



## D-310 Unit 5: Crews



**Summary:** This unit focuses on the Crews function as it relates to the Expanded Dispatch Support Dispatcher (EDSD) position. Different types of crews are reviewed.

# Unit 5: Crews

## Objectives

Students will be able to:

- Mobilize, reassign, and demobilize crews in a safe and cost-effective manner.
- Describe procedures unique to specific types of crews.
- Utilize supplemental forms associated with crew mobilization, reassignment, and demobilization.
- Describe the interaction the crew dispatcher must have with other functional areas within the incident support organization.

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### Incident Position Standards Alignment

#### Expanded Dispatch Support Dispatcher



This unit aligns with the following Expanded Dispatch Support Dispatcher (EDSD) Incident Position Standards located at <https://www.nwcg.gov/positions/expanded-dispatch-support-dispatcher/standards-and-references>.

EDSD responsibility alignment

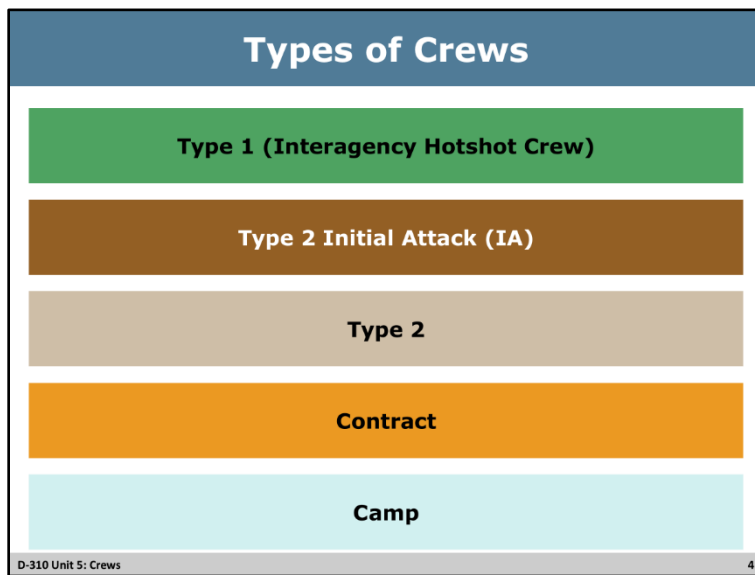
- Review and manage existing requests.
- Receive and manage new requests.
- Communicate and manage resources in preparation for reassignment or demobilization.
- Perform effectively in each of the four functional areas.
- Prepare for and implement demobilization.
- Complete all administrative tasks and documentation in an accurate and timely manner.

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### Responsibilities Addressed in Unit

- Review and manage existing requests.
- Receive and manage new requests.
- Communicate and manage resources in preparation for reassignment or demobilization.
- Perform effectively in each of the four functional areas.
- Prepare for and implement demobilization.
- Complete all administrative tasks and documentation in an accurate and timely manner.



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### Types of Crews

- Refer to types of crews in the *National Interagency Standards for Resource Mobilization*.

### Type 1 Crews (1 of 3)



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### Type 1 Crews (1 of 3)

- Refer to the list of Type 1 crews.

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### Type 1 Crews (2 of 3)



- National resource.
- 80% of crew members have one or more seasons of fire experience.
- 4 agency-certified intermediate fallers (FAL2) and 50% of crew certified as basic faller (FAL3) or better
- Can mobilize within two hours during availability period.
- 18- to 25-person crew size.

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### Type 1 Crews (2 of 3)


- National resource sponsored by a geographic area coordinating group
  - 80% of crew members have one or more seasons of fire experience.
  - 4 agency-certified as intermediate faller (FAL2) and 50% of crew certified as basic faller (FAL3) or better.
  - Able to mobilize within two hours of receipt of orders during their availability period.
  - 18- to 25-person crew, including superintendent.

**Type 1 Crews (3 of 3)**

 5,300 lb. maximum weight

 Fully equipped (tools & saws)

 Self-sufficient

 Have own transportation

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### Type 1 Crews (3 of 3)

- 5,300 pounds crew weight, including equipment.
- Equipment includes tools and chain saws.
- Logistically self-sufficient, utilizing credit card or agency purchasing authority.

