TO: Northwest Interagency Mobilization Guide Holders

FROM: Northwest Area Agency Administrators

SUBJECT: Northwest Interagency Mobilization Guide

Attached is the Northwest Mobilization Guide

This Guide includes both the National Interagency Mobilization Guide and the Northwest Interagency Mobilization Guide. It has been written to reflect the interagency needs and procedures of the Northwest. The Northwest Agencies in Chapter 70 are color coded as noted below:

COLOR	AGENCY
IVORY	USDA AND USDI – ALL
GREEN	USDI – Bureau of Indian Affairs
SALMON	USDI – Bureau of Land Management
BLUE	USDA – U. S. Forest Service
PINK	USDI – U. S. Fish and Wildlife Services
YELLOW	USDI – National Park Service

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CHAPTER 10
OBJECTIVES, POLICY AND SCOPE OF OPERATION

MISSION STATEMENT

The Northwest Interagency Coordination Center (NWCC) serves all Federal, and cooperating State Wildland Fire Agencies in the Northwest Geographic Area. NWCC coordinates Interagency presuppression and suppression strategies and facilitates intelligence and logistical support related to existing and anticipated responses to all-risk incidents. The central focus of NWCC operation is Wildland Fire.

As an agent of the NW Multi-Agency Coordinating Group (NWMAC), NWCC continually assesses the Geographic Area situation and, utilizing strategic intent, allocates or reallocates resources in coordination with agency duty officers, incident management teams, dispatch center managers, and local unit leadership for the purpose of sustaining effective emergency and/or prescribed fire operations. NWCC is the Geographical Area hub for out-of-area resource mobilizations, working in coordination with other Geographical Area Coordination Centers and the National Interagency Coordination Center located in Boise, Idaho.

PRIORITIES

To effectively manage resource competition, the NWCC Manager, Emergency Operations Manager, and/or the NWMAC will establish priorities for allocating resources to incidents within the Geographic Area. Refer to NMG 10, for specific criteria.

LOCAL AND GEOGRAPHIC AREA DRAWDOWN LEVELS AND NATIONAL READY RESERVE

Local drawdown is established by the local unit and/or the local MAC Group and implemented by the local dispatch office. The local dispatch office will notify NWCC of local drawdown decisions and actions.

Geographic area drawdown is established by NWMAC and implemented by NWCC. NWCC will notify the local dispatch offices and the NICC of the Northwest drawdown decisions and actions.
Refer to NMG 10.

SCOPE OF OPERATION

GENERAL

The Northwest Mobilization Guide (NWMG) is a supplement to the National Mobilization Guide (NMG). The Mobilization Guide is an extension of **AGENCY MANUAL/HANDBOOKS, DIRECTIVES, and INSTRUCTION MEMORANDUMS** relating to logistical support operations to provide dispatching policies, procedures and organization; a directory, and a catalog of personnel, equipment, aircraft, and supplies, in order to assist in obtaining timely and cost effective incident support services, in order to ensure control of all fires within prescribed standards. The Guide will be updated annually by the first of June.
The NWCC Center Manager is responsible to the Northwest Federal Land Management agencies for mobilizing aircraft, personnel, and equipment throughout the Northwest and the Nation for incident emergencies or pre-suppression needs.

RESPONSIBILITIES OF NORTHWEST COORDINATON CENTER

Refer to the “Interagency Standards for Fire and Fire Aviation Operations” (Red Book), Chapter 19.
http://www.nifc.gov/PUBLICATIONS/redbook/2019/RedBookAll.pdf

RESPONSIBILITIES OF DISPATCH CENTERS
Refer to the "Interagency Standards for Fire and Fire Aviation Operations (Red Book), Chapter 19.

NWCC - OFFICE STAFFING
The Northwest Coordination Center Office will be staffed seven days a week during fire season (normally mid-June through mid-September) from 0730 to 1800 hours with extended hours based on activity level. After hours activity will be handled by a NWCC duty officer.

NATIONAL RESPONSE FRAMEWORK (NRF) Refer to NMG 10
Cooperating Agencies of the Northwest Area who are signatory agencies to this guide will normally function in a supportive role in coordinating response to emergencies and incidents of a nature other than wildfire as described in the National Response Plan. An Agency may take the lead role for purposes of expediency in life-or-death situations, or when non-government Emergency Service Programs are not able to provide the service. Specific agency policies will provide direction to determine the availability of resources, in conjunction with existing programs, to support and cooperate with local authorities and organizations.

HAZARDOUS MATERIALS
In the event of a Hazardous Material (Hazmat) spill, release, or unauthorized disposal, the Unit Dispatcher will notify the Unit Hazmat Coordinator and relay the following information:

- Name and Telephone Number of Reporter
- Time and Type of Incident
- Material and Quantity
- Location
- Cleanup Status (include e.g., injuries, possible hazards to human health or environment).

If the severity of the situation warrants further action, the Unit Dispatcher or Unit Hazmat Coordinator should notify the Agency Hazardous Material Coordinator and the Northwest Duty Officer at the 24hr # 503-808-2775. The Agency Hazardous Material Coordinator will notify appropriate agency heads as necessary. In addition, if the severity warrants further action, the Agency Hazardous Material Coordinator will notify the following:

National Response Center
U.S. Coast Guard (HQ Duty Officer)
Washington D.C.
Phone 1-800-424-8802

AIRCRAFT TRANSPORT OF HAZARDOUS MATERIALS GENERAL
The objective of the aviation transport of hazardous materials program is to ensure the safety of flight. A hazardous material is a substance or material, which has been determined by the Secretary of Transportation to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce. Refer to the Hazardous Materials Table for known hazards (49 CFR 172.101). Requesting a Material Safety Data Sheet (MSDS) from the manufacturer, one can obtain information on the contents of a product suspected of containing hazardous materials. It is recommended that, whenever possible, hazardous materials are shipped via a commercial freight carrier, and personnel sent via a commercial or charter airline. Declaration of content of hazardous material is also required when it is transported on Government owned aircraft.

HAZMAT HANDBOOK/GUIDE
Refer to NWCG Standards for Aviation Transport of Hazardous Materials Handbook/Guide (February 2018), and Interagency Aviation Tech Bulletin No. TB 2015-02: Hazmat Special Permit DOT-SP-9198 (Expiration Date: 07/31/2018). These items are found on the internet at: https://www.doi.gov/aviation/library/guides. The handbook established the program for interagency aviation transport of hazardous materials in aircraft under the exclusive direction and control of the FS or DOI. It applies to field operations such as projects and fire operations. It does not apply to commercial aircraft operations, or any commercial airline under charter, even when used to transport fire personnel. Aircraft are considered "commercial aircraft" whenever the aircraft is transporting any cargo or passengers for other than official government business. For these types of operations, all the requirements of 49 CFR 175 (Carriage by Aircraft) or the International Civil Aviation Organization Technical Instructions will be complied with; see http://www.phmsa.dot.gov/hazmat/regs/international/icao Fusees are not allowed in fire packs on commercial or chartered passenger aircraft.

MOBILIZATION AND DEMOBILIZATION
The Northwest Coordination Center provides for the cost effective mobilization and demobilization of resources between the National Interagency Coordination Center, Northwest Federal Land Management Agencies, State Agencies and Cooperators commensurate with agency organizational practices.

WORK/REST, LENGTH OF ASSIGNMENT AND DAYS OFF Refer to NMG 10
Incident Commanders and Agency Administrators are to maintain safe, productive incident activities, which include appropriate management of work and rest periods, assignment durations, and shift length for crews, overhead personnel, and support personnel. For work shifts exceeding 16 hours, including travel time, and for those periods that do not meet 2:1 work to rest ratio, the Incident Commander or Agency Administrator will document, approve, and include a justification in the daily incident records.

Documentation will include mitigation measures employed to achieve compliance with 2:1 work to rest ratio policies. For clarification see: http://www.fs.fed.us/r6/fire/incident-business/10-personnel/
Note: If the length of commitment is more than 14 days when utilizing Oregon Department of Forestry or Washington Department of Natural Resources crews/overhead, it **must** be approved by the state agency headquarters.

ASSIGNMENT EXTENSION Refer to NMG 10, form found in NMG 80
The Northwest Coordination Center requires GACC signature for National Resources only.

INCIDENT OPERATIONS DRIVING Refer to NMG 10

INITIAL ATTACK DEFINITION Refer to NMG 10
Dispatch centers are to inform all resources of the name of the assigned Incident Commander and all other pertinent information. All changes in Incident Command leadership will be announced to assigned and incoming resources during initial and extended attack incidents. This information should also be relayed to Fire Management staff.

RESOURCE MOBILIZATION
The Emergency Operations Manager is responsible for scheduling and coordination of all shared resources. A current record of resource locations and status will be maintained and disseminated to Agencies and Cooperators.

- Certain overhead positions and cache items will be ordered directly through the Northwest Coordination Center. These include National Interagency Incident Management Teams, Fireline Explosive Teams, all NIRSC radio systems and kits, Fire and Project RAWS (IRAWS, PRAWS).
- Cache Managers will not accept cache requests from any source other than NWCC, Unit Dispatch Offices, National Cache Managers, Incident Management Teams, or pre-designated cooperating agency representatives.
- When resources are mobilized and demobilized, all actions will be documented on a Resource Order using ROSS. Interagency Centers may use their three-letter identifier on a Resource Order when the requested resource is being used to support the Interagency Center's operation. The Resource Order Number will include the Northwest Unit Identifiers for the Land Management agencies as listed in the following section.

NORTHWEST UNIT / ROSS IDENTIFIERS - NORTHWEST INTERAGENCY CENTERS

BMC - Blue Mountain Interagency Dispatch Center dispatches for UMF, WWF, UMA, PTW, 970S, 971S, 972S, 973S, 974S (La Grande, Baker City, Pendleton and Wallowa Units), SES

BIC - Burns Interagency Communication Center dispatches for BUD, MAF (Emigrant RD), MAR

COC - Central Oregon Interagency Dispatch Center dispatches for DEF, OCF, PRD, 951S, 955S (Prineville and Sisters Units)

CCC - Columbia Cascade Communication Center dispatches for GPF, MHF, CGF, R1R, RFR, NQR, TUR

CWC - Central Washington Interagency Communication Center dispatches for OWF, SES, SPD, MCR

EIC - Eugene Interagency Communication Center dispatches for NOD, WIF, GRT, SUF, WVR, OCR

JDC - John Day Interagency Dispatch Center dispatches for MAF (Blue Mtn. RD, Prairie City RD), UMF (Heppner RD), 952S (John Day Unit), 953S, JDP

LFC - Lakeview Interagency Fire Center dispatches for CLP, FWF, LAD, BVR, HMR, KLR, LKR, SHR, UKR, 981S, 982S (Klamath and Lake Units)

NEC - Northeast Washington Interagency Communication Center dispatches for COF, NES, LPR, TBR, SPD, SPW, KAT, OWF (Tonasket RD)

NWC - Northwest Interagency Coordination Center dispatches for NWA, OSO, R06, PDW

PSC - Puget Sound Interagency Communication Center dispatches for MSF, OLF, KGP, LRP, MRP, NCP, OLP, SJP, WRP, SEW

RIC- Roseburg Interagency Communication Center dispatches for ROD, UPF, CBD

RVC - **Rogue Valley Interagency Communication Center** dispatches for RSF, MED, OCP, MFW

Agency specific Dispatch Centers are identified below in **bold**.

U.S. Forest Service			
CGF	Columbia River Gorge NSA	OWF	Okanogan-Wenatchee
COF	Colville	OLF	Olympic
DEF	Deschutes	R06	Regional Office
FWF	Fremont-Winema	RSF	Rogue River-Siskiyou
GPF	Gifford Pinchot	SUF	Siuslaw
MAF	Malheur	UMF	Umatilla
MHF	Mt. Hood	UPF	Umpqua
MSF	Mt. Baker-Snoqualmie	WWF	Wallowa-Whitman
OCF	Ochoco	WIF	Willamette
Bureau of Indian Affairs			
COA/**CAC**	Colville Agency	OPA	Olympia Peninsula Agency
GRT	Grand Ronde Tribe	PSA	Puget Sound Agency
ID-FHA	Fort Hall Agency	QNT	Quinault Nation Tribe
KAT	Kalispel Tribe	SPA/**SPC**	Spokane Agency
MT-FHA	Flathead Agency	UMA	Umatilla Agency
NIA	Northern Idaho Agency	WSA/**WSC**	Warm Springs Agency
NWA	Regional Office	YAA/**YAC**	Yakama Agency
Bureau of Land Management			
BUD	Burns District	PRD	Prineville District
CBD	Coos Bay District	ROD	Roseburg District
LAD	Lakeview District	SPD	Spokane District
MED	Medford District	VAD/**VAC**	Vale District
NOD	Northwest Oregon District		
OSO	Oregon State Office		
National Park Service			
CLP	Crater Lake NP	NCP	North Cascade NP
FCP	Ft. Clatsop NM	OLP	Olympic NP
FVP	Ft. Vancouver NHS	OCP	Oregon Caves NM
JDP	John Day Fossil Bed NM	WRP	Pacific West Regional Office
KGP	Klondike Gold Rush NP	SJP	San Juan Island NHS
LRP	Lake Roosevelt NRA	WMP	Whitman Mission NHS
MRP	Mt. Rainier NP		
U.S. Fish & Wildlife Service			
BVR	Bear Valley NWR	R1R	Regional Office
HFR	Hanford Reach Natl. Monument	RFR	Ridgefield NWR Complex
HMR	Hart Mtn Natl. Antelope Refuge	SAR	Saddle Mountain NWR
KLR	Klamath Marsh NWR	SHR	Sheldon Hart NWR Complex
LKR	Lower Klamath NWR	TPR	Toppenish NWR
LPR	Little Pend Oreille NWR	TUR	Tualatin River NWR Complex
MAR	Malheur NWR	TBR	Turnbull NWR
MCR	Mid-Columbia River NWR Cplx	UKR	Upper Klamath NWR
MNR	McNary NWR	WVR	Willamette Valley NWR Cplx
NQR	Nisqually NWR Complex	WLR	Willapa NWR Complex
OCR	Oregon Coast NWR Complex	WMR	Washington Maritime Cplx

Oregon Department of Forestry			
ORS/**ORC**	State Headquarters	700S	Southwest Oregon Area
500S	Northwest Oregon Area	710S	Southwest Oregon District
510S	Tillamook District	721S	Coos Forest Protective Association
520S	Astoria District	730S	Douglas Forest Protective Association
530S	Forest Grove District	740S	Coos District
550S	West Oregon District	750S	Douglas District
580S	North Cascade District	770S	South Cascade District
		780S	Western Lane District
900S	Eastern Oregon Area		
950S	Central Oregon District		
970S	Northeast Oregon District		
980S	Klamath-Lake District		
990S	Walker Range District		
Washington Department of Natural Resources			
WAS/**WAC**	State Headquarters	PCS	Pacific Cascade Region
NES	Northeast Region	SES	Southeast Region
NWS	Northwest Region	SPS	South Puget Region
OLS	Olympic Region		

NATIONAL (SHARED) RESOURCES Refer to NMG 10

NOTIFICATION OF COMMITMENT OF NATIONAL AND AREA RESOURCES
Host units of National shared resources will immediately notify NWCC and others of the commitment of these resources by electronic mail or telephone call. Refer to NMG 10

UNABLE TO FILL (UTF) PROCEDURE Refer to NMG 10

STANDARD CUBES, WEIGHT and GEAR POLICY FOR ALL PERSONNEL MOBILIZED OUTSIDE THE NORTHWEST AREA. ALL WILL ADHERE TO LIMITATIONS. Refer to NMG 10

TYPE I or TYPE II TEAMS In addition to the standard weight and gear policy, Incident Management Teams are allowed up to 300 pounds for equipment. The distribution of the 300 pounds is to be determined by the Incident Commander.

COST CODING
Federal agencies must use the FireCode system to create their unique four character alpha-numeric code for each trackable fire. All fire suppression orders for federally employed resources are to have an Interagency FireCode assigned by the ordering dispatch office. Refer to NMG 10 and to Specific Agency Manuals/Handbooks and the website below for additional direction:
https://www.firecode.gov/index.cfm?action=login

USDI/BLM: Refer to NMG 10

USDI/BIA: Refer to NMG 10

USDI/NPS: Refer to NMG 10

USDI/FWS: Refer to NMG 10

USDA/USFS - DETERMINING INCIDENT JOB CODE

Costs for responses for all size class A, B, C, and D wildfires for each forest will be collected under one P-code per forest, except as noted below. Format is P#XXXX (where # is region and XXXX is created by the FireCode system), region/unit override will be used. Current established codes and guides for use of incident job codes are posted to the Forest Service Incident Business website: http://www.fs.fed.us/fire/ibp/cost_accounting/cost_accounting.html

For more information also refer to: http://fsweb.asc.fs.fed.us/bfm/programs/financial-operations/incident-business/

Do not issue a unique P-Code for fires under 300 acres, unless you are certain it meets at least one of the following criteria:

- Human Caused
- Trespass
- Expected reimbursement
- Cost Share
- Type 1 or 2, Incident Management Team assigned
- Other conditions that dictate the need for specific expenditure tracking capability and transparency

Charge to ABCD codes until such time as you have determined one of the above criteria exists. All wildfires that are size class E, F, or G will be issued a unique P-code with the region/unit override.

H-Codes: Use H-codes for approved BAER projects. One H-code will be established for each Region to track assessment expenditures for BAER teams. The H-codes will be established in the format H#BAER (where # is the Region number). A regional override will be used.

These unique codes will enhance the ability of each Region to monitor annual assessment costs and simplify the process of establishing codes in time-critical situations. It also provides for the transaction code (in accordance with Public Law 106-558) to be used for overtime rate equal to one and one-half times the hourly rate, which is appropriate for individuals involved in the preparation of a BAER plan. The overtime provisions apply only until the initial BAER plan is submitted for approval. (See FSM 2523).

Once the plan is approved, each unit is responsible for contacting the ASC Incident Finance at the following email address, asc_ipc@fs.fed.us to request H-codes for BAER plan implementation. The H-code should mirror the P-code, including the region/unit override. If the P-code was a non FS jurisdictional incident and reflected a region/unit override of 1502, the H-code will reflect the region/unit override of the requesting unit. For more information on Use of Incident Job Codes see: http://www.fs.fed.us/fire/ibp/cost_accounting/2016_incident_Job_code_direction.pdf

FIRE FOREST CONCEPT

All Forest Service fire billings will be handled in accordance with Forest Service Handbook / Manual direction and Cooperative Agreements. Refer to: FSH 6509.11K, Section 33.13 #5.

The Forest Service will seek reimbursement for all cooperative fire suppression work rendered to others UNLESS an agreement exists which precludes reimbursement. Billing for services should follow existing billing procedures using the “Fire Forest” concept. The Fire Forest **may** or **may not** be the Forest

receiving the request for services. If a forest other than the designated Fire Forest is the only unit incurring fire costs, they should notify the Fire Forest and come to a mutual agreement as to which forest should actually bill for the costs incurred. The Fire Forest should establish the P-code.

The P-code format will be PNXXXX (where N signifies State/non-federal and XXXX is created by the FireCode system). These codes will have an override of 1502.

Following are the Oregon Department of Forestry Districts and Washington Department of Natural Resources Regions that identify the "FIRE FOREST" responsible for fire billings:

ODF AREA / DISTRICT / UNIT	FIRE FOREST
ODF-SALEM Headquarters OR-ORC	
500S NORTHWEST OREGON AREA	
510S Tillamook District	Siuslaw NF
520S Astoria District	Siuslaw NF
530S Forest Grove District	Siuslaw NF
531S Forest Grove Unit	Siuslaw NF
532S Columbia City Unit	Siuslaw NF
550S West Oregon District	Siuslaw NF
551S Philomath Unit	Siuslaw NF
552S Dallas Unit	Siuslaw NF
553S Toledo Unit	Siuslaw NF
580S North Cascades District	Mt. Hood NF
581S Molalla Unit	Mt. Hood NF
582S Santiam Unit	Willamette NF
700S SOUTHERN OREGON AREA	
710S Southwest Oregon District	Rogue-Siskiyou NF
711S Medford Unit	Rogue-Siskiyou NF
712S Grants Pass Unit	Rogue-Siskiyou NF
721S Coos Forest Protective Assoc.	Rogue-Siskiyou NF
722S Bridge Unit	Rogue-Siskiyou NF
723S Gold Beach Unit	Rogue-Siskiyou NF
730S Douglas Forest Protective Assoc.	Umpqua NF
731S North Unit	Umpqua NF
732S South Unit	Umpqua NF
733S Central Unit	Umpqua NF
740S Coos District	Umpqua NF
741S Coos Bay District	Umpqua NF
750S Douglas District	Umpqua NF
770S South Cascade District	Willamette NF
771S Eastern Lane Unit	Willamette NF
772S Sweet Home Unit	Willamette NF
781S Western Lane District	Siuslaw NF
782S Florence Unit	Siuslaw NF
900S EASTERN OREGON AREA	
950S Central Oregon District	Ochoco NF
951S Prineville Unit	Ochoco NF
952S John Day Unit	Malheur NF
953S Fossil Unit	Malheur NF
954S The Dallas Unit	Mt Hood NF
955S Sisters Unit	Deschutes NF
970S Northeast Oregon District	

971S La Grande Unit	Wallowa-Whitman NF	
972S Baker Unit	Wallowa-Whitman NF	
974S Wallowa Unit	Wallowa-Whitman NF	
973S Pendleton Unit	Umatilla NF	
980S Klamath-Lake District	Fremont-Winema NF	
981S Klamath Unit	Fremont-Winema NF	
982S Lakeview Unit	Fremont-Winema NF	
991S Walker Range FPA	Deschutes NF	
WA – DNR REGION	**LOCATION**	**FIRE FOREST**
DNR-OLYMPIA Headquarters WA-WAC		
NES Northeast	Colville	Colville NF
NWS Northwest	Sedro Woolley	Mt. Baker-Snoqualmie NF
OLS Olympic	Forks	Olympic NF
PCS Pacific Cascades	Castle Rock	Gifford Pinchot NF
SES Southeast	Ellensburg	Okanogan-Wenatchee NF
SPS South Puget	Enumclaw	Mt. Baker-Snoqualmie NF

NATIONAL FIRE PREPAREDNESS PLAN Refer to NMG 10

NW PREPAREDNESS PLAN

Specific information on the formulation of the preparedness levels and the actions to be considered at each level are delineated in the Pacific Northwest Interagency Preparedness Plan. The most recent plan is found at NWCC Publications on the NWCC web page:
http://gacc.nifc.gov/nwcc/admin/publications.aspx
Though the plan does not contain actions taken by State wildland fire protection agencies, it does provide for coordination with them at each preparedness level.

