caches may only process requests for NFES items. Requests for non-NFES items should be requested on a separate incident replacement requisition to be processed by the home unit. Please refer to the current *NWCG Standards for Interagency Incident Business Management, PMS 902* for procedures dealing with replacement of non-NFES supplies and equipment.

<https://www.nwcg.gov/publications/902>

### **Local Unit Incident Replacement: Type 3, 4 and 5 Incidents**

The host units' Agency Administrator or authorized representative must approve all incident replacement requests.

### **Incident to Incident Transfer of Equipment and Supplies**

Transfer of equipment and supplies between incidents, including those operating under Area Command authority, may occur only with proper documentation so accountability is maintained.

Transfer of communications equipment creates safety concerns by increasing the risk of frequency conflict and the possibility of damaged equipment or equipment not tuned being utilized. This may

only be done with approval of the National Interagency Incident Communications Division (NIICD), Communications Duty Officer (CDO).

### **NATIONAL INTERAGENCY INCIDENT COMMUNICATIONS DIVISION (NIICD)**

NIICD is a National Resource composed of multi-channel radio systems and kits available for complex incident communications. The priority use of NIICD radio systems and kits are for active incidents. All radio systems and kits must be returned to NIICD as soon as the incident has demobilized. A National CDO is available at NIICD throughout the year. Geographic Area Frequency Managers, Communications Coordinators (COMCs), and Incident Communication Unit Leaders (COML) will coordinate with NICC, the Geographic Area, and the NIICD CDO on all telecommunication issues.

NIICD stocks NFES 004390 Starter Systems, which will provide the initial Command/Tactical, Air Operations, and Logistical communications requirements of a single incident. Individual kits are available to supplement Starter Systems or to provide support for smaller incidents. The NIICD CDO can provide assistance in determining a specific incident's communication requirements.

NIICD radios are synthesized and contain both FS and DOI frequencies. FS and DOI frequencies are not "cleared" nationally. Other agencies use these frequencies and, in some cases, in very critical and sensitive areas. All frequencies must be approved for the areas where they will be used. Any of the national frequencies (FS or DOI) are not to be used without prior coordination with the NIICD CDO.

NIICD issues dedicated FM frequencies in conjunction with communication equipment assigned to incidents. NIICD will order additional temporary FM frequencies from DOI and FS – WO as needed. Government users may not use the Family Radio Service (FRS) for communications on any planned or ongoing incident.

For a complete listing of NIICD telecommunications components, refer to the following:

- *National Incident Radio Support Cache (NIRSC) User's Guide (NFES 000968).*  
<https://www.nifc.gov/resources/NIICD/niicd-documents>
- *NWCG NFES Catalog - Part 1: Fire Supplies and Equipment, PMS 449-1.*  
<https://www.nwcg.gov/publications/pms449-1>

### **Radio Ordering**

Requests for NIICD radio systems and kits will be placed in with NICC through established ordering channels. To ensure proper frequency coordination, the ordering office must include a Needed Date/Time, Latitude and Longitude of the incident, shipping address and receiving incident phone number. For shipping purposes, a physical address which includes a street name and number, city, state, and zip code is required. For emergency air charter a local Fixed Base Operator (FBO), airport and receiver contact information must be included.

Each Geographic Area may order up to four Starter Systems for preposition during their established fire season. The NIICD CDO must be contacted when an order for a Starter System is received for an incident.

NIICD CDO: (208) 387-5644

The CDO will identify which prepositioned Starter System will be assigned to the incident. A replacement Starter System may be requested after commitment of a prepositioned Starter System. Replacement Starter Systems may not be filled where congestion of spectrum is an issue. In these instances, special frequency Starter Systems will be built on an as needed basis and shipped to the incident.

Radios will be used as received without modification. Defective radio equipment will be immediately returned to NIICD for maintenance. To maintain quality and quantity for the field, each Starter System or kit will be returned to NIICD for rehabilitation immediately after each assignment. The incident or unit charged with custody of the radio equipment is responsible for a complete inventory of that equipment upon return from the incident.

Prepositioned radio systems and kits will be returned to NIICD as soon as the need has diminished or annually for preventative maintenance. Prepositioning NIICD radio systems and kits longer than six months requires NIICD approval.

### **Frequency and Radio Demobilization**

Temporary frequencies and any radio equipment with temporary frequencies will be released first due to licensing requirements. NIICD radio systems and kits should be inventoried, sealed, and returned promptly to NIICD. Do not stockpile kits. Spare seals are supplied in each box. Incidents are responsible for ensuring all radio systems or kits are returned or accounted for on a Property Loss Statement.

GACCs will order stand-alone frequencies directly from NIICD.

### **REMOTE AUTOMATIC WEATHER STATIONS (RAWS)**

Seventy-five (75) IRAWS are cached at the Remote Sensing Fire Weather Support Unit for response to wildland fires and other projects requiring environmental monitoring.

For specific use and description, refer to the *NWCG NFES Catalog - Part 1: Fire Supplies and Equipment, PMS 449-1*.

The availability of equipment and associated technician support depends on a variety of factors. Prior phone coordination with the NIFC Remote Sensing/Fire Weather Support Unit (RSFWSU) Coordinator is recommended.

NIFC RSFWSU Coordinator: (208) 387-5726

### **Incident Remote Automatic Weather Stations, (IRAWS – NFES 005869)**

Requests for IRAWS will be placed with NICC through established ordering channels. RAWS Technicians will accompany the IRAWS when mobilized and do not require a separate Overhead request to be tracked. When ordering for wildland fire incidents, coordinate IRAWS requirements with an IMET if one is assigned. For further information on the IRAWS units, contact the Remote Sensing/Fire Weather Support Unit RAWS Coordinator. Upon release from the incident, the IRAWS will be returned to NIFC via the most expeditious method available.

### **Project Remote Automatic Weather Stations, (PRWAS – NFES 005870)**

Requests for PRAWS will be placed to NICC through normal ordering channels. PRAWS will be configured for the specific project prior to mobilization. The requesting agency must contact the

Remote Sensing/Fire Weather Support Unit Coordinator prior to ordering to determine the PRWAS configuration. Set up of the PRAWS is the responsibility of the ordering unit. Upon release from the project, the PRAWS will be returned to NIFC via the most expeditious method available.

### **Smoke Monitoring Kit, (Kit – Smoke Monitor – E-Sampler, NFES 005840)**

Smoke Monitor Kits should be requested through IROC as a Supply request. Kit information, primary contacts, and ordering instructions can be found at:

<https://www.wildlandfiresmoke.net/home/smoke-monitoring>

## **NATIONAL CONTRACT MOBILE FOOD SERVICE AND SHOWER FACILITIES**

### **National Contract Mobile Food Service Units**

Any time mobile food services are needed for federal wildland fire incidents in the western United States, the Federal Wildland Fire Agencies are obligated to order services from the National Mobile Food Services Unit (MFSU) Contractors any time 1.) the number of people to be fed is at or above 150 persons per meal and 2.) the headcount is estimated to remain at those numbers, or greater, for at least seventy-two (72) hours from when the headcount first reaches 150 per meal, provided that the Contractors can reasonably meet the incident's needs and required time frames. Per the contract, the first meal served will be dinner.

Allow a minimum of 24 hours from time an order is placed to NICC to the time of the first meal. MFSU Contractors will be given the opportunity to provide three meals per day unless other arrangements are mutually agreed to with the incident Food Unit Leader (FDUL) or the needs of the incident require different meal options such as Meals Ready to Eat (MRE).

MFSU also may be ordered for other types of incidents at the government's option. State and other federal cooperators may also utilize this contract at their option. However, the ordering procedures in the NATIONAL MOBILE FOOD SERVICES CONTRACT, SECTION C.2 of will be followed for all orders. For additional information, refer to the *National Mobile Food Services Contract*.

### **National Contract Mobile Shower Facilities Units**

Any time mobile Shower Facilities are needed for federal wildland fire incidents in the western United States, the Federal Wildland Fire Agencies, (NATIONAL MOBILE SHOWER FACILITIES CONTRACT, SECTION J.10), are obligated to order services from the National Mobile Shower Facilities Contractors, provided that the Contractors can reasonably meet the incident's needs and required time frames (NATIONAL MOBILE SHOWER FACILITIES CONTRACT, SECTION C.2, 2.2).

Mobile Shower Facility Units also may be ordered for other types of incidents, at the government's option. State and other federal cooperators may also utilize this contract at their option. However, the ordering procedures list in the contract will be followed for all orders. For additional contract information, refer to the *National Mobile Shower Facilities Contract*.

### **National Contract Mobile Food Services and Shower Facilities Mobilization**

All National Contract Mobile Food Service Units and Mobile Shower Facility Units in the lower 48 States are ordered through and mobilized by NICC using established ordering channels.

Requests for Mobile Food Service Units and Mobile Shower Facilities require a completed Mobile Food & Shower Service Request Form at:

[https://www.nifc.gov/nicc/logistics/coord\\_forms.htm](https://www.nifc.gov/nicc/logistics/coord_forms.htm)

If an incident has a need for additional mobile food service units or shower facilities units, the request will be placed with NICC through established ordering channels. NICC will determine and assign the appropriate units to all federal wildland fire incidents.

### **National Contract Mobile Food Services and Shower Facilities Reassignments**

All requests to reassign National Contract Mobile Food Services or Shower Facilities units will be placed with NICC through established ordering channels. All reassignments of National Contract Mobile Food Services and Shower Facilities units will be communicated to the vendor by NICC.

### **National Contract Mobile Food Services and Shower Facilities Demobilization**

Local units will notify their GACC twenty-four (24) hours in advance of demobilization. All release information will be entered into IROC within fifteen (15) minutes of demobilization. Contractors may take twenty-four (24) hours to rest and replenish supplies within the local area after release. After twenty-four hours, Contractors must return to the unit's Designated Dispatch Point (DDP).

The National Mobile Food Service and National Shower contracts can be obtained at:

<http://fsweb.wo.fs.fed.us/aqm3/pages/nifc/>

<https://www.fs.usda.gov/managing-land/fire/contracting>

If you cannot access these sites, you may request access by emailing the Forest Service Acquisition Management Service Branch: [SM.FS.fsaqmisb@usda.gov](mailto:SM.FS.fsaqmisb@usda.gov)

## **ENGINES AND WATER TENDERS**

Please see the *Interagency Standards for Fire and Fire Aviation Operations (NFES 2724)* for NWCG Engine and Water Tender Typing Standards.

<https://www.nifc.gov/standards/guides/red-book>

## CHAPTER 50

### AIRCRAFT

#### AIRCRAFT MOBILIZATION

For all aircraft orders, documentation of special needs, threats, or specific reporting instructions are critical for the proper and timely processing of each aircraft request. All aircraft should be dispatched by closest resource, regardless of Geographic Area boundaries. When a Geographic Area has depleted local and available aircraft resources, request(s) will be placed with NICC. Aircraft assigned will remain in the Geographic Area until released or reallocated by the NICC.

The following selection factors will be considered when ordering aircraft:

- Initial Attack vs. Large Fire Support.
- Closest resource, regardless of Geographic Area boundary.
- Timeliness.
- Cost effectiveness.
- Performance specifications for density/high altitude operations.
- Airtanker Type (T1 & T2 LATs, VLAT, or SEAT).
- Special flights/capabilities, to include short-haul, STEP, aerial ignition, rappel, hoist, etc.
- Special equipment, bucket vs. tank, tundra pads, floats, etc.

The following terminology will be used when requesting aircraft through NICC:

- Knots (kts.) will be the standard term used to reference airspeed.
- VORs (Very High Frequency Omnidirectional Range) will be used to reference direction.
- Latitude and longitude must be provided in Degrees Decimal Minutes (DDM), utilizing GPS Datum WGS84 degrees and minutes.
- Aircraft registration numbers will be used when referencing helicopters, lead planes, and air attack aircraft.
- Airtankers and SEATs will be referenced by the airtanker number, e.g., T-40.

#### TYPES OF FLIGHTS

##### Point-to-Point

A “Point-to-point” flight is one that originates at one developed airport or permanent helibase, and flies directly to another developed airport or permanent helibase with the sole purpose of transporting personnel or cargo (this term does not apply to commercial air travel). These types of flights are often referred to as “administrative” flights and only require the aircraft and pilot to be carded and approved for point-to-point flight. A point-to-point flight is conducted higher than 500 feet above ground level (AGL).

##### Mission Flights

Mission flights (also known as FS Special Use Mission flights) are defined as flights not meeting the definition of point-to-point flight. A mission flight requires work to be performed in the air

(retardant or water delivery, fire reconnaissance, smokejumper delivery), or through a combination of ground and aerial work (delivery of personnel and/or cargo from helibases to helispots or unimproved landing sites, rappelling or cargo let-down, horse herding). Special Use Mission Flights may require special pilot endorsements, flight evaluations, training, and/or specialized aircraft equipment.

### **Flight Manager**

A Flight Manager will be designated for point-to-point flights transporting personnel. The Flight Manager is a government employee that is responsible for coordinating, managing, and supervising flight operations. The Flight Manager is not required to be on board for most flights.

For those flights that have multiple legs or are complex in nature, a Flight Manager should attend the entire flight. The Flight Manager will meet the qualification standard for the level of mission assigned as set forth in the *Interagency Aviation Training Guide* found at:

[https://www.iat.gov/docs/IAT\\_Guide.pdf](https://www.iat.gov/docs/IAT_Guide.pdf)

The Flight Manager is supervised by the Sending Unit dispatcher until the destination is reached. The Flight Manager duties are:

- Brief passengers and personnel providing an overview of the purpose, final destination, route of travel, intermediate stops, if applicable and estimated time(s) of arrival (ETAs).
- Ensure the passenger manifest is accurate and contains the correct names and weights of the passengers. Note: The pilot is ultimately responsible for ensuring correct weights, balance, and power computations. The Flight Manager will provide one copy of the manifest to the pilot-in-command and ensure that additional copies are available for the receiving unit and the sending dispatcher.
- Ensure proper Resource Tracking procedures are met.
- Ensure passenger aircraft safety briefing is conducted.
- Maintain a current list of telephone numbers for the sending and receiving units. The Flight Manager will contact the sending unit dispatch when the flight plan has deviated more than 30 minutes from the original flight plan.
- Have all personnel within the weight limitations, assembled, and ready to board in the designated staging area.
- Ensure the pilot and aircraft are currently authorized for the intended mission and the pilot – in-command can verify the aircraft is within weight and balance limitations.
- Responsible for signing the Daily Flight Report – Invoices (Form 6500-122 or AMD-23) for all flights (except for domestic air carriers, airlines, and NIFC contract aircraft).
- For Canadian travel, the Flight Manager will ensure proper documentation is included.

## **FLIGHT FOLLOWING MANAGEMENT**

### **FAA Flight Plans**

FAA flight plans and flight following are generally used for point-to-point flights and the pilot or flight manager will contact dispatch with an estimated time of departure, estimated time enroute and close out with dispatch once the aircraft is on the ground to accomplish resource tracking. The pilot shall close out the flight plan with the FAA once the flight is completed.

All flights conducted under FAA Instrument Flight Rules (IFR) are automatically provided FAA flight following. Administrative flights conducted under Visual Flight Rules (VFR) flight plans require the pilot to file a flight plan with the appropriate FAA facility. The pilot must request FAA flight following. Air Traffic Control (ATC) may or may not provide it.

It is the pilot's responsibility to confirm with dispatch which type of FAA flight plan will be used. Automated Flight Following (AFF) or Verbal flight following is not required enroute when an FAA flight plan has been filed.

### **Agency Flight Plans**

Agency flight plans are the responsibility of the pilot, to be distributed through the originating dispatch office and are documented on an Aircraft Flight Request/Schedule. All aircraft operating on Agency Flight Plans shall monitor Air Guard.

### **Flight Following**

For mission flights, there are two types of Agency Flight Following:

- Automated Flight Following (AFF). AFF is the preferred method of agency flight following. If the aircraft and flight following office have AFF capability, it shall be utilized. Periodic radio transmissions are acceptable when utilizing AFF. (See AFF procedures below for more information).
- Radio Check-in. Radio Check-in/Check-out flight following requires verbal communication via radio every 15 minutes. The dispatcher will log the aircraft call sign, latitude, longitude, and heading.

Agency flight following is used for all mission flights but is not required when an FAA flight plan has been filed for a point-to-point flight. Helicopters conducting mission flights shall check-in prior to and immediately after each takeoff/landing per the *NWCG Standards for Helicopter Operations, PMS 510*:

<https://www.nwcg.gov/publications/510>

For point-to-point flights, AFF flight following may be used as well. The pilot or flight manager will, as a minimum, contact dispatch prior to the flight with an estimated time of departure, estimated time enroute, souls and fuel on board and will close out with dispatch once the aircraft is on the ground.

Flight following is the responsibility of the originating dispatch office and will remain so until transferred through a documented, positive handoff. The flight following dispatch office shall be continually staffed while an aircraft is airborne. Confirmation of an aircraft's arrival at a specified destination is required to ensure that a flight has been completed safely. It is the pilot's responsibility to close out a flight plan.

**If an aircraft is overdue, it is the receiving dispatcher's responsibility to initiate aircraft search and rescue actions.**

Flight following problems are documented through the SAFECOM system.

### **Flight Following for Demobilization**

Flight Following will be performed on all Government or Exclusive-Use contract aircraft being demobilized. NICC will release charter and CWN aircraft to the vendor without flight following provided no government personnel or cargo is on board. All aircraft release information will be entered in to IROC.

### **National Flight Following Frequency (168.6500 MHz)**

The National Flight Following Frequency is used to monitor interagency and contract aircraft. All aircraft on point-to-point or mission flights should establish/terminate flight following and confirm AFF on the National Flight Following frequency. All dispatch centers/offices will monitor the National Flight Following frequency at all times. A CTCSS tone of 110.9 must be placed on the transmitter and receiver of the National Flight Following frequency. The National Flight Following frequency is to be used for flight following, dispatch, or redirection of aircraft. No other use is authorized.

### **Automated Flight Following (AFF)**

AFF is an online government application that automatically tracks the location and velocity of specially equipped aircraft and mobile assets and provides this information in near-real-time to dispatchers, aviation managers, and other authorized users. AFF reduces the requirement to “check-in” via radio every 15 minutes and provides the dispatcher with a wide range of information on the flight, airspace, and other data that may be pertinent to the flight. This reduces pilot workload, clears congested radio frequencies, and provides the dispatcher with much greater detail and accuracy on aircraft location and flight history.

### **Requirements to Utilize AFF**

AFF does not reduce or eliminate the requirement for aircraft on mission flights to have FM radio capability, and for the aircraft to be monitoring appropriate radio frequencies during the flight. Dispatch office(s) responsible for flight following shall be staffed for the duration of the flight.

Procedures for utilizing AFF:

- When an aircraft is ordered, or a user requests flight following from a dispatch office.
- The dispatch office will verify the aircraft icon is visible on the screen and be able to quickly monitor the page at any time during the flight.
- The dispatch office will provide the pilot with FM frequencies and tones that will be monitored for the duration of the flight.
- When aircraft is initially airborne, and outside of sterile cockpit environment, the pilot will contact the dispatch office via radio stating call sign, departure location, number on board, fuel on board, ETE, destination, confirmation of AFF location. This is required to positively verify that both the aircraft and the dispatch office are utilizing AFF, radios are operational, and that the dispatcher can “see” the aircraft on the computer screen. If there is a problem at this point, change to radio check-in procedures until the problem is resolved.
- If radio contact cannot be established the pilot will abort the mission and return to the airport/helibase.
- If there is a deviation from the planned flight route, the pilot will contact the dispatch office via radio with the changed information.

- The dispatch office will keep the AFF system running on a computer for the entire flight and will set a 15-minute timer and document the location for the duration of the flight.
- If the aircraft icon turns RED, it means the signal has been lost. Immediately attempt contact with the aircraft via radio and follow normal lost communication, missing aircraft, or downed aircraft procedures as appropriate. (During tactical operations below 500' a periodic red indication is normal and does not necessitate an 'immediate' contact especially if flight following has been established with the incident. This should be addressed during the pre-flight briefing.)
- If radio contact is made after a lost signal, the flight may continue utilizing radio check-ins for flight following.
- When the aircraft has completed the flight and landed, the pilot or flight manager (Flight Manager, ATGS, etc.) shall contact the dispatch office via radio or telephone informing them that they are on the ground.

Additional information about AFF can be found at: <https://www.aff.gov/>

#### **Responsibilities of the Sending Unit:**

- Obtain actual time of departure (ATD) and estimated time of arrival (ETA) from the initial departure airport from pilot/vendor.
- Relay the ATD, ETA, and method of flight following (Agency or FAA) to the Sending Unit's GACC.
- Notify the GACC of any route changes, and of any delay or advances of a flight plan exceeding thirty (30) minutes.
- Assist with search procedures for overdue aircraft. Utilize agency aircraft search/rescue guides, as appropriate.
- On any point-to-point flight crossing Geographic Area boundaries, instruct the Pilot-In-Command or Flight Manager to contact NICC Flight Tracking at each stop enroute. Aircraft support vehicles should contact NICC Flight Tracking at fuel stops.

NICC Flight Tracking: (800) 994-6312

#### **Responsibilities of Sending GACC:**

- Sending GACC will relay the Aircraft Flight Request/Schedule to NICC.
- Notify NICC of any route changes, and of any delay or advances of a flight plan exceeding thirty (30) minutes.
- Assist with search procedures for overdue aircraft.

#### **Responsibilities of NICC:**

- Relay Aircraft Flight Request/Schedule to the receiving GACC.
- Notify receiving GACC of any route changes, and of any delay or advances of a flight plan exceeding thirty (30) minutes.
- Resource track aircraft to specified destinations.
- Monitor flight plans for additional utilization.