### Type 2 IA Crews (1 of 2)

- Can be broken up into squads for IA.
- Can be assembled as needed.
- 18- to 20-person crew size.
- Leadership:
  - Crew Boss, Single Resource (CRWB)
  - Three Incident Commander Type 5 (ICT5)
- 60% of crew members have one or more seasons of fire experience.
- 3 agency-qualified sawyers.
- 5,300 lb. maximum weight.

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### Type 2 Initial Attack (IA) Crews (1 of 2)

- Do not meet financing, training, and travel requirements of Type 1 crews
  - Can be broken up into squads for IA.
  - Can be assembled on an as-needed basis.
  - 18- to 20-person crew including Crew Boss, Single Resource (CRWB) and three Incident Commander Type 5 (ICT5).
  - 60% of crew members have one or more seasons of fire experience.
  - 3 agency-qualified sawyers.
  - 5,300 pounds crew weight.



### Type 2 IA Crews (2 of 2)



- Meet national mandatory physical standards
- Equipped with personal protective equipment (PPE)
- May be self-sufficient

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### Type 2 IA Crews (2 of 2)

- May come equipped (tools and chain saws)
- Meet national mandatory physical standards
- Come equipped with personal protective equipment (PPE) by sending home unit/agency
- May or may not be self-sufficient

### Type 2 Crews (1 of 2)

- Assembled as needed.
- 18- to 20-person crew size.
- 20% of crew members have one or more seasons of fire experience.
- No agency-qualified sawyers required.
- 5,300 lb. maximum weight.
- May not be self-sufficient or fully equipped (tools & saws).

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### Type 2 Crews (1 of 2)

- Do not meet financing, training, and travel requirements of Type 1 crews
  - Assembled on an as-needed basis.
  - Firefighting may be a second job.
  - 18- to 20-person crew including CRWB and trainees.
  - 20% of crew members have one or more seasons of fire experience.
  - No agency-qualified sawyers required.
  - 5,300 pounds crew weight.
  - Crews may not be self-sufficient or fully equipped with tools and saws.

### Type 2 Crews (2 of 2)

- Meet national physical fitness standards
- Equipped with PPE



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### Type 2 Crews (2 of 2)

- Meet national mandatory physical standards.
- Come equipped with PPE.

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### Camp Crews (1 of 2)



- Support daily operations, assemble, and disassemble camp.
- Assembled as needed
- 10 person or fewer crew size (including crew leader)
- May be required to meet fitness standards

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### Camp Crews (1 of 2)

- Camp crews may be organized or recruited locally and are used to assist with incident camp operations. They are not assigned fireline duties.
  - Assembled on an as-needed basis
  - Consist of up to 10 crew members, including the crew leader
  - May be required to meet fitness standards

## Unit 5: Crews

### Camp Crews (2 of 2)

- PPE supplied by home unit or incident
- Not self-sufficient, not equipped
- Transportation needed
- Follows the Conditions of Hire and Rules of Conduct set by sponsoring agency



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### Camp Crews (2 of 2)

- PPE is required and supplied by the home unit or incident.
- May or may not have received 24 hours of basic safety training (varies by agency).

### Inmate and Kitchen Crews

**Inmate crews**

- Used within the state, approval needed to cross state lines.
- Consult the local area for procedures and guidelines.

**Kitchen crews**

- Assist with mobile kitchen functions.
- Consult the local area for procedures and guidelines.

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### Inmate and Kitchen Crews

- Inmate crews
  - Used within the state, approval needed to cross state lines.
  - Consult the local area for procedures and guidelines.
- Kitchen crews
  - Assist with mobile kitchen functions.
  - Consult the local area for procedures and guidelines.

### Contract Crews

- Type 2 IA or Type 2.
- Come with radios, saws, tools, transportation, PPE, supervision, etc.
- Require inspection prior to going on fireline.
- Must comply with work/rest, assignment length guidelines.
- Mobilized using current local procedures.
- Type 2 contract crews are ordered from the NICC.