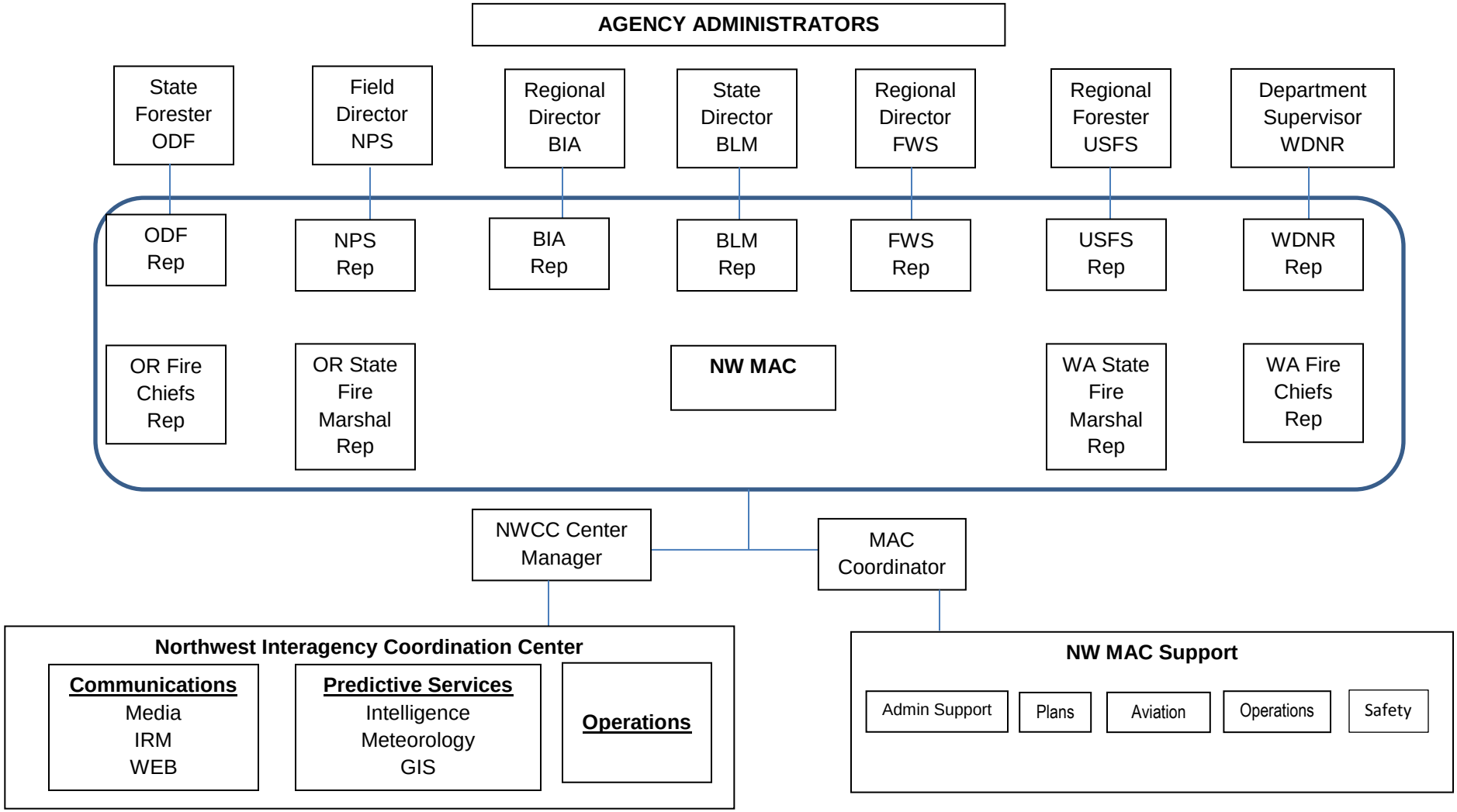
SETTING PREPAREDNESS LEVELS

Preparedness levels will be determined by the Northwest Coordination Center Manager, in coordination with the NWMAC, with primary inputs for the decision based on current activity, fire potential, and resource availability. The Center Manager may also take into consideration subjective criteria that is not measured in the above inputs. The levels will be determined for 3, 10, and 30 days from the initial computation date and will be posted daily – during fire season – on the Morning Brief which is on the NWCC Intelligence web site at:
https://gacc.nifc.gov/nwcc/content/products/intelligence/MORNINGBRIEF.pdf

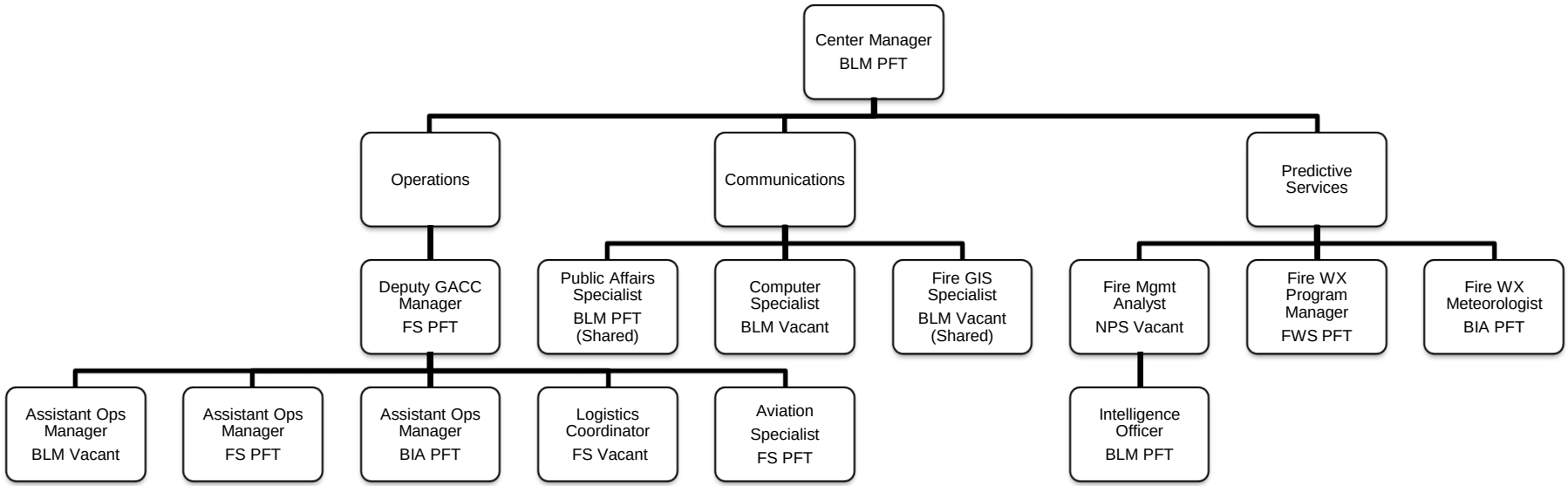
ORGANIZATION

NATIONAL MULTI-AGENCY COORDINATING GROUP (NMAC) ORGANIZATION Refer to NMG 10**NORTHWEST MULTI-AGENCY COORDINATING GROUP (NW MAC) ORGANIZATION**

Refer to the most recent Pacific Northwest MAC Group Handbook for Northwest Area delegations and authorities at:
http://gacc.nifc.gov/nwcc/content/pdfs/2015_FinalV2_NWMACOpsHandbook.pdf



NORTHWEST INTERAGENCY COORDINATION CENTER ORGANIZATION



RESOURCE ORDERING PROCEDURES FOR MILITARY ASSETS

ESTABLISHED RESOURCE ORDERING PROCESS Refer to NMG 10 and to the Military Use Handbook available online at:
http://www.predictiveservices.nifc.gov/intelligence/military/Military_Use_Handbook_2006_2.pdf
This Handbook is no longer available through the NFES Catalog.

INTERNATIONAL OPERATIONS Refer to NMG 10

ORDERING CHANNELS

ORDERING PROCEDURES Refer to NMG 10

NON-INCIDENT RELATED ORDERING Refer to NMG 10

SUPPORT to BORDER FIRES Refer to NMG 10
Refer to **COOPERATION** for information on NW border agreements.

PACIFIC CREST NATIONAL SCENIC TRAIL (PCT)
Notify the PCT Program Manager of any activity (Fire, flood, etc.) occurring on or near the PCT.
Beth Boyst, Trail Program Manager, Vallejo, CA (trail-wide responsibilities)
Office 707-562-8881, Cell 707-334-4959, email: bboyst@fs.fed.us

NORTHWEST AREA NEIGHBORHOOD CONCEPT
Dispatch centers within the Northwest can order resources using the Neighborhood Policy. Centers may place orders for crews, individual overhead, engines, helicopters, light aircraft, and other similar resources from their neighboring centers. Large airtankers will be ordered following the procedures in NWMG 20. The neighborhood policy applies to all types of incident ordering.

The following table identifies the neighborhood for each dispatch provider.

Host For refers to dispatch centers that are responsible for statusing and mobilizing resources for multiple agencies/units.

Unit	Host For	May Order From
BMC	UMF, WWF, UMA, PTW, 970S, 971S, 972S, 973S, 974S, SES	COC, CWC, JDC, VAC, 954C, 99C
BIC	BUD, MAF (Emigrant Ranger District), MAR	COC, LFC, JDC, VAC
CAC		CWC, SAC, YAC, NEC
CCC	GPF, MHF, CGF, R1R, RFR	CWC, EIC, PCC, PSC, SPC, WSC, YAC, 954C
COC	DEF, OCF, PRD, 951S, 955S	BIC, EIC, LFC, JDC, WSC, 954C, 99C
CWC	OWF, SES, SPD, MCR	BMC, CAC, CCC, NEC, PSC, SPD, WAC, YAC

Unit	Host For	May Order From
EIC	NOD, WIF, GRT, SUF, WVR	CCC, COC, CVC, ORC, RIC, WSC, 50C, 70C, 72C, 712C,73C, 771C, 78C, 99C
JDC	MAF (Blue Mtn RD, Prairie City RD), UMF (Heppner RD), 952S, 953S, JDP	BIC, BMC, COC, VAC
LFC	CLP, FWF, LAD, BVR, HMR, KLR, LKR, SHR, UKR, 981S, 982S (Klamath and Lake Units)	BIC, COC, RVC, UPF, 71C, 99C
NDC	NWS	PSC, OLC, SPS, WAC
NEC	COF, LPR, NES, SPD, TBR	CAC, CWC, SAC, WAC
NWC	OSO, NWA, R06	
OLC	OLS	PCC, PSC, NDC, SPC, WAC
PCC	PCS	CCC, OLC, WAC, 50C
PSC	KGP, LRP, MRP, MSF, NCP,OLF,OLP, WRP, SEW, SJP	CCC, CWC, NDC, SPS, OLC
RIC	UPF, CBD, ROD	EIC, LFC, RVC, 70C, 711C, 712C, 72C, 73C, 771C, 78C
RVC	MED, RSF, OCP, MFW	LFC, RIC, 70C, 71C, 712C, 72C, 73C
SAC	SPA	CAC, NEC, YAC
SCC	ORS	CVC, EIC
VAC	VAD	BIC, BMC, JDC
WAC	WAS	CWC, NDC, NEC, OLC, PCC, SPC
WSC	WSA	CCC, COC, EIC
YAC	YAA	CAC, CCC, CWC, SAC
50C	510S, 520S, 531S, 532S, 551S, 552S, 553S, 581S, 582S	CCC, CVC, EIC, PCC, 771C, 78C, 954C
71C	711S, 710S	LFC, RIC, RVC, 70C, 712C, 72C, 73C, 771C, 78C
712C	712S	RIC, CVC, RVC, 71C, 70C, 72C, 78C
70C	740S, 750S, 700S	71C, 712C, 72C, 73C, 78C, 771C
72C	721S, 722S, 723S	CVC, RIC, RVC, 70C, 71C,712C, 73C, 771C, 78C
73C	731S, 732S, 733S	CVC, RIC, RVC, 70C, 71C, 712C, 72C, 771C, 78C, 99C
771C	771S, 772S	CVC, EIC, RIC, 712C, 70C, 78C, 72C, 71C
78C	781S, 782S	CVC, EIC, 50C, 70C, 71C, 712C, 72C, 73C, 771C
954C	954S	CCC, COC, JDC, PCC, WSC, 50C
99C	991S	COC, BIC, EIC, LFC, UPC, 73C

NORTHWEST NEIGHBORHOOD POLICY
Ordering for initial attack via established dispatch neighborhoods may occur at all preparedness levels.

NWCC will suspend the neighborhood policy at Preparedness Level 3 or when competition and incident prioritization arises, regardless of Preparedness Level. All Center Managers will be notified regarding the decision.

The Following conditions must be met when resource ordering takes place using the neighborhood policy:

- NW Preparedness Level is at or below PL2.
- For National and Shared Resources, a "Commit" message must be sent via electronic mail or telephone call to NWCC by the sending dispatch office when filling orders for neighbors or NWCC.
- Dispatch centers may not reassign their neighbor's initial attack resources outside the 24 hour mutual aid agreement without prior approval from the resource's home dispatch center.
- Dispatch centers should place orders for available resources to their neighbors prior to placing orders with NWCC.
- Any agreements with centers outside the NW Geographic Area are stand-alone and not affected by the neighborhood policy.

COOPERATION

ORDERING PER LOCAL BORDER AGREEMENTS
Several federal dispatch offices within the Northwest Geographic Area have local agreements with federal dispatch offices outside of the geographic area. These agreements are intended for Initial Attack resources. These resources are not intended to be reassigned. Participating units review and or amend these agreements annually.

BIC can order from NV-WID/CNC for ALL resources during IA.

OWF/CWC can order from ID-PAF/CDC for Airtankers and Helicopters for projects or IA.

COF/NEC/SPD can order from ID-PAF/CDC for Airtankers and Helicopters for projects or IA.

FWF/LFC can order from CA-KNF/FICC for Engines and Aircraft during IA.

LFC can order from CA-MDF/RVC for Engines, Overhead, and SEAT's during IA.
LFC can organize and mobilize an Engine Task Force with the CA-MDF.
LFC can order from CA-NOD/SIFC for Engines and SEAT's during IA.
LFC can order from NV-WID/CNC for ALL resources during IA.

RSF/RVC can order from CA-KNF/FICC for Aircraft and Engines during IA.
RSF/RVC can order from CA-SRF/FICC for Aircraft and Engines during IA.
RSF/RVC can order from CA-YICC for Aircraft and Engines during IA.

WWF/BMC can order from ID-PAF/PAC for ALL resources during IA and Extended Attack.
WWF/BMC can order from ID-NCF-GVC for ALL resources during IA and Extended Attack.
UMF/BMC can order from ID-PAF/PAC for ALL resources during IA and Extended Attack.
UMF/BMC can order from ID-NCF-GVC for ALL resources during IA and Extended Attack.

VAD can order from ID-BDC for ALL resources during IA and Extended Attack.
VAD can order from ID-PAF/PAC for ALL resources during IA and Extended Attack.
VAD can order from NV-WID/CNC for ALL resources during IA.

MASTER COOPERATIVE WILDLAND FIRE MANAGEMENT AND STAFFORD ACT RESPONSE AGREEMENT

Between U.S. Department of Interior: Bureau of Land Management, Oregon and Washington; National Park Service, Pacific West Region; Bureau of Indian Affairs, Northwest Region , U.S. Fish and Wildlife Service, Pacific Region; and U.S. Department of Agriculture, Forest Service, Pacific Northwest and Northern Regions; State of Oregon, Department of Forestry; and State of Washington, Department of Natural Resources; Coos Forest Protective Association, Douglas Forest Protective Association, and Walker Range Forest Protective Association signed and dated in April 2014. This Agreement documents the commitment of the Parties to the Agreement to improve efficiency by facilitating the exchange of personnel, equipment, supplies, services, and funds among the Agencies for wildland fires and responses to Presidentially Declared emergencies and disasters under the Stafford Act (National Response Framework).

Annual operating plans are developed under this agreement at the Geographic and local levels and are tiered to this agreement.

NORTHWEST BORDER ARRANGEMENT FOR FIRE PROTECTION

This Arrangement is between the Province of British Columbia, Ministry of Forests and Range; USDA Forest Service, Pacific Northwest, Alaska, and Northern Regions; National Park Service, Pacific West, Alaska, and Intermountain Regions; and the Bureau of Land Management, Oregon, Washington, and Idaho State Offices.

The Arrangement provides a framework for the exchange of fire management resources to allow for cooperative presuppression and wildfire protection along the United States and British Columbia Border. An Annual Operating Plan is prepared by the parties to the Arrangement.

NORTHWEST COMPACT

The Northwest Wildland Fire Protection Agreement, commonly referred to as the Northwest Compact, was enacted by Congress in November 1998, PL 105-377. The Compact provides a Cooperative Operating Plan that facilitates the sharing of resources among the member States, and Provinces and Territories of Canada. Membership consists of the States of Alaska, Oregon, Washington, Idaho, Montana, and the Canadian Provinces of Alberta, British Columbia, Saskatchewan, and the Yukon and Northwest Territories. The Cooperative Operating Plan is reviewed annually and updated as appropriate.

For current copies of specific agreements see:
http://www.fs.fed.us/r6/fire/incident-business/50-cooperative-relations/

STATES of OREGON and WASHINGTON

Both States have overhead, trained crews and equipment which can be requested for use on Federal lands. By Cooperative Agreements, Federal Agencies' resources are available for use by the States. Exchange of personnel and equipment can be made by cooperative agreements on a local basis.

State requests for Smokejumpers and Airtankers will be made direct to the closest unit hosting these resources.

State requests for Cache Items for incident support will follow procedures as outlined in NWMG 40 Refer to NWMG 10, Resource Mobilization for certain cache items which must be ordered through the Northwest Coordination Center. Units should contact the cache before placing the order in ROSS.

The States have several inmate crews available for firefighting. These crews are available for Federal Agency use when not committed to State incidents. Federal Agency requests will be made through normal dispatch channels (see NWMG 10 and NWMG 30). Policies governing their use are contained in the States' Dispatching Guides.

OREGON AND WASHINGTON ARMY NATIONAL GUARD

Oregon Department of Forestry and Washington Department of Natural Resources coordinate Army National Guard activation through their respective Governor's Office. Use of Army National Guard aviation or ground units on NW incidents occur only with the approval of the NWMAC. Orders for Army National Guard Units are placed with NWCC, and filled in coordination with Olympia or Salem Coordination Centers.

During periods of critical fire conditions and resource shortages, the Army National Guard may be utilized, particularly for assistance with personnel transport and communications within their respective states. Army National Guard Units can only be activated after the respective State Governor has declared that a "state of emergency" exists. Once the emergency situation is over, the Army National Guard must be released. Requests for use of the Army National Guard will be processed by NWCC through the Oregon Department of Forestry Coordination Center or Washington Department of Natural Resources Coordination Center.

The Following is taken directly from the Oregon Department of Forestry Fire Plan – Appendix XVI, Annex E:

The Military Department of Oregon is party to an agreement with the Oregon Department of Forestry (ODF) and the U.S. Forest Service (USFS) to provide National Guard personnel and equipment for wildfire suppression. This support is for both aircraft and ground equipment.

The Oregon Department of Emergency Services has been designated the responsible agency for coordination of National Guard Resources.

Key Elements of ONG Agreement

- ODF coordinates dispatching of all military personnel and equipment for fires on state protected lands and USFS fires.
- Agency with jurisdiction over the fire (ODF or USFS) provides technical direction to military to accomplish objectives.
- Military is only available when "such resources are not reasonably available and/or are inadequate to cope with the fire emergency."

Procedures for Ordering and Dispatching of National Guard Equipment and Personnel

1. All requests must come through NWCC to Salem Coordination Center.
2. Fire operations notify ONG and requests declaration of state of emergency through the Emergency Management Division to the Governor's office.
3. Military evaluates the request to determine the National Guard unit or units best able to provide assistance and the required command, control and liaison as specified in OPLAN SMOKEY.
4. Military provides Salem Coordination Center with information on what has been sent to the fire(s).
5. Unless approval is granted through ONG, resource must be released within 12 hours after control.

Personnel Procedures

- Guardsmen serve in State Active Duty without pay status. Guardsmen volunteer for the duty unless the Guard is activated due to the magnitude of the event.
- Guardsmen are compensated under the Emergency Pay Plan for firefighters used by ODF (AD rates).
- USFS will reimburse ODF for military use on USFS fires. ODF pays National Guard.
- Liability - National Guard is performing duties as an employee of ODF whether working for USFS or ODF.

