

## CHAPTER 30 - CREWS

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.

### **TYPE 1 INTERAGENCY HOTSHOT CREWS** (NMG, Ch. 30)

The Eastern Area hosts one Type 1 Hotshot Crew, Midewin Interagency Hotshot Crew. They are hosted by the Forest Service and based out of the Midewin National Tallgrass Prairie. Their home unit identifier is IL-MPF. Their primary airport is Chicago O'Hare (ORD) and their secondary airport is Chicago Midway International Airport (MDW). A complete list of all Interagency Type 1 IHCs can be found at:

[http://www.fs.fed.us/fire/people/hotshots/IHC\\_index.html](http://www.fs.fed.us/fire/people/hotshots/IHC_index.html)

### **CREW WEIGHTS**

Each crewmember is limited to one frameless soft pack not to exceed 45 lbs. and web gear or briefcase (not both) not to exceed 20 lbs., with a maximum crew weight not to exceed 5,300 lbs.

### **MINIMUM CREW CONFIGURATION STANDARDS FOR NATIONAL MOBILIZATION** (NMG, Ch. 30)

For a detailed description of minimum crew standards, see the current version of the Interagency Standards for Fire and Aviation Operations, Chapter 13, Firefighter Training and Qualifications at, <http://www.nifc.gov/PUBLICATIONS/redbook/2016/Chapter13.pdf>

or

Wildland Fire and Aviation Program Management and Operations Guide, Chapter 12, Crews at, <http://www.bia.gov/cs/groups/xnifc/documents/text/idc013125>.

### **TYPE 1 CREWS** (NMG, Ch. 30)

Crews must meet minimum standards identified within the current Interagency Standards for Fire and Aviation Operations (Redbook), Chapter 13. Interagency Hotshot Crews (IHC) are Type 1 crews that exceed the Type 1 crew standards required by the National IHC Operations Guide (revised 2011). Interagency Hotshot Crews require appropriate Federal or State agency sponsorship and a recommendation by their respective Geographic Area Coordination Group for inclusion into the National Interagency Mobilization Guide. NICC will maintain availability status of Type 1 Crews and will not recognize internal Geographic Area rotation of these crews.

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

When Type 1 crews 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 (2) cases of fuses)
- Chain saws (four (4) kits)
- Saw fuel (ten (10) gallons, unmixed)
- Bar oil (five (5) gallons)

#### **TYPE 2 AND TYPE 2 IA CREWS (NMG, Ch. 30)**

Crews will meet minimum standards identified within the Interagency Standards for Fire and Aviation Operations (Redbook), Chapter 13. Type 2 crews can be ordered as Type 2 or Type 2 IA.

*The Eastern Area Coordination Group (EACG) standards for Type 2 IA configuration are: All fallers listed on the manifest, should meet FAL2 qualifications. FAL3 does not have the capability to handle many of the anticipated activities likely encountered on the fire line or during initial attack. For AD's filling FAL2 positions, the crew manifest will reflect this level for their pay grade. Crews do not normally need or utilize a higher standard faller (FAL1), however if on the incident, it is determined that the FAL1 is needed, and is utilized, the incident supervisor and Time Unit can complete a field promotion to compensate the individual for function at the higher level. Refer to the Interagency Incident Business Management Handbook, Chapter 10, Pages 39 and 40, field promotion procedures:*

<http://www.nwcg.gov/sites/default/files/products/pms902.pdf>

Standard crew size is twenty (20) people maximum, and eighteen (18) people minimum (including Crew Boss, Crew Representative and trainees).

Type 2 and Type 2 IA crews ordered through NICC do not come with chain saws or hand tools when transported by air. If chain saws or hand tools are needed, they should be ordered separately as supply items. When NICC contracted aircraft is used, the sending unit will transport crews to and from their designated mobilization point to the aircraft location. Local dispatch centers and EACC will agree upon a report time and relay the ready to load (RTL) time when mobilizing crews.

Units sending Type 2 and Type 2 IA crews will determine the ratio of Crew Representatives (CREP) needed for a given assignment. Ratios of 1:1 to 1:4 may be appropriate. These responsibilities can be met by an Interagency Resource Representative (IARR) as well. CREP assigned to Type 2 and Type 2 IA crews will remain with the crew from initial dispatch until the crew is released to the home unit. CREP are not required for agency regular crews.

Anytime a Geographic Area of State has committed four (3) 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. (EMG, Ch. 20)

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

All sending dispatch centers in the Eastern Area will use the ROSS Roster function to fill crew requests. All crew personnel mobilized and demobilized outside of the local unit through NICC will be identified on a crew manifest form. Crew supervisors will maintain a minimum of four (4) accurate copies of this form at all times. Crew weights will be manifested separate from personal gear and equipment weights. The crew supervisor or CREP will ensure compliance with weight limitations. The form is available on the EACC website - <http://qacc.nifc.gov/eacc/logistics/crews/crews.htm>.

Crew manifests must include full passenger names, separate passenger and gear weights, position, AD rate when applicable, and home agency / unit identifiers for each crew member. It is the responsibility of the sending Dispatch Center to submit completed manifests to EACC prior to mobilization, regardless of the mode of transportation.

All federal and state agencies should combine personnel into interagency crews for efficiency of mobilization. Units will be responsible to prepare employees for mobilization. Units should organize, train, and equip crews. Units should ensure that crew members are fit for arduous duty for a minimum of 14 days, excluding travel.

Crews on the National T2IA contract are self-sufficient.

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