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### Contract Crews

- Contract crews are used for suppression, mop up, or rehabilitation. They are classified as Type 2 IA or Type 2.
  - Will come with radios, tools, saws, transportation, PPE, supervision, etc.
  - Contract crews must be inspected at the incident prior to line deployment and demobilization.
  - Must adhere to agency work/rest and assignment length guidelines.
  - Follow local procedures for mobilizing contract crews.
  - Type 2 contract crews are ordered from the NICC.

### Crew Configuration

- Each crew is assigned an individual crew request number.
  - Crews with configuration:
    - Are rostered in the Interagency Resource Ordering Capability (IROC) system.
    - Receive a request number for each crew member.
  - Crews without configuration (single resource).
  - Strike teams:
    - Are generally not utilized nationally.
    - Consist of two or more like crews and a leader.

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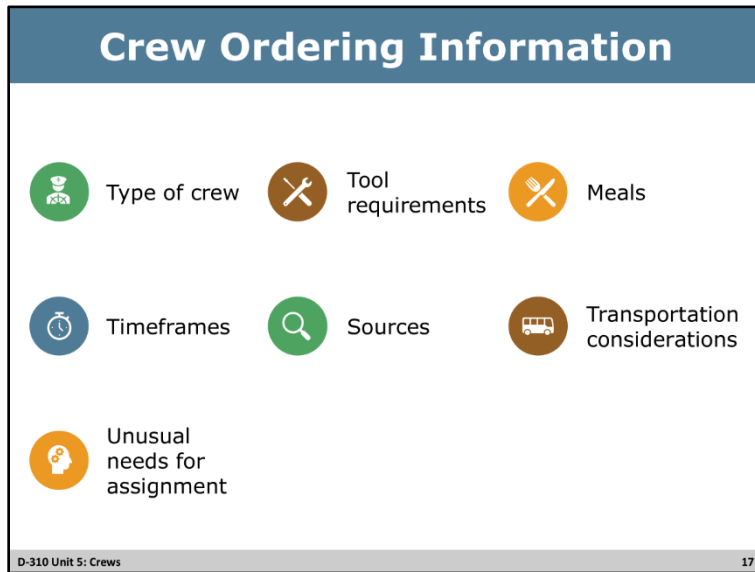
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### Crew Configuration

- Each crew is assigned an individual crew request number.
  - Crews with configuration:
    - Are rostered in Interagency Resource Ordering Capability (IROC) system.
    - Receive a request number for each crew member, which is a sequential subset of the crew request.
      - ❖ Example: C-10 is the crew request number; C-10.1, 10.2, 10.3, etc., are the subordinate request numbers.
  - Crews without configuration (single resource).
  - Strike teams:
    - Are generally not utilized nationally.
    - Consist of two or more like crews and a leader.
    - Follow local procedures when ordering strike teams.





### Required Crew Ordering Information

- Information needed to order crews
  - Type of crew
  - Tool requirements
    - Air-transported crews may not come with hand tools. If hand tools are needed, they should be ordered separately as a supply item.
    - If flying commercially, crews will not come with chain saws.
    - Ground-transported crews can be ordered "with tools."
    - Tools are included in the 5,300 lbs. crew weight limit.

### Meals

Questions and concerns to consider when feeding crews

- Are meals needed at this time?
- When was the crew's last meal?
- When will their next meal be?
- Should sack lunches be provided?
- Who does the EDSD work with to support the crews?



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### Meals

- Questions and concerns to consider when feeding crews
  - Are meals needed at this time?
  - When was the crew's last meal?
  - When will their next meal be?
  - Should sack lunches be provided?
  - Who does the EDSD work with to support the crews?

### Timeframes

- The incident will set a date and time needed.
  - If this timeframe cannot be met, contact the incident and reevaluate timeframes, crew needs, etc.
  - Consider the following:
    - Availability
    - Travel time
    - Meals
    - Work/rest guidelines
    - Date needed
    - Time to organize

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### Timeframes

- The incident will set a date and time needed.
  - If this timeframe cannot be met, contact the incident and reevaluate timeframes, crew needs, etc.
  - Update the resource order to reflect the new information.
- Consider the following:
  - Availability
  - Travel time
  - Meals
  - Work/rest guidelines
  - Date and time needed by incident
  - Time to organize

### Sources

- Administered locally – federal, cooperators (e.g., agencies served by your IA dispatch center), contract.
- Available through neighbor or mutual aid agreements.
- Available for reassignment from another incident.