Supply and Equipment Maintenance

- Military operates their equipment.
- Military supplies sufficient operators and supervisors.
- ODF or USFS provides petroleum products.
- Using agency (ODF or USFS) pays for equipment repair and maintenance.
- ODF pays for damage to equipment unless damage is the result of "gross negligence". Joint inspection of equipment is important.

OPLAN SMOKEY

Operations Plan Smokey details operational procedures for Oregon National Guard involvement in firefighting, including supervision.

BONNEVILLE POWER ADMINISTRATION

Units must notify the NWCC Emergency Operations Manager immediately when fires threaten, or have potential to threaten, power lines. Calls referring to power lines should include the location of the incident and the type of line involved. **PLEASE ADDRESS** calls relating to incident threats to power lines to the Dittmer Control Center, 503-283-2501.

MILITARY ASSISTANCE NORTHWEST AREA

The Commanding General of the Northern Defense Sector, Sixth U.S. Army, in coordination with the Commanders of Northern Sector Western Sea Frontier, 13th District U.S. Coast Guard and Fourth Air Force, will assist civil authorities in domestic emergencies, as practicable, consistent with the execution of primary military missions.

The alleviation of a domestic emergency such as forest firefighting is primarily the responsibility of civilian agencies, both private and governmental. All forces and resources available to these agencies will normally be utilized before Federal military assistance is rendered in coping with a domestic emergency.

The USFS has been designated responsible agency for the coordination of all firefighting in rural areas. Requests for military assistance to combat forest fires, including those from States and other Federal Agencies, should be made through the Forest Service at the NWCC Emergency Operations Manager to the Northern Defense Sector Commander through the NIFC.

Request for Assistance – Non-Major Requests will be made direct to the NICC by the NWCC when all available civilian resources of the requested type have been committed. Requests should be well spelled out as to equipment and personnel needed, location of incident by map references and the name of the Forest Service Liaison Officer who the Military Officer should contact at a designated location.
Request for Assistance – Major (Declared by the President) Requests for military assistance will be made through the Federal Emergency Management Agency (FEMA). The same information and arrangements will be needed as above.

NATIONAL WEATHER SERVICE (NWS)

The National Agreement for meteorological services between the National Weather Service and Federal Land Management Agencies identifies services to be provided, establishes interagency relationships, and defines financial and other obligations of the NWS and User Agencies.

The NWS fire-weather forecast offices that serve the Northwest Area prepare an Annual Operating Plan (AOP) for the Northwest Area. Reference the current Northwest Area Fire Weather AOP for additional information and procedures at: https://gacc.nifc.gov/nwcc/content/pdfs/2019_nw_aop_pub.pdf
The point of contact for the Northwest Area Plan is Claudia Bell, 801-524-5137 x233.

The AOP defines the following services available from the NWS for use by the interagency fire management community:

- **Fire Weather Spot Forecasts for Incidents**
  The NWS provides Spot Forecasts for active incidents 24 hours a day on request by fire managers. Spot forecasts **include** details about weather elements for a specific incident location. For more information on requesting a Spot Forecast see the current AOP at the website listed above.

  At the time the original request is made, the Unit Dispatcher and NWS forecaster should agree on a schedule for updated forecasts and for relaying data. The Unit Dispatcher will inform the NWS forecaster as soon as service is no longer needed.

- **Daily Fire Weather Planning Forecasts**
  The NWS distributes fire weather planning forecasts daily as specified in the annual operating plan. The planning forecast is intended to describe the evolution of general fire weather conditions over the next several days.

- **Weather Watches/Red Flag Warnings**
  The NWS issues Fire Weather Watches and Red Flag Warnings when periods of high fire danger coincide with critical fire weather patterns. These are intended to draw attention to environmental factors that can contribute to fire behavior that threatens firefighter and public safety. Fire Weather Watches and Red Flag Warnings can be issued, updated, or cancelled at any time.

Note: For additional weather information on NWS forecasts and bulletins, please refer to the NWS AOP at the URL mentioned above.

All dispatch centers will be responsible for distributing the weather information to firefighters and incident management personnel at initial attack bases, staging areas, field locations, and incidents with resources committed to initial/extended attack.

CHAPTER 20
OVERHEAD AND TEAMS

OVERHEAD MOBILIZATION AND DEMOBILIZATION

Sending units will ensure that all personnel mobilized **have**:

1. Copy of Resource Order Form. Refer to NMG 80
2. Copies of Manifest/Roster: Use of the Manifest/Roster is required for Crews, regardless of transportation method
3. All personnel transported by aircraft, except on commercial airlines, will be documented on the form "**Aircraft Flight Request/Schedule**" Refer to NMG 50

REDMOND MOBILIZATION CENTER

Redmond Mob Center is activated by the NWCC Emergency Operations Manager, and the Redmond Air Center Manager (RAC) for incident support, in accordance with the Redmond Mobilization Center Operation Plan: http://gacc.nifc.gov/nwcc/admin/policy.aspx

When activated, the RAC Administrative Officer will staff the Mob Center using standard resource ordering procedures.

Logistics Section Chiefs on the IMT's mobilizing to the center for staging will contact the RAC Mob Center at the below listed numbers prior to arrival, to determine the level of Mob Center involvement needed to support the IMT's during staging. All other resources will be handled through normal channels.
Contacts: RAC Staging Area Mgr. or EDSD 541-504-7300, 541-504-7301, FAX 541-504-7302.
RAC Air Center, Main Office 541-504-7200.

NIGHT MOBILIZATION FOR EXTENDED ATTACK

As a general practice, Federal agencies in the Northwest Geographic Area **will not** mobilize resources between the hours of 2200 and 0500 unless an imminent threat to human life exists. This may affect the delivery time of resources to an incident. The following guidelines apply:

- The Federal dispatch offices are required to adhere to the work/rest guidelines (2:1 ratio).
- Federal Dispatch offices receiving resource orders between 2200 and 0500 should consider holding requests until 0500, so as not to interrupt the individuals rest period.
- Consideration should be given to providing adequate time between "notification" of a mobilization and the time the individual needs to be at a departure point (i.e. local airport FBO, etc.).
- Resources should be scheduled to arrive at their final destination **no later than 2200 hours.**

DEMOBILIZATION

Dispatchers will work closely with Planning, Logistics, and the Northwest Coordination Center in planning for the orderly demobilization of resources assigned to large incidents. Unit dispatchers and Incident Plans and Logistics personnel all have responsibility for maintaining documentation. NWCC will be notified 24 hours prior to release of resources for possible re-assignment and GACC planning.

INTERAGENCY WILDLAND FIRE MODULES Refer to NMG 20.

The Northwest Area has 2 Wildland Fire Modules (WFM). The Malheur NF Module is ordered through John Day Dispatch and the Rogue River-Siskiyou NF Module through Rogue Valley Communication Center. The Wildland Fire Modules are ordered in ROSS as an Overhead Group request; Module, Wildland Fire TY1 (WFM1) or TY2 (WFM2). The standard WFM configuration includes one module leader and 6-9 module crewmembers. They may be configured with less than the standard WFM

configuration, but only with agreement between the requesting and sending units. Negotiated configurations must be identified within the original request.

AERIAL DELIVERED FIREFIGHTERS

SMOKEJUMPERS (SMKJ)

The USFS operates two Smokejumper Bases. The Redmond (Oregon) base will have approximately fifty (50) smokejumpers with two (2) aircraft and the North Cascade (Washington) base will have approximately thirty (30) smokejumpers with one (1) aircraft.

Requests for smokejumpers will be made through the Central Oregon Interagency Dispatch Center and the Central Washington Interagency Communication Center respectively. Refer to NWMG 80 - Northwest Area Smokejumper Dispatch Guide Map. Requests that cannot be filled through a Host Dispatcher need to be placed with the Northwest Coordination Center. During critical resource shortages, Smokejumper bases may be instructed to coordinate dispatch of jumpers with the Northwest Coordination Center.

All movement of smokejumpers between bases will be coordinated through the Northwest Coordination Center.

ORDERING SMOKEJUMPERS

Initial attack requests for smokejumpers will be made through the Host Unit and shall be placed as **load, smokejumper, initial attack** under an Aircraft Order in ROSS.

When submitting an "initial attack" request for smokejumpers, utilize the Tactical Aviation Resource Order (TARO) form, Refer to NWMG 80. The information requested on the Smokejumper Initial Attack Resource Order form is critical to facilitate timely and efficient smokejumper response to an incident.

Each smokejumper operations base within the northwest will consult with the Northwest Coordination Center and determine the need to order boosters on an overhead resource order.

REQUESTING SMOKEJUMPER EXTENDED HOURS

Requests for smokejumper standby outside of normal staffing hours will be coordinated with NWCC.

HELICOPTER MODULES Refer to NMG 20

When modules are ordered, they will be sent to an off-site designated mobilization area, where both the helicopter and module will assemble. Once assembled, they will proceed as a unit to the incident.

RAPPELLERS

The USFS operates five (5) rappel bases in the Northwest Geographical Area. The five rappel bases are fully operational from June through September. Rappellers are a regional shared resource with local host support. Their primary mission is initial attack. When ordered, rappellers shall be self-sufficient for 36 hours after deployment on an incident and are assigned to the incident host unit until released.

NORTHWEST AREA RAPPELLERS

HOST	LOCATION	NUMBER OF RAPPELLERS
BMC	La Grande	40
COC	Prineville	23
CWC	Wenatchee	27
JDC	John Day	26
RVC	Merlin	21

Requesting Rappellers

Initial attack requests for rappellers will be made through the Host Unit and shall be placed as **load, rappeller, initial attack** under an Aircraft Order in ROSS. Refer to NWMG 80 – Northwest Area Rappeller Dispatch Guide Map. Requests that cannot be filled through the host units shall be placed through NWCC. Additional mission specific information such as; multiple ignitions staffing request, bucket support, etc. shall be documented on the resource order. This specific information will determine mission intent and prioritization, as rappel aircraft can support and staff multiple fires without returning to their host/operating unit. All Northwest rappel aircraft shall leave their operating base rappel ready.

Preposition orders of aircraft and rappellers will be coordinated with NWCC and placed through normal channels. At a minimum, preposition orders shall be filled with "one load" of rappellers. Additional rappeller aircraft support needs shall be documented on the aircraft order in ROSS.

Booster orders, if needed, will be placed by local Fire Managers with their host dispatch office. Available boosters will be mobilized through NWCC in coordination with the host unit. If no NW rappellers are available, NWCC will coordinate with the National Interagency Coordination Center for boosters available in other Geographic Areas. Booster orders will be placed on an overhead order as HRAP for rappeller and HERS for rappel spotter. Aerial transport of boosters may be ordered by the requesting unit.

Refer to Helicopter Rappel Guide at:
https://www.nwcg.gov/sites/default/files/publications/pms511.pdf

NON-STANDARD OVERHEAD GROUPS Refer to NMG 20

FALLER MODULES

The Northwest Area has several Incident Blanket Purchase Agreements (IBPA's) for Falling Modules and Single Fallers. Fallers are currently hosted at multiple dispatch centers throughout the Northwest Geographic Area as modules or single fallers. The modules come with their own PPE, four wheel drive or all-wheel drive vehicle and two chain saws. All modules are currently considered professional fallers and no longer include FAL1 certified fallers.

- Neighboring units can place an order in ROSS for Falling Module or a Single Faller directly to the host units. Other units in need of fallers should place the request in ROSS with NWCC.
- Each host dispatch center will use the dispatch priority list for resources offering the greatest advantage before all other private resources not under Agreement with the following exceptions:

    - For initial attack, dispatchers will follow the "closest forces" concept and utilize locally

available resources according to agency and incident needs.
- Tribal preference policy established within reservation jurisdiction.
- Government normally will dispatch resources in accordance with this protocol; however, the number of fire orders in process and actual fire conditions at the time of dispatch may require a deviation from normal procedures in order to respond effectively to such conditions. Any such deviation will be within the discretion of the Government.

➢ The host unit will contact the vendor to determine if the requested module is available and will coordinate the actual dispatch. By activation of the IBPA, the location of hire is the city and state listed on the schedule of items unless the module is on a previous assignment and is traveling from the previous assignment to the new assignment. The Faller Agreement will be ranked on a priority dispatch list.

COMMUNICATIONS COORDINATOR (COMC) NWCC will order a COMC per NMG 20

HUMAN RESOURCE SPECIALIST (HRSP)
A Human Resource Specialist will be assigned to incident base camps when 300 or more people have been assigned to the incident. Incident Commanders should evaluate the need for a HRSP at camps with less than 300 people.

The Human Resource Specialist is responsible for:
- ➢ Monitoring for inappropriate behaviors
- ➢ Providing awareness/education on expectations for mutual respect and a harassment free work environment
- ➢ Initiating corrective action to resolve and/or prevent problems
- ➢ Preparing reports on activities related to human resources

The Human Resource Specialist will address inappropriate practices or conditions through the Incident Commander and/or other regular lines of authority. Matters that cannot be resolved during the incident will be relayed to the incident host unit for further action.

INCIDENT METEOROLOGIST (IMET) Refer to NMG 20
Dispatch Units will order direct from their local Fire Weather Office. When local Fire Weather Offices (NWS) are unable to provide an IMET located within their local fire weather district, the dispatch unit will forward the request to NWCC.

INTERAGENCY RESOURCE REPRESENTATIVE (IARR)
The IARR position will be ordered on an overhead resource order initiated by NWCC. The IARR reports to NWCC and is responsible for the safety and well-being of all Northwest Area agency resources. The IARR provides liaison services for personnel assigned to out of geographic area incidents and represents all agencies from the Northwest Geographic Area. NWC works with Mike Gomez of the Regional Training Center, Office 541-504-7341 to coordinate IARR availability.

The IARR will coordinate through Incident Management Teams, Geographic Area Coordination Centers, hosting Agency Administrators, Fire Management Organizations, and Multi-Agency Coordinating Groups (MAC).

The IARR must be highly skilled in interagency business management, incident management procedures, accident report, government travel regulations, medical care procedures, mobilization and demobilization, and incident timekeeping. IARR's should have in-depth knowledge of agency policies and procedures,

fire operations, agreements, and the dispatch/coordination system.

LAW ENFORCEMENT
Due to the shortages of available agency Law Enforcement personnel, units should fill through local resources (i.e. County and City).

TECHNICAL SPECIALIST POSITION (THSP)
A **description** of the actual duties they will be performing **must** be included in the **Special Needs box** in ROSS.

Technical Specialist- Air Resource Advisors (THSP-ARA)
Specialists in air quality and smoke. Their use should be considered on a case-by-case basis for Type 1 and 2 Incidents and any long duration incident. ARA utilization is recommended for any incident in which long-term air quality degradation or impacts to critical airsheds are anticipated. Orders for ARAs will be forwarded to Forest Service lead for the Program, Pete Lahm (pete.lahm@gmail.com) and the ARA order line at 661-438-1272. Pete will assist in obtaining the closest available resource and in coordinating with the Wildland Fire Air Quality Response Program. For further information, see the following direction issued from NIFC:
https://drive.google.com/file/d/1KVVMDPIAAXwwZO2B4KEIaKjWqRZPhXLy/view

UNION REPRESENTATIVE (NFFE)
Article 28.2 of the Master Agreement between the Forest Service and the National Federation of Federal Employees requires notification to the union regarding representation for bargaining unit employees assigned for duty at a fire camp.

It is the responsibility of the Incident Commander, typically through the HRSP, to notify the Council Vice President (CVP) for NFFE, Lisa Wolfe, Office 509-738-7748 when the number of individuals assigned to a Forest Service fire incident base camp reaches 300 or when there are 300 Forest Service employees assigned to an incident base camp on a non-Forest Service incident. This notification must be done within 24 hours after staffing reaches 300.

If the CVP determines a need to send a Union Representative to a fire camp, they will provide the name, home unit, and supervisor's name of the Union Representative to the Incident Commander. The RLO will contact the representative's home unit supervisor and the NWCC overhead dispatcher to make arrangements for dispatch of the designated Union representative to the fire.

Union Representatives assigned to a fire incident base camp are to use the same work schedule they used on their home unit. They are not to be assigned to first eight hour tours. Further, Union representatives are not legally entitled to earn overtime or compensatory time off while performing union representational duties. The only exception is where the person is already on overtime in the performance of agency work and is called off that work for a short period of time to take care of a union representational situation. The Union Representative must check in with the IC upon arrival and departure. However, it is the responsibility of the Finance Chief for supervision, including time recording, of a Union Representative(s) assigned to the camp.

INTERAGENCY INCIDENT MANAGEMENT TEAMS Refer to NMG 20

The type of team to mobilize is based on incident complexities and other considerations. Refer to Red Book, Chapter 11, Incident Management and Response.

NATIONAL INCIDENT MANAGEMENT TEAMS – TYPE 1

The Northwest Area and Alaska provide three National Type 1 Incident Management Teams. These teams are available on a prescheduled rotation basis (see below). The schedule is established assigning one team as being "Up". The second team will be ready and available for an unscheduled mobilization. NWCC hosts both National Type 1 Incident Management Teams.

NOTE: NWCC mobilizes and maintains the rosters for the two NW Type 1 Incident Management Teams: PNW 2 and PNW 3.

NWCC T1 IMT MOBILIZATION PROCESS

1. The Incident Commander (IC) has primary responsibility for managing the IMT roster.
2. A week prior to the IMT assuming the #1 position in the rotation, NWCC will confer with the IC regarding the status of the current roster.
3. Should a team member be unavailable, the IC will pre-select a qualified replacement. The IC has first responsibility for filling gaps in the roster with available individuals from the ICAP Alternate Pool. If unable to fill, the IC will seek assistance from the Team Host Dispatch Center.
4. When NWCC receives a resource order for an IMT the Center will contact the IC who will, in turn, contact the Agency Administrator from the ordering unit to determine the scope and intensity of the incident, and to negotiate the appropriate IMT configuration.
5. Once the roster is complete, the ROSS order will be processed and a commit message will be sent to all units.

For more information, please reference the Northwest Interagency Incident Management Team Operations Guide located on the NW web page at: http://gacc.nifc.gov/nwcc/admin/geoboard.aspx

NATIONAL TYPE 1 TEAM ROTATION

The National Incident Management Team rotation is maintained by NICC throughout the calendar year at web site: http://www.nifc.gov/nicc/logistics/teams/imt_rotate.pdf (Refer to NMG 20 for national rotation)

The current rotation schedule for PNW Type 1 Teams is included below and can be found online at: http://gacc.nifc.gov/nwcc/logistics/overhead.aspx

Summary of the Shared Type 1 IMT Rotation

The Pacific Northwest Wildfire Coordinating Group (PNWCG) and the Alaska Wildland Fire Coordinating Group (AWFCG) agree to share a single rotation for both Geographic Areas' Type 1 Incident Management Teams (T1 IMT) in the National Interagency Incident Management Team (NIIMT) Rotation.

2019 DUTY SCHEDULE OF PNW T1 1 IMT:

Date		1st Up	2nd	3rd
05/01/18	05/08/18	PNW Team 3	AK Team	PNW Team 2

T he PNW T1 Teams will maintain a two week rotation that will be posted to the NWCC website

Type 1 Teams will be hosted by AICC/NWCC

- Team rotates into the "1st UP" position every 2 weeks on Tues at 0900.
- PNW Team 2 – Rob Allen, WA-CWC
- PNW Team 3 - Noel Livingston, OR-BMC

NW TYPE 2 INCIDENT MANAGEMENT TEAM ROTATION

The Northwest Geographic Area Board establishes the NW IMT rotation schedule. Up status begins at 09:00 on Tuesdays and extends until 08:59 on the following Tuesday. The first two teams in the rotation will be considered to be in the "up" position and expected to be ready to mobilize within two hours of a dispatch. The first team in the rotation of the two "up" teams, will be dispatched to the first request for a team regardless of location within the Geographic Area. The Geographic Board in consultation with the MAC Group may consider exceptions to the guidelines above on a case-by-case basis. If there is a dispatch, the next team in the rotation moves into the "up" status, taking the remainder of the previous team's week. This team will then continue in the "up" status for their regularly scheduled week as well, or until there is a dispatch. Teams returning from assignment will be placed at the bottom of the rotation.

The rotation schedule is posted to the NWCC Home page by March 1st of each year. Teams will roster from the first Tuesday in May through October 31, or as requested by the GACC. The ICs will continue in a rotation beginning November 1 through the first Tuesday in May. The Geographic Board may exercise a rotation schedule modification at their discretion or as needed depending on the incident or team specifications. An Incident Commander may remove his/her team from the rotation.

Any team mobilized on two assignments will be skipped over until all NW Type 2 Teams have been assigned at least once. Teams taken out of rotation will maintain their place in the rotation order with their rotation turn(s) being given to the next available scheduled team. When all teams have had at least one assignment, the rotation returns to the normal schedule for the remainder of the year.

OUT-of-AREA ASSIGNMENTS and GEOGRAPHIC AREA DRAWDOWN

NW Type 2 IMTs were established primarily to meet incident management needs within the Northwest Geographic Area (Oregon and Washington). Availability for out of Geographic Area assignments is managed by the PNWCG through the NWCC, in consultation with the Northwest Geographic Board.

In order to meet Geographic Area readiness and capability requirements, the following IMT availability will be maintained within the NW:

- At PNW Preparedness Levels 1 and 2, two (2) Teams must be available for in-region assignment.
- At PNW Preparedness Level 3, three (3) Teams must be available for in-region assignment.
- At PNW Preparedness Levels 4 and 5, four (4) Teams must be available for in-region assignment.

