

## EXECUTIVE SUMMARY OF CHANGES FOR 2024

### Document Wide Changes:

- Reformatted and restructured the entire document to better mirror the National Interagency Standards for Resource Mobilization document.
- Corrected document for grammar, readability, flow, and ease of future updates.
- Updated web addresses.
- Updated points of contacts
- Updated all IROC ordering instructions throughout.
- Removed Type 1 and Type 2 IMT language.
- Updated and added Complex Incident Management (CIMT) where applicable.

### Chapter 10 Objectives, Policy, and Scope of Operation

#### Chapter Wide Changes:

- Reformatted and restructured the entire chapter to better mirror the National Interagency Standards for Resource Mobilization document.

### NATIONAL SURGE PACKAGES

Updated the following:

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.

### NATIONAL RESPONSE FRAMEWORK (NRF)

Added the following:

Included the entirety of the header and section to better reflect the National Interagency Standards for Resource Management.

### LOCAL AND GEOGRAPHIC AREA DRAWDOWN LEVELS

Updated the following:

Great Basin Resource Drawdown Levels by Preparedness Levels for 2024  
Great Basin Capacity by Resource Type

### INITIAL ATTACK DEFINITION

Added the following:

Included the entirety of the header and section to better reflect the National Interagency Standards for Resource Management.

## **GREAT BASIN PREPAREDNESS LEVELS**

Added the following:

- Determining and Establishing Preparedness Levels
- Great Basin Preparedness Level Worksheet
- Reformatted Responsibility at all Preparedness Levels

### **Action To Take Concerning Expanded Dispatch**

Header changed to: **Indicators for Considering Expanded Dispatch**

## **ORDERING CHANNELS**

Header changed to: **ORDERING CHANNELS / PROCESS AND PROCEDURES**

### **Name Requests**

Updated the following:

Name requests charged to severity, budgeted/programmed, or non-suppression funds are acceptable and will be processed without delay. Severity requests often involve strategic movement of resources from area with lower fire potential, being directed by agency managers and/or duty officers and will be honored.

## **Chapter 20 Overhead and Teams**

### **Chapter Wide Changes:**

- Reformatted and restructured the entire chapter to better mirror the National Interagency Standards for Resource Mobilization document.
- Added Complex IMT (CIMT) language.
- Removed Type 1 and Type 2 IMT language.

### **Overhead Name Requests**

Header changed to **Name Requesting Single Resource Overhead**

### **Pilots Qualification**

Removed from under **Smokejumper** header and relocated under **Non-Standard Overhead Individual Requests**.

### **Smokejumper Contingency / Satellite Base**

Added the following:

A smokejumper contingent is ordered and mobilized with an aircraft, spotter, and approximately 12 smokejumpers from the home base to an area of need, for a moderate to long term duration (greater than 72 hours). The contingent is activated to reduce the response time for more effective initial attack for an area or zone. The contingent should have enough cargo, smokejumpers, and supplies that the aircraft can operate out of that new location (satellite base) for multiple missions before being resupplied. Smokejumper personnel will be rotated and supported via the home jump base.

See Chapter 50 for more information on smokejumper contingent ordering.

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

Added the following sections:

- **NMAC Management of IMTs**
- **Interagency Incident Management Teams**
- **Complex IMT Configuration**
- **CIMT Mobilization Roster**
- **CIMT Roster Negotiation**
- **CIMT National Rotation Process**

### **NICC CIMT COORDINATOR**

Added the following:

The NICC CIMT Coordinator will manage the national rotation list and serve as the NMAC CIMT Coordinator when this NMAC support function is activated. The CIMT Coordinator is responsible for communications with the GAs and ICs to ensure transparency in the process and clarity of guidelines.

### **Great Basin Complex Incident Management Teams (CIMT)**

Updated TEAM names and contact information.

### **Great Basin CIMT Rotation**

Updated the 2024 rotation calendar.

### **GREAT BASIN CIMT COORDINATOR SUPPORT**

Added the following:

GBCC will support the National CIMT coordinator and NMAC by relaying team activity, mobilization, demobilization, availability, and prepositioning information in a timely manner or as requested.

The GB CIMT coordinator will work directly with the GBCG chair and the GBCC center manager with communication on team rosters, rotations, and availability.

### **CIMT REASSIGNMENT AND DEMOBILIZATION PROCEDURES**

Added from the National Interagency Standards for Resource Mobilization

### **Great Basin Buying Team Rotation**

Added the 2024 rotation calendar and links.

### **Great Basin NFPET Coordinators**

Added Great Basin NFPET Coordinator contacts.

### **AVIATION SAFETY and TECHNICAL ASSISTANCE TEAMS (ASTATs)**

Updated the header from ASAT to ASTAT.