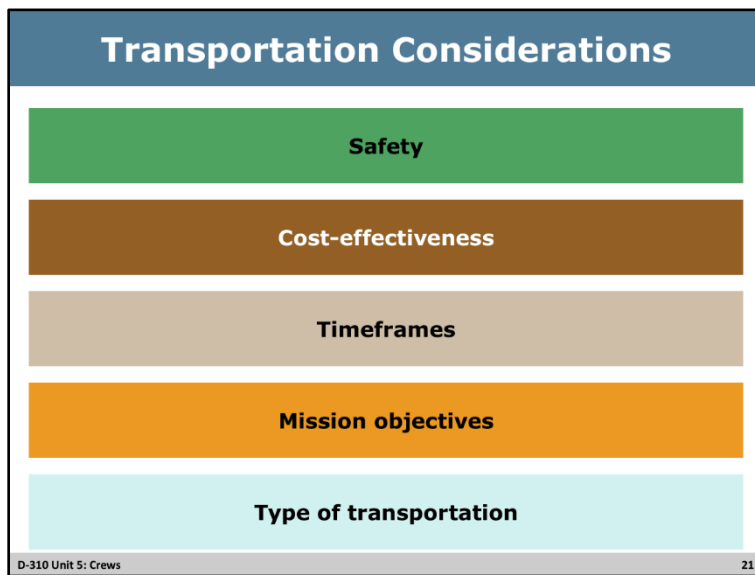
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### Sources

- Administered locally (e.g., agency, contract).
- Administered by cooperators – agencies served by your IA dispatch center.
- Available through neighbor or mutual aid agreements
- Available for reassignment.
- Considerations:
  - Length of assignment.
  - Type of crew(s) being ordered.
  - Refer to the work/rest and length of assignment guidelines in the *National Interagency Standards for Resource Mobilization*.
- If crews are not available from these sources, order crews from the next level of dispatch.
- Coordinate with your supervisory dispatcher.
- Will timeframes be met? Keep the incident informed of the status and advise if there are any delays.



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### Transportation Considerations

- Safety.
- Cost-effectiveness.
- Timeframes.
- Mission objectives.
- Type and availability of transportation.
- Distance, route, and weather.
- Number of crews, tools, chase vehicle to haul tools, following up with crew vehicles.
- Bus limitations – coaches cannot go off paved roads, school buses may not cross some political boundaries (county, state).
- Coordinate with other expanded dispatch desks, the Aircraft Dispatcher (ACDP), and the incident to ensure support needs have been met.
- Communicate actions to the supervisory dispatcher.

### Unusual Needs for Assignment

- Any unusual needs for the crew assignment should be part of the initial crew request.



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### Unusual Needs for Assignment

- Any unusual needs for the crew assignment need to be part of the initial crew request.
- Examples:
  - Special equipment (e.g., Global Positioning System [GPS], bear spray, flare guns)
  - Transportation requirements, all-terrain vehicles (ATVs), boats, etc.
  - License requirements
  - International considerations such as passports and laws
    - Example: In Canada, driving under the influence [DUI] is a felony. Anyone convicted of DUI would not be allowed to cross the border.
  - Military crew considerations

### Crew Representative (CREP)



- Provides support to crews that are sent from one geographic area to another.
- Responsible for administrative duties
- Can assist CRWB with duties

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### Crew Representative (CREP)

- Provides support to crews that are sent from one geographic area to another.
- Position duties
  - Responsible for administrative duties, including:
    - Timekeeping
    - Accident reporting and follow-up
  - Available to assist the CRWB with:
    - Performance of duties
    - Memorandums of understanding (MOUs)
    - Operating plans
    - Management guidelines specific to certain crews
- May or may not be dispatched from the same unit as the crew
  - Most of the time, the CREP comes from the same geographical area, but not always. Even if the CREP is from another geographic area/unit, they will remain with the crew from mobilization until release to the home unit.
  - Do not release the CREP separate from the crew unless you are instructed to do so by the supervisory dispatcher.