The Geographic Board in consultation with the MAC Group will consider exceptions to the guidelines above on a case-by-case basis.

The situational assessment will at a minimum consider the following:

- The current and predicted fire situation in the region as well as elsewhere in the Nation.

- The current and predicted availability of incident response resources (including incident management teams) in the region as well as elsewhere in the nation.
- Other considerations, opportunities or special conditions beneficial to the decision process.

The decision to grant an exception may be made by Geographic Board consensus.

ORDERING A TEAM

An Agency Administrator orders a team, providing the following information:

- Desired date and time of the Team's arrival
- Anticipated date and time the team will assume command of the incident
- Expected Team Configuration (i.e., Long or Short team)
- Time, date and location of the Agency Administrator / Team In Briefing
- Provide contact information for Agency Administrator

NWCC notifies the "up" team Incident Commander and provides the requesting Agency Administrator and/or current Incident Commander contact information.

The Incident Commander makes contact with the requesting Agency Administrator and/or current Incident Commander to determine/negotiate team configuration needs.

DNR DISPATCHING ROLE

By agreement with the Northwest Area Geographic Board, the DNR provides the infrastructure to dispatch four of the NW Type 2 IMTs. This includes the following services:

- Maintenance of the Alternate Pool
- Prioritization of the Trainee Pool
- Dispatching of four (4) Type 2 Incident Management Teams
    - NWIIMT 10
    - NWIIMT 11
    - NWIIMT 12
    - NWIIMT 13

Also, the DNR ECC maintains current Team rosters in the Resource Order and Status System (ROSS).

HOSTING DISPATCH CENTER DISPATCHING ROLE

The remaining NW Type 2 IMTs will be hosted and dispatched from the following dispatch centers:

- NWIIMT 6: Eugene Interagency Communication Center
- NWIIMT 7: Lakeview Interagency Dispatch Center
- NWIIMT 8: Central Oregon Interagency Dispatch Center
- NWIIMT 9: Blue Mountain Interagency Dispatch Center

Each host dispatch center will maintain their respective team rosters in ROSS.

TEAM COMMITTMENT

An IMT rosters for the period of one year. Since any team can mobilize for an All-Hazard event at any time of year, they may be called upon respond at any time throughout the calendar year.

NORTHWEST INCIDENT MANAGEMENT TEAMS – TYPE 2

1. Host Dispatch Centers will establish notification and mobilization procedures.
2. Team Host Dispatch Center will ALERT "Up Team" following schedule in NWMG 20.

3. **All Resource Orders for Type 2 Teams will be placed through NWCC.**
4. When a NW Type 2 Team is dispatched within or outside the Northwest Area, only a standard team, as described in NMG 20, will be mobilized. Any additional positions must be negotiated between the Incident Commander and the Agency Administrator of the ordering unit.

NORTHWEST TYPE 2 INCIDENT MANAGEMENT TEAM ROTATION

The current Northwest rotation schedule for NW Type 2 Teams can be found online at: https://gacc.nifc.gov/nwcc/logistics/overhead.aspx.

The 2018 NW Type 2 Team rotation will begin on May 1 and will rotate as follows:

Rotation Schedule (Tuesday 0900 – Tuesday 0859)									
As of May 1, 2019									
Date		NWIIMT							
5/1/2019	5/08/2019	13	9	11	7	12	6	10	8

**Teams will rotate weekly on Tuesday where the first team will rotate to the bottom of the list and the next team will move up.

NORTHWEST TYPE 2 TEAM IC/DEPUTY IC

TEAM	HOST UNIT	INCIDENT COMMANDER
TEAM 6	EIC	Shawn Sheldon (WIF) /Ken Paul (KENN)
TEAM 7	LFC	Eric Knerr (FWF) / Brett Fillis (APPN)
TEAM 8	COC	Doug Johnson (DEF) / Tim Keith (ORS)
TEAM 9	BMC	Brian Goff (UMF) / Steve Hawkins (WWF)
TEAM 10	WAC	Alan Lawson (SES) / Dave Leitch ( )
TEAM 11	WAC	Nathan Rabe (KENN) / Gary Jennings (OWF)
TEAM 12	WAC	Richy Harrod (YKCN) / Jim Furlong
TEAM 13	WAC	Brian Gales (R1R) / Larry Nickey (MSF)

INCIDENT MANAGEMENT TEAM CONFIGURATION

The Northwest Area will use the Standard Configuration for Long Teams (National and Area Teams) as it appears in the NMG 20 for requests **WITHIN** and **OUTSIDE** the Northwest Area.

USE OF NON-STANDARD POSITIONS

Northwest National Teams **MAY MOBILIZE** and **WILL NEGOTIATE** "Non-Standard Positions" within and outside of the Northwest Geographical Area.

INCIDENT MANAGEMENT TEAM IN-BRIEFS AND CLOSEOUTS

The agency (hosting unit) where incident occurs needs to notify NWCC of appropriate scheduling for team in-brief and closeout of incidents.

NATIONAL AREA COMMAND TEAM Refer to NMG 20

NATIONAL INCIDENT MANAGEMENT TEAM (NIMO) Type of Assignments Refer to NMG 20.
NWCC is the host unit for the NW NIMO Team.

INCIDENT SUPPORT TEAMS

NATIONAL INTERAGENCY BUYING TEAMS (BUYT) Refer to NMG 20
National Buying Teams are utilized to support the incident's Acquisition Unit during the increased workload period resulting from an emergency response event. Buying Teams, report to, and work with the incident unit Administrative Officer. These teams should be considered for use when a Type 1 or Type 2 Team is being mobilized to an incident and/or an emergency event warrants.

The incident unit's Administrative Officer will make the determination if a Buying Team is needed for support to the incident Acquisition Unit. National Buying Teams will be mobilized according to the National Rotation as described in the NMG 20. Buying Teams generally consist of seven (7) procurement members. The National Rotation can be found at the following web site:
http://www.nifc.gov/nicc/logistics/teams/buy_rotate.pdf

There is one Buying Team in the Northwest which is hosted by OR-COC. For team questions or issues contact Team Leader Nathan Sabo at 541-408-8754 (office).

Review, Audit, Process Team (RAP) -formerly ADMINISTRATIVE PAYMENT TEAMS (APTs)
Refer to NMG 20

USDA/USFS REGIONAL – BURNED AREA EMERGENCY RESPONSE TEAM (BAER) Refer to NMG 20. A list of qualified Burned Area Rehabilitation Team Leaders is maintained by the Regional BAER Coordinator. Requests for BAER Team members can be directed to the Regional BAER Coordinator, (Reference NWMG 70, Regional Office/Natural Resources Unit), through the Northwest Coordination Center.

WILDLAND FIRE PREVENTION/EDUCATION TEAMS (NFPET) Refer to NMG 20
The Northwest will cover two rotations on the national Fire Prevention and Education Team Schedule. These teams will be ordered through the NWCC who will place the order with the Host Unit, WA-CWC.

The size of the team to mobilize is based on incident complexities and other considerations. For additional information, contact Regional Prevention Coordinator Lauren Maloney, at 503-808-6587, cell 503-329-3068 or Karen Curtiss 541-383-5583, cell 541-480-8246.

WILDLAND FIRE AND AVIATION SAFETY TEAM (FAST) Refer to NMG 20

AVIATION SAFETY ASSISTANCE TEAM (ASAT) Refer to NMG 20

SERIOUS ACCIDENT INVESTIGATION TEAMS (SAIT) Refer to NMG 20

CRITICAL INCIDENT STRESS MANAGEMENT TEAM (CISM)
To request CISM services for fire or non-fire incidents, local dispatch centers should contact NWCC. Include the name of the Unit Point of Contact with contact information and a brief description of the nature of the incident.

NWCC will contact the Pacific NW CISM Coordinator:
Sherry Kessel Office 541-225-6404 Cell 541-954-7769

The CISM Coordinator will contact the local unit to determine the appropriate course of action. It's

important to remember that a critical incident stress debriefing is not an emergency and usually occurs 24 to 48 hours after the incident. **If an investigation has been initiated for an incident, the critical incident stress debriefing should be scheduled after involved individuals have been interviewed by the investigation team.** For additional information visit the following web site: http://gacc.nifc.gov/nwcc/admin/safety_mgt.aspx

INCIDENT MEDICAL SPECIALIST TEAMS (IMS)

Incident Medical Specialist Teams are composed of an Incident Medical Manager, an Incident Medical Assistant and Incident Medical Technicians. These teams are dispatched in conjunction with the 500 person First Aid Station (NFES 001835).

IMS Teams will be ordered as a group. The manager's host unit will manage the roster for the manager's team. Orders will be sent to the manager's host unit for dispatching.

Dr. Jonathan Jui, M. D. of Portland, licensed in both Oregon and Washington, provides advice and consultation to IMS Team Managers.

On incidents that involve non-federal jurisdiction within the Northwest, IMS team member mobilization will be at the discretion of the Incident Commander and the Incident Host Unit. Any IMT taking an assignment in Washington State or Oregon State on non-federal jurisdiction lands will not automatically mobilize with an IMS team, even if an IMS team is shown in the "Duty Table" as associated with an IMT. If the assigned IMS team can't take an assignment in Washington or Oregon State, the team members can fill additional IMS personnel orders as needed on other incidents, using normal dispatch procedures.

NORTHWEST AREA INCIDENT MEDICAL SPECIALIST TEAMS

OREGON IMT				
TYPE 2 TEAM	**HOST UNIT**	**INCIDENT COMMANDER**	**IMS MANAGER**	**DISPATCH UNIT**
TEAM 6	EIC	Shawn Sheldon	Layne Lange	RVC
TEAM 7	LFC	Eric Knerr	Steve Denney	RVC
TEAM 8	COC	Doug Johnson	Gregg Morgan	COC
TEAM 9	BMC	Brian Goff	Linda Lang	BMC
TYPE I NATIONAL IMT				
TYPE I TEAM	**HOST UNIT**	**INCIDENT COMMANDER**	**IMS MANAGER**	**DISPATCH UNIT**
TEAM 2	NWCC	Rob Allen	Christy Becker-Phillips	PSC
TEAM 3	NWCC	Noel Livingston	Steve Otoupalik	EIC

INCIDENT MEDICAL SPECIALIST (IMS) DISPATCH PROCEDURES

If an incident needs **additional** IMS personnel, they will submit the order for the number and type of IMS personnel needed to the incident host unit. The incident host unit will check with their own personnel and their neighbors to see if IMS personnel in and around the local area are available in ROSS. If, when using the ROSS query system no one is available in the local area, the order will be placed with NWCC.

NWCC will query ROSS to see if any IMS resources are available in the northwest area. If there are no IMS available in ROSS in the NW Area, the order will be UTF'd back to the incident host unit.

Once the order has been UTF'd, the IMS Manager who is requesting additional personnel can make calls to individual IMS members to see if they are available. Once the IMS Manager has contacted and found an available person and they show available in ROSS, a new order with the name suggest will be placed

using the proper dispatch channels. If no one is available through ROSS, then the incident should utilize local procurement to order EMT's instead of IMS.

BURN INJURY PROTOCOL: Refer to Red Book Chapter 7-147
The following standards will be used when any firefighter sustains burn injuries, regardless of agency jurisdiction. After on-site medical response, initial medical stabilization, and evaluation are completed; the agency administrator or designee having jurisdiction for the incident and/or firefighter representative (e.g. Crew Boss, Medical Unit Leader, Compensations for Injury Specialist, etc.) should coordinate with the attending physician to ensure that a firefighter whose injuries meet any of the burn injury criteria is immediately referred to the nearest regional burn center. It is imperative that action is expeditious, as burn injuries are often difficult to evaluate and may take 72 hours to manifest themselves. The main Burn Centers within the Geographic Area are Harborview/UW Medicine in Seattle WA and the Oregon Burn Center/Legacy Emanuel Hospital in Portland OR.

FIRELINE EXPLOSIVE TEAMS
Washington Department of Natural Resources has one team consisting of eight members**:** one Blaster Advisor, one Blaster-in-Charge, one explosives crew leader, four crew personnel, and one explosives truck driver. All team members are certified to handle, store, and transport explosives. Explosives and all necessary equipment come with the team.

On the ROSS order, specify the estimated number of feet of fireline explosive needed in the Special Needs box, along with a contact name and number. The dispatching of these teams will be through the NWCC to the WA-DNR in Olympia.

LONG TERM ASSESSMENT TEAMS (LTAT)
The mission of the LTAT is to assist units (and IMTs) develop plans for management of long duration fires. The desired end state is an improved foundation for decision making on these fires, and improved communications and credibility with our land management partners.

The team will provide expertise in long term fire modeling, risk assessments, and long-term implementation planning for large or long duration fires. The team typically works for the requesting agency administrator, operating under a written agreement that establishes expectations for products, timeframes, and the availability and use of local resources.

The local unit should order the LTAT as soon as they recognize that they are managing a long duration incident.

Activation of a fire assessment team will be requested through the Northwest Coordination Center on a Resource Order. The team is hosted by the Blue Mountain Interagency Dispatch Center. The team places a priority on training analysts, field observers, and fire effects monitors, focusing first on the needs of the hosting unit.
The team will normally be composed of:

- Team Leader
- Plans Chief
- Logistics Chief
- Fire Behavior Analyst
- Fire Effects Monitor/Fire Observer
- Other Subject Matter Specialists (Ordering Unit Requests)
- Order as: TEAM, WILDLAND FIRE MANAGEMENT

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CHAPTER 30
CREWS

MINIMUM CREW STANDARDS FOR NATIONAL MOBILIZATION

For a detailed description of minimum crew standards see Interagency Standards for Fire and Aviation Operations (Redbook), Chapter 13-16, Firefighter Training and Qualifications at:
http://www.nifc.gov/PUBLICATIONS/redbook/2019/Chapter13.pdf
Refer to NMG 30 for additional crew information.

CREW NAMING CONVENTIONS

All crews at a minimum will carry the **GACC Designator (NW)**, **Unit Name**, and **Unit Crew Name**. Units could number their NW crews starting with number one (#1) and continue on using consecutive numbers through the year. This naming convention identifies the crews as Northwest (NW), which differentiates them from contract crews. This also helps to identify them in case of incidents within incidents. If employees from more than one unit comprise the crew, it is recommended the crew name use the agency of the crew boss. Examples follow:

TYPE 1 CREWS – HOTSHOT

These crews are identified by Crew Name; i.e., CREW – T1 – Warm Springs IHC.

TYPE 2 CREWS – NORTHWEST REGULARS

All crews assembled on the Unit from regular employees and those hired through the "AD" process, at a minimum, will carry the GACC Designator (NW), Unit Name, Unit Crew Name. They will be identified in ROSS as CREW – T2 – NW – OLF #1.

TYPE 2 INITIAL ATTACK CREWS – T2IA NORTHWEST REGULARS

Crews can be broken into squads to conduct initial attack, fire line construction and firing to include burnout operations. They will be identified in ROSS as CREW – T2IA – NW – OLF #1.

JOB CORPS CREWS

If the crew is a firefighting crew they will be identified as CREW – T2 (orT2IA) – NW – MHF JCC #1. Job Corp Camp crews will be identified in ROSS as CREW – CAMP – NW – MHF JCC #1.

SNAKE RIVER VALLEY CREWS

Crews will be identified in ROSS as CREW – T2IA – NW – VAD SRV #1 or as CREW – T2 NW – VAD SRV #1.

CONTRACT CREWS

Interagency Contract Crews will be identified using their Best Value ranking and vendor name. They will be identified in ROSS as CREW – T2 (orT2IA) – 001 – NORTH PACIFIC FORESTRY.

CAMP CREWS

Will be identified in ROSS as CREW – CAMP – NW – WSA #5 or CREW – CAMP – NW – MHF JCC #1

TYPE I INTERAGENCY HOTSHOT CREWS

For a complete list of all Type 1 Interagency Hotshot Crews refer to:
https://www.fs.fed.us/science-technology/fire/people/ihc

MOBILIZING PNW IHC CREWS

The NW MAC has the authority to direct, allocate, or reallocate resources within the Pacific Northwest Geographic Area. In the absence of a seated MAC, this authority is delegated to the NWCC Center Manager, who is responsible at all times for implementation of allocation/reallocation decisions.

Strategic priorities of the Geographic Area and the best interests of the ordering unit/incident are the primary considerations for any IHC mobilization. IHC mobilization assumes crews are available and prepared for dispatch.

NW MOBILIZATION

- Initial/Extended Attack: Closest forces concept will generally direct IHC mobilization.
- Large Fire/Project Support: The IHC best able to meet date/time needed has mobilization priority.

NATIONAL MOBILIZATION

- The IHC rotation schedule will govern OUT-OF-GACC mobilization, except where superseded by GACC strategic or ordering unit considerations.

PNW IHC STATUS DEFINITIONS AND CONSIDERATIONS

AVAILABLE: ON-DUTY

IHCs present at their duty stations or engaged in GACC on project work for their local unit are "AVAILABLE" for assignment. Generally, On-Duty IHCs have mobilization priority over off-duty IHCs.

AVAILABLE: OFF-DUTY

IHCs on days off are considered "Available" for mobilization. The exceptions are crews on mandatory days off in accordance with work rest guidelines. Off-duty IHCs will be able to be mobilized within 2 hours of their receipt of orders in accordance with the Standards for Interagency Hotshot Crew Operations. If an off-duty IHC is unable to meet the 2 hour mobilization requirement, the order will be passed to another available IHC.

COMMITTED

IHCs assigned to an incident are "committed" and unavailable for any other assignment, unless reallocated by NWCC.

UNAVAILABLE

IHCs statused as "Unavailable" **will not** be considered for mobilization. Crews taking mandatory days off are Unavailable.

MOBILIZING JET LOAD OF IHCs

In general, IHCs best able to meet the date/time requirement to the jet port will be mobilized to fill orders for a "jet load" of crews (normally 5 crews). The IHC rotation will be followed if the top-seated crews can meet the date/time requirement to the jetport.

PNW IHC ROTATION FOR OUT-OF-GEOGRAPHIC AREA MOBILIZATION INTENT

The intent of the NW Geographic Area IHC Rotation is to improve communication, provide a planning tool for the Crew Supervisors, and to distribute Out-Of-GACC mobilizations among all PNW IHCs. In accordance with the NW Mobilization Guide, mobilization assumes IHCs are available and ready for dispatch, and have enough duty days remaining to effectively accomplish an Out-Of-GACC assignment.

ROTATION GUIDELINES

- Crews are considered “available” when they are prepared to depart for an assignment within two hours after receipt of a resource request.
- A rotation is used for out-of-area assignments. The order of rotation for IHC assignments out of the PNW geographic area will be determined at the beginning of the fire season by the order in which each IHC certification checklist is completed and received by the NWCC.
- Available crews will be dispatched in sequential rotation based on this list. Crews returning from an out-of-area assignment will be placed at the bottom of the rotation based on their actual available date and time.
- If the first crew is not available at the time of an out-of-area request, the next crew in rotation will be selected for the assignment. The unavailable crew will maintain their place in the rotation and will be dispatched in sequence when they return to available status.
- Crews whose orders are cancelled or that return home prior to being checked in for assignment retain their place in the rotation.
- Crews mobilized together to and from an assignment on the same dates will be returned to the bottom of the rotation in the same order as when dispatched unless crews elect to take additional R&R days.
- An out of GACC assignment includes crews that are pre-positioned or assigned to staging.

ROLES AND RESPONSIBILITIES

IHC Crew Supervisors

- Notify their host Dispatch Center Manager of changes in crew status.
- Coordinate with Region 6 IHC Chair and/or Co-Chair on any comments or issues.

Dispatch Center Managers

- Serve as the primary point of contact for the Geographic Area for their hosted IHCs.
- Responsible for keeping IHC status current in ROSS.

NWCC Center Manager

- Maintains the IHC rotation schedule; daily updates will be posted to NWCC Shared Resources web page.
- Shared rationale for necessary deviations from the schedule rotation.
- Works with SORO Operations to resolve issues.
- In case of disputes, the NWCC Assistant Center Manager will have the discretion to set the rotation after consulting with SORO Operations and the affected IHC(s).

SORO Operations

- Works with NWCC Center Manager to resolve issues.
- Works with Region 6 IHC Chair or Co-Chair to resolve issues.
- Assists with keeping communications between NWCC and IHCs OPEN.

TYPE 1 CREWS-INTERAGENCY HOTSHOTS-NORTHWEST AREA				
CREW NAME	**AVAILABLE DATES**	**SUPERINTENDENT**	**HOST**	**DAYS OFF**
BAKER RIVER	4-24	Kurt Ranta	PSC	Sun/Mon
ENTIAT	5-13	Rob Poyner	CWC	Fri/Sat
LA GRANDE	4-24	Josh Diacetis	BMC	Sun/Mon
LAKEVIEW	5-16	Mike McGirr	LFC	Fri/Sat/Sun
PRINEVILLE	4-11	Eric Miller	COC	Fri/Sat
REDMOND	6-02	Gabe Mason	COC	Sun/Mon
ROGUE RIVER	4-12	Aaron Schuh	RVC	Fri/Sat
UNION	4-24	Eric Jorgensen	BMC	Sat/Sun
VALE	5-13	Bart Yeager	VAC	Sat/Sun
WARM SPRINGS		Gary Sampson Jr.	WSC	Sat/Sun
WINEMA		David Lilly	LFC	Fri/Sat
WOLF CREEK	4-28	Jake Garate	RIC	Sun/Mon
ZIGZAG	5-26	Devin Parks	CCC	Fri/Sat

TYPE 2 AND TYPE 2IA CREWS Refer to NMG 30

NORTHWEST REGULAR
Many units in the Northwest host T2 and T2IA Agency crews. Qualified Supervisors, equipment, and meals should be furnished (as appropriate) when crews are dispatched.