**Responsibilities of Receiving GACC:**

- Relay Aircraft Flight Request/Schedule to the Receiving Unit.
- Notify Receiving Unit of known delays/advances of a flight plan exceeding thirty minutes.
- Confirm arrival of all aircraft to NICC.
- Notify NICC of any aircraft overdue by more than thirty minutes.
- Assist with search procedures for overdue aircraft.

**Responsibilities of Receiving Unit:**

- Confirm arrival of all aircraft to Receiving GACC.
- Notify Receiving GACC of any delays of a flight plan exceeding thirty minutes; notify receiving GACC of any aircraft overdue by more than thirty minutes.
- Initiate/assist with search procedures for overdue aircraft.

**COOPERATOR AIRCRAFT**

Refer to the *Interagency Standards for Fire and Fire Aviation Operations (NFES 2724)* for additional information regarding cooperator aircraft.

<https://www.nifc.gov/standards/guides/red-book>

Cooperator-contracted aircraft also on an existing federal contract with federal aircraft and pilot cards may be utilized on federally protected lands when cooperative agreements are in place and the aircraft have been approved by USDA Forest Service/DOI letter.

Cooperator-contracted, exclusive-use aircraft not on an existing federal contract may be considered for approval on a case-by-case basis when cooperative agreements are in place. Approval will be by USDA Forest Service/DOI letter.

Cooperator-owned/-operated aircraft may be utilized on federally managed fires when cooperative agreements are in place and the aircraft have been approved by FS/DOI letter. Cooperator-owned/-operated aircraft meeting requirements of the *NWCG Standards for Interagency Cooperator Type 2 and Type 3 Helicopters, PMS 525-1* or other applicable NWCG standards may be utilized on federally protected lands when cooperative agreements are in place and the aircraft have been approved by FS/DOI letter.

<https://www.nwcg.gov/sites/default/files/publications/pms525-1.pdf>

All cooperator aircraft used on federally protected lands must be approved by FS/DOI letter. Utilization of approved, cooperator aircraft shall be limited based on 49 UNITED STATES CODE §40125.

- All approved cooperator aircraft used on federally managed fires shall be released when federal aircraft become reasonably available.
- The use of cooperator aircraft must involve a “significant and imminent threat to life or property” documented daily on the Cooperator Aircraft Use Validation Worksheet ([Chapter 80](#)) to document the justification for aircraft utilization.

### Non-Federally Approved Cooperator Aircraft

Cooperator-contracted, exclusive-use aircraft not on an existing federal contract may be considered for approval on a case-by-case basis when cooperative agreements are in place.

The following conditions apply for non-federally approved aircraft:

- No federal employees are allowed to ride on board the aircraft.
- No federal employee may be assigned to a position that exercises contractual control.
- Federal personnel may load retardant at federal airtanker bases, regardless of jurisdiction.
- Federal personnel may provide aerial supervision (ATGS, ASM, HLCO, Leadplane) under existing standard operating procedures and agreements.
- The aircraft remains under State operational control regardless of the agency affiliation of the firefighters directing the aircraft on an incident with State jurisdiction.
- The aircraft are approved to interact with federal dispatch personnel as long as the aircraft remains under the operational control of the State or for safety reasons.

Under emergency circumstances, where human life is immediately at risk by wildland fire on lands under federal protection, a Federal Line Officer can approve the use of non-federally approved aircraft. This exemption must only take place when sufficient federal firefighting aircraft are not readily available to meet the emergency need. Federal line officers are encouraged to consult with agency aviation management personnel to aid in decision making.

Approving Federal Line Officer must document exemptions in accordance with agency guidance to include submitting a SAFECOM within 24 hours.

<https://www.safecom.gov/>

## HELICOPTERS

All Type 1 and 2 federally contracted helicopters are National Resources. There are two categories of helicopters:

- Standard: Government personnel/passenger and cargo hauling.
- Restricted: No government personnel/passenger or internal cargo transport, lift only.

For standard category helicopters, a module must be assigned. See *NWCG Standards for Helicopter Operations, PMS 510* for additional information.

<https://www.nwcg.gov/sites/default/files/publications/pms510.pdf>

For information on helicopter module staffing, reference *The Interagency Standards for Fire and Fire Aviation Operations (NFES 2724)* <https://www.nifc.gov/standards/guides/red-book>

There are two contractual types of helicopters:

- Exclusive-Use (EU) Contract helicopters are mobilized complete with an assigned module.
- Call-When-Needed (CWN) helicopters require the requesting unit to provide a module.

When processing requests for helicopters, the NICC will inform the requesting GACC of the contract type of the assigned resource.

### **CWN Helicopters**

NICC is the sole source for Type 1 and 2 federally contracted CWN Helicopters. GACCs will obtain approval from NICC prior to reassigning federally contracted CWN Type 1 or 2 Helicopters to another incident.

NICC is also the sole source for all FS Type 3 CWN Helicopters.

All DOI Agency Type 3 CWN Helicopters are ordered through normal ordering channels and are dispatched either locally, or through GACCs.

For all CWN Helicopter Aircraft, the following apply:

- The requesting unit must provide a Helicopter Manager (HMGB) name and contact information, documented in the “Special Needs” of the resource order, before NICC will assign the helicopter. The exception is Alaska, due to the extended mobilization time of the aircraft.
- It is preferred that CWN Helicopter Managers and/or modules meet with their assigned helicopter off-site from the incident prior to performing work.
- The specific reporting location should be identified on the resource order, such as a Fixed Base Operator (FBO) or other easily located site.

### **Exclusive-Use Helicopters**

All FS EU Type 1 and 2 Helicopters are contracted by the FS Procurement and Property Services, Incident Procurement Operations (IPO ISB) located at in Boise at the NIFC.

All Exclusive-Use Contract Helicopters for DOI Agencies are solicited, inspected, and contracted by DOI AQD and OAS.

For all EU Helicopter Aircraft, the following apply:

- Exclusive-Use Contract Helicopters are dispatched locally by the Administrative Unit.
- When requested by NICC, National Resources will be dispatched by the dispatch center hosting the resource at the time of request.

### **US Forest Service Type 1 and Type 2 Helicopters**

All Type 1 and 2 US Forest Service (FS) Helicopters will be initially ordered through the NICC. All FS CWN and EU Type 1 and Type 2 Helicopters and their modules (both helitack and rappellers), are National Resources prepositioned and allocated by NICC and the FS National Aircraft Coordinator, in alignment with NMAC and Agency prioritization and direction.

Periodically, FS Type 1 and Type 2 EU Helicopters not within their Mandatory Availability Period (MAP) are hired under their EU Contract for optional use periods for incidents or projects. A modification to the EU Contract is required for the duration of the incident assignment. The EU Contract designates the Contracting Officers Representative (COR). If an FS EU Helicopter Manager is not immediately available, the requesting Geographic Area will assign a Helicopter Manager. The designated Helicopter Manager will then manage the helicopter thereafter. The COR will be notified that the EU Helicopter is being dispatched.

FS EU Helicopter utilization is closely monitored. In some cases, underutilized resources will be reallocated nationally, to higher priority incidents or Geographic Areas. When requested by the NICC, GACCs will make these aircraft available. If a GACC has a need to backfill behind a Forest Service EU Helicopter, that GACC will show the need by placing a request to the NICC. In no situation, will a GACC remove a FS EU Helicopter from another Geographic Area, without coordination with the NICC and the FS National Aircraft Coordinator.

The standard 14-day assignment applies to the crew and not the helicopter platform. Module leaders are expected to rotate their crew to maintain helicopter availability. Extenuating circumstances will be honored and coordinated with the FS National Aircraft Coordinator.

For additional direction please reference the *FSM 5700* and *NWCG Standards for Helicopter Operations, PMS 510*.

### **BLM Type 1 Helicopter**

The BLM Type 1 Helicopter's primary mission is initial attack. While most effective at providing rapid initial response, the crew is well equipped to respond to extended attack incidents and critical need missions on large fires.

To retain this helicopter and crew beyond initial attack for extended attack incidents, a request will be made to the GACC. Extended attack incidents that utilize the crew to fill critical positions, should immediately order replacement personnel for those positions in case the aircraft and crew are reassigned.

### **Short-haul**

Helicopters ordered specifically for short-haul capability, will be ordered as either "HE2S – Helicopter, Type 2 Standard" or "HE3S - Helicopter, Type 3 Standard" with the "Short-haul capability" feature in IROC. The capability should also be defined in the "Special Needs" block of the resource order as short-haul capable.

## **RAPPELLERS**

The Forest Service National Helicopter Rappel Program's primary mission is initial attack. When rappellers are needed for initial attack with aircraft, they are to be requested in IROC as "RPIA – Load, Rappeller, Initial Attack" on an Aircraft request. All initial attack orders will be honored, regardless of Geographic Area boundary, when rappellers are available. The NICC, in conjunction with the FS National Aircraft Coordinator, may determine situations when closest resource is not applicable.

Please refer to Chapter 20 for specific guidance for ordering helicopter module personnel and booster orders.

The sending unit will fill the request with a roster in IROC by ordering the aircraft with subordinates, with name and agency identification, through the established ordering channels. This information can be acquired after the aircraft is airborne. Any intent to retain rappellers which have not been utilized as an IA load, will be negotiated between the sending, and receiving rappel base in concurrence with NICC and the GACCs.

GACCs prepositioning rappellers when multiple starts are occurring or predicted will specify the anticipated duration. If not deployed during this period, rappellers will be made available for

higher priorities, unless longer duration is negotiated between the sending and receiving rappel bases in concurrence with NICC and the GACCs.

Rappellers held as boosters after release from the first IA assignment will be placed on an Overhead order using individual “O” requests. Rappellers recovered and mobilized to another assignment, internally or across Geographic Area boundaries, will also be placed on an Overhead order.

Rappel crews may be utilized for large fire support, all-hazard incident operations, and resource management objectives. Rappel crews are well equipped to respond to extended attack incidents and critical need missions on large fires. Extended attack incidents that utilize rappel crews to fill critical positions, should order replacement personnel for those positions in case the aircraft and crew are reassigned.

Helicopters ordered with rappel capability for preposition and/or large fire support, will be ordered as “HE2S – Helicopter, Type 2 Standard”, with the “Rappel Capability” feature in IROC. The capability should also be defined in the “Special Needs” block of the resource order as rappel capable.

### Rappeller Numbers

Planned staffing includes 285 Rappellers at the following locations (actual fire season numbers may vary):

Great Basin	Boise, ID	15
	Price Valley, ID	30
	Salmon, ID	45
Northern Rockies	Gallatin, MT	17
	Libby, MT	16
	Northwest	Grants Pass, OR
Northwest	John Day, OR	28
	Prineville, OR	27
	La Grande, OR	38
	Wenatchee, WA	27
	Southern California	Trimmer, CA

### Rappeller Aircraft

Aircraft delivering Initial Attack Rappellers will return to the sending base or a designated location before the end of the pilot’s daily flight or duty limitations. Any intent or necessity to retain the aircraft will be negotiated between NICC and the GACCs. If the aircraft is retained past the first operational period, it will be placed on an Aircraft request through established ordering channels.

## SMOKEJUMPERS

Smokejumpers primary mission is initial attack. All initial attack orders will be honored when smokejumpers are available. While most effective at providing rapid initial response, smokejumpers are well equipped to respond to extended attack incidents and short-term critical need missions on large fires. Smokejumpers are normally configured by planeload, with each load ranging from eight to ten smokejumpers depending on aircraft type and smokejumper availability.

When smokejumpers are needed jump-ready for initial attack with aircraft, they are to be requested in IROC as “SMIA - Load, Smokejumper, Initial Attack” on an Aircraft request.

BLM smokejumper initial attack aircraft may be launched within its current dispatch zone to new incidents after having been provided location, bearing, distance, and flight following frequency. All other pertinent information will be provided to aircrews while enroute.

Specifying the delivery system is not permitted. The sending unit will fill the request with a roster in IROC or by forwarding a manifest form, with name and agency identification, through the established ordering channels. This information can be acquired after the smokejumper aircraft is airborne. Any intent to retain Smokejumpers which have not been utilized as an IA load will be negotiated between the sending and receiving smokejumper base in concurrence with the NICC and the GACCs.

GACCs prepositioning smokejumpers when multiple starts are occurring or predicted will specify the anticipated duration. If not deployed during this period, smokejumpers will be made available for higher priorities, unless longer duration is negotiated between the sending and receiving smokejumper bases in concurrence with NICC and the GACCs.

Smokejumpers held as boosters after release from the first IA assignment will be placed on an Overhead order using individual “O” requests. Smokejumpers recovered and mobilized to another assignment, internally or across Geographic Area boundaries, will also be placed on an Overhead order.

Smokejumpers may be configured as crews (hand crew, engine crew, or helitack crew) or as single resource overhead for Incident Command System positions. Concurrence with NICC must be obtained prior to configuring smokejumpers as crews or modules for extended attack operations.

Please refer to Chapter 20 for specific information on ordering smokejumper boosters.

### **Smokejumper Numbers**

Planned staffing includes 480 smokejumpers at the following locations (actual fire season numbers may vary):

BLM Alaska	(Fairbanks)	75
BLM Great Basin	(Boise)	75
FS Northern Rockies	(Missoula)	70
	(Grangeville)	30
	(West Yellowstone)	30
FS Great Basin	(McCall)	70
FS North Ops	(Redding)	50
FS Northwest	(N. Cascade)	30
	(Redmond)	50

Satellite bases may be activated based on fire activity.

Daily availability is updated throughout the fire season and is posted at the following link:

<https://www.nifc.gov/smokejumper/reports/smjrp.php>

### **Smokejumper Aircraft**

Aircraft delivering Initial Attack smokejumpers will return to the sending base or a designated airport before the end of the pilot's daily flight or duty limitations. Any intent or necessity to retain the aircraft will be negotiated between NICC and the GACCs. If the aircraft is retained past the first operational period, it will be placed on an Aircraft request through established ordering channels.

A list of all Smokejumper Aircraft can be found at:

<https://www.nifc.gov/nicc/logistics/aviation/aviation.htm>

### **AERIAL SUPERVISION AIRCRAFT**

Leadplanes, Exclusive-Use Air Tactical Aircraft, and Aerial Supervision Modules (ASM(s)) are National Resources. Areas administering these aircraft will make them available for wildland fire assignments when requested by NICC and approved by the parent agency. Requests for leadplanes may be filled with an ASM.

#### **Aerial Supervision Module**

The ASM is a fixed-wing platform that utilizes two (2) crew members to perform the functions of traditional air attack and low-level lead operations. The ASM requires both crew members to be trained to work as a team, utilizing Crew Resource Management (CRM) skills and techniques to enhance safety, efficiency, and effectiveness.

#### **Leadplane**

A Leadplane is a fixed-wing platform that provides low-level lead operations for airtankers. Lead planes are required for non-IA rated airtankers, such as VLATs and MAFFS. Leadplanes may also be requested for congested airspace situations, by any airtanker pilot, or to determine adequate visibility for airtanker operations on an incident. Leadplanes are limited and specialized resources, therefore missions may need to be prioritized for non-IA rated airtanker missions.

Please contact the USFS National Fixed-Wing Coordinator, or appropriate agency program manager for any lead plane needs or for planning purposes.

A list of all Leadplanes/Aerial Supervision Modules can be found at:

<https://www.nifc.gov/nicc/logistics/aviation/aviation.htm>

#### **Air Tactical Aircraft**

Air Tactical Aircraft are on agency Exclusive-Use Contracts and/or Call-When-Needed (CWN) Agreements. They are available for interagency use and will be requested through established ordering channels. Federal agencies have developed Air Tactical specific contracts and agreements that add performance capabilities and radio configurations specific to the role of aerial supervision.

To ensure consistent utilization, rotation, and management of the exclusive-use Air Tactical Aircraft fleet, refer to the *Interagency Standards for Fire and Fire Aviation Operations (NFES 2724)*.

## UNMANNED AIRCRAFT SYSTEMS (UAS)

Incident UAS missions may be conducted on a small scale by agency owned UAS and an agency crew or on a larger scale by vendor owned and operated UAS with agency support.

There are three federal UAS ordering scenarios:

- Agency UAS for situational awareness (SA)/ Infrared (IR)/mapping.
- Agency UAS for aerial ignition (also capable for SA/IR/mapping).
- CWN contract UAS for large fire

For specifics on how to order UAS, please see:

<https://uas.nifc.gov/uas-ordering>

There is an on-call UAS Coordinator available to answer questions regarding UAS capabilities and to help determine the type of UAS (1-4) and overhead (UASP, UASD, UASM, or UASL) to order. UAS personnel are in high demand. Please order trainees when approved/possible.

Cooperators wishing to fly UAS on federally managed incidents must have a Cooperator letter issued by DOI or FS.

UAS Coordinator: (208) 387-5335

## AIRTANKERS

Airtankers are National Resources, their primary mission is initial attack. NICC will prioritize and allocate federal airtankers by positioning them in areas of current or predicted high wildfire danger or activity.

Geographic Areas managing these aircraft will make them available for wildland fire assignments when ordered by NICC. This will be accomplished by ensuring that all support functions (i.e., Airtanker Bases, GACCs, and local dispatch centers) that are required for the mobilization of National Resources are staffed and maintained to support mobilizations. The following criteria apply to all airtankers:

- Airtankers should be dispatched by closest resource, regardless of Geographic Area boundaries.
- When a Geographic Area has depleted available VLAT or Large Airtanker (Type 1 or 2) resources, or the closest available resource is outside of the GACC, request(s) will be placed with NICC.
- All airtanker movement, regardless of existing border agreements, will be communicated to the NICC.
- There are five types of airtankers based on payload capacity:
  - VLAT = 8,000 gallons or more
  - Type 1 = 3,000 to 5,000 gallons
  - Type 2 = 1,800 to 2,999 gallons
  - Type 3 = 800 to 1,799 gallons
  - Type 4 = Up to 799 gallons

To ensure consistent utilization, rotation, and management of the national airtanker fleet, please refer to the following publications:

- *Interagency Standards for Fire and Fire Aviation Operations (NFES 2724)*
- *Forest Service Standards for Airtanker Operations.*  
<https://www.fs.usda.gov/sites/default/files/2022-11/Standards-for-Airtanker-Ops.pdf>

### **Airtanker Use in Optional and Post Season Periods**

Post Season and Optional Use airtanker activations are processed by the Contracting Officer (CO), via a signed modification. The following process is used to activate airtankers during the Post Season and Optional Use periods:

- The requesting GACC will place request(s) for airtankers with NICC.
- NICC will notify the National Fixed-Wing Coordinator (NFWC) or designated representative of request(s).
- NFWC or designated representative notify the National Aviation Program Manager (NAPM), who will determine the availability of airtankers. Airtanker/vendor selection will be communicated back to the NICC. NICC will notify the GACC of the airtanker activation.
- NICC will request the airtanker from the appropriate vendor once approved by the CO.

### **MODULAR AIRBORNE FIREFIGHTING SYSTEMS (MAFFS)**

MAFFS provides emergency capability to supplement commercial airtankers on wildland fires. MAFFS are National Resources and are used as a reinforcement measure when contract airtankers are committed or not readily available. MAFFS will be made available to assist foreign governments when requested through the Department of State or other diplomatic Memorandum of Understanding (MOU). Geographic Areas are responsible for ascertaining all suitable commercial airtankers are assigned to wildland fires or committed to initial attack before placing a request for a MAFFS Mission to NIFC.

#### **US Forest Service and NICC Responsibility (for MAFFS)**

The NICC is responsible for ascertaining nationally that all suitable commercial contract airtankers are committed to wildland fires, initial attack, or cannot meet timeframes of requesting units. When this occurs, NICC will notify the FS Assistant Director for Operations, NIFC. Once approval is given, the NICC activates the request through proper Department of Defense (DOD) channels. After the initial contact has been made, NICC will submit a Request for Assistance (RFA) to the DOD Liaison at NIFC.

The Governors of California, Nevada, and Wyoming may activate their respective Air National Guard Units having MAFFS equipment and qualified crews for State-controlled fires. Approval for use of MAFFS equipment must be obtained from the FS Assistant Director for Operations, NIFC, prior to this activation. When MAFFS are activated by a governor, the FS Regional Office for that State will assign an accounting code for the incident.

### MAFFS Ordering Criteria

MAFFS domestic requests will be placed through established ordering channels to NICC. NICC will place a RFA to the Region X Defense Coordinating Officer (DCO).

The requesting Geographic Area needs to order the following support for MAFFS Activation:

- One each MAFFS Liaison Officer (MLO aka MAFF) and one each MLO trainee.
- One each Airbase Radio Kit (NFES 4660).
- One each MAFFS Communications Specialist (THSP).
- One each Assistant MAFFS Liaison Officer (AMLO).
- One each MAFFS Airtanker Base Manager (MABM) and one each MABM trainee.
- Logistics, Finance, and Information personnel.

MAFFS Operations must also include a MAFFS qualified Leadplane.

For MAFFS activations, the Receiving Unit must be prepared to provide administrative support (procurement, motel rooms, phones, office space, clerical and timekeeping support, transportation) to accommodate as many as twenty-six people per two (2) aircraft.

For additional information, see the *MAFFS Operating Plan*:

[https://www.nifc.gov/nicc/logistics/references/MAFFS\\_Operations\\_Plan.pdf](https://www.nifc.gov/nicc/logistics/references/MAFFS_Operations_Plan.pdf)

### WATER SCOOPERS

Water scoopers are National Resources, and their primary mission is initial attack operations. The NICC will prioritize and allocate federal water scoopers by positioning them in areas where they can be tactically effective and where current or predicted high wildfire danger or activity is occurring. Geographic Areas managing these aircraft will make them available for wildland fire assignments when ordered by NICC.