## Unit 5: Crews

### Interagency Resource Representative (IARR)



- Mobilized when a geographic area or state has committed four or more agency crews.
- Liaison between resources and IMT or incident agency.
- Can assist with administrative tasks including emergency releases and demobilization.

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### Interagency Resource Representative (IARR)

- Refer to the IARR position in the *National Interagency Standards for Resource Mobilization*.
- When a geographical area or state has committed four or more agency crews, an IARR may be sent by the sending area/state.
- The IARR works for the sending unit and is on the sending unit's resource order.
- The sending unit/agency is responsible for the mobilization and demobilization of the IARR.
- Position duties:
  - Serves as an advisor to:
    - Hand crews
    - Camp crews
    - Other geographical resources
  - Additional responsibilities:
    - Assist the CREP.
    - Liaison between resources and the IMT.
    - Liaison between resources and the home unit/agency.
  - Usually operates at the Incident Command Post (ICP) or incident base, except when emergencies require them to be at another location.
    - They can also be a roving person when crews are scattered among various incidents.
  - The IARR can provide invaluable assistance to the crew dispatcher.
    - It is essential to obtain a method of contact (e.g., cell phone, motel address).
- The IARR will assist with the following items:
  - Emergency releases




## Unit 5: Crews

- Contacting crews and any other resources on the incidents for whom they are responsible.
- Expediting releases and assisting with moving individuals to and from the incident, hospitals, airports, etc.
- Directly contacting the home unit and sending unit/agency.
- Emergency messages
  - These can be passed through the IARR, and they will relay the message.
- Disciplinary releases
  - The IARR assists with transportation and notification to the home unit.
- Demobilization
  - Can help validate location and destination points
- Intelligence
  - Knows the location of their crews and other resources
  - Knows the condition of crew members
  - Knows crew names and crew size
  - Can assist in problem solving

### Crew Dispatcher Coordination with Other Dispatchers

- Supervisory dispatcher
- Equipment desk
- Supply desk
- Overhead desk
- Aircraft Dispatcher (ACDP)



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### Crew Dispatcher Coordination with Other Dispatchers

- Supervisory dispatcher
  - Always keep them informed of current events and status.
- Equipment desk
  - This function assists in organizing transportation.
- Supply desk
  - This function assists in obtaining tools, PPE, meals, and lodging.
- Overhead desk
  - This function can provide information regarding overhead orders related to crews.
- ACDP
  - Arranges air transportation, coordinates arrival and departure times, locations, etc.
- Other contacts
  - IARR
  - CREP
  - Ramp Manager (RAMP)
  - Staging Area Manager (STAM)
  - Buying Team (BUYT)
  - Ground support/transportation

### Reassignment/Demobilization (1 of 2)



**Resources have transportation.**

Things to consider

- Distance and time en route
- Duty limitations of drivers
- Number of drivers available or needed
- Meals and lodging
- Rest overnight (RON) location

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### Reassignment/Demobilization (1 of 2)

- What are the transportation needs?
  - Resources have their own transportation.
    - Things to consider
      - ❖ Distance, time en route
      - ❖ Duty limitations of drivers
      - ❖ Number of drivers available or needed
      - ❖ Meals and lodging en route, sack lunches
      - ❖ Rest overnight (RON) location

### Reassignment/Demobilization (2 of 2)

**Resources need transportation.**

Things to consider

- What is cost-effective?
- Distance and time en route
- Duty limitations of drivers
- Meals and lodging
- Weather
- RON location



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### Reassignment/Demobilization (2 of 2)

- Resources need transportation.
- What is cost-effective?
  - Ground transportation – things to consider
    - Distance/time en route
    - Duty limitations of drivers
    - Meals, lodging, subsistence
    - Weather
    - RON location

### Ground Transportation



Types:

- Highway coach
- School bus
- Crew carriers
- Vans
- Rentals

Is a chase vehicle necessary for tools?

- Place and order with the equipment dispatcher.

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### Ground Transportation

- Place the order with the equipment dispatcher.
  - Types of ground transportation
    - Highway coach
    - School bus
    - Crew carriers
    - Vans
    - Rentals
- Is a chase vehicle necessary for tools?

