

Big Horn Basin Interagency Type II Crew: organized at the time of an order. Positions on this crew will be filled by participating agencies. Typically the crew meets the initial attack requirements for a Type II IA Crew.

Agency Contacts for mobilization of personnel:

- Bighorn National Forest - Jon Warder
- Shoshone National Forest - Mark Giacoletto
- BLM Wind River/Big Horn Basin District and High Plains District - Chuck Russell
- Cooperators and AD's as available/needed

A schedule and rotation has been developed that identifies the number and qualifications of crewmembers that participating units are expected to provide. The crewmembers are grouped into modules for reference purposes on the schedule; however, to promote crew cohesion, they will be assigned to different squads on the crew and are not to remain as segregated groups by agency when assigned to positions on the crew.

	Big Horn USFS/Big Horn Canyon NPS Module #	Shoshone USFS Module #	Wind River/Bighorn Basin BLM Module #
Crew #1	3	1	2
Crew #2	1	2	3
Crew #3	2	3	1
Crew #4	3	1	2
Crew #5	1	2	3
Crew #6	2	3	1
Crew #7	3	1	2
Crew #8	1	2	3
Crew #9	2	3	1
Crew #10	3	1	2

MODULE COMPOSITION

Module 1

- 1 - Crew Boss (CRWB)
- 1 - Squad Boss (FFT1) (**ICT5 qualified**)* with radio
- 1 - **Sawyer**** & saw with NFES standard saw kit* at minimum
- 3 - Fire Fighter (FFT2) (**3 max per module with less than 1 season experience**)*

Total Personnel: 6

Module 2

- 1 - Squad Boss(FFT1)(**ICT5 qualified**)* with radio
- 1 - Crew Boss Trainee (CRWB T)
- 1 - **Sawyer**** & saw with NFES standard saw kit* at minimum
- 4 - Fire Fighter (FFT2) (**2 max per module with less than 1 season experience**)*

One position from this module will be filled with BLM High Plains District

personnel

Total Personnel: 7 (6 if the trainee slot is given to another unit)

Module 3

- 1 - Squad Boss (FFT1) (**ICT5 qualified**)* with radio
- 1 - **Sawyer**** & saw with NFES standard saw kit* at minimum
- 5 - Fire Fighter (FFT2) (**3 max per module with less than 1 season experience**)*

One position from this module will be filled with BLM High Plains District

personnel

Total Personnel: 7

*Items in bold indicate a requirement to meet national standards for Type II IA crew.

** Minimum qualification FALA, FALB preferred

The crew will be made available when agencies inform the dispatch center that they have enough individuals available to fill a crew order. Each agency contact will update personnel for their module on the Daily Resource Status Report prior to the availability day. The list shall include name, position, experienced/rookie, vehicle information and cell phone numbers.

Selection of the crew boss trainee will be up to the unit hosting Module 2. In the event that the hosting unit for Module 2 cannot provide a crew boss trainee, the hosting unit has the option of filling the slot with another firefighter or making it available to another unit. The Unit FMOs or assigned duty officers will work together to determine the source of the trainee when this occurs.

When there is an order for a crew, CDC will contact the agency fire duty officer with a request to fill crew overhead positions and crewmember positions. CDC will assign the crewmembers to positions based on the availability information provided by the field units. CDC will facilitate finding replacements when an agency is unable to meet their commitment. BLM Duty Officer will be responsible for coordination with High Plains District BLM and the respective FMOs for Module 2 and 3 regarding Casper BLM personnel on the Big Horn Basin Crew.

See Chapter 90 for Big Horn Basin Crew Operating Guidelines which includes:

- Safety
- Crew composition and Responsibilities
- Organizational Structure

- Expectations
- Crew Dispatch Procedures
- Training
- Performance evaluation and Monitoring
- Equipment

Passenger Cargo Manifests will be completed for all crew mobilizations.

When the local crews are ordered out of the area a manifest will be faxed to RMACC.

If the crews are mobilized out of area and transportation is by air then the following applies:

- Canteens are to be emptied before boarding aircraft.
- Crews will be weighed before departing (Allowable crew weight 5300 pounds).
- Fusees are not allowed on board an aircraft or on commercial ground transportation
- Gas containers and saws must be emptied and purged prior to boarding an aircraft or commercial ground transportation.
- Shifting of equipment personal gear between crew members to equal out weights will not take place.
- Knives/multi-tools must be stowed with gear on commercial flights.
- On commercial flights, line gear will be carried on rather than stowed in the baggage compartment.

Crew Mobilization and Demobilization Protocol

- Cody Dispatch will notify the Crew Superintendent/Crew Boss of a crew order once it has been confirmed that it is a bona fide order. From that point on all communications concerning the order will be with the Crew Superintendent/Crew Boss. At this time the Crew Boss will coordinate with CDC to establish a meeting location to organize and brief the crew before departure.
- Cody Dispatch will notify the respective Duty Officers for each of the Modules. The Duty Officers will contact their personnel listed on the Daily Resource Status Roster.
- Prior to departure the Crew Boss will do a roll call to confirm the roster. Any errors will be corrected and an up to date manifest will be provided to dispatch.
- Prior to departure, travel will be discussed with Cody Dispatch (route of travel, RON spots, vehicle ID's, etc will be provided to Cody Dispatch)
- Check in with the receiving dispatch at each fuel stop while in travel status to ensure that the order has not been changed, crew diverted, or there is new information concerning the reporting location. If the order is cancelled and you are returning, advise Cody Dispatch.
- While on assignment if any member(s) of the crew are demobilized for whatever reason, Cody Dispatch will be notified and given the specifics of the travel home. This should include reason for early demobilization (does not have to be specific, but general reason), method of travel home, route, RON areas, and ETA.
- Notify Cody Dispatch upon arrival back from an incident and provide for tentative availability date and number of days off being taken.
- No crew members will be mobilized that cannot commit to the full 14 days, unless it is negotiated with the receiving unit through the dispatch system (needed for documentation purposes). Fill-ins need to be ordered through Cody Dispatch so that

they can be tracked. Name requests for fill-ins will be accepted and then dispatch will place the order for them. If name requesting someone it is assumed that they have been contacted and are available. Location (Home Unit), Name of person, and contact phone number will be provided to dispatch.

- Ensure personnel time is completed/up to date prior to assignment.
- Crew time can be faxed to dispatch for dissemination to appropriate FMO or timekeeper. Call dispatch to advise them that the time has been sent so it can be taken care of.
- Requests for extending the crew should be made through the dispatch center. The dispatch center will contact the Unit FMOs for concurrence. The Unit FMOs/Duty Officer will check with the Zone/District FMOs for approval/disapproval. Once there is concurrence one of the available Unit FMOs can sign the extension document approving or disapproving the extension.
- Upon demobilization of the crew, the Crew Boss will provide ETAs back to home units to dispatch for the various personnel. Dispatch will notify the respective FMOs of those ETAs.
- The Crew Boss will track all personnel back to their duty stations. The Crew Boss will close out with dispatch confirming the crew has been disbanded and are all home.