

EXECUTIVE SUMMARY OF CHANGES FOR 2023

Global Changes

- Reformatted and restructured to reflect the National Interagency Mob Guide with changes and updates.

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

Total Mobility Concept

Updated the following:

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

Updated the following:

When setting geographic priorities and drawdown levels, the following criteria will be considered:

- o Protecting human life – both of our firefighter and of the public.
- o Protecting communities, community infrastructure, property, natural and cultural resources.
- o Maintaining initial attack capabilities.
- o Limiting costs without compromising safety.
- o Meeting agency suppression objectives.
- o Support to National Response Framework (NFR) taskings.

National Response Framework

Updated the following:

The NRF provides a comprehensive, national, all-hazard approach to domestic incident management across a spectrum of activities including prevention, protection, mitigation, and recovery.

Days Off

Updated the following:

After completion of a 14-day assignment and return to the home unit, two or three mandatory days off will be provided depending on agency (2 minimum after 14, unless extended). (State regulations may preclude authorizing mandatory days off this for State employees).

National Resources

Updated the following:

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

Mutual Aid Agreements

Updated the following:

All mutual aid agreements relate to adjacent dispatch unit/area outside of the Great Basin geographic area and should be in writing. A copy of the agreement relating to resources, maps, and frequencies will be furnished to the Great Basin Coordination Center.

Great Basin Drawdown

Updated the following:

Included table.

All Great Basin Preparedness Levels

Updated the following:

Preparedness Levels are established and maintained throughout the calendar year. Situations and activities described within the preparedness levels include wildland fire, prescribe fire, emergency incidents and resource drawdown.

Determining and Establishing Preparedness Levels

Updated the following:

Identify the current and potential for wildland and prescribed fire and potential incident activity within the geographic area.

Identify the commitment of Great Basin resources both within and assigned out of the GACC.

Preparedness Level 3

Updated the following:

Activate daily Evening Summary Report

Preparedness Level 5 to 4

Updated the following:

- Large fire potential is predicted to diminish over the next five (5) to seven (7) days.
- Large fire objectives are being met and need for additional resources declining.
- At least two Great Basin IMTs are available for assignment and/or reassignment.
- The need for resource allocation and/or reallocation is decreasing GACC wide.
- Predictive Services products support diminished activity over the next 7 days.

Great Basin MAC (GBMAC)

Updated the following:

A combination of facilities, personnel, equipment, procedures, and communications integrated into a common system with responsibility for coordination of resources from assisting agencies and support to multi-agency fire suppression operations within the Great Basin. The GBMAC members are the same as the Coordinating Group with a focus on wildland fire, until such a time determined by Preparedness Level or need, that a GBMAC support organization is established and delegated duties.

Considerations for Activation of GBMAC Support

Updated the following:

Activation of the GBMAC supporting organization should be considered when the character and intensity of the emergency situation significantly impacts or involves multiple agencies, states and dispatch zones at Preparedness Level 3 or higher, or when the GBCG determine necessary.

GBCC Center Manager will coordinate with the GBCG Chair to discuss and activate the GBMAC support group via IROC. The delegation of authority will be given to the qualified MAC Coordinator by the GBCG.

Once activated, the qualified MAC Coordinator and support staff will be assigned to relieve GBCC of incident prioritization, reassignment and allocation of national resources for all large incidents within the geographic area.

The GBMAC support group should be co-located with GBCC in Salt Lake City whenever practical but could work from other locations depending on the complexity of the situation.

GBCC Coordinator/Coordinator on Duty (COD)

Updated the following:

Individual who serves as the subject matter expert for a functional area of Overhead, Crews, Aircraft, Equipment, and Intelligence for the geographic area. The GACC coordinator will help facilitate the movement and allocation of resources within the Great Basin to help the meet existing and anticipated incident, preparedness, severity, wildfire, and prescribed fire needs regardless of location or agency affiliation. The GBMAC Support Coordinator will work closely with the GACC COD/Coordinator to ensure continuity of operations across all incidents and agencies.

Local Interagency Dispatch Centers

Updated the following:

Individuals dispatch centers (typically 3rd tier) serving as the central point for one or more agencies in passing information and resource requests to and from field units. Monitors field fire management situation, severity, and resource commitment. Assists in coordinating intra-agency and interagency suppression needs for affected units in a specific area.

Mobilization of the National Guard

Updated the following:

Great Basin Procedures for National Guard Mobilization

Ordering Channels

Updated the following:

Resource order requests will be processed using IROC and will follow established ordering channels.