Water Scoopers will be ordered as a “ATM3 - Airtanker, Type 3 (Multi-Engine)” with Water Scooper capability feature in IROC. The capability should also be defined in the “Special Needs” block of the resource order as scooper capability.

### SINGLE ENGINE AIRTANKERS (SEATS) AND FIRE BOSSES

Federal and/or State contracted SEATs are managed under either an Exclusive-Use, On-Call, or CWN contract. A list of DOI Nationally funded SEATs is maintained and information can be requested through the National SEAT Coordinator. The national contract SEAT module includes the option for a support vehicle with batch mixing capability for wet and dry retardant. They are available for Interagency use and will be requested through established ordering channels. A SEAT or Fire Boss can be managed by an on-site SEMG or an ATBM.

Fire Bosses may only be managed remotely for 24 hours to allow time for assigned SEMG/ATBM to relocate to the aircraft’s operating location. Requests for a DOI On-Call SEAT or Fire Boss must have a SEMG or ATBM identified with contact information, and the airbase/airport reporting location documented in the “Special Needs” block before NICC assigns a SEAT.

Orders for SEATs placed to NICC are coordinated with the National SEAT Coordinator. Local Units or Geographic Area Coordination Centers hiring or releasing SEATs will notify the National SEAT Coordinator regardless of jurisdiction. Consistent with the DOI authorization (see the BLM National Aviation Plan), DOI Nationally funded SEATs will be managed as DOI National shared resources. As National assets, these SEATs can and will be moved to areas of greatest need. Geographic Areas and Fire Staff on an Interagency basis will provide direction to the dispatch system on the mobilization and demobilization of SEATs to meet existing or forecasted fire loads within their jurisdiction.

DOI Nationally funded SEATs will have their IROC status set as available nationally. When assigned to an incident, DOI Nationally funded SEATs will be released back to the GACC/Hosting unit at the end of each shift and shown as available “National” in IROC. Mobilization for incident response will occur via resource order; however, once a decision to reallocate a DOI Nationally funded SEAT to another GACC is made, the receiving GACC will place a request for the mobilization, and the resource item will be transferred after mobilization is complete.

Nationally, when competition for SEATs exists, NMAC will provide SEAT allocation direction to NICC based on intelligence developed by the National SEAT Coordinator. The National SEAT Coordinator position is responsible for coordinating the allocation and reallocation of SEATs Nationwide as well as maintaining current status, location, and utilization of federal and State contracted SEATs throughout the Nation.

National SEAT Coordinator: (208) 387-5419      [blm\\_fc\\_seat@blm.gov](mailto:blm_fc_seat@blm.gov)

For additional SEAT and Fire Boss information please see the following publications:

- *NWCG Standards for Airtanker Base Operations (SABO), PMS 508*  
<https://www.nwcg.gov/sites/default/files/publications/pms508.pdf>
- *Interagency Standards for Fire and Fire Aviation Operations (NFES 2724)*

### **MOBILE RETARDANT BASES (MRBS)**

Mobile Retardant Bases can be ordered to service Very Large Airtankers, Large Airtankers, helicopters and SEATS. Orders should be placed through normal dispatch channels to NICC.

Units should identify physical location and any limiting factors affecting access to the area of planned use. Use the “Special Needs” block to identify type of aircraft utilizing the service:

- Helicopter
- SEAT
- LAT
- VLAT

### **INFRARED (IR) SUPPORT TO FIRE OPERATIONS**

Aircraft systems configured with infrared (IR) camera systems are available from agencies and private sector to provide support to wildland fire operations in three mission areas:

- **New Fires.** Use IR imagery to detect and map locations of new fires, typically following a lightning storm.

- Large Fire Perimeter Mapping: Use IR imagery to map the heat perimeter of large fires, typically the role of National Infrared Operations (NIROPS).
- Tactical Incident Awareness and Assessment (IAA): Use IR imagery to provide near real-time situational awareness, spot fire detection, over watch of ground operations, and map the heat perimeter of smaller fires or active portions of large fires. This can be conducted during the day or night.

Infrared camera systems can be categorized into two primary categories:

- Line Scanner / Step-stare camera systems. Line scanners and step-stare systems can quickly scan and map large fires and are best used when the fire is actively burning with open flame.
- Gimbal mounted electro-optical / infrared (EO/IR) camera ball. EO/IR camera balls are best used to provide over watch of a specific area and are more sensitive to detecting smoldering heat sources, however scan volume to map large fires is typically lower than line scanners or step-stare systems. Aircraft equipped with gimbal mounted EO/IR camera balls are typically better suited to detection or tactical IAA missions.

Aircraft assigned to NIROPS are predominantly equipped with line scanners or step-stare camera systems. NIROPS will consist of agency as well as contracted aircraft. NIROPS aircraft are National Resources. To order, use the IR Online Scanner Request Form on the NIROPS website no later than 1530 hours Mountain Time

The form is located at:

<https://fsapps.nwccg.gov/nirops/users/login>.

Aircraft from federal, state, National Guard, and Contractors are available. Ordering procedures varies depending on the aircraft. To order, contact the ordering GACC to discuss options. The following guidelines can help select the right tool for the task:

- Identify what the IR imagery is needed for, what information it is intended to provide, the desired products, and time of day.
- If the fire is actively burning and a once per 24-hour perimeter map is sufficient, submit request for NIROPS.
- If the fire is experiencing significant spread and additional day-time mapping and/or over watch is needed to monitor fire progression, consider requesting an aircraft equipped with thermal sensors for day-time flights in addition to nightly NIROPS.
- If the fire is no longer actively spreading and IR imagery is needed to inform mop-up decisions, consider requesting an aircraft equipped with a gimbal mounted camera ball instead of NIROPS.
- Following a lightning storm consider requesting an aircraft equipped with gimbal mounted camera ball to conduct a detection flight over the lightning affected area.
- Most crewed aircraft systems are only capable of providing “periodic” over watch of an incident, limited by fuel, for more “persistent” coverage of an incident, consider requesting a large UAS.

Visit the *Fire Imaging Technologies for Wildland Fire Operations* user guide for more detailed information. The guide can be found at:

<https://www.nifc.gov/nicc/logistics/references.htm>

## LARGE TRANSPORTATION AIRCRAFT

NICC is the sole source for large transport aircraft holding 14 CFR PART 121 Certificates. Large transport aircraft are National Resources and will be requested through NICC. Large transport aircraft arranged by NICC are requested on a per mission basis. Flight Following ATD/ETE will be relayed by the NICC Aircraft Desk for each flight leg. When requesting a large transport aircraft, the following information is required:

- Number of passengers and/or cargo weight per destination and combined total weight for the flight. Pick-up point at jetport and time passengers and/or cargo are available to load.
- NICC requires 48-hour lead time to plan and schedule aircraft for demobilization flights.
- Pick-up point at the jetport is the Fixed Base Operator (FBO) or gate at the airport terminal where the aircraft will park.
- Passengers must be weighed and manifested prior to boarding the aircraft.
- Government or contractor support available at each airport, including contact name and telephone number.
- All personnel listed on the manifest and flight crew members should be provided at least one sack lunch.

## FREQUENCIES

All documents containing USDA Forest Service (FS) and/or Department of Interior (DOI) frequencies must have the following statement on the top and bottom of each page containing frequencies, “CONTROLLED UNCLASSIFIED INFORMATION//BASIC.” This requirement is in accordance with direction from the Washington Office Frequency Managers for both Departments.

### FM, VHF, and UHF Frequencies

NIICD issues dedicated FM frequencies in conjunction with communication equipment assigned to incidents. NIICD will order additional FM frequencies from DOI and FS, Washington Office, as conditions warrant. To ensure proper frequency coordination, the ordering office must include the Latitude and Longitude of the incident on the resource order.

### AM Frequencies

Initial attack AM air-to-air frequencies will be assigned by the NIICD Communications Duty Officer (CDO) after annual coordination with the FAA. All available AM assignments will be published at the beginning of the fire season and will be available for use by the dispatch zones.

When the tertiary assignment (if applicable) is used the NIICD CDO will be notified by phone or email. VHF AM assignments are used for air-to-air communications and are authorized only within the zone to which they are assigned. IA frequency assignments are not to be used on project fires. To utilize the initial attack AM assignments to their fullest capabilities they should only be

used on TFRs for the initial burning period, after that a dedicated AM frequency should be ordered from the CDO through IROC.

### **FM Air-to-Ground Frequencies**

FM air-to-ground frequencies will be facilitated and coordinated by the NIICD CDO in cooperation with the agency frequency managers with the intent to create permanent assignments. Both AM and FM assignments will be used on an interagency basis and master records of the assignments are maintained by the NIICD CDO. Updated frequency information for initial attack air-to-air, and air-to-ground is coordinated annually with the GACCs.

Requests for the use of dedicated Air-to-Air and Air-to-Ground frequencies will be made through established ordering channels from the incident host GACC, directly to the NIICD, followed by a call placed to the CDO. The CDO coordinates all National Cache FS and DOI frequencies as well as any additional frequencies released by other agencies for wildland fire support. Frequencies are ordered on an Aircraft “A” request.

## **AIRSPACE**

### **Temporary Flight Restrictions (TFR) FAR 91.137**

Temporary airspace restrictions will be established when incident related aviation activities present potential conflict with other aviation activities. The Federal Aviation Administration (FAA) requires that latitude/longitude information for TFRs must be provided in degrees, minutes, seconds, including reference to north latitude and west longitude. If seconds’ information is not available, add two zeroes to the description. Do not use spaces, commas, or other symbols in the description. Example: ddmmsN/ddmmssW or 450700N/1175030W. The corner points should be listed in a clockwise sequence around the requested TFR to avoid “bow tie” depictions.

For further information on how flight restrictions are requested and implemented, please reference the *NWCG Standards for Airspace Coordination, PMS520* located at: <https://www.nwcg.gov/publications/520>

### **Participating Aircraft**

Internal procedures for requestors to participate in the hazard relief effort and work within incident TFRs will be coordinated to ensure the utmost safety. Please reference the *NWCG Standards for Airspace Coordination, PMS520* for standard procedures for Participating Aircraft.

### **Military Training Routes and Special Use Airspace**

Military Training Routes (MTR) and Special Use Airspace (SUA) that present conflicts with incident related aviation activities will be identified by local units. One source for this information is the *AP/1B, Flight Information Publication, Military Training Routes*. Each dispatch office should download a current edition of the AP/1B. Special Use Airspace may be found on Sectional Aeronautical Charts. Critical Airspace information pertinent to flight operations should be organized for easy and rapid utilization (i.e., displayed on local unit aviation hazard maps).

Further direction may be obtained in the *NWCG Standards for Airspace Coordination, PMS520*.

## Airspace Conflicts

Aviation personnel have a responsibility to identify and notify the FAA and report conflicts and incidents through the Interagency SAFECOM (Safety Communication) System to assist in the resolution of airspace conflicts. Notification to the FAA should be timely. When a conflict or incident occurs, it may indicate a significant aviation safety hazard. Conflicts may include Near Mid Air Collisions, TFR intrusions, and Fire Traffic Area (FTA) communication non-compliance. Further guidance is available in the *NWCG Standards for Airspace Coordination, PMS520*.

The Aircraft Conflict Initial Report can be accessed at: <https://www.nwcg.gov/tags/iasc>

## FAA Temporary Control Tower Operations

Geographic Areas within the FAA's Western Service Area (which includes the following states: AK, AZ, CA, CO, HI, ID, MT, NV, OR, UT, WA and WY) may request FAA Air Traffic Control support through the Western Service Area Agreement when air operations in support of an incident becomes complex or unsafe at uncontrolled airports or helibases.

Geographic Areas within the FAA's Central Service Area (which includes, either entirely or portions of the following states: AR, AZ, IL, IN, KS, KY, LA, MD, MI, MN, MO, MS, ND, NM, NY, OH, OK, PA, SD, TX, WI, WY) may request FAA Air Traffic Control support through the Central Service Area Agreement when air operations in support of an incident becomes complex or unsafe at uncontrolled airports or helibases.

FAA Temporary Control Towers are ordered on an Aircraft Order. A lead time of 48 hours is desirable when ordering. Ordering procedures are outlined within the current agreement. The GACCs do not need to forward the request to NICC.

The Interagency agreement with the FAA requires that a resource order and a Temporary Tower Request form be forwarded to the FAA. The forms may be forwarded when the request is made by the GACC to the FAA's Regional Operations Center (ROC). For additional information on requesting a temporary tower, please reference the checklist found in the *NWCG Standards for Airspace Coordination, PMS520*.

When procuring a Temporary Tower with an EERA for Forest Service incidents, The Buying Team or a purchaser will need to begin with the At Incident Management Support (AIMS) process to set up an EERA with a contractor to provide Temporary Tower Services. All other agencies will need to follow their local procurement process.

**NOTE:** The contractor will need to have a Letter of Agreement (LOA) and the Controllers need to be certified for the specific location. The FAA will send a certifier to the location where the Temporary Tower Services are being requested once the contracted Mobile Temporary Control Tower is in place.

The contractor cannot provide services until the LOA is in place and the Controllers have been certified by the FAA. If the EERA route is utilized, please notify the National Airspace Coordinator. Please follow your local and Geographic Area protocols.

## CHAPTER 60

### PREDICTIVE SERVICES

#### PREDICTIVE SERVICES OVERVIEW

Predictive Services is a decision support unit for federal, state and local land management agencies for operational management of and strategic planning for wildland fire management resources. Predictive Services accomplishes this through analysis of weather and climate, fuels, fire activity and behavior.

Intelligence gathering is a fundamental component of the national coordination system for federal, state and local land agencies. Intelligence coordination is accomplished through compiling reports from all levels of the firefighting organization as well as communicating with individual GACCs and local jurisdictions concerning their historic, current, and expected fire occurrence.

The products and services from both Predictive Services and the Intelligence section provide support for the proactive management of wildland fire with an eye toward safety, cost containment, efficiency and ecosystem health.

#### Wildland Fire Weather Forecasts

GACCs will provide direction and guidance, which will ensure wildland fire weather forecasts are communicated in a timely manner to firefighters.

#### PREDICTIVE SERVICES PRODUCTS

##### 7-Day Significant Fire Potential Outlook

The National 7-Day Significant Fire Potential Outlook is a composite of outlooks produced by each of the Geographic Area Predictive Services'. The 7-Day provides a week-long projection of fuel dryness, weather and fire potential. The 7-Day depicts a nationwide view of the significant fire potential for the next seven days with links to the individual Geographic Area 7-Day Outlooks. The system is database-driven and is updated periodically as each Geographic Area Predictive Services posts its outlook. Each Geographic Area Predictive Services will determine whether to routinely produce a morning or afternoon product. Issuance times for each Area's outlook can be found in their respective Geographic Area Mobilization Guide and/or National Weather Service/ Predictive Services Annual Operating Plan. Geographic Areas are required to provide 7-Day Outlooks daily, except when the Geographic Area Predictive Services is not staffed. Forecasts will include the forecaster's name or other agreed upon identifier to facilitate coordination.

The National 7-Day Outlook, as well as individual Geographic Area 7-Day Outlooks can be found at:

<https://fsapps.nwcg.gov/psp/npsg/forecast#/outlooks?state=map>.

## **National Wildland Significant Fire Potential Outlook**

The National Significant Wildland Fire Potential Outlook is prepared and distributed by NICC Predictive Services on the first day of each month. It is a composite of outlooks prepared by the individual Geographic Areas Predictive Services and National Discussions prepared by NICC Predictive Services. It provides fire managers with the information needed to make long-range decisions concerning resource staffing and allocation. The Outlook identifies areas where significant wildland fire activity is expected to be above or below normal levels.

The Outlook covers a four-month period, divided into four one-month sections. Maps for each period display areas of below normal, normal, and above normal significant wildland fire potential. A brief synopsis of the current and predicted national and GACC situation is included in the report. The Outlook begins with an Executive Summary which provides a brief synopsis of the past month's weather and a national overview of each of the outlook periods. The Past Weather and Drought section summarizes the weather of the past month and the evolution of any drought conditions to illustrate how fuels and fire conditions reached the current state. The Weather and Climate Outlooks section summarizes the broad climate patterns that will affect temperature and precipitation for the next four months. The Geographic Area Forecasts section provides brief but more specific weather, fuels and fire potential information for each of the Geographic Areas.

GACC monthly outlooks are mandatory. They provide greater detail than the national outlook issued by NICC. GACC monthly outlooks will adhere to the following protocols:

- GACC and NICC outlooks must be geospatially equivalent.
- GACC websites are required to link to the national outlook.
- GACCs are required to provide draft forecast maps, as well as narrative highlights for the outlook period to NICC no later than five business days before the end of each month.
- GACC monthly outlooks will be issued and posted to the web on the first business day of each month.
- Maps will show areas where above normal, normal and below normal significant fire potential are expected.
- A discussion of fuel conditions, climate outlooks and other pertinent information will be included in the outlooks.

## **Fuel and Fire Behavior Advisories**

Fuels and Fire Behavior Advisories are alerts issued as needed to address an exceptional or extreme circumstance that could threaten firefighter safety. Conditions that could be reasonably expected normally do not warrant a Fuels and Fire Behavior Advisory. Advisories will focus on fuel conditions and fire behavior that have long-term impacts, not atmospheric conditions that can change significantly over short periods of time and found in other products.

Advisories will highlight conditions that are currently ongoing and give specific examples that have been experienced in the field. Advisories should be tailored so that firefighters at all experience levels can recognize the situation and act accordingly. Advisories should be coordinated with neighboring administrative units to ensure that all areas with similar conditions are being addressed. All Advisories that extend beyond a single local administrative unit or will be posted on the National Advisory Map must be coordinated with the NICC and Geographic Area Coordination Center Predictive Services.

Each Advisory must include a map of the affected area. Only one Advisory may be active at any time over any area. If multiple Advisory conditions are present incorporate them into one Advisory. Advisories will remain in effect for 14 days from issuance. If the Advisory conditions continue beyond the 14 days a new Advisory will need to be issued to update conditions and circumstances with more timely information. Advisory templates can be found at:

[https://www.predictiveservices.nifc.gov/fuels\\_fire-danger/fuels\\_advisories.htm](https://www.predictiveservices.nifc.gov/fuels_fire-danger/fuels_advisories.htm)

### **Incident Status Summary (ICS-209)**

The Incident Status Summary (ICS-209) conforms to National Incident Management System (NIMS) policy. The ICS-209 is used to report large wildland fires and other significant events on lands under federal protection/ownership and is submitted to the GACC. Lands administered by states and other federal cooperators may also utilize this report.

The ICS-209 is submitted by the agency that has protection responsibility for the incident, regardless of who administers the land. If the protection agency is non-federal and chooses not to meet federal reporting standards, then the federal agency which has administrative jurisdiction will submit the ICS-209. Geographic Area Intelligence Coordination staff will ensure that their local dispatch centers submit complete and accurate ICS-209 reports for any wildland fire meeting the requirements specified in the *When to Report Wildland Fire Incidents with an ICS-209* flowchart shown in this chapter below and available at:

<https://www.predictiveservices.nifc.gov/intelligence/intelligence.htm>

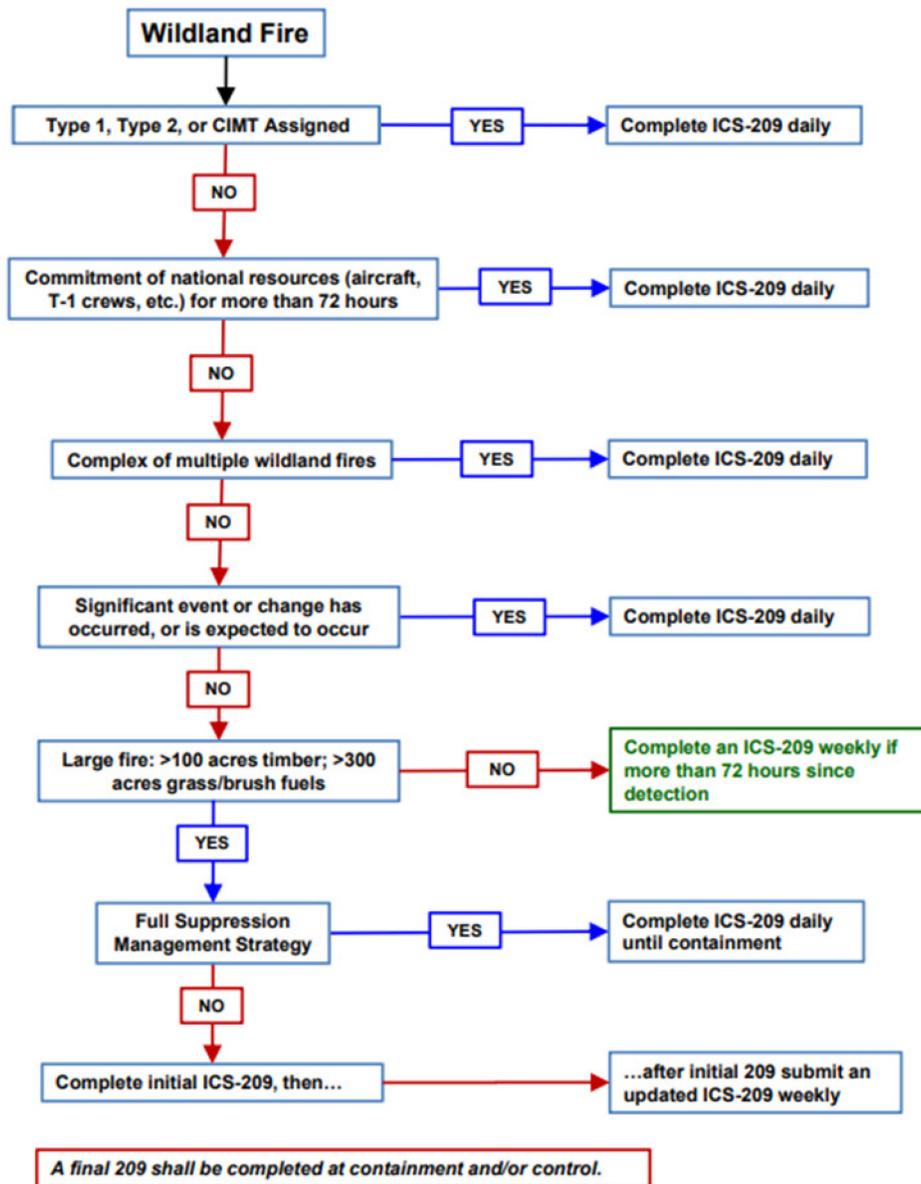
### **Required Reporting of Wildland Fires**

The NICC classifies large wildland fires as 100 acres or larger in timber and slash fuel models; and 300 acres or larger in grass or brush fuel models; or when a Complex, Type 1, or Type 2 Incident Management Team is assigned.