SNAKE RIVER VALLEY (SRV) CREWS
All requests for SRV Crews will be made to NWCC except for Units covered under the "neighborhood concept" or other units having a written Initial Attack Agreement with the Vale District.

During periods of Crew Representative (CREP) shortages, Vale District will determine CREP needs. When a CREP or Agency Representative is managing more than one crew, they will not always be with the crew on the line. Communication should be done through the Crew boss of each individual crew. Bus transportation will be used when individual vehicles are not an option. SRV crews are assembled on an "as available" rotation basis. They are available for use on a National basis as the need arises. Pay status begins when the crews are assembled and ready to depart for the incident. Crews are paid for travel time. If crews are mobilized and later canceled, the Crew is paid a minimum of two (2) hours or the duration of mobilization (to the nearest 30 minutes), whichever is greater.
SRV Coordinator: Tom Cuellar 541-473-6350

NORTHWEST VETERAN CREWS
Firefighting crews composed of military veterans are hosted by Medford and Spokane BLM Districts. They are organized for primary firefighting duties and are intended to provide initial attack and large fire support.

For the purpose of training and providing additional support, modules or individuals may be ordered by requests coordinated with the host units. Crews may have needs beyond those of normal firefighters.

Medford - 12 firefighters including regular federal employees attached as crew boss and squad bosses to comprise a 20 person crew. Contact Natalie Simrell, AFMO 541-618-2241 or 541-941-4164.

Spokane - 10 firefighters, the crew can be utilized for initial attack, or combined with other interagency personnel for large fire support configured in a 20 person crew. Contact Jeff Dimke, FMO 509-536-1237, or Matt Behrens, Crew foreman 509-981-1263.

TYPE 2 AND T2IA CREW NUMBER BY HOST

HOST	TYPE 2	TYPE 2IA	HOST	TYPE 2	TYPE 2IA
BIC		1	JDC		2
BMC	1	2	LFC		
CAC	1	1	RVC	1	
CCC	1	1	NEC		2
COC	1	1	PSC		1
CVC		2	UPC	1	
CWC		7	VAC		8
EIC	1	3	YAC	1	

CAMP CREWS

Camp crews are composed of approximately 10 persons including supervisor to support an incident's camp.

CREW NAME	# CREWS	HOST	CREW NAME	# CREWS	HOST
Angell Camp Crew	2	CVC	Quinault Camp Crew	1	OLC
Burns Camp Crew	1	BIC	Snake River Valley	3	VAC
COFMS Camp Crew	1	COC	Timber Lake Camp Crew	2	CCC
Columbia Basin Job Corp	2	CWC	Warm Springs Camp	6	WSA
Curlew Camp Crews	2	NEC	Wolf Creek Camp Crew	3	UPC
Fort Simcoe	1	CWC	Yakama Camp Crews	2	YAC

STATE INMATE CREWS

The States of Oregon and Washington have inmate crews available for firefighting. The crews may be obtained through the local State dispatch office under the neighborhood concept (refer to NWMG 10). (NOTE- the Oregon inmate crews may not leave their respective "home" District without the order being placed through the Salem Coordination Center). Requests for crews outside the neighborhood concept will be placed through NWCC, who will relay the order to the appropriate State (ORS Salem Coordination Center or WAS State Headquarters Fire Control, Olympia).

These crews are configured as 10-person crews; therefore to obtain 20 people, 2 ten-person crews need to be ordered. Oregon inmate crews **CANNOT** leave the state, but Washington inmate crews can be utilized outside the State of Washington, with WAS approval.

Inmate crews come with a State crew boss, a State correction officer, tools, power saws, and their own transportation. Washington inmate crews also come with two (2) Liaisons for each non-local dispatch of multiple crews. Refer to the appropriate State's fire mobilization guide for further information.
STATE INMATE CREW will be identified as: CREW – T2 – OR – SOUTHFORK #1 or CREW – CAMP – OR – SOUTHFORK #2, or CREW – T2 – WA - LARCH #1

CONTRACT AGREEMENT CREWS

The dispatching of all Contract/Agreement resources in the Northwest will be done through Host Units. Host Units have been designated for the National Contract Crews (NCC), refer to NMG 30, and the Pacific Northwest Interagency Firefighting Crew Agreement resources (PNWIFCA).

MOBILIZATION OF NCC T2IA CREWS

The following are the dispatch priorities utilized by the designated Host Units for National Contract Crews (NCC) and Pacific Northwest Interagency Firefighting Crew Agreement Resources (PNWIFCA).

1. Agency and Agency Cooperator (BIA, BLM, NPS, USFS, USFWS, ORS, and WAS)
2. National Contract Crews
3. Pacific Northwest Crew Agreement

Each Host Unit is required to give dispatch priority to its assigned NCC for emergency incident assignments on non-tribal, Federal lands BEFORE all other contractually obtained Type 2 and Type 2 IA crew resources.

Each Host Unit to which more than one NCC are assigned must follow the rotation procedures as described in C.12.c. The intent of the rotation is to balance dispatch opportunities, not achieve equity in terms of days assigned.

Upon receiving a dispatch call, the Contractor has one (1) hour to confirm availability. Contractor will have at a maximum two (2) hours after order has been confirmed to start traveling to the Government designated site. The Government will estimate the travel time to and from the incident. For planning purposes, travel time via ground transportation shall be calculated by driving distance (from point of origin to incident and return, or incident to incident) by average travel speed of 45 mph, however, consider Driver Limitation posted in Exhibit J in contract and IFCA specifications. If available at the time of dispatch, the government may use an automated travel program to calculate and document travel distance from point of origin to the incident.

PACIFIC NORTHWEST INTERAGENCY FIREFIGHTING CREW AGREEMENT (PNWIFCA) MOBILIZATION PROCEDURES

Objectives

- Ensure timely response with suppression resources to meet suppression objectives.
- Ensure cost-effective fire suppression through maximum use of Best Value resources.
- Clearly establish and communicate Agency-specific mobilization procedures for IFCA resources.

Mobilization procedures drafted in this document apply only to Interagency Firefighting Crew Agreement (IFCA) resources. They DO NOT address NCC, VIPR or any other nationally contracted resources.

IFCA mobilization procedures for ALL incidents within Northwest Geographic Area

For initial incident responses at all Preparedness Levels and for incidents exceeding initial attack at Preparedness Levels 1 and 2:

- IFCA resources will be dispatched from their local Host Unit in Best Value ranking order.
- If all available resources are depleted within the local Host Unit, or if the local Unit does not host IFCA crews, orders will be placed with neighboring Host Unit(s). The neighboring Host Unit will fill orders with available hosted resources based on Best Value ranking.
- If all available resources are depleted within the incident Host Unit and its neighboring Unit(s), orders for additional resources on federal incidents will be placed with NWCC.
- Orders for additional IFCA crews on WDNR incidents will be placed with Olympia Dispatch Center. If no other Type 2 crews are available in Washington, Olympia Dispatch will pass the order to NWCC.
- Orders for additional IFCA crews on ODF incidents will be placed with Salem Coordination Center (SCC). If SCC has no available crews, the order will pass to NWCC.
- Orders placed with NWCC will be passed to the Host Unit(s) closest to the incident. The Host Unit will fill the order with available crews based on Best Value ranking.

For Type 1, 2 and multiple burn period Type 3 incidents at Preparedness Level 3 and above,

- If all available resources are depleted within the Host Unit, orders for additional resources on federal incidents will be placed with NWCC.
- Orders for additional resources on WDNR incidents will be placed with Olympia Dispatch Center, who will pass them on to NWCC.
- Orders for additional resources on ODF incidents will be placed with SCC, who will pass them on to NWCC.
- NWCC will fill orders based on the strategic needs of the geographic area as determined by the Multi-Agency Coordination Group (MAC).
- In general, NWCC will place the order with the Host Unit(s) closest to the incident, which will then fill by Best Value ranking.

IFCA mobilization procedures for incidents outside the Northwest Geographic Area

Regional Best Value Dispatching:

IFCA crews will be mobilized to incidents outside the NW Geographic Area by Regional Best Value:

- On receipt of a Type 2 crew order from the National Interagency Coordination Center (NICC), and if no agency/cooperator/NCC crews are available, NWCC will direct the order to the Host Unit for only the IFCA crew(s) at the top of the Regional Best Value ranking.
- If the top-ranked Best Value crew(s) is/are not available or cannot meet the date/time needed for the mobilization, the Host Unit will return the order to NWCC.
- NWCC will then re-direct the order to the Unit hosting the IFCA crew(s) next up in the Regional Best Value ranking.

Suspension of Regional Best Value Dispatching:

When Regional Best Value dispatching is suspended, IFCA crews will be mobilized from their Host Unit to incidents outside the NW Geographic Area utilizing closest forces to the incident/jet port by Best Value ranking.

PNWCG can suspend Regional Best Value dispatching of IFCA Type 2 Crews for out-of-area mobilization in order to better manage draw-down of these resources:

- As observed/anticipated fire activity warrants, PNWCG member agencies wishing to suspend Regional Best Value dispatching of IFCA crews will make the request in writing to the PNWCG Chair.
- The PNWCG Chair will distribute the request to all the PNWCG members requesting consensus within 48 hours. Consensus is reached if at least a quorum of members concurs with the request.
- If consensus is achieved among the member agencies, the PNWCG Chair will notify the NWCC Center Manager that Regional Best Value is suspended.
- NWCC will send notice to all NW Dispatch Centers that Regional Best Value has been suspended and that Closest Forces dispatching will commence.

A similar process is used to reinstate Regional Best Value dispatching for Out-of-Area mobilization of IFCA crews.

CHAPTER 40
EQUIPMENT AND SUPPLIES

All Equipment and Supply orders will follow established ordering procedures. Refer to NMG 40

NORTHWEST AREA INCIDENT SUPPORT CACHE

Mobilization of equipment and supplies from NWK (Redmond), LGK (La Grande) and WFK (Wenatchee) will be initiated through the appropriate authorized dispatch center and/or the incident management team providing support to the incident. Critical items for Type 1 and 2 incidents such as the NFES 002069 Mobile Cache Support Van or NFES 001835 First Aid Station, 500 person (with the IMSM identified that will receive the kit) shall be ordered through the appropriate dispatch center and/or the incident management team. NFES 004390 Starter System ICS Command/Logistics Radio Kit shall be ordered through NWCC.

LOCAL AREA CACHE INVENTORY MOBILIZATION

Mobilization of equipment and supplies from local area caches will be initiated by NWCC for specific items (pumps, chainsaw, PPE etc.) in critical short supply at the NW Area Caches. Critical items in need will be identified by the Cache Manager at Redmond in consultation with both LGK and WFK, then forwarded to NWCC for request of items listed from the local area caches throughout the region with a 24-hour minimum lead-time for mobilization. In most cases, items mobilized from the local area caches will be refurbished and returned to the sending Unit.

NORTHWEST AREA CACHE SYSTEM OPERATING PROCEDURES

ORDERING CACHE EQUIPMENT

The Pacific Northwest Regional Cache System contains a 6000-person stocking level inventory, which is distributed within three locations, (**LA GRANDE** and **REDMOND, OREGON** and **E. WENATCHEE, WASHINGTON**). Orders for equipment and supplies will be filled from the closest cache designated to serve the requesting unit, refer to the listing below. Cache orders will be filled to meet time frames specified, using the most economical transportation. After hours phone numbers for orders needed outside of normal operation hours are listed in NWMG 70.

Location	Units Served
Redmond, Oregon (NWK) Operating Hours: 0730-1600 M-F	GPF (MT. Adams, St. Helens), MHF, OCF, RSF, DEF, FRF, SUF, UPF, WIF, WNF, WSA, BUD, CBD, EUD, LAD, MED, PRD, ROD, SAD, ORS
La Grande, Oregon (LGK) Operating Hours: 0730-1600 M-F	MAF, UMF, WWF, ORS, WAS
Wenatchee, Washington (WFK) Operating Hours: 0730-1600 M-F	GPF (Cowlitz Valley RD), MSF, OLF, OWF, COF, COA, OPA, PSA, SPA, YAA, SPD, WAS
Olympia, Washington (WAK)	DNR
Northwest Area Units Outside the Influence of the Northwest Cache System	
Missoula, MT (NRK)	FHA
Boise, ID (GBK)	FHA, NIA, VAD

MANAGEMENT OF NATIONAL MOBILE CACHE SUPPORT VANS

Mobile Cache Support Vans are used as a means to supply an incident with a predetermined list and

quantity of supply items. A contents list is located on the inside wall of the van and is also available in the NWCG NFES Fire Supplies and Equipment Catalog, in the kit section under NFES 002069. The contents of a Mobile Cache Support Van are designed to be used on a Type 2 or larger incident.

A Mobile Cache Support Van **may be ordered on a Type 3** incident if the total personnel on the incident exceed 200 people. If a Mobile Cache Support Van is issued to a Type 3 incident and that same incident is later declared a Type 1 or Type 2 incident, a second Mobile Cache Support Van will not be issued.

The Mobile Cache Support Van will be ordered as a Supply utilizing one Request Number (S#) through the appropriate Unit Dispatch Center or Incident Management Team then forwarded to the nearest National Cache that supplies that Unit. Mobile Cache Support Vans are to be used for emergency incident support and should never be used for support of local non-emergency projects.

In most instances, upon arrival, the contents of the Mobile Cache Support Van must be unloaded at the incident so the van can be returned to the issuing cache for restocking. However, arrangements can be made with the supporting National Incident Support Cache (NISC) to keep the van under certain circumstances.

The Northwest Area Incident Support Cache (NWK) owns and maintains fourteen (14) Mobile Cache Support Vans. These vans will be located, maintained and monitored from the following locations: Redmond (6), La Grande (4) and Wenatchee (4).

RETURN OF EQUIPMENT FROM FIRES

All NFES fire supplies and equipment will be shipped directly from the fire to the supporting National Interagency Incident Support Cache. Supplies and equipment should be returned as soon as they are no longer needed. Radios from the cache will be returned to the appropriate location as labeled on the system container, or they may be sent to the cache supporting the incident to be sent to the National Incident Radio Cache (NIRSC). All shipments of supplies/equipment to a NW Area Cache location will be coordinated with the appropriate site Cache Manager.

Fuel will not be shipped back to the NW Area Cache System. Motorized equipment and fuel containers, tanks etc., will be emptied and the containers mechanically purged.

The incident is requested to provide documentation for the items being returned to the cache utilizing the NFES 001472 Waybill form that is within the logistics section kit. T. Stolen, destroyed, and missing property and supplies should be documented on an AD-112 Form along with a law enforcement report in the case of stolen property. This documentation should be sent to the servicing cache prior to transitioning of teams or the control date of an incident, whichever occurs first. This information is used to assure a correct accounting to each specific incident.

Often, having a Cache Demobilization Specialist (CDSP) can provide cost savings and efficiency to the demob process; this individual can work with the supporting cache to prioritize backhaul, meet hazmat regulation compliance, and arrange supply transportation. In addition, they can facilitate the ordering, documentation, and proper loading of the equipment and supplies returning to the cache. Requests for a CDSP must be placed through the supporting cache.

Returns of unused, excess or items needing repairs should be accomplished promptly so there will be no delay in availability of items within the NW Area Cache System. Non-standard, Non-NFES items not provided through the NISC system are the responsibility of the Incident Management Team and should be placed into the fire supply system through the hosting unit. All equipment shipped from the National Cache System will be returned within 60 days from the containment date of the incident unless prior arrangements have been made with the NW Area Cache Manager supporting the incident.

HAZARDOUS MATERIAL

The Incident Management Team has the responsibility for compliance with Department of Transportation (DOT) Code of Federal Regulations Title 49 as they apply to the transportation of Hazardous Material as regulated.

The incident is required to identify the Hazardous Material on its shipping document(s) and to make the driver aware of the items. The incident can contact the servicing cache for additional information or assistance.

Following is a listing of cache supplies that could impact the incident during the return process:

Item	Weight/Quantity
Fusee, Fire Starter	1001 lbs.
Tank, Liquefied Petroleum Gas Tank	1001 lbs./50 ea. 20 lb.
Aerial Ignition Device	1001 lbs.

A combination of 2 or more items mentioned above shall not exceed a total of 1001 lbs. per shipment and should be properly placarded.

The Northwest Caches WILL NOT ACCEPT the following:
Gasoline
Chain Saw Mix
Drip Torch Fuel
Biohazard bags, with blood-soiled items (Medical Unit Leader is responsible for proper disposal)

The incident should coordinate with the hosting unit to see if mixed fuels and/or excess fuel can be utilized. The incident unit's Hazmat Coordinator should be contacted for assistance with local hazmat recyclers.

RECYCLING

Recycling is the responsibility of the incident and can be coordinated with the hosting unit and local recyclers. The NW Cache system provides battery recycling containers which should be returned to the supporting cache for recycling. Recyclables associated with NFES inventory such as: cardboard, banding, shrink wrap, and NFES items deemed unserviceable can be returned to the NW Cache system for recycling. Contact your supporting facility to inquire about other recycling opportunities as there are numerous durable items that may be unserviceable but that can be recycled.

FIRE HOSE

The NW Cache System requires that all fire hose returned be rolled and tied. The cache **WILL NOT ACCEPT UNROLLED HOSE.** The NW Cache System stocks gas powered hose rollers that can help the incident personnel meet this requirement. Order as needed, (NFES 000665) Gas Powered Hose Roller.

Additionally, NFES 001016, Hose, ¾ x 50 must be returned rolled. Order NFES 000666, Hose roller – hand operated.

NFES ITEMS IN SHORT SUPPLY Refer to NMG 40

FIELD OFFICE REPLENISHMENT DURING FIRE SEASON Refer to NMG 40

FIELD OFFICE REPLENISHMENT OUTSIDE OF FIRE SEASON Refer to NMG 40

INCIDENT REPLACEMENT OF NFES ITEMS Refer to NMG 40

Type I and Type II Incidents

The Supply Unit Leader will be responsible for handling incident replacement orders when a Type 1 or Type 2 team is utilized. The Supply Unit Leader will approve replacement requests by each unit, based on NUS Engine Stocking Level form or other fire equipment inventory documents. The Supply Unit Leader will determine if equipment and supplies are available at the incident to be used for replacement. If the equipment or supplies needed are unavailable at the incident, the Supply Unit Leader will forward the incident replacement requisition to the cache. This form must be complete, with "S" numbers (100,000-199,999 "Incident to Cache" block) and the home unit address (no post office boxes). If the unit is unable to receive the replacement requisition at the incident, the materials will be shipped directly to the resource's home unit address.

LOCAL UNIT INCIDENT REPLACEMENT – TYPE 3 & 4 INCIDENTS Refer to NMG 40

Since there is usually no qualified Supply Unit Leader in place on these types of incidents, all requests for replacement will come through the incident dispatch office and an "S" number will be issued (1-99,999 block of ROSS). The request is then placed to the cache through the ROSS/ICBS interface.

INCIDENT TO INCIDENT TRANSFER OF EQUIPMENT AND SUPPLIES Refer to NMG 40

NON-FIRE INCIDENTS/PROJECT SUPPORT

Non-fire incidents are usually reimbursable and may include non-federal agencies. Examples are: hurricanes, oil spills, rescues and law enforcement actions. The same procedures described above apply in these situations.

Additional information on fire cache operations and procedures are outlined in FSM 5160.42.

NATIONAL INCIDENT RADIO SUPPORT CACHE Refer to NMG 40

A National Communication Duty Officer (CDO) is available at NIRSC throughout the year. The CDO phone number is 208-387-5644.

ICS STARTER SYSTEMS (NFES 004390)

Refer to NWCG National Fire Equipment System, Catalog Part 1: Fire Supplies and Equipment. There are **three** systems prepositioned in the Northwest Area Caches; 2/Redmond and 1/Wenatchee (WFK). Prepositioned Starter Systems will be ordered through NWCC to NWK or WFK. NWCC will confer with the NIRSC CDO to identify which Starter System to assign for proper frequency coordination. NWCC will then forward a copy of the resource order to NWK or WFK clarifying which Starter System to ship to the incident. **All radio equipment orders must be placed through NWCC.**

RADIO MOBILIZATION AND DEMOBILIZATION Refer to NMG 40
Upon ordering, incidents may receive a prepositioned system, if available, or may receive a System directly from NICC. **All Systems Demobilized will be returned Directly to NICC for Refurbishing.** The Incident Unit dispatcher should promptly notify NWCC of release and NWCC will advise NICC.

INCIDENT REMOTE AUTOMATIC WEATHER STATIONS (IRAWS) NFES 005869 Refer to NMG 40

PROJECT REMOTE AUTOMATIC WEATHER STATIONS (PRAWS) NFES 005870
If the requesting unit has agency qualified personnel to install and maintain the PRAWS units, then this must be documented in the Special Needs portion of ROSS. No technician will be dispatched from NICC when a request has such documentation.

NATIONAL CONTRACT MOBILE FOOD SERVICE AND SHOWER UNITS Refer to NMG 40
All National Contract Caterers and Shower Units are mobilized/demobilized on an Equipment Resource Order through NWCC to NICC. A Mobile Food/Shower Service Request form must accompany the ROSS resource order. A National Caterer will be used when the number of people to be fed is 150(+) persons per meal and the headcount is estimated to remain at those numbers or greater for at least 72 hours from when the headcount first reaches 150 per meal. A current Mobile Food /Shower Service Request Form is available at:
http://www.nifc.gov/nicc/logistics/coord_forms/Food_Shower_Request_Form.pdf

For federal wildland fire incidents, units are obligated to order Mobile Food Services and Shower Facilities through the national contract ordering process as specified in NMG 20. Refer to the Interagency Mobile Food Services Contract found on page: http://www.fs.fed.us/fire/contracting/food/food.htm
For Shower units, there are no “minimums” specified as in the Mobile Food Services Contract. They are ordered either small or large depending on the number of shower heads. A rule of thumb to determine size of unit needed is 75 persons per shower head.