Border Fires/Border Agreements

Updated the following:

Border fires are defined as fires that share a boundary across geographic areas. GBCC will support bordering geographic area with resources in accordance with agreements in place whenever practical. The mobilization of national resources will be reported through established dispatch channels prior to launch.

Neighborhood Agreements

Updated the following:

Within the Great Basin, if the dispatch areas are touching, there will be an understanding that the adjacent dispatch centers may share resources across boundaries without a written agreement. The mobilization of national resources will be reported up through established dispatch channels.

Resources may be requested for an incident, preparedness, severity, wildland and prescribed fire with the proper billing and charge codes through established dispatch ordering channels.

Prior to demobilization of a resources, GBCC will be notified for possible reassignment. Prior to reassignment the original sending dispatch will be notified to grant permission. GBCC will place the order with the current dispatch center for reassignment.

With GB Coordinating Group approval GBCC reserves the authority to withdraw the Neighborhood Agreement, for tactical resources, based on the following criteria:

Mobilization and Demobilization Information

Updated the following:

All resource information, including travel, will be relayed electronically through IROC.

All times, Estimated Time of Arrival (ETA) and Estimated Time of Departure (ETD) will be recorded in the local time zones.

A Cache Shipping Status Form will be used by caches to relay shipping information for supplies. For example, radio requests filled by the National Interagency Incident Communications Division (NIICD).

Travel information for resources mobilizing to and demobilizing from an incident will be transmitted by creating a travel itinerary in IROC. Travel legs will reflect the mode of travel, carrier (with flight numbers), departure location, date and time, and arrival location, date and time.

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.

Off-Site / Remote Assignment

Added the following:

Work performed by an individual employee in support of an incident while remaining at the employee's duty station or other designated off-site location.

Helicopter Module

Updated the following:

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 in the Special Needs section in IROC.

Incident Meteorologist (IMET)

Updated the following:

When a National Weather Service (NWS) IMTE is needed for an incident or project, the request will be placed up to GBCC.

Complex IMT

Updated the following:

All IMT configurations should follow NMAC Correspondence M2023-01:
https://www.nifc.gov/nicc/administrative/nmac/NMAC_M2023-01.pdf

GREAT BASIN TYPE 1/COMPLEX INCIDENT MANAGEMENT TEAMS

Updated the following:

Removed all references to Rocky Mountain Geographic Area and the Rocky Basin as the agreement has been dissolved.

The Great Basin has two Type 1/CIM teams and five Type 2 IMTs. The teams are identified by team number, with the Incident Commander's last name added at the time of mobilization.

The decision as to which type of team to utilize is based on incident complexity and other considerations. An Incident Complexity Analysis can be found in the Interagency Standards for Fire and Fire Aviation Operations, Appendix F and G.

The Complexity Analysis may be used by the ordering unit, in consultation with the responsible Line Officer or Manager, in making decisions regarding the type of IMT to be ordered.

Incidents that do not meet the above criteria will be filled on a case-by-case basis at the agency's discretion upon approval from the GBCG.

The primary mission of these teams is for wildland fire management. FEMA requests for teams will be honored by all federal agencies and on a case-by-case basis by the state and local cooperators.

All teams will comply with the Great Basin IMT Operating Guide.

GREAT BASIN TYPE 1 / Complex Incident Management (CIM) TEAMS

Added the following:

GB Team 1 – Evans Kuo

E-mail: evanskuo@yahoo.com

GB Team 2 – Tony DeMasters

E-mail: tonydemasters@yahoo.com

Team Unavailability after Assignment

Added the following:

Type 1 IMT/CIM will have a mandatory 7 days unavailability after each assignment. This will include administrative days off, R&R and/or days back at the home unit for a total of seven days before becoming available for rotation.

PROCEDURES FOR NOTIFICATION OF ON-CALL STATUS

Added the following:

GBCC will notify GBCG, GB OPS, GB IC Council, and local dispatch centers within the Great Basin of any changes in the rotation.

AVIATION SAFETY ASSISTANCE TEAMS (ASATs)

Removed the following:

ASAT Configuration and Mobilization Process See National Interagency Mobilization Guide

Fire Security Positions

Added the following:

The job titles for ground level security personnel working in the facilities and field security areas reflect the training and experience necessary to safely accomplish the job. For agency specific requirement for Security Specialist Level 1 & 2 and Security Guards see the Federal Wildland Fire Qualifications Supplement.

Chapter 30 Crews

Interagency Hotshot Crews as T2IA, T2 or Suppression Modules

Updated language to the following:

When Interagency IHCs fall below level identified in the Interagency Standards for Fire and Fire Aviation Operations they may still be dispatched as a Type 2IA, Type 2 or Suppression Module provided they meet the standards for the lesser qualifications. Do not create a new crew resource item with the other qualifications, update the active qualification appropriately.