Wildland fires managed for complete perimeter control (full suppression) will submit an ICS-209 daily when that wildland fire meets large fire criteria by 0200 Mountain Time to report the previous day's activity until the incident is contained. Refer to GACC Mobilization Guides or agency policy for reporting requirements once containment is achieved.

Wildland fires managed under a Monitor, Confine, or Point Zone Protection management strategy will submit an ICS-209 following the guidelines outlined below in the *When to Report Wildland Fire Incidents with an ICS-209*. For incidents that require daily reporting, ICS-209s should be submitted daily by 0200 Mountain Time to report the previous day's activity. For incidents that require weekly reporting, ICS-209s should be submitted weekly by Friday at 0200 Mountain Time.

### When to Report Wildland Fire Incidents with an ICS-209



#### Non-Fire Incidents

An ICS-209 will be submitted for other events in which a significant commitment of wildland fire resources has occurred, or when a Complex, Type 1, or Type 2 Incident Management Team has been assigned.

Wildland fires within a complex should be aggregated and included in one ICS-209. A complex is two or more individual wildland fires located in the same general proximity, which are assigned to a single Incident Commander or Unified Command. Instructions on how to create a complex can be found at:

[https://www.predictiveservices.nifc.gov/intelligence/ICS-209\\_User\\_Guide\\_4.0\\_2020.pdf](https://www.predictiveservices.nifc.gov/intelligence/ICS-209_User_Guide_4.0_2020.pdf)

### **Interagency Situation Report**

GACC Intelligence staff will ensure that all dispatch centers within their geographic area submit Situation Reports through the SIT/209 Application at different frequencies throughout the year. The reporting period for this report is 0001 to 2400. At National Preparedness Level 2 the NICC Intelligence Coordination staff will retrieve situation reports from the SIT/209 Application by 0200 Mountain Time. Fires and acres shall be reported by protection responsibility. Reporting is required for all prescribed fire activity on the same schedule as wildland fires.

### **Incident Management Situation Report**

The National Incident Management Situation Report (IMSR) is issued at different frequencies throughout the year due based on incident activity. During periods of light activity, the IMSR shall be issued weekly on Fridays. As activity increases, the IMSR shall be issued daily Monday through Friday. The IMSR shall be issued daily at National Preparedness Level 3 and above, or when incident activity and resource mobilization determine the need for a daily IMSR.

The IMSR is prepared by the NICC Intelligence Program staff from information and data derived from the SIT/209 Application. What is included in the IMSR can be found at:

<https://www.predictiveservices.nifc.gov/intelligence/Understanding%20the%20IMSR%202021.pdf>

Large full suppression wildland fires are typically reported in the IMSR until:

- The incident is contained.
- The incident has less than 100 personnel assigned.
- The incident is no longer demonstrating significant activity.
- The incident fails to submit an ICS-209 three (3) days in a row.

Wildland fires managed under a Monitor, Confine, or Point Zone strategy will initially be reported on the IMSR when the event exceeds 100 acres in timber and slash fuel models, 300 acres in grass or brush fuel models, or a Complex, Type 1, or Type 2 Incident Management Team is assigned. Large, long-duration fires will be reported in the IMSR until activity diminishes, and thereafter when significant activity occurs (i.e., acreage increase of 1,000 acres or more since last reported, significant resource commitment, a significant event occurs, etc.).

The Active Incident Resource Summary is updated daily in the IMSR. It includes the total count of fires and acres with resources assigned that have been reported in the SIT-209 program within the last seven days.

## CHAPTER 70

### INCIDENT ADMINISTRATION

#### INCIDENT OVERVIEW

Local dispatch centers receive initial smoke reports from various entities and are responsible for coordinating an initial response to suspected wildland fires, and other emergency incidents under appropriate authorities. The standard business practice is one ignition, one record, one authoritative data source and one centralized ordering point per incident.

#### INCIDENT CREATION

Incidents will be created by the dispatch center with delegated authority for the benefiting agency(s) and associated Protecting Unit based on the incident's point of origin (POO). Unique Incident Identifiers are derived from the Protecting Unit Identifier and the Local Incident Identifier. Examples:

- MT-FNF-000567
- AZ-CRA-000231

The Unique Incident Identifier includes the calendar year but is only visible in some dispatch applications. Incident data and all ordering for the incident is tracked under the Unique Incident Identifier for the life of the incident.

#### Incident Record Creation and Data Integration

The Integrated Reporting of Wildland-Fire Information (IRWIN) service is designed to provide “end-to-end” fire reporting capability. IRWIN provides data exchange capabilities between integrated fire applications used to manage data related to wildland fire incidents. IRWIN focuses on the goals of reducing redundant data entry, identifying authoritative data sources, and improving the consistency, accuracy, and availability of operational data.

IRWIN can be thought of as a central hub that orchestrates data between integrated fire applications. Examples of integrated applications are various Computer Aided Dispatch (CAD) programs, the Interagency Resource Ordering Capability (IROC) program, the FireCode System, the SIT/209 application, the Wildland Fire Decision Support System (WFDSS), and the Interagency Fire Occurrence Reporting Modules (InFORM). Data is synchronized between participating applications to ensure the most current data is available in near-real-time. IRWIN supports conflict detection and resolution on all new wildfire incidents to support a unique record for each incident.

Local Dispatch Centers have the primary responsibility for creating incidents within an integrated fire application or program. For incident information to flow properly through IRWIN, incidents shall be created in one of the following ways:

- If there is a CAD present - Create the record in the CAD.
- If a CAD is not present - Create the record in InFORM.
- If neither option is available, coordinate with the local dispatch center to create the incident utilizing standard operating procedures.

- Creating an incident within FireCode should be rare.

### **NWCG Event Kind and Event Categories (Incident Type)**

NWCG Event Kind and Event Category data standard specifies general, high-level codes and descriptions to use when categorizing incident types and planned events. Standard data values ensure consistency and accuracy within a given application and across multiple applications.

Although an event can trigger multiple types of conditions requiring response, the primary focus should be identified when specifying the Event Kind and/or Event Type. For example, a hurricane may cause flooding, search and rescue operations, and hazardous waste spills; but the Event Kind and Event Category should be “Severe Weather and Natural Disaster” and “Hurricane/Typhoon” since the hurricane was the triggering event.

NWCG Event Kind and Event Category Standards and associated business rules are located at:

<https://www.nwcg.gov/data-standards/approved/event-kind-category>

### **Multiple Events**

Multiple event/records will not be created when an incident burns onto or crosses jurisdictional boundaries. When duplicate records are inadvertently created, every effort will be made to rectify by aligning incident and resource data associated with multiple records to the correct record.

### **Unprotected Lands**

Areas for which no fire organization has responsibility for management of a wildfire authorized by law, contract, or personal interest of the fire organization (e.g., a timber or rangeland association) are defined as unprotected. In the event a Protecting Unit can not be determined for the POO, there are two acceptable rationales for incident creation.

- The responding organization determines it a threat to protected lands.
- The responding organization determines the incident has already burned onto protected lands.

The responding agency fire management or duty officer will determine if either criterion is met, resulting in the creation of an incident and associated response. The responding organization assumes responsibility for the incident and their respective Unit ID will be used for the Protecting Unit.

### **Incident Naming Protocols**

When naming a wildland fire, thought should be given to ensure it is relevant and appropriate. Most land management agencies recommend that fires are named after geographic locations or landmarks. Sensitivity should be used in selecting an incident name that will not reflect negatively on the unit, fire organization or agency. What may seem to be a purely innocent name to the local unit may in fact have negative repercussions far beyond the fire itself.

Be mindful of naming a fire something that may be construed as offensive, derogatory, or inappropriate to any ethnic, religious, or political group. Avoid using names that are considered slang or may be construed as unprofessional.

The following should be avoided when naming a wildland fire:

- Including “Fire” in the incident name.
- Naming a wildland fire after a person.
- Naming a wildland fire after private property or company.
- Naming a wildland fire that includes the phrase "Dead Man" or "Deadman."
- Naming a wildland fire after another catastrophic fire (one that experienced fatalities, high property losses, etc.).
- Naming a wildland fire after a well-publicized event that could cause confusion.

Fire applications and programs that send and receive information through IRWIN have incident naming standards. Validation rules have been put in place that only allow certain naming conventions to flow properly through IRWIN. The following validation rules apply to incident naming conventions and their associated NWCG Event Code or Event Category:

- An Incident Complex (CX) record will have the word Complex in the naming convention.
- A Prescribe Fire record (RX) will have RX in the naming convention.
- An Emergency Stabilization/BAER (BR) record will have BAER in the naming convention.
- Fire Rehabilitation (FR) record will have FR in the naming convention.
- The Incident Name must be two or more alpha-numeric characters in length, limited to 55 characters.
- The Incident Name may be comprised of any combination of letters, numerals, and limited special characters.

More information regarding incident name validation and exchange rules can be found at:

<https://www.nwcg.gov/sites/default/files/publications/910-incident-name.pdf>

### **Unit Identifiers**

*NWCG Standards for Unit Identifiers, PMS 931* outlines business rules and practices for developing and utilizing NWCG Unit Identifiers. Additional information and instruction regarding appropriate creation, maintenance and application of wildland fire Unit Identifiers for incident management as it relates to land-based and non-land-based record creation, cooperator resource providers and incident support functions (i.e., dispatch, equipment/ radio cache and training centers) can be found within the standards.

Each Geographic Area Coordination Center Manager shall designate a Unit Identifier Data Custodian (GACC Data Custodian) and an alternate. GACC Data Custodians are responsible for ensuring each agency’s internal process has been completed and have the authority to ensure appropriate NWCG Organizational Unit Codes are created.

Upon receipt of written requests, GACC Data Custodians are responsible for entering modified or newly created Unit Identifiers, and associated information, into the System of Record (SOR). The NWCG Unit Identifier Board Chair/Co-Chair is responsible for monthly publication of changes to NWCG Unit Identifiers after approval by the NWCG Unit Identifier Board.

*NWCG Standards for Unit Identifiers, PMS 931* is found at:

<https://www.nwcg.gov/publications/931>

## Incident Reporting

The NICC has defined reporting requirements for wildfires meeting specific criteria, refer to Chapter 60 for more information.

## COST CODING

### Interagency Fire and Severity Activities

The five Federal Land Management Agencies with Wildland Fire Management appropriations (BLM, BIA, NPS, FWS, and USFS) have an Interagency Agreement for Wildfire Management which provides a basis for cooperation on all aspects of wildfire activities. This agreement includes the direction to NOT cross-bill for services rendered for emergency fire suppression, including severity activities.

Regardless of the benefiting jurisdiction, Geographic Areas can preposition resources utilizing their assigned support FireCode in advance of predicted significant wildland fire potential, to meet ongoing fire activity needs when the resource assignment is not yet known, or for resources supporting multiple incidents.

For Severity, the BLM, FWS, NPS and BIA will use a four-digit interagency FireCode to track and compile costs for all severity activities; the ordering office must include the word “severity” within the resource order incident name. These DOI agencies will use FireCode D0YY when supporting FS severity activities.

Information on the interagency FireCode system can be found at:

[https://www.firecode.gov/help/User\\_Guide.pdf](https://www.firecode.gov/help/User_Guide.pdf)

FS severity support to DOI will use the following codes by DOI Bureau:

- S70001 1502 – FS resource used on BIA severity orders.
- S70002 1502 – FS resource used on BLM severity orders.
- S70003 1502 – FS resource used on FWS severity orders.
- S70004 1502 – FS resource used on NPS severity orders.

All wildfire suppression orders are to have a four-character (alpha-numeric) interagency FireCode assigned by the ordering office. Interagency dispatch procedures have been established to incorporate assigning one FireCode per incident for use by all Federal Wildland Fire Agencies.

Orders processed through NICC must have at least one FireCode or agency financial code assigned by the ordering office. Financial codes should be consistent with the Incident Type.

### Bureau of Land Management (BLM)

The BLM wildland fire management cost coding is divided into thirteen (13) activities:

- |                              |           |
|------------------------------|-----------|
| • Wildland Fire Preparedness | LF1000000 |
| • Suppression Operations     | LF2000000 |
| • Severity                   | LF2100000 |
| • Emergency Stabilization    | LF2200000 |
| • Fuels Management           | LF3100000 |

- Burned Area Rehab LF3200000
- Fire Facilities LF3300000
- Joint Fire Science Program LF3400000
- State Assist Suppression LF5610000
- State Assist Preparedness LF5710000
- Fire Reimbursable LF6900000
- All-Hazard Reimbursable LF6910000
- Fire Trespass L53250000

Except for Wildland Fire Preparedness and State Assist Preparedness, a project number is required regardless of the activity code being used. The standard fund coding guidelines used for suppression, rehabilitation, and fuels activities apply. The standard severity coding procedure of converting from the severity number to a fire number applies when dispatched to a specific fire. All fire severity numbers have been assigned under program LF2100000.HT0000.

### **Bureau of Indian Affairs (BIA)**

The BIA wildland fire management funding is divided into six (6) activities and various sub-activities:

#### **Wildland Fire Preparedness**

- Preparedness AF1002020.999900
- Interagency Fair Share AF1003030.999900
- National Programs AF1004040.999900
- FireBert AF1005050.999900
- Self-Governance AF1002900.999900
- Aviation AF1002A00.999900
- Wildland Fire Prevention AF1002T00.999900
- Interagency Hotshot Crews AF1002U00.999900
- Fire Ready Reserve AF1002V00.999900

#### **FBMS Functional Area**

#### **Emergency Suppression**

- Suppression AF2001010.999900
- Severity AF2105050.999900
- Emergency Stabilization AF2202020.999900

#### **Construction & Deferred Maintenance**

- Construction & Deferred Maintenance AF3304000.999900
- Self-Governance AF3302G00.999900

#### **Burned Area Rehabilitation**

- Burned Area Rehabilitation AF3202B00.999900

**Fuels Management**

- Fuels Management AF3102H00.999900
- Reserved Treaty Rights AF3103131.999900
- Resilient Landscapes AF3103636.999900

**Reimbursable-Wildland Fire Management**

- Preparedness AF6901000.999900
- Emergency Operation AF6902000.999900
- Burned Area Emergency Rehabilitation AF6903000.999900
- Fuels Management AF6904000.999900
- All Risk Assistance AF6910000.999900

**Proceeds of Sale of Surplus**

- Property/Equipment AF6906000.999900

**Proceeds of Sales of Surplus**

- Property/Vehicles AF6907000.999900
- Collections – Preparedness AF6908000.999900
- Collections – Suppression AF6909000.999900

The Wildland Fire Management branch employs the Work Breakdown Structure (WBS) and Fire Codes (Prescribed by the Department and Congressional mandate) to facilitate funding programs. This will be accomplished through the use of FBMS accounting codes, including the following elements: Fund Code, Cost Center, Functional Area, Budget Object Class- Commitment Item and WBS.

A BIA example of a suppression, fire code, should look like: 18XA1125TR AAK4004401 AF2001010.999900 261A00 WBS AF. SPFAX60000.00000.

The WBS code will be on all obligation and expenditure documents. WBS codes must be established by the BIA-NIFC Budget Office or the Central Office. This will ensure all costs are tracked by the projects or missions.

Four-digit FireCode numbers are generated by the FireCode system, used by USDA and DOI. These FireCodes are entered into the FBMS system and used as appropriate. Severity FireCodes must be approved by the BIA Fire Operations Director. Preparedness, Burned Area Rehabilitation, Fuels Management and Construction and Reimbursable cost codes require funding transactions documents (FBMS Entry Document) to be approved.

**National Park Service (NPS)**

The NPS wildland fire management cost coding is as follows:

**Wildland Fire Preparedness**

- PF100PP85.WX0000 Base-8 for All-Hazard support
- PF100PP85.Y00000 Program Management
- PF100PP85.WR0000 Readiness

- PF100PP85.MF0000 Preparedness Fleet Maintenance
- PF100PP85.EF0000 Research
- PF100PP85.YP0000 Plan/Compliance
- PF100PP85.S00000 Provide Community Assistance
- PF100PP85.WW0000 Respond to Wildfires
- PF100PP85.P00000 Preventative Maintenance
- PF100PP85.M00000 Corrective Maintenance

#### **Fire Facilities Construction & Maintenance**

- PF330FF85.M00000 Fire Facility Corrective Maintenance
- PF330FF85.CN0000 Fire Facility Construction

#### **Suppression Operations**

- PF200SP85.WW0000 Respond to Wildfires
- PF210SV85.WV0000 Severity
- PF210SV85.WU0000 Step-Up
- PF220ES85.RM0000 Wildfire Burned Area Response

#### **Burned Area Rehabilitation**

- PF320BR85.RM0000 Wildfire Burned Area Response
- PF320BR85.Y00000 Program Management
- PF320BR85.AM0000 Monitor Treatment

#### **Hazardous Fuels Reduction – Non-WUI**

- PF310HF85.Y00000 Program Management
- PF310HF85.WP0000 Implement Prescribed Fire
- PF310HF85.YP0000 Plan/Compliance
- PF310HF85.AM0000 Monitor Treatment
- PF310HF85.WM0000 Implement Mechanical Treatments
- PF310HF85.WC0000 Implement Other Treatments
- PF310HF85.MF0000 Non-WUI Fleet Maintenance
- PF310HF85.EF0000 Research

#### **Hazardous Fuels Reduction – WUI**

- PF310WF85.Y00000 Program Management
- PF310WF85.WP0000 Implement Prescribed Fire
- PF310WF85.YP0000 Plan/Compliance
- PF310WF85.AM0000 Monitor Treatment
- PF310WF85.WM0000 Implement Mechanical Treatments
- PF310WF85.WC0000 Implement Other Treatments
- PF310WF85.EF0000 Research

**State Assistance**

- PF46060C8.W00000 State Assistance Collect Operations
- PF47070C8.W00000 State Assistance Collect Preparedness
- PF56161C8.W00000 State Assistance Expenditures Operations
- PF57171C8.W00000 State Assistance Expenditures Preparedness

The interagency FireCode will be used by the National Park Service for tracking and compiling costs for wildland fire suppression, severity (including step-up), emergency stabilization and burned area rehabilitation activities.

**Fish and Wildlife Service (FWS)**

The FWS wildland fire management cost coding is provided below:

- Wildland fire Preparedness FF.F10000##ZZZZ0
- Suppression Operations FF.F20000##ZZZZ0
- Severity FF.F21000##ZZZZ0
- Emergency Stabilization FF.F22000##ZZZZ0
- Burned Area Rehabilitation FF.F32000##ZZZZ0
- Hazardous Fuels Reduction (Non-WUI) FF.F31000##NZZZZ
- Hazardous Fuels Reduction (WUI) FF.F31000##WZZZZ

## = FWS Region number (01-09) ZZZZ = project assigned code/FireCode

All cost codes require a ten-digit cost center, then a fifteen-digit Work Breakdown Structure (WBS), which includes the interagency FireCode or project number. The interagency FireCode will be used with the appropriate account as stated in the FWS Fire Business Guide. All fire operations activities require a project number.

The interagency FireCode will be used by the Fish and Wildlife Service for tracking and compiling costs for wildland fire suppression, severity, and subsequent rehabilitation activities.

**Forest Service (FS)**

The interagency FireCode Program will be used to generate a four (4) character code that will be used to track and compile costs.

“P” codes represent wildland fire suppression incidents.

“S” codes represent severity requests. Each Region/Forest will have one S-code for Regional Office approved severity. Regional severity codes will be established in the format: S#1111. Region/Unit overrides will be used.

“F” codes indicate FEMA supported incidents. An “F” code will be assigned by the Forest Service Regional Office that is within the affected FEMA Region. Individual resources ordered to a FEMA incident will charge to the appropriate “F” code. Units providing support to a FEMA incident will charge to the “F” code in accordance with the FS annual incident job code guidance. Under the NRF, overtime, travel, and per diem are reimbursable. Base salary of all employees on assignment

to a FEMA incident will be charged to the appropriate “F” code and paid from the Emergency Operations (WFSU) account.

## CHAPTER 80 FORMS

Listed below are links to commonly used forms. It is suggested that units download and save these forms to assure access to them when they might not be immediately available via the internet. Frequent downloads will make sure units have the current version of the forms.