USFS personnel may access the Mobile Food and Shower Facilities Contracts on the Intranet located at:
http://fsweb.wo.fs.fed.us/aqm2/wo/contractpa/nifc/index.php

Use of locally-hired resources by written agreements, should be utilized only when nationally contracted resources are not available; assure that use is for the immediate incident; and release as soon as a national contract resource becomes available.

PACIFIC NORTHWEST AGREEMENT RESOURCES

PRIORITY OF DISPATCH

The mobilization priority for equipment (with the exception of Initial Attack) is as follows:

1. Agency and Agency Cooperator: BIA, BLM, NPS, USFS, USFWS, ORS, WAS, and Urban Rural Fire Departments
2. Agreement Resources (IBPAs)
3. Incident Only Agreements (EERAs)

UNITS THAT DO NOT SERVE AS A HOST UNIT FOR VENDORS

When a Northwest unit does not serve as a Host Unit, the Dispatch Unit will place its resource requests to a Neighboring Dispatch Unit(s) (see NWMG 20, NW Area Neighborhood Concept). In the event no agreement resources are available within their neighborhood, the Resource Order Request(s) will be placed with NWCC.

OUT-OF-AREA MOBILIZATION

When a Resource Order is received at the NWCC, the request will be placed with the unit closest to the incident.

TYPES OF AGREEMENTS

The Forest Service has developed national solicitation templates to provide consistency in the methods of hire, equipment typing, and standards. The Forest Service national solicitation templates for equipment are available at the following web site: http://www.fs.fed.us/business/incident/solicitations.php

For more information and latest contracting (VIPR) news, refer to the PNW Region 6 Fire Procurement and Contracting Information (FACT) website:
http://www.fs.usda.gov/goto/r6/workingtogether/contracting/fact

ROSS Contracting Standard Ordering Procedures (SOPs) are available at:
http://gacc.nifc.gov/nwcc/content/pdfs/dispatch/SOPs.pdf

COMPETITIVE IBPAs

Competitive preseason Incident Blanket Purchase Agreements (I-BPAs) are awarded using a best value award process to determine the dispatch priority. Ordering priority for IBPAs is represented on the Dispatch Priority List (DPL). The following resources are awarded through a competitive process using the VIPR program:

- Water handling (Engines & Tenders)
- Fallers, Single or Modules
- Mechanics with Service Trucks
- Potable Water, Gray Water, Hand Wash Trailers
- GIS Trailers
- Office Clerical Units
- Helicopter Support Trailers
- Communication Trailers
- Mobile Laundry Units
- Refrigerated Trailers

- Weed Washing Units
- Heavy Equipment with Water (Skidgine, Pumpercat, Soft Track)
- Heavy Equipment (Dozer with transport and Excavator with transport)
- Misc. Equipment (Feller Bunchers, Masticators/Mulchers, Skidders, Road Graders)
- Fuel Tenders
- Buses
- Chippers
- Vehicles with Drivers

DISPATCH PRIORITY LIST (DPLs)

Dispatch Priority Lists are generated for all contracted equipment awarded under competitive solicitations. Each piece of contracted equipment has an identified GACC and Host Dispatch Center. A DPL for each GACC/Host Dispatch Center will be posted to the web providing the priority listing for each equipment category awarded under a competitive agreement. Host Dispatch Centers will use and follow the established DPL ranking order when ordering contracted equipment. Current DPLs are available on the following site: http://www.fs.fed.us/business/incident/dispatch.php

ORDERING CONSIDERATIONS

In the event VIPR DPLs are exhausted and/or the closest available VIPR DPL resource is estimated to travel 10 or more hours to the incident, orders for the following resources should be returned to the local unit and attempt to be hired locally via incident-only EERA:

- Potable Water Truck
- Gray Water Truck
- Refrigerated Trailers
- Heavy Equipment (Dozer w/transport, Excavator w/transport)
- Misc. Heavy Equipment (Feller Bunchers, Masticators/Mulchers, Skidders, Road Graders)
- Fuel Tenders
- Chippers

All other VIPR resource orders should be placed with NWCC once the DPLs are exhausted.

SOURCE LIST AGREEMENTS

For current Source List equipment refer to the ITEAM program: https://fireportal.usda.gov/fam/ITEAM/
To request access to ITEAM:
https://www.fs.usda.gov/detail/r6/workingtogether/contracting/?cid=stelprdb5377620
Source Lists are established on an on-going basis, but do not follow a best value dispatch order and are not done in VIPR. The Source List is not a binding agreement and requires a separate incident only Emergency Equipment Rental Agreement (EERA) to be written for each order. When receiving a request for Source List equipment, the dispatcher may contact any resource on the ITEAM resource list, regardless of the ranking, considering factors such as proximity to the incident, and price. The dispatcher will use “Fill with Agreement” in ROSS and they can go direct to vendor. They should make a courtesy call to notify the local dispatch office.
The OF-294 EERA form, signed by a warranted procurement Official, must be used anytime a Source List resource is ordered.

DEMOBILIZATION OF CONTRACTED EQUIPMENT

The Incident Commander will determine the priority of demobilization. Contractors awarded IBPAs should be given priority to remain on the incident over resources with incident-only EERAs. At-incident agreements are for the duration of the incident only and will terminate at the end of the incident.

TASK FORCES

Task Force, for purposes of Chapter 40, refers to a pre-configured force of unlike engines/water-tenders or engines and Type 1 or Type 2IA crews. As a pre-configured force, a task force is available only in the Geographic Area in which it is hosted, unless allowed under a specific local operating plan.

NICC will not honor a Task Force ordered across GACC boundaries. The task force components will instead be ordered as single resources and assembled at the ordering incident.

CAL/OR TASK FORCE

The Task Force was developed between the Fremont-Winema National Forest and Modoc National Forest in conjunction with the BLM Lakeview District Office, U.S. Fish and Wildlife Service from Sheldon-Hart Complex and the Klamath Basin Complex, and the National Park Service, Lava Beds National Monument. The Task Force consists of 5 individual resources including a Task Force Leader (TFLD) and TFLD-T. The resources could be up to 5 engines type 3-6, an agency tactical tender, or water tender, a type 1 Interagency Hotshot Crew (IHC) or a type 2IA crew. The CAL/OR Task Force will be listed as available in Northern California Coordination Center (NOPS). The CAL/OR Task Force may be ordered as a Task Force in Northern California Area Only. The resource item is hosted at CA-MICC.

COLUMBIA CASCADE TASK FORCE

The Task Force was developed by the Mt. Hood National Forest, Gifford Pinchot National Forest, and Columbia River National Scenic Area. The Task Force consists of 5 engines (Type 3-6), a TFLD and TFLD-T. The Columbia Cascade Task Force may be ordered as a Task Force in the Northwest Area only. The resource item is hosted at WA-CCC.

EASTERN OREGON TASK FORCE

Developed by the Eastern Oregon FOS group, the MOU is sponsored by COFMS, BIFZ, SCOFMP and the Vale District BLM. A TFLD, TFLD-T and five agency resources in a combination of engines and or tactical tenders comprise the Eastern Oregon Task Force. The Eastern Oregon Task Force may be ordered as a Task Force in the Northwest Area only. The resource item is hosted at OR-BIC.

WEST SIDE TASK FORCE

The Task Force was developed by the Medford District BLM, Rogue River-Siskiyou National Forest, Umpqua National Forest and the Fremont-Winema National Forest and consists of a TFLD, TFLD-T and five agency resources in a combination of engines and or tactical tenders. The West Side Task Force may be ordered as a Task Force in the Northwest Area only. The resource item is hosted at OR-RVC.

NORTHEAST OREGON TASK FORCE

Developed by the Tri Forest group, the MOU is sponsored by Malheur NF, Umatilla NF and Wallowa-Whitman NF. A TFLD, TFLD-T and five agency resources in a combination of engines (Types 3-6) comprise the Northeast Oregon Task Force. The Northeast Oregon Task Force may be ordered as a Task Force in the Northwest Area only. The resource item is hosted at OR-JDC.

FORWARD LOOKING INFRARED SYSTEM (FLIR) / INFRARED SCANNING DEVICES

Infrared scanning devices are available at various units throughout the area. Equipment should be dispatched with unit's operator.

PALM IR

HOST	QUANTITY
BMC	1
CAC	1
EIC	4
JDC	2
NEC	1
PSC	3
ROD	3
RVC	2
WSC	1
YAC	1

IGNITION DEVICES

AERIAL SPHERE DISPENSER		HELI-TORCHES		TERRA-TORCHES	
HOST	QUANTITY	HOST	QUANTITY	HOST	QUANTITY
BIC	1	CAC	1	CAC	1
BMC	1	NEC	1	NEC	1
CAC	1				
COC	2				
CWC	2				
JDC	1				
LFC	2				
NEC	2				
VAC	1				
NWK	3				

SUPPLIES – NORTHWEST DATA ENTRY STANDARDS

See the following link for a guide to ordering and filling the Supply catalog in ROSS in Northwest dispatch offices:
http://gacc.nifc.gov/nwcc/content/pdfs/dispatch/Northwest%20ROSS%20Supply%20SOP%202013.pdf

FEMA - MOBILE EMERGENCY RESPONSE SUPPORT DETACHMENT (MERS) DISASTER RESPONSE COMMUNICATIONS AND LIFE SUPPORT EQUIPMENT

The FEMA MERS Unit is located in Bothell, Washington. Its primary mission is disaster response for FEMA, Regions 9 and 10; however, it may also be used nation-wide in support of other FEMA regions. The detachment maintains 67 vehicles, which support communications and life support systems. The

FEMA MERS detachment Logistics Section is made up of personnel with a wide range of skills and equipment that can be used in conjunction with each other or stand-alone.

The order for the FEMA MERS unit should be placed with the Northwest Coordination Center on an Equipment Resource Order.

NOTE: Two items which need to be completed prior to ordering:

- A letter certifying that no civilian resources are available.
- A reimbursable agreement completed with the FEMA headquarters.

To Order Call:
MERS Chief
Lee Champagne 425-487-4401
or
Logistics Coordinator
Ronnie Womack 425-487-4410
24 HRS 425-487-4448 or 1-800-395-6042

CHAPTER 50
AIRCRAFT

Aircraft may be used for a wide range of activities, including point to point transport of personnel, equipment, and supplies. Tactical use may include applications such as retardant delivery, helicopter logistical and tactical support, air tactical and lead plane operations, suppression or pre-suppression reconnaissance, and aerial ignition. For more information review the National Aviation Safety and Management Plan at: https://www.fs.fed.us/fire/aviation/av_library/2017-2018%20NASMP%20Approved%2024%20Jan%202017%20Directives%20Hyperlinks%20Updated%2026%20Ja....508_Coverfixed.pdf

AIRCRAFT MOBILIZATION Refer to NMG 50

Units requiring aviation services other than those assigned to them, through preapproved agreements, or within their dispatch boundaries, can order additional aircraft from adjacent units or through NWCC. At preparedness Levels 3-5, NWCC will coordinate aircraft assignment and utilization in the Northwest Area. The control of the aircraft assigned to a unit will remain with the local unit. In situations where the Northwest Multi-Agency Coordinating Group (NWMAC) has been activated, the NWMAC will coordinate with NWCC and local units on allocation and prioritization of aviation resources.

AIRCRAFT SOURCES

Sources for aircraft include agency-owned aircraft, Exclusive-Use and Call-When Needed (CWN) or On-Call Light Fixed Wing Aircraft and Helicopters. These aircraft may be ordered through established dispatch channels. Forest Service CWN helicopter contractors are assigned to a Host Forest Unit for administrative purposes and processing of Flight Invoices. Refer to CWN listings for helicopters and light fixed wing aircraft at website: http://www.fs.usda.gov/detail/r6/fire-aviation/?cid=fsbdev2_027111

DOI Bureaus may use the Office of Aviation Services (OAS) aircraft source list at website: https://www.doi.gov/aviation/aqd/aviation_resources Rental aircraft are signed up by the OAS under an Aircraft Rental Agreement (ARA). Cooperator and military may be utilized provided an agreement and approval are in place. Currently, Forest Service must contact the OAS Flight Coordination Center for assistance with the source list resources: call Vicky Johnston 208-334-9314 or Richard Davis 208-334-9315.

All aircraft and pilots must be approved and carded by either USDA Forest Service (USFS) or Office of Aviation Services (OAS). Passengers of rental or contract aircraft are personally responsible for checking the aircraft and pilot approval certificates. The Aircraft Approval Certificate must be in the aircraft and the pilot must carry a Pilot Approval Certificate. If either is missing or not current, do not use the aircraft.

FLIGHT MANAGEMENT PROCEDURES Refer to NMG 50

All point-to-point flights will be documented on the Aircraft Flight Request/Schedule form (NWMG 80). The pilot or manager is responsible for completion of the form and providing it to their current dispatch prior to take off. Dispatch will be responsible for relaying to receiving units either by fax or electronic mail.

Sterile Cockpit at/near airports: All aircraft with agency communication radios will monitor FAA VHF air traffic frequencies and agency guard frequency (for emergency only) within 5 miles of controlled or uncontrolled airport. A standard protocol for flight following communications related to the sterile cockpit environments is as follows:

Departing aircraft will contact flight follower prior to taxi. (This insures that flight follower is aware of

pending aircraft movement, that radios work, and that the frequencies are correct.)

After taxi, takeoff and when more than 5 miles from airport, aircraft manager or pilot will advise flight follower of position and direction of travel.

Flight manager or pilot will advise flight follower of position and intent to land.

At completion of taxi and prior to shutdown, flight manager or pilot will advise follower that the flight is terminated.

On departure air tankers will stop communicating on agency frequencies after reporting "rolling". All other aircraft will stop operation on agency radios before entering the active runway, or before rolling or before lifting off (helicopters). Once the aircraft has flown 5 miles from the airport resume routine check-in and communication procedures on agency radios.

On arrival all aircraft will cease communicating on agency frequencies (except for emergencies) at a distance of five miles from the airport. The pilot will radio the dispatcher and advise they are either under FAA control or five miles from landing. After landing, and once clear of the active runway, communication with dispatch or the base may resume.

There may be occasions where a wildfire occurs within five miles of an airport making it impossible to maintain the sterile cockpit until departing. Under these circumstances, the departing aircraft shall maintain a sterile cockpit until departing the traffic pattern and reaching final altitude. At this time the aircraft may resume any "mission required" communications on agency frequencies. The pilot will continue to monitor FAA VHF air traffic frequency until engaged in the firefighting activity but should continue to monitor the FAA frequency.

Upon completion of the wildfire mission or after being released, the pilot shall immediately select and monitor the FAA frequency, if not already monitoring it, and maintain a sterile cockpit until aircraft has taxied to stop.

In addition to responsibilities in NMG 50 the Sending Units are to:

- Ensure that all personnel are properly briefed on flight following procedures
- Ensure all personnel are familiar with aviation safety requirements prior to being transported in fixed-wing or rotor-wing aircraft
- Order an approved/carded aircraft from a vendor that meets safety/performance requirements and cost effectiveness for transport of personnel/cargo. Ensure the pilots file an FAA VFR or IFR flight plan.
- Flight following the aircraft to its final destination in communication with the pilot and/or flight manager. Advise the pilot of any exception to routine flight following procedures: i. e. alternate telephone numbers, etc.
- Obtain ATD (Actual Time of Departure) from initial departure airport, from pilot/vendor or flight manager.
- Communicate to NWCC through established dispatch channels all flight plans that cross dispatch zone boundaries.
- Notify receiving units and NWCC of any delays/advances of a flight plan exceeding 30 minutes.
- Initiate search procedures for overdue aircraft. Utilize agency Aviation Mishap Response Plan as appropriate and notify NWCC of overdue aircraft.
- Advise Unit Aviation Manager when pilot/or fight manager do not comply with their responsibilities

as outlined in the unit aviation plan.
- Initiate an aircraft SAFECOM report if appropriate.

In addition to responsibilities in NMG 50, the Receiving Units are to:
- Notify the sending unit of any aircraft that has not arrived within 30 minutes of ETA. If problems are encountered contacting the sending/originating unit, contact NWCC.
- Assist in the search for overdue aircraft. Advise NWCC of action taken.

AUTOMATED FLIGHT FOLLOWING (AFF) PROCEDURES Refer to NMG 50

AIRCRAFT ACCIDENT/INCIDENT REPORTING
Personnel shall report immediately all aircraft accidents/ incident to appropriate agency/department officials.1-800-4-MISHAP (1-800-464-7427) SAFECOMS are to be submitted through interagency webpage: https://www.safecom.gov/

Internal follow-up phone calls must also be immediately made to the appropriate Agency State or Regional Aviation Manager or Regional Aviation Safety Manager (USFS).

Reports to the FAA may be made directly with the Western Region Operations Center at 425-227-1999. This is a 24 hour number for Accident and Incident Response.

OVERDUE AND MISSING AIRCRAFT
If an aircraft fails to arrive at its destination or fails to check in on the prescribed interval, initiate the Interagency Mishap Response Guide and Checklist.

AIRTANKERS Refer to NMG 50
There are 5 types of airtankers:

TYPE	CAPACITY (minimum)
VLAT	8,000 gallons or more
TY1	3000 to 7,999 gallons
TY2	1800 to 2,999 gallons
TY3	800 to 1,799 gallons
TY4	Up to 799 gallons

AIRTANKER USE in OPTIONAL and POST SEASON PERIODS Refer to NMG 50

AIRTANKER DISPATCHES (LOADED VS EMPTY)
Ordering Units may request air tankers loaded or empty. Some aircraft have capabilities and flight limitations which may preclude the dispatch of loaded air tankers (two (2) hour maximum flight when loaded, except for the VLATs).

AIRTANKER BASES Refer to Airtanker Dispatch Guide Map, NWMG 80
Northwest Airtanker Bases have Host Dispatch Centers and associated units. The units listed in the following table may order air tankers directly from the Host Dispatch Office.

Units outside this association may order these aircraft as specified in Northwest Area Neighborhood Concept, NWMG 10 to the dispatch offices identified as follows:

BASE	HOST	UNITS
Medford	RVC	UPF, EIC, KFC, SUF, KNF (R-5), SRF (R-5), LFC, MED, CBD, ROD, ORS, CDF THRU KNF/SRF, NZF WITH FOLLOW UP NWC
Redmond	COC	EIC, MAF, CCC-MHF, SUF, COC, LFC, SAD, BIC, VAD, ORS, KFC, GPF, UPF, WSA
La Grande	BMC	MAF, UMF, WWF, ORS, BIC, PAF(R-4), NPF(R-1), VAD
Klamath Falls	LFC	COC, RRF,LFC, KFC, CNP, BNP, UKR, UPF, ORS, KNF(R-5) NZF WITH FOLLOW UP THRU NWC, CDF (IA ONLY)
Moses Lake	CWC	COF, PSC, CCC-GPF, CWC, COA, YAA, SPA, SPD, CDP, COR, LPR, TBR, WAS, IPF(R-4)

Host Base Dispatcher will send the Billing Forest a copy of the Resource Order, with estimated costs as soon as completed. For USFS incidents, the Billing Forest is referred to as “Fire Forest”. See more about Fire Forest Concept in NWMG 10. Host Base Dispatchers should refer to Forest Service Handbook 6509.11K for billing procedures to USFS Units and Cooperators.

STATE COOPERATOR AIRTANKERS

The State of Oregon Department of Forestry has contract DC-7 airtankers. **These airtankers are not approved to be used on federal land** or under a federal agency’s operational control, except as stated below**.** Refer to Oregon Department of Forestry Air Tanker Operations Plan.

USE OF NON-FEDERALLY APPROVED AIRCRAFT

Under Clause 27 of the 2015 Master Cooperative Fire Protection Agreement, Independent Action, any agency may assign its respective aircraft to an incident in which a wildfire is deemed a threat to lands under its jurisdiction. In such instances, the resulting interagency mix of aircraft sharing the same airspace is allowed as long as common communications, command/control, and on-scene operating procedures exist to ensure a safe and efficient aviation operation.

If the decision is made to use an unapproved aircraft, the Line Officer must call the State Office/Regional Office (SORO) Duty Officer (503-808-2775) and advise him/her of the risk-informed decision, and document the decision. The SORO Duty Officer will then contact the Coordinator on Duty at the NWCC to notify them of the decision. The local dispatch center, in coordination with the NWCC, will attempt to replace the unapproved aircraft with an approved federal aircraft as soon as possible and make the appropriate notification.

The ODF DC7 airtankers may be used on Bureau of Land Management (BLM) and Forest Service lands in Oregon without prior Federal Line Officer approval only *on incidents managed under State and Federal*

unified command in which the State retains operational control when utilizing ODF airtankers to protect its interests.
For additional questions please contact Aaron Schoolcraft, Pacific Northwest/Alaska Regional Aviation Officer, at 503-808-2359 or aschoolcraft@fs.fed.us, or Kurt Kleiner, BLM State Aviation Manager, at kkleiner@blm.gov or 503-808-6593

MODULAR AIRBORNE FIREFIGHTING SYSTEMS (MAFFS) Refer to NMG 50

SINGLE ENGINE AIRTANKERS (SEATS) Refer to NMG 50 and Interagency SEAT Operations Guide

LEAD PLANES Refer to NMG 50
Lead planes are considered National Interagency Resources. Three USFS leased lead planes based out of Redmond:

Tail #	Make/Model	Passenger	Flight Rate Per hour
N64GT	King Air 90	6	$652.00
N556MC	King Air 200	8	$767.00
N904JG	King Air 90	6	$652.00

The Aerial Supervision Module (ASM) is a fixed wing platform with two (2) crew members who perform air attack and lead operations. They are trained to work as a team.