If going out as a Suppression Module, an Overhead Group – Suppression Module resource item should be created in IROC. See National Mobilization Guide for Standards.

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)).

Type 2 Crews

NICC is the sole provider for USFS Contracted Type 2 crews.

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.

Equipment/Supplies Demobilization

Updated language to the following:

Moved Equipment Demobilization from end of chapter for continuity.

Radio Ordering

Updated language to the following:

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

Returning Radio Kits

Updated language to the following:

Prepositioned radio systems and kits 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.

All 004000 series must be returned to NIICD at the National Interagency Fire Center as soon as an incident or the requirement has ended. Before sealing the kit boxes ensure the contents will not be damaged in transit. Damages will be charged to the incident.

Accountable property reports are included in the communications kits and should be used as necessary to report lost or damaged equipment.

National Contract Mobile Food and Mobile Shower Facilities Mobilization

Updated language to the following:

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 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 Reassignment

Updated language to the following:

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

Updated language to the following:

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

Heavy Equipment Task Force (HETF)

Updated language to the following:

Per the VIPR agreement the HETF can only be used in the geographic area it was awarded.

Durable

Updated language to the following:

Items considered having a useful life expectancy greater than one incident. Durable items in usable condition or economically repairable should be returned.

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](https://www.iat.gov/docs/IAT_Guide.pdf) found at:

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 (National Mob Guide [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

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):

Great Basin	Boise, ID	15
	Price Valley, ID	30

	Salmon, ID	45
Northern Rockies	Gallatin, MT	17
	Libby, MT	16
	Grants Pass, OR	21
Northwest	John Day, OR	28
	Prineville, OR	27
	La Grande, OR	38
	Wenatchee, WA	27
Southern California	Trimmer, CA	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):

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/smrpt.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: 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 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/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

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/iasc>

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 following language:

Any incident within the Great Basin that meets the reporting criteria will have an Incident Status Summary ICS-209 completed and submitted electronically via the Wildland Fire Application Portal (FAMAuth) ICS-209 application.

Initial reporting criteria include but are not limited to; fire size of 100 timber/slash, 300 grass/brush, ordering, assigning of national resources, any significant events or incident managed under a strategy other than Full Suppression AND is likely to remain active for a period greater than 72 hours.

In the event that the incident is contained in the first burning period, a completed Final report may be submitted into the ICS-209 application in lieu of an Initial report, with notification to GBCC Intelligence desk.

A final ICS-209 will be submitted once the incident is contained or controlled AND national resources are no longer assigned to the incident. An ICS-209 may be changed from Final status to Update status in the event the incident escapes containment. A final ICS-209 will be subsequently submitted upon re-containment.

Reports are due by 1900 hours daily local time, although earlier submission times may be established during those periods when the GBMAC Group is active. Local centers will call GBCC by 1900 if a later submission time is necessary. The ICS-209 User's Guide is available for display/downloading.

https://gacc.nifc.gov/predictive_services/intelligence/niop/programs/sit_209/Help/index.htm

Users should familiarize themselves with the definitions and instructions within the user's guide before attempting to enter information into the ICS-209 application.

It is the responsibility of the Type 1 and/or 2 IMT to complete and submit ICS-209s when they are in place on an incident. For all other incidents, the dispatch center will ensure complete and accurate ICS-209 information is gathered and electronically submitted.

Deleted the following:

Completed daily, except when the unit is not staffed

Incident Priorities

Updated the following language:

Local Incident Priorities

Local dispatch centers will use this screen to assign their internal incident priorities. If there is a significant change in priorities once GBCC has closed for the day, a phone call will be placed to the GBCC on-call phone to facilitate relaying the information to NICC. This will enable NICC to effect the appropriate changes in the Incident Management Situation Report (IMSR) for the following day.

GACC Incident Prioritization

GBCC Intelligence section will use the Incident Prioritization Worksheet supported by information contained within current ICS-209s to determine and establish incident priorities. When the GBMAC is activated, the GBMAC Coordinator will utilize the Incident Prioritization Worksheet contained within the GBMAC Operating Plan to establish incident priorities. GBCC Intelligence Desk will report incident prioritization to the NICC.

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

Dispatch Forms

Updated:

All units will use appropriate forms as designated below. 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.

Resource Order Form

Mobile Food & 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

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.

Supplement 1

Emergency Procedures and Safety
Previously referred to as Chapter 90

Supplement 2

Critical Incident Stress Management