The following forms are all available at: [https://www.nifc.gov/nicc/logistics/coord\\_forms.htm](https://www.nifc.gov/nicc/logistics/coord_forms.htm)

- Resource Order Form
- Mobile Food and Shower Service Request
- Passenger and Cargo Manifest
- Aircraft Flight Request/Schedule Form
- FAA Temporary Tower Request Form
- Request for a Temporary Flight Restriction Detail Request Form
- Wildland Fire Fatality and Entrapment Form
- Assignment Extension Requirements and Documentation Form
- Rationale for Assigning/Requesting Incident Management Teams
- Reimbursable Form
- Cooperator Aircraft Use Validation Worksheet

The ICS 209 Incident Status Summary is available at:

<https://fam.nwcg.gov/fam-web/sit/ics209.pdf>

The Fuels and Fire Behavior Advisory Template is located at:

[https://www.predictiveservices.nifc.gov/fuels\\_fire-danger/fuels\\_fire-danger.htm](https://www.predictiveservices.nifc.gov/fuels_fire-danger/fuels_fire-danger.htm)

NWCG Aircraft Conflict Initial Report is located at:

<https://www.nwcg.gov/sites/default/files/committee/docs/iasc-aircraft-conflict-initial-report-form.pdf>

NWCG Hazard Relief Participant Request Form, PMS 520-1

<https://www.nwcg.gov/sites/default/files/publications/pms520-1.pdf>

## CHAPTER 90 FIRE ORGANIZATION DIRECTORY

### GEOGRAPHIC AREA COORDINATION CENTERS (GACCS)

National Interagency Coordination Center (NICC)

Alaska Interagency Coordination Center (AICC)

Eastern Area Coordination Center (EACC)

Great Basin Coordination Center (GBCC)

Northern California Coordination Center (ONCC)

Northern Rockies Coordination Center (NRCC)

Northwest Area Coordination Center (NWCC)

Rocky Mountain Area Coordination Center (RMCC)

Southern Area Coordination Center (SACC)

Southern California Coordination Center (OSCC)

Southwest Area Coordination Center (SWCC)

National Interagency Support Caches (NISC)

**National Interagency Coordination Center (NICC)**

<b>UNIT AND CONTACT INFORMATION</b>	
<p><b>National Interagency Coordination Center</b>                      Main Line (24 hours): (208) 387-5400                      Facsimile Number: (208) 387-5663 or 5414  <b>Functional Area Desks: (208) 387-5400</b>                      AIRCRAFT: Option 1                      EQUIPMENT/SUPPLIES: Option 2                      CREWS: Option 3                      OVERHEAD/IMTs: Option 4</p>	<p>3833 Development Ave. Boise, Idaho 83705                      Flight Following: (800) 994-6312                      Electronic Mail: <a href="mailto:cod@blm.gov">cod@blm.gov</a>  <b>Functional Area Desks: (208) 387-5400</b>                      INTELLIGENCE: Option 5                      AIRSPACE: Option 6                      COD (Coordinator on Duty): Option 7</p>

<b>NAME/TITLE</b>	<b>CITY/STATE</b>	<b>OFFICE PHONE</b>	<b>CELL PHONE</b>
PETERSON, Sean Center Manager	Boise, ID	(208) 387-5418	(208) 258-4267
VACANT Assistant Center Manager	Boise, ID	(208) 387-XXXX	N/A
HARTMAN, Derrek Assistant Center Manager	Boise, ID	(208) 387-5439	(208) 296-0986
JOHNSTON, Nicki Administrative Assistant	Boise, ID	(208) 387-5002	N/A
VACANT CIMT Coordinator	Boise, ID	(208) 387-XXXX	N/A
BENOIT, Rob Emergency Operations Coordinator	Boise, ID	(208) 387-5657	(208) 387-5439
DUNN, Sean Emergency Operations Coordinator	Boise, ID	(208) 387-5654	(208) 809-0331
LEE, David Emergency Operations Coordinator	Boise, ID	(208) 387-5655	(208) 617-9517
MAUGHAN, Maegan Emergency Operations Coordinator	Boise, ID	(208) 387-5661	(208) 780-9435
LOEWEN, Charlie Lead Logistics Coordinator	Boise, ID	(208) 387-5400	N/A
HAMPTON, Matt Lead Logistics Coordinator	Boise, ID	(208) 387-5400	(208) 841-9992
CLACK, Wade Lead Logistics Coordinator	Boise, ID	(208) 387-5400	(208) 841-9994
VACANT Lead Logistics Coordinator	Boise, ID	(208) 387-5400	N/A
ABBOTT, Blake Logistics Coordinator	Boise, ID	(208) 387-5400	(208) 841-9991
BREITENSTEIN, Perry Logistics Coordinator	Boise, ID	(208) 387-5400	(208) 954-9136
VACANT Logistics Coordinator	Boise, ID	(208) 387-5400	N/A

<b>NAME/TITLE</b>	<b>CITY/STATE</b>	<b>OFFICE PHONE</b>	<b>CELL PHONE</b>
HUNT, Will Logistics Coordinator	Boise, ID	(208) 387-5400	N/A
Kennedy, Ty Logistics Coordinator	Boise, ID	(208) 387-5400	(208) 972-2621
MAYER, Scott Logistics Coordinator	Boise, ID	(208) 387-5400	N/A
MOORE, Jason Logistics Coordinator	Boise, ID	(208) 387-5400	(986) 200-2492
SMITH, Greg Logistics Coordinator	Boise, ID	(208) 387-5400	(986) 200-3051
TERREL, Nick Logistics Coordinator	Boise, ID	(208) 387-5400	N/A
VACANT Logistics Coordinator	Boise, ID	(208) 387-5400	N/A
VACANT Logistics Coordinator	Boise, ID	(208) 387-5400	N/A
OWCZARZAK, Kim Airspace Program Manager	Boise, ID	(208) 387-5567	(208) 296-9818
NAUSLAR, Nick Meteorologist	Boise, ID	(208) 387-5451	(208) 807-3973
WALLMAN, Jim Meteorologist	Boise, ID	(208) 387-5449	(208) 661-8389
LARRABEE, Steve Fire Analyst	Boise, ID	(208) 387-5586	(208) 484-9398
KEPHART, Megan Intelligence Coordinator	Boise, ID	(208) 387-5093	(208) 914-4302
OROZ, Teri Intelligence Officer	Boise, ID	(208) 387-5093	N/A
VACANT Website Program Manager	Boise, ID	(208) 387-XXXX	N/A

**Alaska Interagency Coordination Center (AICC)**

<b>UNIT AND CONTACT INFORMATION</b>	
<p><b>Alaska Interagency Coordination Center</b>                      Main Line (24 hours): (907) 356-5680                      Flight Following: (800) 237-3633                      Facsimile Number: (907) 356-5678</p>	<p>1541 Gaffney Road                      Ft. Wainwright, Alaska 99703                      Mailing Address: PO Box 35005                      Ft. Wainwright, AK 99703                      Electronic Mail:  <a href="mailto:blm_ak_accmob_dispatch@blm.gov">blm_ak_accmob_dispatch@blm.gov</a></p>

<b>NAME/TITLE</b>	<b>CITY/STATE</b>	<b>OFFICE PHONE</b>	<b>CELL PHONE</b>
CROWE, Ray Center Manager	Fairbanks, AK	(907) 356-5677	(907) 370-6728
SHOOK, Hilary Deputy Center Manager	Fairbanks, AK	(907) 356-5685	(907) 370-3794
KELLY, Katie Logistics Coordinator, State of Alaska	Fairbanks, AK	(907) 356-5682	(907) 799-5022
DECK, Brooke Logistics Management Specialist	Fairbanks, AK	(907) 356-5684	(907) 482-0523
HUMPHREY, Jennifer Emergency Operations Coordinator	Fairbanks, AK	(907) 356-5670	(907) 378-0840
VACANT Intelligence Coordinator	Fairbanks, AK	(907) 356-5671	N/A
ELLIOTT, Jennifer Aircraft Coordinator	Fairbanks, AK	(907) 356-5689	N/A
VACANT Equipment Coordinator	Fairbanks, AK	(907) 356-5687	N/A
VACANT Overhead/Crew Coordinator	Fairbanks, AK	(907) 356-5684	N/A
STEVENS, Eric Fire Weather Program Meteorologist	Fairbanks, AK	(907) 356-5691	N/A
STRADER, Heidi Fire Weather Program Meteorologist	Fairbanks, AK	(907) 356-5691	N/A
VACANT Fire Behavior Analyst	Fairbanks, AK	(907) 356-5673	N/A

**Eastern Area Coordination Center (EACC)**

<b>UNIT AND CONTACT INFORMATION</b>	
<b>Eastern Area Coordination Center</b> Main Line (24 hours): (414) 944-3811	626 East Wisconsin Ave, Suite 500 Milwaukee, Wisconsin 53202 Electronic Mail: <a href="mailto:wieacc@usda.gov">wieacc@usda.gov</a>

<b>NAME/TITLE</b>	<b>CITY/STATE</b>	<b>OFFICE PHONE</b>	<b>CELL PHONE</b>
NEYLON, Brendan Center Manager	Duluth, MN	(414) 944-3811	N/A
PARRISH, Jennifer Deputy Center Manager	Milwaukee, WI	(414) 944-3811	N/A
SELLNER, Samantha Aviation Coordinator	Milwaukee, WI	(414) 944-3811	N/A
HAMMAN, Amanda Logistics Coordinator	Redmond, OR	(414) 944-3811	N/A
HECKEL, Matt Intelligence Coordinator	Taos, NM	(414) 944-3811	N/A
MARIEN, Steve Fire Weather Program Manager	St. Paul, MN	(651) 293-8446	N/A
BRIGHT, Cheryl Fire Analyst	Spooner, WI	(414) 944-3811	N/A

**Great Basin Coordination Center (GBCC)**

<b>UNIT AND CONTACT INFORMATION</b>	
<p><b>Great Basin Coordination Center</b></p> <p>Main Line: (801) 531-5320</p> <p>Toll Free: (800) 844-5497</p> <p>Facsimile Number: (801) 531-5321</p>	<p>401 Jimmy Doolittle Road, Suite 202 Salt Lake City, Utah 84116</p> <p>1st on-call, after hours: (801) 556-0647</p> <p>2nd on-call, after hours: (801) 556-1698</p> <p>Electronic Mail: <a href="mailto:sm.fs.gbc_cod@usda.gov">sm.fs.gbc_cod@usda.gov</a></p>

**\*\*\*IF NO ANSWER AT ABOVE NUMBER, CALL IN ORDER LISTED BELOW\*\*\***

<b>NAME/TITLE</b>	<b>CITY/STATE</b>	<b>OFFICE PHONE</b>	<b>CELL PHONE</b>
DINGMAN, Gina Center Manager	Salt Lake City, UT	(801) 531-5320	N/A
McINTOSH-HARRIS, Shauna Deputy Center Manager	Salt Lake City, UT	(801) 531-5320	N/A
STUCKI, Sarah Intelligence Coordinator	Salt Lake City, UT	(801) 531-5320	N/A
JASBERG, Jeff Operations Coordinator – Aircraft	Salt Lake City, UT	(801) 531-5320	N/A
BURBRIDGE, Brian Operations Coordinator – Crews	Salt Lake City, UT	(801) 531-5320	N/A
WHALEN, Kim Operations Coordinator – Equipment	Salt Lake City, UT	(801) 531-5320	N/A
PLATT, John Operations Coordinator – Overhead	Salt Lake City, UT	(801) 531-5320	N/A
NEWMERZHYCKY, Basil Fire Weather Program Manager	Salt Lake City, UT	(801) 531-5320	N/A
LAW, Shelby Fire Weather Assistant	Salt Lake City, UT	(801) 531-5320	N/A
MCGUIRE, Gina Fire Weather Assistant	Salt Lake City, UT	(801) 531-5320	N/A
TIPPETS, Ryan Webmaster	Salt Lake City, UT	(801) 531-5320	N/A
VACANT Intelligence Assistant	Salt Lake City, UT	(801) 531-5320	N/A
LOSO, Virginia Logistics Coordinator	Salt Lake City, UT	(801) 531-5320	N/A
TALLON, Megan Logistics Coordinator	Salt Lake City, UT	(801) 531-5320	N/A
ANDERSON, Richard Administrative Assistant	Salt Lake City, UT	(801) 531-5320	N/A

**Northern California Coordination Center (ONCC)**

<b>UNIT AND CONTACT INFORMATION</b>	
<b>Northern Operations Coordination Center</b> Main Line (24 hours): (530) 226-2800 Main Line: (530) 226-2801 Facsimile Number: (530) 223-4280	6101 Airport Road Redding, California 96002 Electronic Mail: <a href="mailto:caoncc@firenet.gov">caoncc@firenet.gov</a> Logistics: <a href="mailto:SM.FSonclogistics@usda.gov">SM.FSonclogistics@usda.gov</a> Aviation: <a href="mailto:onc-aviation@usda.gov">onc-aviation@usda.gov</a> Intelligence: <a href="mailto:SM.FS.oncintell@usda.gov">SM.FS.oncintell@usda.gov</a> Expanded: <a href="mailto:caoncc_expanded@firenet.gov">caoncc_expanded@firenet.gov</a>

<b>NAME/TITLE</b>	<b>CITY/STATE</b>	<b>OFFICE PHONE</b>	<b>CELL PHONE</b>
MASOVERO, Anthony Assistant Director Operations	Redding, CA	(530) 226-2700	(530) 228-9780
HACKETT (FORNI), Laurie Center Manager	Redding, CA	(530) 226-2839	(530) 227-9102
SITES, Keren Deputy Center Manager	Redding, CA	(530) 226-2800	(530) 227-9017
COMPTON, Shawn DOI Deputy Center Manager	Redding, CA	(530) 226-2831	(530) 640-0420
WILLIAMSON, Kerri Geographic Area Training Rep.	Redding, CA	(530) 226-2719	(530) 355-7422
BUNKER, Chris Mobilization Coordinator	Redding, CA	(530) 226-2800	(530) 524-6202
BRAWLEY, Steve Aviation Coordinator	Redding, CA	(530) 226-2800	(951) 295-6408
BEACH, Laurry Aircraft Dispatcher	Redding, CA	(530) 226-2800	(530) 410-8456
EIDE, Rebecca Aircraft Dispatcher	Redding, CA	(530) 226-2800	(530) 410-4779
VACANT Aircraft Dispatcher	Redding, CA	(530) 226-2800	N/A
VACANT Aircraft Dispatcher	Redding, CA	(530) 226-2800	N/A
MOORE, Juel Logistics Coordinator	Redding, CA	(530) 226-2800	(530) 215-9039
MILOVICH, Rob Logistics Coordinator	Redding, CA	(530) 226-2800	(530) 440-4162
WHEELER, Ryan Logistics Coordinator	Redding, CA	(530) 226-2800	(530) 410-8441
FLANAGAN, Samantha Logistics Coordinator	Redding, CA	(530) 226-2800	(530) 685-0478

<b>NAME/TITLE</b>	<b>CITY/STATE</b>	<b>OFFICE PHONE</b>	<b>CELL PHONE</b>
PARKER, Stephen Logistics Coordinator	Redding, CA	(530) 226-2800	(530) 816-0084
GARDUNIO, Billy Fire Management Specialist	Redding, CA	(530) 226-2730	(530) 604-8643
OSBORNE, Kevin Fire Management Specialist	Redding, CA	(530) 226-2730	(530) 782-2712
LUTZ, Brett Meteorologist / Forecaster	Redding, CA	(530) 226-2730	(541) 218-5203
RUTHFORD, Julia Meteorologist / Forecaster	Redding, CA	(530) 226-2730	(971) 221-6728
WACHTER, Brent Meteorologist / Forecaster	Redding, CA	(530) 226-2730	(505) 414-0227
RUSSELL, Troy Intelligence Coordinator	Redding, CA	(530) 226-2811	(530) 768-4943
EISZELE, Dan Intelligence Officer	Redding, CA	(530) 226-2810	(530) 941-3068
MEANS, Ryan Intelligence Officer	Redding, CA	(530) 226-2811	(530) 410-2121
KINGSBURY, Jessie Intelligence Officer	Redding, CA	(530) 226-2811	(530) 410-4033

**Northern Rockies Coordination Center (NRCC)**

<b>UNIT AND CONTACT INFORMATION</b>	
<b>Northern Rockies Coordination Center</b>	Aerial Fire Depot, 5765 W. Broadway, Bldg C Missoula, Montana 59808-9361
Main Line (24 hours): (406) 329-4880	Northern Rockies Fire Cache: (406) 329-4962
Facsimile Number: (406) 329-4891	Electronic Mail: <a href="mailto:mtnrc@firenet.gov">mtnrc@firenet.gov</a>

<b>NAME/TITLE</b>	<b>CITY/STATE</b>	<b>OFFICE PHONE</b>	<b>CELL PHONE</b>
PIPKIN, Kathy Center Manager	Missoula, MT	(406) 329-4709	N/A
MCALLISTER, Jay Assistant Center Manager	Glasgow, MT	(406) 329-4995	N/A
ROBINSON, Roy DNRC Direct Protection Coordinator	Missoula, MT	(406) 329-4881	N/A
SORENSEN, Kat Logistics Coordinator – Aircraft	Missoula, MT	(406) 329-4882	N/A
PAGE, Hannah Assistant Logistics Coordinator – Aircraft	Missoula, MT	(406) 329-4883	N/A
HOLSAPPLE, Kate Intelligence Coordinator	Missoula, MT	(406) 329-4886	N/A
SAGE, Teresa Assistant Intelligence Coordinator	Missoula, MT	(406) 329-4884	N/A
WALKS, David Operations Coordinator - Equipment	Missoula, MT	(406) 329-4953	N/A
RICHARDSON, Beau Logistics Coordinator - Overhead	Missoula, MT	(406) 329-4885	N/A
BRAGONIER, Cade Logistics Coordinator – Crews	Missoula, MT	(406) 329-4996	N/A
VACANT Asst Logistics Coordinator	Missoula, MT	(406) 329-4967	N/A
BORSUM, Daniel Predictive Services Meteorologist	Billings, MT	(406) 591-0508	N/A
NOONAN-WRIGHT, Erin Fire Analyst	Missoula, MT	(406) 241-3993	N/A
VACANT RIST Program Manager	Missoula, MT	N/A	N/A
JOSON, Kristian Administrative Support	Missoula, MT	(406) 329-4887	N/A
BUHL, Corey Northern Rockies Operations Specialist	Billings, MT	(406) 329-4961	N/A

**Northwest Area Coordination Center (NWCC)**

<b>UNIT AND CONTACT INFORMATION</b>	
<b>Northwest Area Coordination Center</b> Main Line (24 hours): (503) 808-2720 Facsimile Number: (503) 808-2750	150 SW Harrison St, Suite 400 Portland, Oregon 97201 Electronic Mail: <a href="mailto:ornwc@firenet.gov">ornwc@firenet.gov</a>

<b>NAME/TITLE</b>	<b>CITY/STATE</b>	<b>OFFICE PHONE</b>	<b>CELL PHONE</b>
PIERCE, Ted Center Manager	Portland, OR	(503) 808-2732	N/A
WALTHER, Jeff Emergency Operations Manager	Portland, OR	(503)808-2722	N/A
Poe, Brandon Asst. Emergency Operations Manager	Portland, OR	(503) 808-2724	N/A
VACANT Asst. Emergency Operations Manager	Portland, OR	(503) 808-2725	N/A
MORALES, Matthew Asst. Emergency Operations Manager	Portland, OR	(503) 808-2726	N/A
VACANT Aircraft Coordinator	Portland, OR	(503) 808-2720	N/A
VACANT Overhead/Crew Coordinator	Portland, OR	(503) 808-2720	N/A
ATTEBURY, Gary Aviation/Airspace Specialist	Portland, OR	(503) 808-2730	N/A
CONNOLLY, Carol Public Affairs Specialist	Portland, OR	(503) 808-2764	N/A
MOORE, Chris Fire Management Analyst	Portland, OR	(503) 808-2733	N/A
SALTENBERGER, John Fire Weather Program Manager	Portland, OR	(503) 808-2737	N/A
VACANT Fire Weather Meteorologist	Portland, OR	(503) 808-2756	N/A
VACANT Intelligence Coordinator	Portland, OR	(503) 808-2734	N/A
GRELL, John Intelligence Coordinator	Portland, OR	(503) 808-2780	N/A
ASSALI, Desraye GIS Specialist	Portland, OR	(503) 808-2741	N/A

**Rocky Mountain Area Coordination Center (RMCC)**

<b>UNIT AND CONTACT INFORMATION</b>	
<b>Rocky Mountain Area Coordination Center</b> Main Line (24 hours): (303) 445-4300 Toll Free (24 hours): (800) 494-2073 Facsimile Number: (303) 445-4300	Denver Federal Center Building 40 Lakewood, Colorado 80225 Mailing Address: PO Box 151029 Lakewood, CO 80215 Electronic mail: <a href="mailto:cormc@firenet.gov">cormc@firenet.gov</a>

<b>NAME/TITLE</b>	<b>CITY/STATE</b>	<b>OFFICE PHONE</b>	<b>CELL PHONE</b>
HARTBERG, Travis Center Manager	Lakewood, CO	(303) 445-4302	N/A
PEREA, Marco Deputy Center Manager	Lakewood, CO	(303) 445-4301	N/A
BALDAUF, Amy Aircraft Coordinator	Lakewood, CO	(303) 445-4300	N/A
WEITZ, Alex Aircraft Coordinator	Lakewood, CO	(303) 445-4300	N/A
DRAPEAU, Bruce Logistics Coordinator – Overhead	Lakewood, CO	(303) 445-4300	N/A
TURNER, Robert Logistics Coordinator – Crews	Lakewood, CO	(303) 445-4300	N/A
JUHOLA, Rob Logistics Dispatcher – Equipment	Lakewood, CO	(303) 445-4300	N/A
VACANT Intelligence Coordinator	Lakewood, CO	(303) 445-4303	N/A
HASKELL, Colleen Fire Weather Meteorologist	Lakewood, CO	(303) 445-4309	N/A
VACANT Fire Weather Meteorologist	Lakewood, CO	(303) 445-4308	N/A
RMACC Public/Media Fire Information Line	Lakewood, CO	(303) 445-4322	N/A