## Unit 5: Crews

### Air Transportation (1 of 2)



Is commercial air transportation available?

- If commercial air is **not** available
  - May require an Aircraft Flight Request/Flight Schedule form.
  - Large transport ordered from National Interagency Coordination Center (NICC) via established channels.
  - Coordinate with the supervisory dispatcher.
  - Order via ACDP.
  - Group crews by demobilization points.

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### Air Transportation (1 of 2)

- Is commercial air transportation available?
- For non-commercial air transportation, order through ACDP.
  - Some offices require an Aircraft Flight Request/Flight Schedule form.
  - Large transport aircraft are ordered from the National Interagency Coordination Center (NICC) through the established dispatch channels.
  - Coordinate with the supervisory dispatcher.
  - Crews must be grouped by common demobilization points.

### Air Transportation (2 of 2)

#### Information needed

- Departure and destination points
- Time en route
- Ready-to-load (RTL) time
- Pickup point at jetport
- Accurate count/weight of passengers
- Meal needs



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### Air Transportation (2 of 2)

- Information needed
  - Departure point
  - Destination point
  - Time en route from incident/staging to jetport
  - Ready-to-load (RTL) time
  - Pickup point at jetport or fixed-base operator (FBO)
  - Accurate count/weight of passengers
  - Meal needs

### Emergency/Disciplinary Releases

- Emergency releases can warrant immediate action for demobilization.
- If an individual is released, another person may travel as a companion.
- An IARR can assist with emergency notifications and other arrangements.

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### Emergency/Disciplinary Releases

- An entire crew(s) could be released depending on circumstances.
  - Emergency releases can warrant immediate action for demobilization.
  - If it is an individual release, another person may travel as a companion.
  - An IARR can assist with emergency notifications and other arrangements.



### Emergency Releases

Emergency release situations

- Family emergencies
- Job-related emergencies
- Legal transactions
- Childcare
- Educational commitments
- Military obligations
- Injuries and health problems

**Documentation of all emergency releases is critical.**

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### Emergency Releases

- Emergency release situations:
  - Family emergencies
  - Job-related emergencies
  - Legal transactions
  - Childcare
  - Educational commitments
  - Military obligations
  - Injuries and health problems
- Documentation of emergency releases is critical.

### Sensitive Messages



- Ensure a person learns the details of a personal crisis in a controlled manner.

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### Sensitive Messages

- It is important to ensure a person learns the details of a personal crisis in a controlled manner.

### Disciplinary Releases

Disciplinary release situations

- Drugs and/or alcohol
- Harassment
- Destruction of property
- Fighting
- Insubordination

**Documentation of all disciplinary releases is critical.**

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### Disciplinary Releases

- Disciplinary release situations:
  - Drugs and/or alcohol
  - Harassment
  - Destruction of property
  - Fighting
  - Insubordination
- Documentation of disciplinary releases is critical.

## Unit 5: Crews

### Summary

- There are four types of crews:
  - Type 1 (Hotshots), Type 2 IA, Type 2, Camp
- Crew ordering information:
  - Type of crew, tool requirements, meals, timeframes, sources, transportation considerations, unusual needs for assignment
- Miscellaneous overhead positions related to crews:
  - CREP, IARR
- Crew dispatchers coordinate with supervisory dispatchers, equipment/supply/overhead desks, ACDP, Ramp Manager (RAMP), Staging Area Manager (STAM), and the miscellaneous overhead positions listed previously.
- Consider whether resources have or need transportation when demobilizing.
- Documenting emergency and disciplinary releases is critical.

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### Summary

- There are five types of crews:
  - Type 1 (Hotshots), Type 2 IA, Type 2, Contract, Camp
- Coordinate with the supply dispatcher to order crews.
- Required crew ordering information:
  - Type of crew, tool requirements, meals, timeframes, sources, transportation considerations, unusual needs for assignment
- Miscellaneous overhead positions related to crews:
  - CREP, IARR, ICPI
- Crew dispatchers coordinate with supervisory dispatchers, equipment/supply/overhead desks, ACDP, RAMP, STAM, and the miscellaneous overhead positions listed previously.
- Consider whether resources have or need transportation when demobilizing.
- Documenting emergency and disciplinary releases is critical.