**SPECIALIZED OVERHEAD POSITIONS**

Added the following:

- Cache Demobilization Specialist (CDSP)
- Contracted Equipment Specialist
- Incident Contract Project Inspector (ICPI)

**Hospital Liaisons**

Updated the USFS contact information.

**Chapter 30 Crews****Chapter Wide Changes:**

- Reformatted and restructured the entire chapter to better mirror the National Interagency Standards for Resource Mobilization document.

**Type 2 and T2IA Crews**

Updated and added from the National Interagency Standards for Resource Mobilization.

**US FOREST SERVICE CONTRACTED CREWS**

Updated and added from the National Interagency Standards for Resource Mobilization.

**Type 2 IA and Type 2 contract crews**

Updated and added from the National Interagency Standards for Resource Mobilization.

**Great Basin IARR Support**

Added the following:

GBCC in concurrence with the GBCG Chair may activate an IARR within or to another active GACC were four or more crews or wildland resources are assigned. The IARR supporting the Great Basin will be placed on the GACC support order and will report to GBCC for daily updates and support.

**Chapter 40 Equipment and Supplies****Chapter Wide Changes:**

- Reformatted and restructured the entire chapter to better mirror the National Interagency Standards for Resource Mobilization document.

**Name Requests for Equipment**

Added the following:

Name requests for equipment for suppression support or all-hazard incidents should be rare and are appropriate only for highly specialized reasons or to meet specific agency objectives. For example, a request between state agencies, or long-duration assignments where the sending unit will provide rotating personnel.

NMAC always retains the right to modify or adjust this policy at any time regardless of

preparedness level or national activity. Name requests for contract resources are never acceptable.

The ordering unit must confirm availability for the resources being ordered prior to placing the request. All name requests must include the resources current dispatch center.

Suppression requests are prioritized by closest forces concept. Regardless of ordering agency, the resource that has the shortest timeframe to reach an incident should be mobilized and a name request may not be honored if a closer, like resource, is available.

### **ORDERING COMPETITIVELY SOLICITED EQUIPMENT**

Added this section from the National Interagency Standards for Resource Mobilization.

### **SPECIALIZED EQUIPMENT AND SUPPLY PERSONNEL**

Moved the overhead related positions to Chapter 20 Overhead and Teams.

### **GREAT BASIN MOBILIZATION CENTERS**

Added the following:

A mobilization center is an off-sight location where firefighting personnel obtain equipment and supplies to respond to an incident. There are two primary Mobilization Centers (MC) identified within the Great Basin; Boise Mob Center and the Salt Lake City Mob Center.

### **GREAT BASIN STAGING AREAS AND SUPPORT**

Added the following:

Resources assigned to a Staging Area are guaranteed eight hours of time daily. However, they may be requested to work a longer duty day (10 – 12 hours) depending on need and/or based on the fire weather forecast.

### **GREAT BASIN AERIAL DELIVERY OF EQUIPMENT / SUPPLIES**

Updated to the following:

To order aerial delivery, coordinate with the GBCC aircraft desk to ensure the appropriate resource is ordered and processed through IROC. GBCC will coordinate with the available smokejumper resources for delivery.

See Chapter 50 Aircraft for more information.

### **Chapter 50 Aircraft**

#### **Chapter Wide Changes:**

- Reformatted and restructured the entire chapter to better mirror the National Interagency Standards for Resource Mobilization document.

### **AIRCRAFT MOBILIZATIONS**

Added the following:

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.

## **NATIONAL GUARD AIRCRAFT**

Updated the following:

### **WYOMING**

All requests for Wyoming National Guard resources will be ordered through the Wyoming State representative and through Rocky Mountain Coordination Center for federal incidents. At certain times the National Guard has available helicopters, equipment and personnel that are useful in the suppression of forest and range fires on Federal and State lands. For helicopter resources, only those that have been identified in a preseason agreement may be utilized.

## **FLIGHT MANAGEMENT PROCEDURES / FLIGHT FOLLOWING**

Header has been changed to **FLIGHT MANAGEMENT** and **FLIGHT FOLLOWING** is a stand-alone section.

Updated the following:

### **Flight Manager**

There will be a flight manager designated on all passenger flights originating within the Great Basin.

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. The dispatch office will provide assistance in estimating aircraft cost but is not responsible for completing the cost comparison/justifications worksheet and forms. The flight manager or authorizing authority must complete and sign the cost comparison/justifications worksheet. Agencies are responsible for compiling documentation of cost comparison form and the flight invoice for each flight.

### **Radio Check-in/Check-out**

Added the following:

At the conclusion of the flight, the flight manager/pilot will ensure that the receiving dispatch office is notified of their arrival. The receiving dispatch office is responsible for notifying the originating dispatch office.