**Southern Area Coordination Center (SACC)**

<b>UNIT AND CONTACT INFORMATION</b>	
<b>Southern Area Coordination Center</b> Main Line (24 hours): (678) 320-3000 Facsimile Number: (678) 320-3036	1200 Ashwood Parkway, Suite 230 Atlanta, Georgia 30338 Electronic Mail: <a href="mailto:gasac@firenet.gov">gasac@firenet.gov</a>

<b>NAME/TITLE</b>	<b>CITY/STATE</b>	<b>OFFICE PHONE</b>	<b>CELL PHONE</b>
ELLSWORTH, Nancy Center Manager	Atlanta, GA	(678) 320-3001	(775) 304-1037
MILLER, Calvin Deputy Center Manager	Atlanta, GA	(678) 320-3005	(404) 909-0238
ROBINSON, Tracy Assistant Area Coordinator – Overhead & Teams	Atlanta, GA	(678) 320-3001	(678) 841-5186
VACANT Logistics Coordinator – Crews, Equipment & Supply	Atlanta, GA	(678) 320-XXXX	N/A
MEBANE, Alan Operations Coordinator – Aviation	Atlanta, GA	(678) 320-3003	(470) 487-7671
VACANT Intelligence Coordinator	Atlanta, GA	(678) 320-XXXX	N/A
SNYDER, Andy Fire Weather Meteorologist	Atlanta, GA	(678) 320-3008	N/A
IPPOLITI, Steven Fire Weather Meteorologist	Atlanta, GA	(678) 320-3009	N/A
CARTER, Danie Program Assistant	Atlanta, GA	(678) 320-3016	N/A

**Southern California Coordination Center (OSCC)**

<b>UNIT AND CONTACT INFORMATION</b>	
<b>Southern California Coordination Center</b>	23300 Castle Street Riverside, California 92518
Main Line (24 hours): (951) 276-6721	Toll Free/Flight Following: (800) 995-3473
24hr Mobilization D.O.: (951) 276-6721	24hr Aviation D.O.: (951) 320-2093
24hr Intelligence D.O.: (951) 214-6922	24hr Duty Chief: (951) 214-6921
<b>Functional Area Desks: (951) 276-6721</b>	<b>Functional Area Desks: (951) 276-6721</b>
Aircraft: Option 1	Equipment/Supplies/Crews: Option 2
Overhead: Option 3	
Facsimile Number- Business: (951) 782-4900	Electronic Mail:
Facsimile Number- Aircraft: (951) 320-6215	<a href="mailto:SM.FS.osclogistics@usda.gov">SM.FS.osclogistics@usda.gov</a>
	<a href="mailto:SM.FS.osc-aviation@usda.gov">SM.FS.osc-aviation@usda.gov</a>

<b>NAME/TITLE</b>	<b>CITY/STATE</b>	<b>OFFICE PHONE</b>	<b>CELL PHONE</b>
AHEARN, Matt Assistant Fire Director, Operations	Riverside, CA	(951) 315-5856	N/A
TOMASELLI, Jim GACC Center Manager	Riverside, CA	(951) 201-3687	N/A
VACANT Deputy GACC Manager, FS	Riverside, CA	(951) 320-6109	N/A
LANNEN-LITTLEFIELD, Andrea Deputy GACC Manager, BLM	Riverside, CA	(951) 269-9021	N/A
RAPHAEL, David Aviation Coordinator	Riverside, CA	(951) 321-1879	N/A
SALAS, Manny Mobilization Coordinator	Riverside, CA	(951) 320-6196	N/A
ACTON, Matt Logistics Coordinator	Riverside, CA	(951) 276-6721	N/A
REYES, Steve Logistics Coordinator	Riverside, CA	(951) 276-6721	N/A
GOMEZ, Robert Logistics Coordinator	Riverside, CA	(951) 276-6721	N/A
BRAWLEY, Steve Logistics Coordinator	Riverside, CA	(951) 276-6721	N/A
GONZALEZ, Art Logistics Coordinator	Riverside, CA	(951) 276-6721	N/A
WIEGAND, Richard Logistics Coordinator	Riverside, CA	(951) 276-6721	N/A
NIESEN, Nikki Logistics Coordinator	Riverside, CA	(951) 276-6721	N/A
ALLISON, Kristen Fire Management Specialist Climate/Meteorology	Riverside, CA	(626) 590-6809	N/A

<b>NAME/TITLE</b>	<b>CITY/STATE</b>	<b>OFFICE PHONE</b>	<b>CELL PHONE</b>
HAGGERTY, Kelli Intelligence Coordinator	Riverside, CA	(951) 320-6107	N/A
GANDOLFI, Eric Intelligence Officer	Riverside, CA	(951) 214-6922	N/A
ROBBINS, Heather Intelligence Officer	Riverside, CA	(951) 214-6922	N/A

**Southwest Area Coordination Center (SWCC)**

<b>UNIT AND CONTACT INFORMATION</b>	
<b>Southwest Area Coordination Center</b> Main Line (24 hours): (505) 842-3473 Facsimile Number: (505) 842-3801	333 Broadway SE Albuquerque, NM 87102 Toll Free: (888) 440-4333 Electronic Mail: <a href="mailto:nmswc@firenet.gov">nmswc@firenet.gov</a>

<b>NAME/TITLE</b>	<b>CITY/STATE</b>	<b>OFFICE PHONE</b>	<b>CELL PHONE</b>
JAYCOX, Kenan Center Manager	Albuquerque, NM	(505) 842-3473	(505) 250-7193
ORTIZ, Juan Deputy Center Manager	Albuquerque, NM	(505) 842-3473	(575) 534-7722
HAMMER, Dominic Area Coordinator	Albuquerque, NM	(505) 842-3473	(505) 218-2763
NEAL, Sairy Area Coordinator	Albuquerque, NM	(505) 842-3473	(505) 452-6327
TSADIASI, Bryant Area Coordinator (Acting)	Albuquerque, NM	(505) 842-3473	(505) 697-0890
SEDILLO, Oscar Asst. Aviation Coordinator	Albuquerque, NM	(505) 842-3473	N/A
GENTRY, Jacob Intelligence Coordinator	Albuquerque, NM	(505) 842-3473	(505) 870-5079
MAXWELL, Chuck Fire Weather Program Manager	Albuquerque, NM	(505) 842-3473	N/A
NADEN, Rich Fire Weather Meteorologist	Albuquerque, NM	(505) 842-3473	(505) 699-3509

**National Interagency Support Caches (NISC)**

<b>NAME</b>	<b>CITY/STATE</b>	<b>OFFICE PHONE</b>	<b>FAX NUMBER</b>
Alaska Incident Support Cache (AKK)	Ft. Wainwright, AK	(907) 356-5742	(907) 356-5754
State of Alaska Fire Warehouse (AKS)	Fairbanks, AK	(907) 451-2641	(907) 451-2669
Billings Interagency Incident Support Cache (BFK)	Billings, MT	(406) 896-2870	(406) 896-2881
Coeur D'Alene Incident Support Cache (CDK)	Coeur D'Alene, ID	(208) 666-8694	(208) 769-1534
Great Basin Area Incident Support Cache (GBK)	Boise, ID	(208) 387-5104	(208) 387-5573
La Grande Incident Support Cache (LGK)	La Grande, OR	(541) 975-5420	(541) 975-5478
Northern California Incident Support Cache (NCK)	Redding, CA	(530) 226-2850	(530) 226-2854
Northern Rockies Area Incident Support Cache (NRK)	Missoula, MT	(406) 329-4949	(406) 329-4962
Northeast Area Incident Support Cache (NEK)	Grand Rapids, MN	(218) 327-4579	(218) 327-4581
Northwest Area Incident Support Cache (NWK)	Redmond, OR	(541) 504-7234	(541) 504-7240
Rocky Mountain Area Incident Support Cache (RMK)	Lakewood, CO	(303) 202-4940	(303) 202-4965
Southern Area Incident Support Cache (SAK)	London, KY	(606) 878-7430	(606) 864-9559
Southern California Incident Support Cache (LSK)	Ontario, CA	(909) 930-3208	(909) 947-6391
Southwest Area Prescott Incident Support Cache (PFK)	Prescott, AZ	(928) 777-5630	(928) 777-5608
Southwest Area Silver City Incident Support Cache (SFK)	Silver City, NM	(505) 538-5611	(505) 388-5672

## APPENDIX: ACRONYM GUIDE

The following acronyms are used throughout the Nation Mobilization Guide:

AA	Agency Administrator
ICAC	Incident Commanders Advisory Council
AD	Administratively Determined
AFF	Automated Flight Following
AGL	Above Ground Level
AIMS	At Incident Management Support
AMRS	All-Hazards Meteorological Response System
ARA	Air Resource Advisor
ASTAT	Aviation Safety and Technical Assistance Team
ASM1	Aerial Supervision Module
ATD	Actual Time of Departure
BAER	Burned Area Emergency Response
BIA	Bureau of Indian Affairs
BHA	Bureau for Humanitarian Assistance
BLM	Bureau of Land Management
BNML	Battalion Military Liaison
BPA	Blanket Purchase Agreement
BUYT	Buying Team
CDO	Communications Duty Officer
CIMT	Complex Incident Management Team
COD	Coordinator on Duty
COMC	Communications Coordinator
COML	Incident Communication Unit Leader
COP	Chief-of-Party
COR	Contracting Officer Representative
CORD	Expanded Dispatch Coordinator
CMAT	Community Mitigation Assistance Teams
CRWB	Crew Boss

CREP	Crew Representative
CRM	Crew Resource Management
CWN	Call-When-Needed
DASP	Disaster Assistance Support Program
DCO	Defense Coordinating Officer
DDP	Designated Dispatch Point
DLA	Defense Logistics Agency
DOD	Department of Defense
DOI	Department of Interior
EDSP	Expanded Dispatch Supervisory Dispatcher
EERA	Emergency Equipment Rental Agreement
EFTR	Emergency Firefighter Time Report
ESF	Emergency Support Function
EST	Emergency Support Team
ETA	Estimated Time of Arrival
ETD	Estimated Time of Departure
ETE	Estimated Time Enroute
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulations
FAST	Fire and Aviation Safety Team
FFAST	Federal Fire and Aviation Safety Team
FBO	Fixed Base Operator
FEMA	Federal Emergency Management Agency
FMO	Fire Management Officer
FOG	Field Operations Guide
FOR	Fixed Operating Rate
FRS	Family Radio Service
FS	Forest Service
FSS	Federal Supply System
FTA	Fire Traffic Area
FWS	Fish and Wildlife Service

GACC	Geographic Area Coordination Center
GACG	Geographic Area Coordinating Group
GMAC	Geographic Multi-Agency Coordinating Group
GSA	General Services Administration
HMGB	Helicopter Manager Single Resource
HSPD	Homeland Security Presidential Directive
HUCC	Host Unit Coordination Center
IA	Initial Attack
IAA	Incident Awareness and Assessment
IARR	Interagency Resource Representative
I-BPA	Incident Blanket Purchase Agreement
IC	Incident Commander
ICS	Incident Command System
ICS 209	Incident Status Summary
IHC	Interagency Hotshot Crew
IMET	Incident Meteorologist
IMSR	Incident Management Situation Report
IMT	Incident Management Team
INBA	Incident Business Advisor
InFORM	Interagency Fire Occurrence Reporting Modules
IQCS	Incident Qualification Certification System
IQS	Incident Qualification System
IR	Infrared
IRAWS	Incident Remote Automatic Weather Station
IRIN	Infrared Interpreter
IROC	Interagency Resource Ordering Capability
IRWIN	Integrated Reporting of Wildland-Fire Information
ISO	Incident Support Organization
IWFAQRP	Interagency Wildland Fire Air Quality Response Program
JFO	Joint Field Office
MAC	Multi-Agency Coordinating Group

MAFFS	Modular Airborne Firefighting Systems
MAP	Mandatory Availability Period
MOU	Memorandum of Understanding
NAPM	National Aviation Program Manager
NASF	National Association of State Foresters
NCO	National Contracting Officer
NCR	National Contract Resource
NFES	National Fire Equipment System
NFPET	National Fire Prevention Education Team
NFWC	National Fixed-Wing Coordinator
NFWOC	National Fire Weather Operations Coordinator
NICC	National Interagency Coordination Center
NIFC	National Interagency Fire Center
NIMO	National Incident Management Organization Teams
NIICD	National Interagency Incident Communications Division
NISC	National Interagency Supply Cache
NIROPS	National Infrared Operations
NMAC	National Multi-Agency Coordination Group
NOAA	National Oceanic and Atmospheric Administration
NPS	National Park Service
NRCC	National Response Coordination Center
NRF	National Response Framework
NSP	National Surge Package
NWCG	National Wildfire Coordinating Group
NWS	National Weather Service
OAS	Office of Aviation Services
OFDA	Office of Foreign Disaster Assistance
OSHA	Occupational Safety and Health Administration
PAX	Passengers
POE	Point of Entry
POO	Point of Origin

PPE	Personal Protective Equipment
RAO	Regional Aviation Officer
RAP	Review, Audit, Process Team
RFA	Request for Assistance
ROC	Regional Operations Center
RRCC	Regional Response Coordination Center
RSFWSU	Remote Sensing/Fire Weather Support Unit
SA	Situational Awareness
SAIT	Serious Accident Investigation Teams
SEAT	Single Engine Airtanker
SOR	System of Record
TFR	Temporary Flight Restriction
THSP	Technical Specialist
UAS	Unmanned Aerial Systems
UHF	Ultra High Frequency
USA	United States of America
USAID	U.S. Agency for International Development
USDA	United States Department of Agriculture
USFA	United States Fire Administration
UTF	Unable to Fill
VHF	Very High Frequency
VOR	VHF Omnidirectional Range
VLAT	Very Large Airtanker
WFDSS	Wildland Fire Decision Support System
WUI	Wildland Urban Interface

## EXECUTIVE SUMMARY OF CHANGES FOR 2023

### Global Changes

- Reformatted and restructured the entire guide for grammar, readability, flow and ease of future updates.
- Updated web addresses.
- Updated points of contacts
- Updated all IROC item ordering instructions through-out the guide.
- Created subject and topic headers for every chapter.

### **Chapter 10 Objectives, Policy, and Scope of Operation**

#### Chapter wide changes

- Added Complex Incident Management Team (CIMT) where appropriate.
- Moved Wildland Fire Weather Forecasts to Chapter 60
- Moved Cost Coding to Chapter 70
- Moved Unit Identifiers to Chapter 70

#### Purpose

Updated the following:

*The National Interagency Mobilization Guide identifies standard procedures that guide the operations of multi-agency operational and logistical support activity throughout the national coordination system. This guide is intended to facilitate interagency dispatch coordination, ensuring timely and cost-effective incident support services are provided. It is designed to accommodate amendments as needed and will be retained as current material until amended. Local and Geographic Mobilization Guides should be used to supplement the National Interagency Mobilization Guide.*

**U.S. Agency for International Development (USAID) Bureau for Humanitarian Assistance.**  
Replaced **Office of Foreign Disaster Assistance** to

**U.S. Agency for International Development (USAID) Bureau for Humanitarian Assistance**  
Replaced text for USAID to read the following:

*USAID Bureau for Humanitarian Assistance Requests for support from foreign countries other than those countries with which the Departments of Agriculture and Interior have agreements (Canada and Mexico) and arrangements (Australia and New Zealand) will come to NIFC from the Forest Service International Programs' Disaster Assistance Support Program (DASP) through the USAID's Bureau for Humanitarian Assistance (USAID/BHA). BHA is the U.S. Government's lead coordinator for international humanitarian assistance. Refer to the International Emergency Assistance Response Process, Operating Plan for USDA Forest Service.*

*More information about the mission of BHA and how it organizes and responds can be found at following web site:*

<https://www.usaid.gov/who-we-are/organization/bureaus/bureau-humanitarian-assistance>

*More information about DASP can be found at the following website:*

<https://www.fs.usda.gov/about-agency/international-programs/program-topics>

## **National Resources**

Added *Complex Incident Management Teams*

### **Chapter 20 Overhead and Teams**

#### **Chapter wide changes**

- Added Complex IMT (CIMT) where appropriate.
- Moved Flight Manager to Chapter 50
- Moved Helicopter Rappeller Initial Attack Information to Chapter 50
- Moved Helicopter Rappeller Numbers to Chapter 50
- Moved Smokejumper Initial Attack information to Chapter 50
- Moved Smokejumper Numbers to Chapter 50.

#### **Overhead Name Requests**

Replaced language with the following:

*Prior to placing a name request (overhead) order, the ordering unit should pursue filling needed positions through established ordering channels to satisfy national goals of the closest forces concept; to ensure cost-effective ordering and provision of quality training opportunities.*

*Personnel being name requested shall be in the resource ordering system with current qualification prior to placing the request. The ordering unit must confirm availability of the requested individual prior to placing the request. All name requests must include the individuals current dispatch location.*

*All name requests not filled by the sending unit will be returned to the requesting unit by NICC as UTF.*

*NMAC reserves the authority to issue further restrictions or guidance concerning name request orders at any point throughout the year.*

#### **Remote Employee**

Added the following:

*Remote employees who are detached from their home unit (e.g., USFS Washington Office, NIFC, etc.) should typically be dispatched from the dispatch area where they physically reside. Incident qualifications and training administration will remain with the resource's home unit.*

#### **Helicopter Module**

Deleted the *helicopter module chart*.

Updated the following:

*Refer to Chapter 50 for specific information on helicopter ordering, capabilities, use, and type.*

*For minimum module standards for national mobilization for helicopter modules, see [Interagency Standards for Fire and Fire Aviation Operations \(NFES 2724\)](#)*

*Units requesting helicopter modules for CWN helicopters will do so using an Overhead (O) support request for each position. Helicopter module requests should be coordinated with anticipated helicopter delivery time and location. Ordering a helicopter module for a CWN*

*helicopter is not automatic. Ordering units should attempt to fill helicopter module positions internally first.*

*CWN helicopters will be managed by a qualified Helicopter Manager (HMGB) and qualified Helicopter Crew Members (HECM); when combined they function as a helicopter module.*

*If the intended use is for initial attack, the HMGB request must specify that a fitness level of arduous is required. Any other qualification requirements (ICT4, etc.) must also be specified.*

*If helicopter personnel/modules are required to arrive with special needed items (flight helmets, radios, etc.), it must be specified at the time of request.*

### **Helicopter Rappellers**

Updated the following:

*Please refer to Chapter 50 for specific information on helicopter rappeler initial attack ordering, capabilities, and rappeler aircraft.*

*The USDA Forest Service operates 12 rappel bases nationally in the Northern Rockies, Great Basin, California, and Northwest Geographic Areas. Each base utilizes Bell medium helicopters, and generally operates from May through October.*

*Rappellers primary mission is initial attack. When Rappellers are needed for initial attack with aircraft, they are to be requested in IROC as “RPIA – Load, Rappeller, Initial Attack” on an Aircraft request. Additional mission specific information should be documented on the resource order. When ordered for initial attack, Rappellers will be self-sufficient for 36 hours after deployment on an incident and are assigned to the user unit until released.*

*Rappel boosters will be ordered by individual Overhead requests. Any additional support needs may be documented on the resource order.*

### **Smokejumpers**

Updated the following:

*Refer to Chapter 50 for specific information on smokejumper initial attack ordering, capabilities, and smokejumper aircraft.*

*Smokejumpers primary mission is initial attack. All initial attack orders will be honored when smokejumpers are available. There are two primary methods for ordering smokejumpers, initial attack load or booster load/individual smokejumper. The type of order should be predicated on immediate need or augmentation.*

*Smokejumper boosters are utilized to increase smokejumper capability at a base or within a Geographic Area. Booster requests should be based on current and/or expected fire activity with an understanding that boosters should be released back to home or hosting unit(s) or made available to higher activity areas if activity does not develop at receiving unit.*

*Boosters are ordered by individual Overhead requests and can be filled from one or multiple bases. Booster requests may specify a desired delivery system (round or square parachutes). Smokejumper aircraft must be ordered separately if the aircraft is needed beyond delivery of the smokejumpers. NICC, GACCs, and local dispatch centers should communicate with the hosting and potential sending smokejumper base(s) before the order(s) are placed and filled.*

*Smokejumpers may be configured as crews (hand crew, engine crew, or helitack crew) or as single resource overhead for Incident Command System positions. Concurrence with NICC must be obtained prior to configuring smokejumpers as crews or modules for extended attack operations.*

### **NMAC Management of Teams**

Added the following:

*NMAC has delegated authority to prioritize and direct the use of all team assignments for Complex, Type 1, Type 2, National Incident Management Organization (NIMO), and Area Command IMTs as necessary to achieve team experience objectives, ensure proficiency, manage fatigue, or for other reasons.*

*When situations warrant, rationale is required by NMAC for assignment of Complex, Type 1, Type 2, NIMO, and Area Command Teams prior to mobilization. This includes internal assignments.*

*To manage fatigue, promote mental health and well-being, and provide opportunities for IMT members to attend to work and personal responsibilities, all IMTs will have seven days of unavailability upon return from any assignment (including preposition) of seven days or more (exclusive of travel). This includes IMTs on the national rotation as well as IMTs on internal GA rotations.*

Deleted **Type 1 IMTs** Geographic Area dispersion location section.