NORTHWEST LEAD PLANE/ASM PILOTS

PILOT	CALL SIGN	STATUS	HOME BASE
	Lead 6-2	L-M-A	Redmond
Trevor Stellrecht	Lead 6-3	L	Redmond
Ron Vail	Lead 6-4	L-M-A-C	Redmond
Karl Olson	Lead 6-7	T	Redmond
Status Legend: **L= Lead plane Qualified M=MAFFS Qualified A=Qualified ASM and Lead plane I=Mission Instructor C= Mission Check Pilot and Instructor T= In training**			

For a list of all Lead Plane and ASM Pilots refer to:
http://www.nifc.gov/nicc/logistics/aviation/Lead_Planes.pdf

AIR ATTACK PLATFORMS

HOST	LOCATION	ATGS	AIRCRAFT
BMC	La Grande	Larry Aragon	N22N
COC	Redmond	Vacant	N37H
CWC	Wenatchee	Pat McCabe	N31WD
LFC	Lakeview	Danny Williams	N93ME
RVC	Medford	Mike Demello	N690JK

SMOKEJUMPER AIRCRAFT
All smokejumper aircraft in the Northwest Area will be identified by using the Aircraft Identifier listed below. For a list of all Smokejumper Aircraft refer to:
http://www.nifc.gov/nicc/logistics/aviation/Smokejumper_Aircraft.pdf

AIRCRAFT ID	TAIL #	TYPE	BASE	FLIGHT RATE
Jump 78	N178Z	Sherpa	Redmond	$2280.00/hr.
Jump 73	N173Z	Sherpa	Redmond	$2280.00/hr.
Jump 09	N109BH	Casa 212	Winthrop	$1708.00/hr.

AERIAL SUPERVISION

AERIAL SUPERVISION ROLES AND RESPONSIBILITIES

There are five types of aerial supervision resources and six aerial supervisor classifications. Although these positions are unique, they share the common purpose of facilitating safe, effective, and efficient air operations in support of aerial/ground operations and incident objectives.
In the Northwest Area the following resources will be considered Tactical Aviation Resources: Airtanker, Heli-tanker, SEAT, Lead Plane, ASM, Air Attack Platform, Smokejumper, Rappel and Heli-tack Operations ordered from neighboring geographic units utilizing the border agreements for initial attack without going through NICC. Resources are ordered using the Tactical Aviation Resource Order form (TARO) with a follow up order in ROSS. Refer to NWMG CH80, Forms.

On Dispatch of Tactical Aviation resources, the Host Dispatch Office will send a commit message to all NW area units and NWCC using electronic mail.

Tactical aviation resources will be ordered based on the closest forces concept. Units requesting tactical aviation resources will provide the following information on the TARO and/or in ROSS.

1. Legal Description of fire.
2. Latitude and Longitude of fire.
3. Radio Frequencies to be used.
4. Ground Contact and/or air attack call sign.
5. Flight Hazards (Military Training Routes, Special Use Airspace etc.).
6. Other Aircraft in area.
7. Reload Base for Air tankers, SEATS, and Heli-tankers Site.
8. 2 VOR's and DME

AERIAL SUPERVISION REQUIREMENTS

The use of a lead plane or ASM greatly increases the effectiveness, economy, and safety of air operations. The following table is found in Chapter 3 of the Interagency Aerial Supervision Guide which is available at: https://www.nwcg.gov/sites/default/files/pms505.pdf

Aerial Supervision Requirements
When aerial supervision resources are co-located with retardant aircraft, they will be launched together on the initial order to maximize safety, effectiveness, and efficiency of incident operations. Incidents with three or more aircraft assigned will have aerial supervision ordered. Federal policy dictates additional requirements as listed below.

Incident Aerial Supervision Requirements ***ASM can perform all LEAD missions.			
SITUATION	**HLCO**	**LEAD**	**ATGS / ASM*** **
Three or more aircraft assigned to incident	If no ATGS AND only rotor wing	If no ATGS AND only fixed-wing	ORDERED

Airtanker (Multi-Engine) Drops conducted between 30 minutes prior to, and 30 minutes after sunrise, or 30 minutes prior to sunset to 30 minutes after sunset.	N/A	REQUIRED IF NO ATGS	REQUIRED IF NO LEAD
MAFFS / VLAT	N/A	REQUIRED	N/A
Airtanker not IA carded	N/A	REQUIRED	N/A
Level 2 SEAT operating on an incident with more than one other tactical aircraft on scene.	N/A	REQUIRED IF NO ATGS	REQUIRED IF NO LEAD
Foreign Government Aircraft	N/A	REQUIRED IF NO ATGS	REQUIRED IF NO LEAD
Congested Area Fight Operations	CONSIDER	ON ORDER	REQUIRED
Periods of marginal weather, poor visibility or turbulence.	REQUIRED IF NOT ATGS	REQUIRED IF NO ATGS	REQUIRED
Military Helicopter Operations	ON ORDER	N/A	REQUIRED
Night Helicopter water dropping operations with 2 or more helicopters.	N/A	N/A	ORDERED
When requested by airtanker, helicopters, ATGS, Lead, ATCO, or ASM.	REQUIRED	REQUIRED	REQUIRED

Definitions of key aerial supervision terms

- **Required**: Aerial supervisory resources that shall be over the incident when specified air tactical operations are being conducted.

- **Ordered**: Aerial supervisory resources shall be ordered by the incident host. (Air tactical operations may be continued while the aerial supervision resource is enroute to the incident. Operations can be continued if the resource is not available).

TACTICAL AVIATION RESOURCES PRIORITIZATION

The criteria listed below will be used to set prioritization of airtankers, SEATs, and Heli-Tankers. When requesting one of the above resources, the requesting unit will note the appropriate criteria number **and** threat on the resource order in the Special Needs box in ROSS.

Airtanker, SEATs, and Heli-Tanker Criteria for Prioritization.

1. Imminent threat to human life;
2. Imminent threat to communities, communities' infrastructure, historically significant cultural resources, commercial businesses and principal residences;
3. Threats to other structures and improvements such as seasonal homes, cabins and high value outbuilding;
4. Threats to natural resources;
5. Threats to low value structures.

TACTICAL AND RECONNAISSANCE AIRCRAFT Refer to NMG 50

HELICOPTERS

HELICOPTER TYPES

TYPE	PASSENGERS	OR LOAD CAPACITY
1	16 or more	5,000 lb.
2	10-15	2,500 lb.
3	5-9	1,200 lb.
4	4 or fewer	600 lb.

HELICOPTERS CALL-WHEN-NEEDED (CWN) Refer to NMG 50
Type 3 helicopters may be ordered through established dispatch channels. Forest Service CWN helicopter contractors are assigned to a Host Forest Unit for administrative purposes and processing of Flight Invoices. Refer to website for CWN listing:
http://www.fs.usda.gov/detail/r6/fire-aviation/?cid=fsbdev2_027111

All agencies may use OAS aircraft source list for hiring type 3 helicopters. AMD website:
https://www.doi.gov/aviation/aqd/aviation_resources
Please note, at time of printing this website is only available through BLM Bison Connect.

CWN Type 1 and Type 2 helicopters are National Resources and are administered by NICC. All ordering of Type 1 and 2 helicopters will be done through normal dispatch channels to NICC. CWN helicopters do not come with a module. When ordering, identify a helicopter manager in the Special Needs box. Helicopter managers and/or modules will meet the assigned helicopter off-site from the incident prior to performing work. Reassignments of these helicopters will require prior approval from NICC.

EXCLUSIVE USE CONTRACT HELICOPTERS Refer to NMG 50
Forest Service Exclusive Use Helicopters may be moved to an alternate base of operations with prior concurrence of the NWCC Emergency Operations Manager. These actions are taken at the direction of the host unit after checking with their Neighboring Units and Cooperators before committing helicopters to other projects.

The following actions require prior approval from the NWCC Emergency Operations Manager:

- Any planned action which makes the helicopter unavailable for dispatch for 30 minutes or more
- Assignment to a project fire
- Placing a backup helicopter on duty
- Reassignment to a new base of operation for 2 or more days
- Pre, post, and regular season “Add-on” helicopters when Agency Exclusive Use Helicopters are dispatched off unit, they will depart with their normal daily staffing unless additional personnel and/or equipment have been authorized.

STATE OF WASHINGTON HELICOPTERS
The State of Washington Department of Natural Resources (WADNR) has USFS inspected and approved helicopters and pilots for transporting external cargo, and conducting bucket operations within specified limitations. USDI agencies may utilize WADNR helicopters and pilots in accordance with OAS acceptance of USFS approval.

Washington DNR pilots and aircraft are "Approved" for use each year by means of a "Cooperator Aircraft Letter of Approval" issued by the USFS Regional Aviation Officer and OAS on dual Agency Letterhead. The letter is required to be carried onboard all WAS aircraft utilized on Federal incidents. This letter lists all approved aircraft, service vehicles, pilots, and authorized missions. Helibase or helicopter managers must use this letter to verify approvals and qualification prior to assignment of any duties.

Washington Department of Natural Resources Manual requirements apply to WADNR personnel and equipment regarding Personal Protective Equipment (PPE), load calculations, flight following and flight/duty limitations. Only the pilot may be onboard during external load operations.

HELICOPTER EMERGENCY MEDEVAC EXTRACTION ORDERING PROCEDURES

If a helicopter medevac extraction (short-haul or hoist) is needed in Oregon or Washington, refer to the Emergency Medical Evacuation information on the NWCC website for contacts, map, and ordering procedures for approved and available interagency and cooperator medevac and extraction resources: http://www.nwccweb.us/logistics/aviation.asp

The Okanogan-Wenatchee NF hosts a short-haul helicopter and crew. For more information, contact Central Washington Interagency Communication Center at 509-884-3473.

Mount Rainer and North Cascades National Parks will have one short-haul resource available between the two parks for local and extended response in Washington. Contact Puget Sound Interagency Communication Center 425-783-6150.

Some years the Oregon National Guard (ORARNG) has been willing to relocate and provide exclusive support for wildland fire operations in Oregon. When the ORARNG is able to provide this service via Oregon Department of Forestry through Op Plan Smokey, ordering protocols for medevac and extraction will be posted on the NWCC website Emergency Medical Evacuation page (see link above).

When approved interagency and cooperator aircraft are not available, refer to the Emergency Helicopter Extraction Source List (EHE Source List) for other capable aircraft and ordering procedures. In Oregon, the county sheriff local to the incident is responsible for emergency rescue responses. When in need of non-interagency resources from the EHE Source List in Oregon, initiate an order by calling 911 in the county in which the incident occurs. In Washington, Forests/Units may coordinate with the local county sheriff or go direct to the Air Force Rescue Coordination Center (AFRCC). AFRCC serves as the single agency responsible for coordinating inland search and rescue activities and can be reached at 1-800-851-3051. Refer to Appendix 4 of the EHE Source List for a checklist of information AFRCC must have before activating any extraction resource. There are no guaranteed time frames for helicopter extractions. Refer to: http://www.fs.fed.us/fire/aviation/av_library/ehe_source_list.pdf

For line personnel emergency medevacs, contact your host dispatch or IMT to coordinate medical transport.

OREGON AND WASHINGTON ARMY NATIONAL GUARD HELICOPTERS

To order Oregon (ORARNG) or Washington Army National Guard (WAARNG) helicopters for work on federal fires, the USFS will place requests through Oregon Department of Forestry or Washington Department of Natural Resources, respectively which then place the request with the respective state's Office of Emergency Management. Refer to JFHO ORNG EMERGENCY OPERATIONS PLAN; OPERATION SMOKEY for specifics on how the ORARNG are activated and ordered.

LARGE TRANSPORT AIRCRAFT Refer to NMG 50

AIRBORNE THERMAL INFRARED (IR) FIRE MAPPING Refer to NMG 50

INFRARED SERVICES/ PACIFIC NORTHWEST
Infrared mapping services are available for use on any wildland fire activity and are obtained through NWCC in accordance with the National Infrared Operation Plan. Requests to NWCC will be via resource order in ROSS and will have a completed Infrared Scanner Request in NIROPS.

AIRSPACE COORDINATION

UNMANNED AIRCRAFT SYSTEMS
UAS or "drones" may be used by federal agencies on incidents and projects in accordance with agency policy, and only with prior planning, consultation, and approval by the respective regional and national level agency Aviation Managers. *Refer to the NWCG Interagency Fire Unmanned Aircraft Systems Operations Guide (PMS-515) found at* https://www.nwcg.gov/sites/default/files/publications/pms515.pdf for more information.

TEMPORARY FLIGHT RESTRICTIONS (TFR) FAR 91.137 Refer to NMG 50
Temporary airspace restrictions will be established when incident related aviation activities present potential conflict with other aviation activities in the airspace.

To prevent congestion of nonessential aircraft over a disaster area, the Unit Dispatcher will:

1. Create a request for the TFR in ROSS under Aircraft, as well as completing the TFR request form.
2. Place the ROSS request to NWCC, along with a faxed copy of the completed TFR request form.

The current TFR request form is available at: http://gacc.nifc.gov/nwcc/content/pdfs/tfr.pdf

The FAA requires that latitude/longitude information for TFR's must be provided in degrees, minutes and seconds, including reference to north latitude and west longitude. If seconds' information is not available, add two (2) zeros to the description. Do not use spaces, commas, or other symbols in the description. Example: ddmmssN/dddmmssW or 450700N/1175005W. The corner points should be listed in a clockwise sequence around the requested TFR *beginning with the northwestern corner* to avoid "bow tie" depictions.
TFRs involving Military Training Routes or *Special Use Airspace* require additional notification of that closure to the scheduling military base.
When restrictions are no longer needed, unit dispatchers will cancel, or downsize the TFR with NWCC.

MILITARY TRAINING ROUTES AND SPECIAL USE AIRSPACE
Military Training Routes and Special Use Airspace often present conflicts with incident related aviation. Aviation activities will be identified by local units and the DOD units will be contacted for deconfliction. When requesting the interruption of MTR/MOA, Unit Dispatchers need to contact the scheduling activity/agency. For Military Training Routes, phone numbers of all scheduling activities are located in DOD AP-1B. For Special Use Airspace (Military Operations Areas, etc.), the name of the controlling FAA ARTCC is found on the appropriate aeronautical sectional chart. Local unit dispatch centers have direct contact numbers for specific military airspace managers for the purpose of deconflicting each SUA. Refer to NMG 50 and the Interagency Airspace Coordination Guide for

more information: http://www.airspacecoordination.net *(Note: This document will be posted to the NWCG website after final edits and publication are completed by June, 2018).*

AIRSPACE COORDINATION

It is essential that all personnel involved in flight planning and aviation operations read, understand, and implement the procedures outlined in the INTERAGENCY AIRSPACE COORDINATION GUIDE Chapter 2 Roles and Responsibilities located at: www.airspacecoordination.net.

It is the Incident's Host Units responsibility to initiate de-confliction procedures for flights involving Military Training Routes or Special Use Airspace also as outlined in Chapter 2.
Knowing and applying the appropriate procedures will enhance aviation safety when our use of the National Airspace System is coordinated with the FAA, DoD, and other users.

AIRSPACE BOUNDARY MANAGEMENT PLAN

Aerial operations on, or adjacent to agency/cooperator boundaries and areas where a neighboring agency/cooperator provides fire suppression on lands administered by the adjoining agency/cooperator (mutual aid, shared or exchanged initial attack areas or zones) require increased management and coordination. The requirement for increased management and coordination is due to the possibility of two or more agencies/cooperators conducting simultaneous, uncoordinated aviation operations within those areas that would unknowingly put the responding aircraft within close proximity to one another, placing aircraft and crews at risk. The purpose of this plan is to identity such boundaries and initial attack zones and provide a means of communication, coordination, and airspace de-confliction within those areas.

GUIDELINES & PROCEDURES

An imaginary 10-mile-wide "neutral air" corridor will center on agency/cooperator boundaries. The neutral air for mutual or exchanged initial attack areas or zones will encompass the whole zone.

- Any agency conducting aerial operations within a corridor or zone will immediately notify the adjoining agency/ cooperator of such operations. This is accomplished to and from dispatch offices prior to the commencement of operations and when operations cease. Examples of aerial operations include recon, fire suppression missions, special aviation projects, resource management flights, helicopter logging, etc.
- Agency aircraft will establish contact on the assigned air-to-air frequency. Should contact not be made, the contact air-to-air frequency will be Air Guard 168 .625 MHZ. This frequency will be designated for initial contact and coordination between converging aircraft within corridors and zones only when contact is not otherwise possible. Because this frequency is programmed as the default receive frequency in all agency and contract aircraft FM radios, and is intended for initial contact and emergency purposes only, it is imperative that this frequency not be used for tactical or logistical purposes . If Air Guard is used to establish initial contact, aircraft are expected to switch to an alternate frequency (e.g. the local or incident air-to-air frequency, etc.)
- When aircraft from two or more adjoining agencies/cooperators are being committed to the same general area of a corridor/zone:
    - Considering complexity, dispatch an Air Tactical Group Supervisor (ATGS)
    - Approaching aircraft will establish air-to-air frequency contact prior to entering the area
    - Aircraft rely upon dispatch centers for current relevant information. Therefore, coordination between dispatch centers must occur prior to dispatch.
- When an aircraft is dispatched to an incident within a corridor/zone and no other aircraft are known to be present the approaching aircraft will:
    - Attempt to establish contact on the assigned frequency. If unsuccessful, Air Guard

frequency 168 .625 MHZ will be used.
- Perform a high-level recon prior to low-level.
- Practice “see and avoid”.

- The dispatch initiating the flight will notify and coordinate with the adjoining agency/cooperator dispatch.
- Temporary Flight Restrictions (TFRs) within or in close proximity to corridors/zones will be coordinated and information shared between the responsible dispatch offices.

AVIATION BOUNDARY OPERATIONS CHECKLIST
The boundary zone between adjacent jurisdictional agencies has the potential for conflicted airspace when more than one center or agency dispatches aviation resources to these areas.

The definition of boundary zone area for the purposes of conflicting airspace will be defined as an area five (5) nautical miles either side of jurisdictional boundaries.

Aviation Dispatchers are responsible for assuring that agency aircraft dispatched to initial or extended attack incidents leave their bases with accurate mission information.

IF AIRCRAFT ARE CROSSING OR WORKING IN CLOSE PROXIMITY TO UNIT BOUNDARIES, USE THE FOLLOWING CHECKLIST:

HAVE NEIGHBORING DISPATCH CENTERS BEEN NOTIFIED OF YOUR RESPONSE? Yes No

HAVE COMMON FREQUENCIES BEEN ASSIGNED TO ALL RESPONDING AIRCRAFT? Yes No

IF EXTENDED ATTACK, HAVE DISPATCH CENTERS AGREED ON THE SINGLE ORDER POINT FOR INCIDENT RESOURCES? Yes No

ARE FLIGHT CREWS AWARE OF ORDER POINT AND FLIGHT FOLLOWING CENTER? Yes No

DO YOU HAVE AN EXISTING TEMPORARY FLIGHT RESTRICTION (TFR) ON YOUR UNIT? HAVE YOU NOTIFIED COOPERATING AGENCIES? Yes No

ARE THERE MILITARY TRAINING ROUTES, (MTR) OR SPECIAL-USE AIRSPACE (SUA) IN THE INCIDENT AREA? HAVE FLIGHT CREWS BEEN INFORMED? Yes No

AIRCRAFT WILL NOT BE DISPATCHED UNTIL CHECKLIST HAS BEEN COMPLETED AND INITIALED BY AIRCRAFT DISPATCHER.

NEWS MEDIA AIRCRAFT

Manned aircraft carrying properly accredited news media are legally allowed inside a Fire TFR after filing a flight plan and coordinating entry with the Incident Air Operations supervisor (ATGS or AOBD) in accordance with 14 CFR 91.137 (c.). Access to TFRs by media UAS still requires additional permits and waivers issued to the media by the FAA.

AIRSPACE CONFLICTS REPORTING

Violations of airspace restrictions must be reported immediately by telephone to the SEATTLE Air Route Traffic Control Center (ARTCC*). (Note: Salt Lake City ARTCC is the Center to contact for certain areas in far southeast Oregon. Refer to a low altitude IFR chart to determine the location of boundary lines between adjacent ARTCCs.)* The ARTCC can provide immediate response to identify

the reported aircraft and initiate follow-up action. The key is immediate telephone notification! Violations need to be reported immediately to a Unit Aviation Officer (UAO) who will follow normal incident reporting procedures and follow up by submitting a SAFECOM report form. For further information, refer to the Interagency Standards for Airspace Coordination, Chapter 8. http://airspacecoordination.org/guide/index.html

CRITICAL AIRSPACE CONTACTS Refer to NWMG 70

FAA TEMPORARY CONTROL TOWER OPERATIONS
Air Traffic Control Specialists or Mobile Air Traffic Tower (MATC) assistance may be requested from the FAA when Air Operations in support of an incident becomes too complex or unsafe at uncontrolled airports or helibases. Requests will be sent to NWCC via a resource order in ROSS and will be accompanied with a Temporary Tower Request Form completed electronically. Refer to: http://gacc.nifc.gov/nrcc/dispatch/aviation/temporary_tower_request.pdf. See Interagency Standards for Airspace Coordination, A lead time of twenty four hours is requested by the FAA.