If an aircraft is overdue, it is the receiving dispatcher's responsibility to initiate/assist aircraft search and rescue actions. The flight following dispatch office shall be continually staffed while an aircraft is airborne.

Flight following problems should be documented in the SAFECOM system.

Federal/state agencies and cooperators utilizing aviation resources for non-fire projects are not automatically tracked and/or flight followed on Agency Flight Plans. Any requests for the Great Basin dispatch centers to perform this function must be part of a Project Aviation Safety Plan (DOI) / Mission Aviation Safety Plan (USFS) and coordinated well in advance of the project and will have a flight request schedule form completed. Requests for flight following, is a courtesy, and is at the discretion of the dispatch office.

Vendors performing "End-Product" contracts will not be flight followed by Great Basin dispatch centers.

### **Handheld Infrared Systems**

Added the following from Chapter 40 Equipment and Supplies

Handheld infrared equipment and operators can be ordered through normal dispatch channels utilizing an Equipment and Overhead resource order. Many units require trained personnel to accompany the infrared equipment off unit. Ordering dispatch centers will need to coordinate with the sending unit to ensure personnel are qualified to operate infrared equipment.

Handheld infrared equipment can be requested through the following dispatch centers:

- **Boise Interagency Dispatch Center: 208-984-3400**
- **Payette Interagency Dispatch Center: 208-634-2757**

### **HELICOPTERS**

Added the following sections from the National Interagency Standards for Resource Mobilization:

- **HELICOPTERS TYPE 1 AND TYPE 2**
- **CWN Helicopters**
- **Exclusive Use Helicopters**
- **USFS Type 1 and Type 2**
- **BLM Type 1 and Type 2**
- **HELICOPTERS / MULTI-AWARD TASK ORDER CONTRACT (MATOC)**
- **MATOC Charts**

### **SMOKEJUMPERS**

Added the following:

#### **Great Basin Smokejumper Contingent / Satellite Base**

Within the Great Basin smokejumper resources may be relocated from a designated home base to a preidentified satellite base. The contingent of smokejumpers will be ordered on a preposition with an A# for the jumpship and individual O#s for the smokejumpers and



agency personnel. The contingent will come with an aircraft, spotter, and approximately 12 smokejumpers from the home base to an area of need, for a moderate to long term duration (greater than 72 hours). The contingent is activated to reduce the response time for more effective initial attack for an area or zone of concern. The contingent should have enough cargo, smokejumpers, and supplies that the aircraft can operate out of that location (satellite base) for multiple missions before being resupplied. Smokejumper personnel will be rotated and supported via the home jump base.

A contingent can be activated by a BLM state duty officer, FOG representative, USFS regional duty officer or GACC coordinator. Typically, the contingent would be ordered on a GACC support preposition order and dispatched by the local dispatch center. Other funding may be used depending on the agency need and situation. Charge code will be discussed and determined prior to mobilization.

The contingent may be released at any time but will be coordinated with agency duty officer and GBCC prior to release.

### **Great Basin Smokejumper Aerial Delivery of Equipment / Supplies**

This section was moved from Chapter 40 Equipment and Supplies to Chapter 50 Aircraft.

### **TACTICAL AIRCRAFT CALL SIGNS**

Added the following:

#### **Aerial Supervision Module**

Nationally assigned pilot's leadplane number. State of Alaska will assign "A-Alpha", all Forest Service ASMs will assign a "B-Bravo" as their identifier, and all DOI ASMs will assign a "K-Kilo" as their identifier. If the aircraft is flying with only a pilot, their call sign will change to "Lead".

### **Chapter 60 Predictive Services**

#### **Chapter Wide Changes:**

- Reformatted and restructured the entire chapter to better mirror the National Interagency Standards for Resource Mobilization document.

### **Chapter 70 Incidents**

#### **Chapter Wide Changes:**

- Reformatted and restructured the entire chapter to better mirror the National Interagency Standards for Resource Mobilization document.

### **Chapter 80 Forms**

#### **Chapter Wide Changes:**

- Reformatted and restructured the entire chapter to better mirror the National Interagency Standards for Resource Mobilization document.
- Added information regarding forms and links.

- Removed all copies of forms that can be found at the appropriate links.

### **Chapter 90 Organization Directory**

Updates provided by agencies and dispatch centers.

### **Supplement 1 – Emergency Procedures and Safety**

- Reformatted and restructured the entire chapter to better mirror the National Interagency Standards for Resource Mobilization document.

### **Supplement 2 - Critical Incident Stress Management**

- Reformatted and restructured the entire chapter to better mirror the National Interagency Standards for Resource Mobilization document.