### **IMT Configurations**

Added and updated:

#### ***IMT Configurations - All***

*The Incident Commander positions on IMTs may only be filled by current agency employees.*

*It is recommended that the following positions also be filled by current agency employees:*

- *Finance/Admin. Section Chief Complex or Type 1 or 2*
- *Procurement Unit Leader*
- *Comp/Claims Unit Leader*

*Unless notified, trainees will be mobilized for incidents on federal lands.*

#### ***Type 1 and 2 IMT Configuration***

*Type 1 and 2 IMTs ordered through NICC will be requested as either a long or short team.*

*In addition to the twenty (20) positions identified on the short team configuration, a maximum of six (6) IMT trainee positions will be mobilized with the team. In addition to the 44 positions identified in the long team configuration, a maximum of fourteen (14) trainee positions will be mobilized with the team, six (6) IMT trainee positions and eight (8) GACC priority trainees.*

*Configuration of Type 1 and Type 2 IMTs can be found at:*

*[https://www.nifc.gov/nicc/logistics/teams/imt\\_configuration.pdf](https://www.nifc.gov/nicc/logistics/teams/imt_configuration.pdf)*

#### **Complex IMT Configuration**

*All CIMT configurations should follow NMAC CORRESPONDENCE M2023-01 located at:*

*[https://www.nifc.gov/nicc/administrative/nmac/NMAC\\_M2023-01.pdf](https://www.nifc.gov/nicc/administrative/nmac/NMAC_M2023-01.pdf)*

**National IMT Rotation Process**

Deleted **Type 1** from National Rotation Process and replaced with **National IMT** Rotation Process  
Added and updated the following:

- *For 2023, there are 21 IMTs in the national rotation.*
- *Geographic Area Coordination Centers (GACCs) will ensure their respective IMTs in the national rotation are rostered in the Interagency Resource Ordering Capability (IROC) as the appropriate catalog item (e.g., Complex IMT or Type 1 IMT). The NICC will coordinate with ordering and sending Geographic Areas to ensure the IMT order matches the IMT catalog item at the time of mobilization.*
- *Complex/Type 1 IMTs remain on-call for a maximum of seven days.*
- *At the time (clock hour and day of the week) an IMT from the national rotation is requested, the next eligible IMT in rotation will be notified and placed in two-hour call status and will remain in call status for the next seven days. The next two teams in national rotation will also be notified of the schedule change. Geographic Areas unable to provide an IMT when ordered for a national assignment will be listed as unavailable on the national rotation and will not be considered until the designated slot rotates into position again.*
- *Geographic Areas with more than one Complex/Type 1 IMT may decide which eligible team responds to a national call.*
- *Geographic Areas must pass if no eligible IMT can meet the two-hour call.*
- *Complex, Type 1 and Type 2 IMTs will be considered unavailable for a national assignment if the primary Incident Commander or two Command & General Staff positions are vacant. The Deputy Incident Commander may be allowed to take the team with Geographic Area Multi-Agency Coordinating Group (GMAC) approval. Any deviation to the aforementioned availability, and substitution principle must have GMAC and NMAC approval.*
- *An IMT that is not available for a national assignment will be listed as unavailable on the national rotation list.*
- *Within Round 1 of the national rotation, once an IMT has been committed to an incident, either internally or nationally, it will remain ineligible for a national assignment until all eligible, available IMTs have had an assignment. Once all eligible, available IMTs have had an assignment within Round 1, the national rotation will begin Round 2, following the same procedures that applied in Round 1.*
- *At the end of any round where three or less IMTs remain without an assignment in that round, each of those IMTs will be given one rotation period/week in the number one position before moving to the next round.*
- *A committed IMT that is reassigned to additional incidents prior to being demobilized to their home unit will be counted as a single assignment within the round they were mobilized.*
- *IMTs that are mobilized but cancelled or released within 48 hours will remain eligible for national assignments in the current round of the national rotation.*
- *All assignments, internal or national, count as experience towards the current round.*
- *Once an IMT, mobilized from the national rotation is staged by NICC, that team will be prioritized and assigned when a Geographic Area requires a replacement team.*
- *Once an IMT has been staged by a Geographic Area, the IMT will be prioritized and assigned to any new incident within that area, or when a replacement team is needed within*

*the area. If NICC receives another Complex/Type 1 IMT request, the first eligible IMT in national rotation will be ordered.*

- *The Geographic Area will coordinate with NICC before reassigning an out-of-area Complex/Type 1 IMT to another incident.*
- *Geographic Areas with only one Complex/Type 1 IMT may stand the team down for rest after coordination with NICC.*
- *NMAC retains the authority to manage all team assignments as necessary to achieve team experience objectives, ensure proficiency, manage fatigue, or for other reasons. This also includes the authority to amend the national rotation or proceeding to the next round as necessary.*
- *Teams mobilized in the previous calendar year and whose assignment extends into the new calendar year will not be shown as assigned in the new calendar year.*

*The National rotation and current assignment history for the Complex/Type 1 IMTs is maintained throughout the calendar year at: <https://www.nifc.gov/nicc/logistics/overhead/overhead.htm>.*

### **NIMO Teams**

Replaced language to the following:

*There are four (4) National Incident Management Organization (NIMO) Teams. NIMO configuration may be negotiated by NMAC, the NIMO Coordinator, NIMO Incident Commander, and the requesting unit, up to the maximum number of positions. To increase personnel capacity and capability, trainees, apprentices, and/or technical specialists may be ordered for any or all positions. NIMO rosters will be held by NICC. Timely communication about availability will be provided to NICC by the NIMO Coordinator.*

### **Area Command Teams**

Removed **National** from **Area Command Teams**

Updated language to the following:

*Orders for Area Command Teams will be placed through established ordering channels using an Overhead Group Request to NICC. Area Command Teams are comprised of six (6) positions: four (4) specific and two (2) trainees, which are the following:*

- *Area Commander (ACDR)*
- *Assistant Area Commander, Planning (ACPC)*
- *Assistant Area Commander, Logistics (ACLC)*
- *Area Command Aviation Coordinator (ACAC)*
- *Area Command trainees (2 each)*

*The Area Commander position may only be filled by a current agency employee.*

*Depending on the complexity of the interface between the incidents, specialists in other areas such as aviation, safety, information, long-term fire planning, or risk planning may also be assigned.*

Removed the following language:

### **National Area Command Team**

*There are three (3) National Area Command Teams.*

*They are dispersed as follows:*

*Northwest 1*

Great Basin 1

California 1

*National Area Command Teams will be mobilized according to the National call-out procedures from the National Area Command Team rotation managed by NICC. Orders for National Area Command Teams will be placed through established ordering channels using an Overhead Group Request to NICC.*

### **All-Hazard Incident Management Teams**

Added the following:

*Many States, local jurisdictions, and federal agencies have developed All-Hazard IMTs. These IMTs are often sponsored or administered by a state or local emergency management agency and may be qualified at the Type 2 or Type 3 level (based on the FEMA National Qualification System or other recognized qualification system). Many All-Hazard IMTs are comprised of a combination of wildland fire and other response personnel. Several All-Hazard IMTs are capable of interstate response; others are limited to their State or local area.*

*All-Hazard IMTs which are available through a Cooperative Fire Protection Agreement can be mobilized through the wildland fire mobilization system. Some of these IMTs can be ordered directly through IROC as an Overhead Group Request; “AHMT – Team, All Hazard”, while others will need to have team or individual member information entered at the time of mobilization. Forest Service Regional ESF #4 Coordinators are the primary wildland fire point of contact for State and local All-Hazard IMTs*

### **INTERAGENCY BUYING TEAMS (BUYT)**

Updated language to the following:

*The primary mission of a BUYT is to support the local administrative staff with incident acquisition. BUYTs are ordered by the incident host agency and report to the Agency Administrator or other designated incident agency personnel.*

*Additional information on BUYT, including responsibilities and coordination, can be found in the following:*

*NWCG Standards for Incident Business Management, PMS 902:*

*<https://www.nwcg.gov/sites/default/files/publications/pms902.pdf>*

*National Interagency Buying Team Guide:*

*<https://www.nwcg.gov/committees/incident-business-committee>*

### **BUYT Configuration**

*National Interagency BUYTs are comprised of a leader and six (6) team members. One (1) of the six (6) members may be assigned as an assistant or deputy leader. In addition to the seven (7) member team, personnel from the incident host agency or alternate Buying Team members may be added as needed, to supplement the primary team. Two (2) members of the team must be Contracting Officers. National Interagency BUYTs will consist of the following positions:*

*Two (2) qualified procurement personnel.*

*Four (4) personnel support positions.*

*One (1) procurement or leader trainee.*

*Geographic Interagency BUYT's can range in personnel from three (3) to five (5) members, one member shall have delegated procurement authority, i.e., warrant.*

*One (1) qualified procurement personnel.*

*Two to three (2-3) personnel support positions.*

*One (1) trainee.*

### ***BUYT Mobilization***

*Interagency BUYTs will be mobilized according to the national call-out procedures from the Interagency BUYT Rotation managed by NICC. Orders for BUYTs will be placed through established ordering channels using an Overhead Group Request; "BUYT – Team, Buying".*

*To the extent possible, each Geographic Area should train and make available a minimum of one BUYT that is available for national dispatch.*

*Geographic Areas will internally mobilize their National or Geographic Area Buying Teams, or ad-hoc Buying Teams before requesting a National or Geographic Area Interagency Buying Team from NICC. Requests for Buying Teams will specify National or Geographic Area team in the "Special Needs" of the request. National and Geographic Area BUYTs are mobilized according to national call-out procedures.*

### ***BUYTs Rotation Process***

*BUYTs will remain on-call for a maximum fourteen (14) days.*

- At the time (clock hour and day of week) a BUYT from the BUYT Rotation list is requested, the next eligible BUYT in rotation will be notified and will remain in call status for the next fourteen (14) day period. The next two (2) BUYTs in rotation will also be notified of the schedule change.*
- Geographic Areas unable to provide a BUYT when ordered for a national assignment will be listed as unavailable on the BUYT Rotation and will not be considered until the designated Geographic Area slot rotates into position again.*
- Geographic Areas with more than one (1) BUYT may decide which "eligible" team responds to a national call. Geographic Areas must pass if no "eligible" BUYT can meet the needed date/time of the request.*
- BUYTs will be considered unavailable for a national assignment if more than two (2) procurement or support positions are to be filled with a substitute.*

*NMAC retains the authority to adjust the BUYT Rotation list when necessary to achieve team experience objectives or for other reasons.*

*The national rotation and current assignment history can be found at:*

*[https://www.nifc.gov/nicc/logistics/teams/buy\\_rotate.pdf](https://www.nifc.gov/nicc/logistics/teams/buy_rotate.pdf)*

### **Requesting a CMAT**

Updated language to the following:

*To request a CMAT, complete the request form found on the USDA Forest Service, Community Mitigation Assistance Team website located at:*

*<https://www.fs.usda.gov/managing-land/fire/cmat>*

## **Chapter 30 Crews**

### **Interagency Hotshot Crews as T2IA, T2 or Suppression Modules**

Updated language to the following:

*The active crew qualification in IROC should reflect the standard (T1, T2IA or T2) the crew meets. Do not create a new crew resource item with the other qualification(s), update the active qualification appropriately. When an IHC falls below the crew standards, an Overhead Group - Suppression Module resource item should be created in IROC.*

*Crew Qualification and Operational Naming Conventions will reflect according to standard:*

- *CRW1 – Kern Valley IHC*
- *CR2I – Kern Valley IHC*
- *CRW2 – Kern Valley IHC*

*Suppression Module Qualification (Overhead Group) and Operational Naming Convention:*

- *SMOD – Kern Valley IHC*

### **US FOREST SERVICE CONTRACTED CREWS**

Added the following language:

#### ***Type 2IA Crews***

*NIFC Forest Service has contracted nationally for T-2IA Crews (National Contract Resources (NCR)). National Contract Resources are hosted by local units (Host Unit Coordination Centers (HUCC)) which are contractually required to utilize dispatch priorities when mobilizing crews, as outlined in section C.7 of the National Type-2IA Firefighter Crew Contract.*

*For copies of the T-2IA NCR Contract contact:*

*U.S. Forest Service, Contracting  
National Interagency Fire Center  
3833 S. Development Avenue  
Boise, Idaho 83705-5354  
Phone: (208) 387-5665*

#### ***Type 2 Crews***

*NIFC Forest Service has contracted nationally for Type 2 Crews. NICC is the sole provider for USFS Contracted Type 2 crews. Type 2 Crews are assigned based on a best value determination calculated at the time the NICC receives the order.*

*For copies of the Type 2 Contract contact:*

*U.S. Forest Service, Contracting  
National Interagency Fire Center  
3833 S. Development Avenue  
Boise, Idaho 83705-5354  
Phone: (208) 387-5665*

### ***INTERAGENCY RESOURCE REPRESENTATIVE (IARR)***

*Anytime a Geographic Area or State has committed four or more crews, an Interagency Resource Representative (IARR) can be sent by the sending unit, or the receiving unit can request them. For each IARR sent, it is the responsibility of the sending GACC to mobilize, demobilize, and ensure proper notification is made to the receiving GACC. An IARR mobilized to incident assignments away from their home unit should be self-sufficient.*

## **Chapter 40 Equipment and Supplies**

### **Equipment/Supplies Mobilization**

Updated language to the following:

*When receiving a request for which Incident Blanket Purchase Agreement (I-BPA) resources may be utilized, the dispatcher will use the DPL within their host dispatch center. Dispatchers and Contracting Officers will not call/dispatch Contractors from other host dispatch centers' DPLs. To utilize Contractors from other host dispatch centers' DPLs, the ordering dispatcher must follow established dispatch ordering channels. Available Contractors on the DPL must be contacted in the order of their DPL ranking and availability status corresponding with their available area.*

### **National Contract Mobile Food Service Units**

Updated language to the following:

*Any time mobile food services are needed for federal wildland fire incidents in the western United States, the Federal Wildland Fire Agencies are obligated to order services from the National Mobile Food Services Unit (MFSU) Contractors any time 1.) the number of people to be fed is at or above 150 persons per meal and 2.) the headcount is estimated to remain at those numbers, or greater, for at least seventy-two (72) hours from when the headcount first reaches 150 per meal, provided that the Contractors can reasonably meet the incident's needs and required time frames. Per the contract, the first meal served will be dinner.*

*Allow a minimum of 24 hours from time an order is placed to NICC to the time of the first meal. MFSU Contractors will be given the opportunity to provide three meals per day unless other arrangements are mutually agreed to with the incident Food Unit Leader (FDUL) or the needs of the incident require different meal options such as Meals Ready to Eat (MRE).*

*MFSU also may be ordered for other types of incidents at the Government's option. State and other federal cooperators may also utilize this contract at their option. However, the ordering procedures in the National Mobile Food Services Contract, section C.2 of will be followed for all orders. For additional information, refer to the National Mobile Food Services Contract.*

### **National Contract Mobile Shower Facilities Units**

Updated language to the following:

*Any time mobile Shower Facilities are needed for federal wildland fire incidents in the western United States, the Federal Wildland Fire Agencies, (National Mobile Shower Facilities Contract, section J.10), are obligated to order services from the National Mobile Shower Facilities Contractors, provided that the Contractors can reasonably meet the incident's needs and required time frames (National Mobile Shower Facilities Contract, section C.2, 2.2).*

*Mobile Shower Facility Units also may be ordered for other types of incidents, at the Government's option. State and other federal cooperators may also utilize this contract at their option. However, the ordering procedures list in the contract will be followed for all orders. For additional contract information, refer to the National Mobile Shower Facilities Contract.*

## **Chapter 50 Aircraft**

### **AIRCRAFT MOBILIZATIONS**

Updated the following language:

*For all aircraft orders, documentation of special needs, threats, or specific reporting instructions are critical for the proper and timely processing of each aircraft request. All aircraft should be dispatched by closest resource, regardless of Geographic Area boundaries. When a Geographic Area has depleted local and available aircraft resources, request(s) will be placed with NICC. Aircraft assigned will remain in the Geographic Area until released or reallocated by the NICC.*

### **Flight Manager**

The following language was previously in Chapter 20 and updated to the following:

*A Flight Manager will be designated for point-to-point flights transporting personnel. The Flight Manager is a government employee that is responsible for coordinating, managing, and supervising flight operations. The Flight Manager is not required to be on board for most flights. For those flights that have multiple legs or are complex in nature, a Flight Manager should attend the entire flight. The Flight Manager will meet the qualification standard for the level of mission assigned as set forth in the [Interagency Aviation Training Guide](#) found at:*

[https://www.iat.gov/docs/IAT\\_Guide.pdf](https://www.iat.gov/docs/IAT_Guide.pdf)

*The Flight Manager is supervised by the Sending Unit dispatcher until the destination is reached. The Flight Manager duties are:*

- *Brief passengers and personnel providing an overview of the purpose, final destination, route of travel, intermediate stops, if applicable and estimated time(s) of arrival (ETAs).*
- *Ensure the passenger manifest is accurate and contains the correct names and weights of the passengers. Note: The pilot is ultimately responsible for ensuring correct weights, balance, and power computations. The Flight Manager will provide one copy of the manifest to the pilot-in-command and ensure that additional copies are available for the receiving unit and the sending dispatcher.*
- *Ensure proper Resource Tracking procedures are met.*
- *Ensure passenger aircraft safety briefing is conducted.*
- *Maintain a current list of telephone numbers for the sending and receiving units. The Flight Manager will contact the sending unit dispatch when the flight plan has deviated more than 30 minutes from the original flight plan.*
- *Have all personnel within the weight limitations, assembled, and ready to board in the designated staging area.*
- *Ensure the pilot and aircraft are currently authorized for the intended mission and the pilot – in-command can verify the aircraft is within weight and balance limitations.*
- *Responsible for signing the Daily Flight Report – Invoices (Form 6500-122 or AMD-23) for all flights (except for domestic air carriers, airlines, and NIFC contract aircraft).*
- *For Canadian travel, the Flight Manager will ensure proper documentation is included.*

### **FLIGHT FOLLOWING MANAGEMENT**

#### **Flight Following**

The following language was deleted:

*Responsibilities*

*SENDING UNIT – The sending Unit is the dispatch unit which sends the aircraft from the vendor or Government aviation unit.*

*RECEIVING UNIT – The Receiving Unit is the dispatch unit which is receiving the resource.*

The Following language was updated:

***Responsibilities of the Sending Unit:***

- *Obtain actual time of departure (ATD) and estimated time of arrival (ETA) from the initial departure airport from pilot/vendor.*
- *Relay the ATD, ETA, and method of flight following (Agency or FAA) to the Sending Unit's GACC.*
- *Notify the GACC of any route changes, and of any delay or advances of a flight plan exceeding thirty (30) minutes.*
- *Assist with search procedures for overdue aircraft. Utilize agency aircraft search/rescue guides, as appropriate.*
- *On any point-to-point flight crossing Geographic Area boundaries, instruct the Pilot-In-Command or Flight Manager to contact NICC Flight Tracking at each stop enroute. Aircraft support vehicles should contact NICC Flight Tracking at fuel stops.*

*NICC Flight Tracking: (800) 994-6312*

***Responsibilities of Sending GACC:***

- *Sending GACC will relay the Aircraft Flight Request/Schedule to NICC.*
- *Notify NICC of any route changes, and of any delay or advances of a flight plan exceeding thirty (30) minutes.*
- *Assist with search procedures for overdue aircraft.*

***Responsibilities of NICC:***

- *Relay Aircraft Flight Request/Schedule to the receiving GACC.*
- *Notify receiving GACC of any route changes, and of any delay or advances of a flight plan exceeding thirty (30) minutes.*
- *Resource track aircraft to specified destinations.*
- *Monitor flight plans for additional utilization.*

***Responsibilities of Receiving GACC:***

- *Relay Aircraft Flight Request/Schedule to the Receiving Unit.*
- *Notify Receiving Unit of known delays/advances of a flight plan exceeding thirty minutes.*
- *Confirm arrival of all aircraft to NICC.*
- *Notify NICC of any aircraft overdue by more than thirty minutes.*
- *Assist with search procedures for overdue aircraft.*

***Responsibilities of Receiving Unit:***

- *Confirm arrival of all aircraft to Receiving GACC.*

- *Notify Receiving GACC of any delays of a flight plan exceeding thirty minutes; notify receiving GACC of any aircraft overdue by more than thirty minutes.*
- *Initiate/assist with search procedures for overdue aircraft.*

### **COOPERATOR AIRCRAFT**

*Refer to the Interagency Standards for Fire and Fire Aviation Operations (NFES 2724) for additional information regarding cooperator aircraft.*

<https://www.nifc.gov/standards/guides/red-book>

*Cooperator-contracted aircraft also on an existing federal contract with federal aircraft and pilot cards may be utilized on federally protected lands when cooperative agreements are in place and the aircraft have been approved by USDA Forest Service/DOI letter.*

*Cooperator-contracted, exclusive-use aircraft not on an existing federal contract may be considered for approval on a case-by-case basis when cooperative agreements are in place. Approval will be by USDA Forest Service/DOI letter.*

*Cooperator-owned/-operated aircraft may be utilized on federally managed fires when cooperative agreements are in place and the aircraft have been approved by FS/DOI letter. Cooperator-owned/-operated aircraft meeting requirements of the NWCG Standards for Interagency Cooperator Type 2 and Type 3 Helicopters, PMS 525-1 or other applicable NWCG standards may be utilized on federally protected lands when cooperative agreements are in place and the aircraft have been approved by FS/DOI letter.*

<https://www.nwcg.gov/sites/default/files/publications/pms525-1.pdf>

*All cooperator aircraft used on federally protected lands must be approved by FS/DOI letter. Utilization of approved, cooperator aircraft shall be limited based on 49 UNITED STATES CODE §40125.*

- *All approved cooperator aircraft used on federally managed fires shall be released when federal aircraft become reasonably available.*
- *The use of cooperator aircraft must involve a “significant and imminent threat to life or property” documented daily on the Cooperator Aircraft Use Validation Worksheet (chapter 80) to document the justification for aircraft utilization.*

### **Non-Federally Approved Cooperator Aircraft**

*Cooperator-contracted, exclusive-use aircraft not on an existing federal contract may be considered for approval on a case-by-case basis when cooperative agreements are in place.*

*The following conditions apply for non-federally approved aircraft:*

*No federal employees are allowed to ride on board the aircraft.*

*No federal employee may be assigned to a position that exercises contractual control.*

*Federal personnel may load retardant at federal airtanker bases, regardless of jurisdiction.*

*Federal personnel may provide aerial supervision (ATGS, ASM, HLCO, Leadplane) under existing standard operating procedures and agreements.*

*The aircraft remains under State operational control regardless of the agency affiliation of the firefighters directing the aircraft on an incident with State jurisdiction.*

*The aircraft are approved to interact with federal dispatch personnel as long as the aircraft remains under the operational control of the State or for safety reasons.*

*Under emergency circumstances, where human life is immediately at risk by wildland fire on lands under federal protection, a Federal Line Officer can approve the use of non-federally approved aircraft. This exemption must only take place when sufficient federal firefighting aircraft are not readily available to meet the emergency need. Federal line officers are encouraged to consult with agency aviation management personnel to aid in decision making.*

*Approving Federal Line Officer must document exemptions in accordance with agency guidance to include submitting a SAFECOM within 24 hours.*

Updated and added:

## **HELICOPTERS**

Updated and added the following language:

*All Type 1 and 2 federally contracted helicopters are National Resources. There are two categories of helicopters:*

- *Standard: Government personnel/passenger and cargo hauling.*
- *Restricted: No government personnel/passenger or internal cargo transport, lift only.*

*For standard category helicopters, a module must be assigned. See NWCG Standards for Helicopter Operations, PMS 510 for additional information.*

*For information on helicopter module staffing, please reference The Interagency Standards for Fire and Fire Aviation Operations: [https://www.nifc.gov/policies/pol\\_ref\\_redbook.html](https://www.nifc.gov/policies/pol_ref_redbook.html)*

*There are two contractual types of helicopters:*

- *Exclusive Use (EU) Contract helicopters are mobilized complete with an assigned module.*
- *Call When Needed (CWN) helicopters require the requesting unit to provide a module.*

*When processing requests for helicopters, the NICC will inform the requesting GACC of the contract type of the assigned resource.*

### **CWN Helicopters**

Updated the following language:

*NICC is the sole source for Type 1 and 2 Federally Contracted CWN Helicopters. GACCs will obtain approval from NICC prior to reassigning Federally contracted CWN Type 1 or 2 Helicopters to another incident.*

*NICC is also the sole source for all FS Type 3 CWN Helicopters.*

*All DOI Agency Type 3 CWN Helicopters are ordered through normal ordering channels and are dispatched either locally, or through GACCs.*

*For all CWN Helicopter Aircraft, the following apply:*

- *The requesting unit must provide a helicopter manager (HMGB) name and contact information, documented in the “Special Needs” of the resource order, before NICC will assign the helicopter. The exception is Alaska, due to the extended mobilization time of the aircraft.*
- *It is preferred that CWN helicopter managers and/or modules meet with their assigned helicopter off-site from the incident prior to performing work.*
- *The specific reporting location should be identified on the Resource Order, such as a Fixed Base Operator (FBO) or other easily located site.*

### **Exclusive Use Helicopters**

Updated the following language:

*All FS EU Type 1 and 2 Helicopters are contracted by the FS Procurement and Property Services, Incident Procurement Operations (IPO ISB) located at in Boise at the NIFC.*

*All Exclusive Use Contract Helicopters for DOI Agencies are solicited, inspected, and contracted by DOI AQD and OAS.*

*For all EU Helicopter Aircraft, the following apply:*

- *Exclusive Use Contract Helicopters are dispatched locally by the Administrative Unit.*
- *When requested by NICC, National Resources will be dispatched by the dispatch center hosting the resource at the time of request.*

### **US Forest Service Type 1 and Type 2 Helicopters**

Updated and Added the following language:

*All Type 1 and 2 US Forest Service (FS) Helicopters will be initially ordered through the NICC. All FS CWN and EU Type 1 and Type 2 Helicopters and their modules (both helitack and rappellers), are National Resources prepositioned and allocated by the NICC and the FS National Aircraft Coordinator, in alignment with the NMAC and Agency prioritization and direction.*

*Periodically, FS Type 1 and Type 2 EU Helicopters not within their Mandatory Availability Period (MAP) are hired under their EU Contract for optional use periods for incidents or projects. A modification to the EU Contract is required for the duration of the incident assignment. The EU Contract designates the COR. If a FS EU Helicopter Manager is not immediately available, the requesting Geographic Area will assign a Helicopter Manager. The designated Helicopter Manager will then manage the helicopter thereafter. The COR will be notified that the EU Helicopter is being dispatched.*

*FS EU helicopter utilization is closely monitored. In some cases, underutilized resources will be reallocated nationally, to higher priority incidents or geographic areas. When requested by the NICC, GACCs will make these aircraft available. If a GACC has a need to backfill behind a Forest Service EU helicopter, that GACC will show the need by placing a request to the NICC. In no situation, will a GACC remove a FS EU helicopter from another geographic area, without coordination with the NICC and the FS National Aircraft Coordinator.*

*The standard 14-day assignment applies to the crew and not the helicopter platform. Module leaders are expected to rotate their crew to maintain helicopter availability. Extenuating circumstances will be honored and coordinated with the FS National Aircraft Coordinator.*

*For additional direction please reference the FSM 5700 and NWCG Standards for Helicopter Operations.*

**Rappellers**

The following language was previously in Chapter 20 and updated to the following:

*The Forest Service National Helicopter Rappel Program’s primary mission is initial attack. When rappellers are needed for initial attack with aircraft, they are to be requested in IROC as “RPIA – Load, Rappeller, Initial Attack” on an Aircraft request. All initial attack orders will be honored, regardless of geographic area boundary, when rappellers are available. The NICC, in conjunction with the FS National Aircraft Coordinator, may determine situations when closest resource is not applicable.*

*Please refer to Chapter 20 for specific guidance for ordering helicopter module personnel and booster orders.*

*The sending unit will fill the request with a roster in IROC by ordering the aircraft with subordinates, with name and agency identification, through the established ordering channels. This information can be acquired after the aircraft is airborne. Any intent to retain rappellers which have not been utilized as an IA load, will be negotiated between the sending, and receiving rappel base in concurrence with the NICC and the GACCs.*

*GACCs pre-positioning rappellers when multiple starts are occurring or predicted will specify the anticipated duration. If not deployed during this period, rappellers will be made available for higher priorities, unless longer duration is negotiated between the sending and receiving rappel bases in concurrence with the NICC and the GACCs.*

*Rappellers held as boosters after release from the first IA assignment will be placed on an Overhead order using individual “O” requests. Rappellers recovered and mobilized to another assignment, internally or across Geographic Area boundaries, will also be placed on an Overhead order.*

*Rappel crews may be utilized for large fire support, all-hazard incident operations, and resource management objectives. Rappel crews are well equipped to respond to extended attack incidents and critical need missions on large fires. Extended attack incidents that utilize rappel crews to fill critical positions, should order replacement personnel for those positions in case the aircraft and crew are reassigned.*

*Helicopters ordered with rappel capability for preposition and/or large fire support, will be ordered as “HE2S – Helicopter, Type 2 Standard”, with the Rappel Capability feature in IROC. The capability should also be defined in the “Special Needs” block of the resource order as rappel capable.*

**Rappeller Numbers**

The following language was previously in Chapter 20 and updated to the following:

*Planned staffing includes 285 Rappellers at the following locations (actual fire season numbers may vary):*

<i>Great Basin</i>	<i>Boise, ID</i>	<i>15</i>
	<i>Price Valley, ID</i>	<i>30</i>

	<i>Salmon, ID</i>	45
<i>Northern Rockies</i>	<i>Gallatin, MT</i>	17
	<i>Libby, MT</i>	16
<i>Northwest</i>	<i>Grants Pass, OR</i>	21
	<i>John Day, OR</i>	28
	<i>Prineville, OR</i>	27
	<i>La Grande, OR</i>	38
	<i>Wenatchee, WA</i>	27
<i>Southern California</i>	<i>Trimmer, CA</i>	21

**Rappeller Aircraft**

Updated the following language:

*Aircraft delivering Initial Attack Rappellers will return to the sending base or a designated location before the end of the pilot’s daily flight or duty limitations. Any intent or necessity to retain the aircraft will be negotiated between NICC and the GACCs. If the aircraft is retained past the first operational period, it will be placed on an Aircraft request through established ordering channels.*

**Short-haul**

Updated the following language:

*Helicopters ordered specifically for short-haul capability, will be ordered as either “HE2S – Helicopter, Type 2 Standard” or “HE3S - Helicopter, Type 3 Standard” with the “Short-haul Capability” feature in IROC. The capability should also be defined in the “Special Needs” block of the resource order as short-haul capable.*

**SMOKEJUMPERS**

The following language was previously in Chapter 20 and updated to the following:

*Smokejumpers primary mission is initial attack. All initial attack orders will be honored when smokejumpers are available. While most effective at providing rapid initial response, smokejumpers are well equipped to respond to extended attack incidents and short-term critical need missions on large fires. Smokejumpers are normally configured by planeload, with each load ranging from eight to ten smokejumpers depending on aircraft type and smokejumper availability.*

*When smokejumpers are needed jump-ready for initial attack with aircraft, they are to be requested in IROC as “SMIA - Load, Smokejumper, Initial Attack” on an Aircraft request.*

*BLM Initial attack aircraft may be launched within its current dispatch zone to new incidents after having been provided location, bearing, distance, and flight following frequency. All other pertinent information will be provided to aircrews while enroute.*

*Specifying the delivery system is not permitted. The sending unit will fill the request with a roster in IROC or by forwarding a manifest form, with name and agency identification, through the established ordering channels. This information can be acquired after the smokejumper aircraft is airborne. Any intent to retain Smokejumpers which have not been utilized as an IA load will be negotiated between the sending and receiving smokejumper base in concurrence with the NICC and the GACCs.*

*GACCs pre-positioning smokejumpers when multiple starts are occurring or predicted will specify the anticipated duration. If not deployed during this period, smokejumpers will be made available for higher priorities, unless longer duration is negotiated between the sending and receiving smokejumper bases in concurrence with the NICC and the GACCs.*

*Smokejumpers held as boosters after release from the first IA assignment will be placed on an Overhead order using individual “O” requests. Smokejumpers recovered and mobilized to another assignment, internally or across Geographic Area boundaries, will also be placed on an Overhead order.*

*Smokejumpers may be configured as crews (hand crew, engine crew, or helitack crew) or as single resource overhead for Incident Command System positions. Concurrence with NICC must be obtained prior to configuring smokejumpers as crews or modules for extended attack operations.*

*Please refer to Chapter 20 for specific information on ordering smokejumper boosters.*

**Smokejumper Numbers**

The following language was previously in Chapter 20 and updated to the following:

*Planned staffing includes 480 smokejumpers at the following locations (actual fire season numbers may vary):*

<i>BLM Alaska</i>	<i>(Fairbanks)</i>	<i>75</i>
<i>BLM Great Basin</i>	<i>(Boise)</i>	<i>75</i>
<i>FS Northern Rockies</i>	<i>(Missoula)</i>	<i>70</i>
	<i>(Grangeville)</i>	<i>30</i>
	<i>(West Yellowstone)</i>	<i>30</i>
<i>FS Great Basin</i>	<i>(McCall)</i>	<i>70</i>
<i>FS North Ops</i>	<i>(Redding)</i>	<i>50</i>
<i>FS Northwest</i>	<i>(N. Cascade)</i>	<i>30</i>
	<i>(Redmond)</i>	<i>50</i>

*Satellite bases may be activated based on fire activity.*

*Daily availability is updated throughout the fire season and is posted at the following link:  
<https://www.nifc.gov/smokejumper/reports/smj rpt.php>*

**AIRTANKERS**

Updated the following language:

*Airtankers are National Resources, and their primary mission is initial attack. The NICC will prioritize and allocate federal airtankers by positioning them in areas of current or predicted high wildfire danger or activity.*

*Geographic Areas managing these aircraft will make them available for wildland fire assignments when ordered by NICC. This will be accomplished by ensuring that all support functions (i.e., Airtanker Bases, GACCs, and Local Dispatch Centers) that are required for the mobilization of national resources are staffed and maintained to support mobilizations. The following criteria apply to all Airtankers:*

- *Airtankers should be dispatched by closest resource, regardless of Geographic Area boundaries.*
- *When a Geographic Area has depleted available VLAT or Large Airtanker (Type 1 or 2) resources, or the closest available resource is outside of the GACC, request(s) will be placed with NICC.*
- *All airtanker movement, regardless of existing border agreements, will be communicated to the NICC.*

### **WATER SCOOPERS**

Updated the following language:

*Water scoopers are National Resources, and their primary mission is initial attack operations. The NICC will prioritize and allocate federal water scoopers by positioning them in areas where they can be tactically effective and where current or predicted high wildfire danger or activity is occurring. Geographic areas managing these aircraft will make them available for wildland fire assignments when ordered by NICC.*

*Water Scoopers will be ordered as a “ATM3 - Airtanker, Type 3 (Multi Engine)” with Water Scooper capability feature in IROC. The capability should also be defined in the “Special Needs” block of the Resource Order as scooper capability.*

### **SINGLE ENGINE AIRTANKERS (SEATs) and FIRE BOSSES**

Updated the following language:

*Federal and/or State contracted SEATs are managed under either an Exclusive Use, On-Call, or CWN contract. A list of DOI Nationally funded SEATs is maintained and information can be requested through the National SEAT Coordinator. The national contract SEAT module includes the option for a support vehicle with batch mixing capability for wet and dry retardant. They are available for Interagency use and will be requested through established ordering channels. A SEAT or Fire Boss can be managed by an on-site SEMG or an ATBM.*

*Fire Bosses may only be managed remotely for 24 hours to allow time for assigned SEMG/ATBM to relocate to the aircraft’s operating location. Requests for a DOI On-Call SEAT or Fire Boss must have a SEMG or ATBM identified with contact information, and the airbase/airport reporting location documented in the “Special Needs” block before NICC assigns a SEAT.*

### **AIRSPACE**

Updated the following language:

#### ***Temporary Flight Restrictions (TFR) FAR 91.137***

*Temporary airspace restrictions will be established when incident related aviation activities present potential conflict with other aviation activities. The Federal Aviation Administration (FAA) requires that latitude/longitude information for TFRs must be provided in degrees, minutes, seconds, including reference to north latitude and west longitude. If seconds’ information is not available, add two zeroes to the description. Do not use spaces, commas, or other symbols in the description. Example: ddmmssN/ddmmssW or 450700N/1175030W. The corner points should be listed in a clockwise sequence around the requested TFR to avoid “bow tie” depictions.*

*For further information on how flight restrictions are requested and implemented, please reference the The NWCG Standards for Airspace Coordination, PMS520 located at:*

<https://www.nwcg.gov/publications/520>

### **Participating Aircraft**

Updated the following language:

*Internal procedures for requestors to participate in the hazard relief effort and work within incident TFRs will be coordinated to ensure the utmost safety. Please reference The NWCG Standards for Airspace Coordination, PMS520 for standard procedures for Participating Aircraft.*

### **Military Training Routes and Special Use Airspace**

Updated the following language:

*Military Training Routes (MTR) and Special Use Airspace (SUA) that present conflicts with incident related aviation activities will be identified by local units. One source for this information is the AP/IB, Flight Information Publication, Military Training Routes. Each dispatch office should download a current edition of the AP/IB. Special Use Airspace may be found on Sectional Aeronautical Charts. Critical Airspace information pertinent to flight operations should be organized for easy and rapid utilization (i.e., displayed on local unit aviation hazard maps).*

*Further direction may be obtained in the NWCG Standards for Airspace Coordination, PMS520.*

### **Airspace Conflicts**

Updated the following language:

*Aviation personnel have a responsibility to identify and notify the FAA and report conflicts and incidents through the Interagency SAFECOM (Safety Communication) System to assist in the resolution of airspace conflicts. Notification to the FAA should be timely. When a conflict or incident occurs, it may indicate a significant aviation safety hazard. Conflicts may include Near Mid Air Collisions, TFR intrusions, and Fire Traffic Area (FTA) communication non-compliance. Further guidance is available in the NWCG Standards for Airspace Coordination, PMS520.*

*The Aircraft Conflict Initial Report can be accessed at: <https://www.nwcg.gov/tags/iase>*

### **FAA Temporary Control Tower Operations**

Updated the following language:

*Geographic Areas within the FAA's Western Service Area (which includes the following states: AK, AZ, CA, CO, HI, ID, MT, NV, OR, UT, WA and WY) may request FAA Air Traffic Control support through the Western Service Area Agreement when Air Operations in support of an incident becomes complex or unsafe at uncontrolled airports or helibases.*

*Geographic Areas within the FAA's Central Service Area (which includes, either entirely or portions of the following states: AR, AZ, IL, IN, KS, KY, LA, MD, MI, MN, MO, MS, ND, NM, NY, OH, OK, PA, SD, TX, WI, WY) may request FAA Air Traffic Control support through the Central Service Area Agreement when Air Operations in support of an incident becomes complex or unsafe at uncontrolled airports or helibases.*

*FAA Temporary Control Towers are ordered on an Aircraft Order. A lead time of 48 hours is desirable when ordering. Ordering procedures are outlined within the current agreement. The GACCs do not need to forward the request to NICC.*

*The Interagency agreement with the FAA requires that a resource order and a Temporary Tower Request form be forwarded to the FAA. The forms may be forwarded when the request is made by the GACC to the FAA's Regional Operations Center (ROC). For additional information on*

*requesting a temporary tower, please reference the checklist found in the NWCG Standards for Airspace Coordination, PMS520.*

*When procuring a Temporary Tower with an EERA for Forest Service incidents, The Buying Team or a purchaser will need to begin with the AIMS process to set up an EERA with a contractor to provide Temporary Tower Services. All other agencies will need to follow their local procurement process.*

**NOTE:** *The contractor will need to have a Letter of Agreement (LOA) and the Controllers need to be certified for the specific location. The FAA will send a certifier to the location where the Temporary Tower services are being requested once the contracted Mobile Temporary Control Tower is in place.*

## **Chapter 60 Predictive Services**

### **Chapter wide changes**

- Added Complex IMT (CIMT) where appropriate

### **Wildland Fire Weather Forecasts**

Moved from Chapter 10 with no edits.

### **Required Reporting of Wildland Fires**

Updated the **When to Report Wildfire Incidents with an ICS-209 Chart Interagency Situation Report**

Deleted the following:

*Completed daily, except when the unit is not staffed*

### **Incident Management Situation Report**

Updated the following:

*The National Incident Management Situation Report (IMSR) is issued at different frequencies throughout the year due based on incident activity. During periods of light activity, the IMSR shall be issued weekly on Fridays. As activity increases, the IMSR shall be issued daily Monday through Friday. The IMSR shall be issued daily at National Preparedness Level 3 and above, or when incident activity and resource mobilization determine the need for a daily IMSR.*

*The IMSR is prepared by the NICC Intelligence Program staff from information and data derived from the SIT/209 Application. What is included in the IMSR can be found at:*

<https://www.predictiveservices.nifc.gov/intelligence/Understanding%20the%20IMSR%202021.pdf>

*Large full suppression wildland fires are typically reported in the IMSR until:*

- *The incident is contained.*
- *The incident has less than 100 personnel assigned.*
- *The incident is no longer demonstrating significant activity.*
- *The incident fails to submit an ICS-209 three (3) days in a row.*

*Wildland fires managed under a Monitor, Confine, or Point Zone strategy will initially be reported on the IMSR when the event exceeds 100 acres in timber and slash fuel models, 300 acres in grass or brush fuel models, or a Complex, Type 1, or Type 2 Incident Management Team is assigned. Large, long-duration fires will be reported in the IMSR until activity diminishes, and thereafter*

*when significant activity occurs (i.e., acreage increase of 1,000 acres or more since last reported, significant resource commitment, a significant event occurs, etc.).*

*The Active Incident Resource Summary is updated daily in the IMSR. It includes the total count of fires and acres with resources assigned that have been reported in the SIT-209 program within the last seven days.*

### **Chapter 70 Incidents**

New Chapter for 2023

Previous Chapter 70 Fire Organization Directory was moved to Chapter 90

#### **Unit Identifiers**

Moved from Chapter 10 with no edits.

#### **COST CODING**

Moved from Chapter 10 with no edits.

### **Chapter 80 Forms**

Updated:

*NWCG Aircraft Conflict Initial Report is located at:*

<https://www.nwcg.gov/sites/default/files/committee/docs/iasc-aircraft-conflict-initial-report-form.pdf>

*NWCG Hazard Relief Participant Request Form, PMS 520-1*

<https://www.nwcg.gov/sites/default/files/publications/pms520-1.pdf>

### **Chapter 90 Organization Directory**

Previously referred to as Chapter 70

All information updated for 2023.

### **Acronym Guide**

All information updated for 2023.