Ordering procedures and financial information is outlined within the FAA's Western Service Area agreement. NWCC does not forward the request to NICC but will contact the FAA's WSA Regional Operations Center (ROC) at 425-227-2200 and ask to speak to a duty officer regarding a Temporary Tower order. The ROC will connect NWCC with the appropriate FAA Duty officer. The ROC is the primary point of contact for the FAA for this request. NWCC will forward the Temporary Tower Request Form along with the aircraft resource order to the FAA duty officer at the time of the request. In addition, refer to Chapter 11, of the Interagency Standards for Airspace Coordination for a helpful checklist that aids in the ordering and set up process of a temporary tower. The FAA will order a frequency for the Temporary Tower internally. If the FAA cannot supply radios, the incident COML will need to order radios.

AIRPORT CLOSURES
When the need for an airport closure is identified, contact should be made with the *appropriate* Agency Aviation Manager or Aviation Safety Manager for information and assistance. Reference the Interagency Standards for Airspace Coordination.

BLASTING ACTIVITY
The Department of Defense is concerned that electronic warfare equipment on certain military aircraft could initiate a premature explosion of blasting equipment. Blasting operations using NONEL (Non Electric Blasting Caps) are not at risk; but Fireline Explosives Operations using "EBC" (Electric Blasting Caps) are at risk of premature detonation under a variety of circumstances which could cause debris to affect low flying aircraft. Advance notice (24 hours) of planned blasting activity should be forwarded to appropriate DOD Scheduler. *Local Dispatch centers are also encouraged to request a NOTAM (D) from an FAA Flight Service Station. More information about blasting NOTAMs can be found in the Interagency Standards for Airspace Coordination.*

TEMPORARY EMERGENCY RADIO FREQUENCY ASSIGNMENTS
When the aircraft communication load on a going fire is too congested to be handled by existing fire and air operation networks, temporary emergency frequencies may be obtained from NICC as follows:

1. Unit Dispatcher should request FAA VHF Air to Air frequency through NWCC on an Aircraft Resource Order in ROSS. NWCC will place the order with NICC to obtain frequencies.

2. When the frequency is no longer needed, notify NWC and the center will close the order with NICC.

DEDICATED RADIO FREQUENCIES Refer to NMG 20 and the Pacific Northwest Interagency Aviation Frequency Guide.

SUNRISE/SUNSET TABLE

These tables should be maintained at the local dispatch center and can be furnished upon request. The tables are available at: http://aa.usno.navy.mil/data/docs/RS_OneYear.php

Select rise/set menu under the Astronomical Applications department. Then select the month, the day, the state, and the city. Click on the Get Data button to generate sunrise/ sunset table. It is also, recommended that you download the data and reformat the files so they will print on a single sheet.

AIRPORT GUIDE

The following airport guide has been prepared as a **reference guide** for dispatchers within the Northwest Area. The purpose of the guide is to assist these individuals in determining suitable airports for mobilization and demobilization of incident personnel. The guide is **NOT** intended to substitute the pilot's responsibility for flight planning. Information about unlisted airports and airfields can be found in local dispatch offices. For official, current airport information, consult the FAA Chart Supplement book which is updated every 56 days and available to download at:
https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dafd/

OREGON AIRPORT GUIDE

City		Latitude/ Longitude	Elevation	Runway length/width/surface	Nite/ILS Approved	Fuel	FBO (Phone) Available
Astoria	(AST)	46 09/123 52	015	5796/150/ Asphalt	Y/Y	Avgas/Jet	Port of Astoria (503-861-1212)
Baker City	(BKE)	44 50/117 48	3373	5097/100/Asphalt	Y/N	Avgas/Jet	Baker Aircraft (541-523-5663)
Bend	(BDN)	44 05/121 11	3453	5005/75/Asphalt	Y/N	Avgas/Jet	Professional Air (541-388-0019)
Burns	(BNO)	43 35/118 57	4148	5100/75/Asphalt	Y/N	Avgas/Jet	City of Burns. (541-573-6139)
Corvallis	(CVO)	44 29/123 17	246	5900/150/Asphalt	Y/Y	Avgas/Jet	Corvallis Aero Services (541-753-4466)
Eugene	(EUG)	44 07/123 13	365	8000/150/Asphalt	Y/Y	Avgas/Jet	Atlantic Aviation (541-688-9291)
Florence	(6S2)	45 58/124 06	046	3000/60/Asphalt	Y/N	Avgas/Jet	Florence Airport (541-997-8069)
Gold Beach	(4S1)	42 24/124 25	016	3200/75/Asphalt	Y/N	Avgas/Jet	Admin Bldg. (541-247-6269)
Grant Pass	3S8)	42 30/123 22	1125	4000/75/Asphalt	Y/N	Avgas/Jet	Pacific Aviation (541-479-2230)
John Day	(GCD)	44 24/118 57	3697	4500/60/Asphalt	Y/N	Avgas/Jet	Admin Bldg. (541-575-1151)
Joseph	(JSY)	45 21/117 15	4122	5200/60/Asphalt	Y/N	Avgas/Jet	OR Dept. of Aviation (503-387-4880)
Klamath	(LMT)	42 09/121 43	4095	10301/150/Asphalt	Y/Y	Avgas/Jet	Century Aviation Services (541-882-4681)
La Grande	(LGD)	45 17/118 00	2717	5600/100/Asphalt	Y/N	Avgas/Jet	Admin Bldg. (541-963-6615)
Lakeview	(LKV)	42 09/120 23	4733	5306/100/Asphalt	Y/N	Avgas/Jet	Lake County Airport (541-947-4222)
Madras	(S33)	42 00/121 24	2434	5100/75/Asphalt	Y/N	Avgas/Jet	Berg Air (541-475-4899)
Medford	(MFR)	42 22/122 52	1335	8800/150/Asphalt	Y/Y	Avgas/Jet	Jet Center North (541-770-5314)
Newport	(ONP)	44 34/124 03	160	5398/150/Asphalt	Y/Y	Avgas/Jet	Admin Bldg. (541-867-7422)
North Bend	(OTH)	43 25/124 14	017	53321/150/Asphalt	Y/Y	Avgas/Jet	Coos Aviation (541-756-5181)
Ontario	(ONO)	44 01/117 00	2193	4529/100/Asphalt	Y/N	Avgas/Jet	Frazier Aviation (541-889-9197)
Pendleton	(PDT)	45 41/118 50	1497	6300/150/Asphalt	Y/Y	Avgas/Jet	Pendleton Aviation (541-276-3313)
Portland	(PDX)	45 35/122 35	030	11000/150/Asphalt	Y/Y	Avgas/Jet	Atlantic Aviation(503-331-4220)
Redmond	(RDM)	44 15/121 08	3077	7040/150/Asphalt	Y/Y	Avgas/Jet	Butler Aircraft (541-923-1355)
Roseburg	(RBG)	43 13/123 23	529	4600/100/Asphalt	Y/N	Avgas/Jet	West OR Flying Services (541-673-4722)
Salem	(SLE)	44 54/123 00	214	5811/150/Asphalt	Y/Y	Avgas/Jet	Salem Air (541-364-0111)
Sixes	(5S6)	42 51/124 31	214	5100/150/Asphalt	N/N	None	None
The Dalles	(DLS)	45 37/121 09	247	5097/150/Asphalt	Y/Y	Avgas/Jet	Gorge Aviation Service (509-767-0005)
Troutdale	(TTD)	45 39/122 24	039	5399/150/Asphalt	Y/Y	Avgas/Jet	Gorge Winds Aviation (503-661-1044)
Vale	(S49)	43 57/117 15	2249	3872/65/Gravel	N/N	None	None

WASHINGTON AIRPORT GUIDE

City		Latitude/ Longitude	Elevation	Runway length/width/surface	Nite/ILS Approved	Fuel	FBO (Phone) Available
Bellingham	(BLI)	48 47/122 32	170	6701/150/Asphalt	Y/Y	Avgas/Jet	Bellingham Aviation Services (360-676-7624)
Boeing	(BFI)	47 31/122 18	018	10001/200/Asphalt	Y/Y	Avgas/Jet	Signature Flight Support (206-763-0350)
Burlington	(BVS)	48 28/122 25	144	5477/100/Asphalt	Y/N	Avgas/Jet	Corporate Air (360-757-7757)
Chehalis	(CLS)	46 40/122 58	173	5000/150/Asphalt	Y/N	Avgas/Jet	Chehalis-Centralia Airport (360-748-1230)
Chewelah	(1S9)	48 18/117 44	2075	3446/48/Asphalt	N/N	None	None
Deer Park	(DEW)	47 58/117 25	2210	6100/75/Asphalt	Y/N	Avgas/Jet	Deer Park Airport (509-276-3379)
Electric City	(3W7)	47 55/119 04	1590	4200/75/Asphalt	N/N	None	None
Ellensburg	(ELN)	47 01/120 27	1763	5500/150/Asphalt	Y/N	Avgas/Jet	Mid State Aviation (509-962-7850)
Everett	(PAE)	47 54/122 16	606	9010/150/Asphalt	Y/Y	Avgas/Jet	Everett Jet (425-355-6600)
Felts Field	(SFF)	47 40/117 19	1953	4500/150/Asphalt	Y/Y	Avgas/Jet	Western Aviation (509-939-8197)
Hoquiam	(HQM)	46 58/123 56	018	5000/150/Asphalt	Y/Y	Avgas/Jet	Port of Grays Harbor (360-533-9544)
Moses Lake	(MWH)	47 12/119 19	1185	13502/200/Asphalt	Y/Y	Avgas/Jet	Million Air (509-762-2222)
Olympia	(OLM)	46 58/122 54	206	5419/150/Asphalt	Y/Y	Avgas/Jet	Jorgensen Air Service (360-754-4043)
Omak	(OMK)	48 27/119 31	1305	4654/150/Asphalt	Y/N	Avgas/Jet	Terminal (509-826-6270)
Pasco	(PSC)	46 15/119 07	407	7700/150/Asphalt	Y/Y	Avgas/Jet	Bergstrom (509-547-6271)
Port Angeles	(CLM)	48 07/123 29	291	6347/150/Asphalt	Y/Y	Avgas/Jet	Rite Bros. (360-452-6226)
Republic	(R49)	48 43/118 39	2519	3498/60/Asphalt	N/N	None	None
Seattle	(SEA)	47 27/122 18	433	11900/150/Asphalt	Y/Y	Avgas/Jet	ASIG (206-433-5481)
Spokane	(GEG)	47 37/117 31	2372	9000/150/Asphalt	Y/Y	Avgas/Jet	Signature Flight Support (509-455-5204)
Walla Walla	(ALW)	46 05/118 17	1191	6528/150/Asphalt	Y/Y	Avgas/Jet	Sullinair Aircraft (509-529-4243)
Wenatchee	(EAT)	47 23/120 12	1245	5500/150/Asphalt	Y/Y	Avgas/Jet	Executive Flight (509-884-1545)
Winthrop	(S52)	48 25/120 08	1694	5049/75/Asphalt	Y/N	Avgas/Jet	Smokejumper Aviation (509-322-1630)
Yakima	(YKM)	46 34/120 32	1095	7603/150/Asphalt	Y/Y	Avgas/Jet	McCormack Air Center (509-248-1680)

NORTHWEST HELIBASE INFORMATION

Base Name	Latitude/Longitude	Elevation (Feet)	Home Unit	Agency
Burns	43 35 /118 57	4144	Burns	BLM
Chelan	47 52/119 55	1263	Wenatchee	USFS
Clearwater	46 12/117 34	5650	Umatilla	USFS
Ellensburg	47 01/120 31	1760	WA-SES	State of Washington
Enumclaw	47 10/121 59		WA-SPS	State of Washington
Frazier	45 09/118 13	4500	Umatilla	USFS
Ft. Rock	43 26/120 50	4520	Lakeview	BLM
Gerber	42 12/121 08	4930	Lakeview	BLM
John Day	44 24/116 57	3700	Malheur	USFS
Lakeview	42 09/12 23	4209	Lakeview	BLM
Merlin	42 30/123 23	1122	Siskiyou	USFS
Oakridge	43 45/122 30	1420	Willamette	USFS
Olympia	46 58/122 54	206	WA-WAS	State of Washington
Prineville	44 17/120 54	3246	Prineville	USFS Ochoco
Sled Spring	45 47/117 16	4500	Wallowa-	USFS Whitman
Tupper	45 04/119 29	4100	Umatilla	USFS
Vale	44 01/117 00	2190	Vale	BLM
Wenatchee	47 23/120 12	1249	Wenatchee	USFS

AIRCRAFT TYPE AND CAPABILITES GUIDE

Fixed Wing Aircraft Information
Single Engine

Make/Model	Length (ft)	Wing Span (ft)	Cruise Speed (kts/mph)	Payload (lbs)	Number of Seats	Required Runway Length (ft)
Cessna 172	27	36	105/120	600	3	1500
Cessna 180	26	36	140/160	800	3	1500
Cessna 182	28	36	150/170	900	3	1500
Cessna 182RG	28	36	120/140	1100	3	1500
Cessna 185	26	36	109/125	1100	3	1700
Cessna 205	28	36	135/155	900	5	2000
Cessna 206	28	36	130/160	1100	5	1500
Cessna 207	32	36	130/160	1100	6	2000
Cessna 208	38	52	175/180	2500	8-12	2000
Cessna 210	28	37	155/190	1000	6	2000
Cessna 210 (Turbo)	28	37	165/190	1500	6	2500
Piper PA-18 Supercub	23	35	100/115	600	1	500
Piper PA-32R Lance	28	33	135/155	1100	5	2000
Beech Bonanza	26	34	165/190	950	4-5	2000
DHC-Beaver (Floats)	30	48	100/115	1400	6	1700

Twin Engine

Make/Model	Length (ft)	Wing Span (ft)	Cruise Speed (kts/mph)	Payload (lbs)	Number of Seats	Required Runway Length (ft)
Cessna 337 Skymaster	30	38	148/170	600	3	2000
Cessna 340	43	38	182/210	900	5	3000
Cessna 414	36	44	174/200	900	5	3000
Cessna 421 Golden Eagle	34	40	191/220	1600	7-9	3000
Cessna 441 Conquest I/II	39	49	252/290	1400	8	3000
Piper PA-23 Aztec	31	37	174/200	1000	5	2000
Piper PA-31 Chieftain	35	41	217/250	1800	8	3000
Piper PA-31T2 CheyennellXL	37	43	208/240	1300	7	3000
Piper PA-34 Seneca	29	39	190/230	1100	5	2000
Piper PA-42 Cheyenne II	43	48	273/315	2000	11	3300
Piper PA-42 Cheyenne II	43	48	295/340	2000	11	3300
Piper PA-44 Seminole	28	39	165/190	600	3	2000
Beech Craft Baron 55	55	38	187/215	1000	5	2000
Beech Craft Baron 58/P	30	38	187/215	1000	5	3000
Beech Craft King Air 90/100	36/40	50	226/260	1300	6	3000
Beech Craft King Air 200/350	44	55	278/320	2200	9-12	3300
Aero Commander 500	35	45	169/195	1100	5	3000
Aero Commander 690	44	47	247/285	1200	7	3000
Aero Commander 840	44	49	247/285	1600	9	3000
Partenavia P-63	31	39	161/185	1100	5	1600
Islander BN-2	36	49	130/150	2000	10	1500
DC-3 Turbo	58	96	182/210	5900	20-30	2000
Sherpas S-330 (C-23)	58	75	170/195	5000	20	3000
DHC-6 Twin Otter	53	65	148/170	3000	15-19	1500
Casa 212	50	62	169/195	3400	19	2500
MU-II	34	40	300/345	3350	9	1800

Airtankers

Make/Model	Type	Retardant Load (gal)	Length (ft)	Wing Span (ft)	Cruise Speed (kts/mph)
DC-10	1	12000	182	165.4	521/600
BAE-146	1	3000	93.8	86	300/345
MD-87	1	4000	130	107	489/563
C-130 MAFFS	1	3000	99	133	239/275
P2V	2	2082	86	98	195/225
CL-215	3	1300	65	94	164/189
AT802	4	700	35.5	59	160/184

Helicopters

Type I

Make/Model	Length (ft)	Rotor Diameter (ft)	Bucket Size (gal)	Cruise Speed (kts/mph)	Number of Seats
K-Max (K1200)	52	48	900	80/92	N/A
Bell 214 B-1	62	52	660/880	140/160	15-20
Blackhawk UH-60	65	54	660	145/167	14-17
Sikorsky S61N	73	62	900	120/138	N/A
Boeing Vertrol 107	83	50	900-1000	120/138	N/A
Boeing 234 (CH-47)	99	60	3000	135/185	N/A
Sikorsky S-64 Skycrane	89	72	2000	80/92	N/A

Type II

Make/Model	Length (ft)	Rotor Diameter (ft)	Bucket Size (gal)	Cruise Speed (kts/mph)	Number of Seats
Bell 204B UH-1B	55	48	240	90/104	10
Bell Super 204	56	48	324	90/104	10
Bell 205 A-1	57	48	324	90/104	14
Bell 212	58	48	324	100/115	13
Bell 412	56	48	420	110/115	13
Kaman H-43	25	47	324	85/98	N/A
Sikorsky S-58T	42	56	420	90/104	12-18

Type III

Make/Model	Length (ft)	Rotor Diameter (ft)	Bucket Size (gal)	Cruise Speed (kts/mph)	Number of Seats
MD-500 (Hughes)	31	26	96-108	120/138	4
Bell 206 III Jet Ranger	39	33	96-108	97/112	3
Bell L-3 Long Ranger	43	37	96-144	110/127	6
AS-350 D-1 Astar	43	35	108-144	108/124	4
AS-350 B-2 Ecureuil	43	35	240	125/144	5
AS-355 F-1 Twin Star	43	35	108-144	115/132	4
SA-315 B Lamar	43	36	108	80/92	4
SA-316B Alouettelll	42	36	144	80/92	6

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CHAPTER 60
PREDICTIVE SERVICES

Predictive Services provides decision support services to field units, area coordinators, and national level managers by providing briefings, reports, mapping products, outlooks and analysis related to fire weather, fire potential, fuel conditions, fire behavior, fire situation, resource status and availability. For the National Predictive Services Handbook, Refer to NMG 60.

PRODUCTS

The primary Predictive Services products are issued through the fire season and periods when activity and/or burning conditions warrant and include the following:

- NW 7-Day Significant Fire Potential Forecast: plots observed and forecasted fuel dryness, and projected risk of new large fires or significant growth on existing large fires for the 12 Predictive Service Areas (PSAs) in the Northwest.
- Monthly and Seasonal Significant Fire Potential Outlook (posted last week of each month, more frequently if conditions warrant).
- Fire Behavior Outlook: narrative assessment of short and medium-term critical fuels and fire behavior conditions (issued as needed).
- NW Morning Brief: provides fire situation summary info on NW IA and existing large fire narratives (issued daily).
- The Situation Report provides detailed local area statistics of reported daily and YTD wildfire and RX activity (issued daily).

Users may access Predictive Service products via the NWCC web site: https://gacc.nifc.gov/nwcc/
Predictive Services menu choices are found near the top of the left-hand bar:

- Intelligence
- Weather
- Fuels/Fire Danger
- Outlooks
- GIS
- Fire Analysis

The 7-Day Significant Fire Potential Forecast, Monthly and Seasonal Significant Fire Potential Outlook and Fire Behavior Outlook are located on the OUTLOOKS page. The Morning Brief and Situation Report are on the INTELLIGENCE page. The National Incident Management Situation Report (IMSR) can be accessed from the INTELLIGENCE page or by clicking the NATIONAL button on the header bar of the NWCC home page. The FIRE ANALYSIS page is intended to provide support for short-and long-term fire behavior analyses performed on incidents around the geographic area. Other information on fuel dryness, fire weather, and fire mapping resources can be found by following the appropriate links in the Predictive Services menu.

INTELLIGENCE

GENERAL REPORTING REQUIREMENTS

In order to provide valid information for decision support, determination of preparedness levels, and to support effective prioritization, allocation, and re-allocation of resources, it is the responsibility of each participating Federal Agency Unit to submit accurate and timely Situation (SIT) Reports and Incident Status Summaries (ICS-209) and promptly communicate to the NWCC Center Manager situations and concerns needing special consideration.

IRWIN

Integrated Reporting of Wildland-Fire Information (IRWIN) is a service facilitating data exchange between existing applications used to manage data related to wildland fire incidents. Initial implementation was May 2014. IRWIN goals are reducing redundant data entry, identifying authoritative data sources, and improving the consistency, accuracy, and availability of operational data.

For general information on the IRWIN project:
https://www.forestsandrangelands.gov/WFIT/applications/IRWIN/index.shtml

IRWIN requires awareness from the dispatch and fire communities of the basic principles of the **data exchange environment**. **Data elements** (i.e. incident name, coordinates, size, etc.) are shared between **participating systems**.

Certain systems are the **authoritative data source** (i.e. “have control”) of a given data element. Changes to that data element may only be made in that particular system (i.e. WildCAD, ICS209) before updates cascade through to the other participating systems.

Participating systems (used in the NW) currently include:

- Read/Write
  - WildCAD, FireCode, ICS209, Wildland Fire Decision Support Systems (WFDSS)
- Read Only
  - ROSS, e-Isuite, GeoMAC, Enterprise Geospatial Portal (EGP), Remote Sensing Applications Center (RSAC)

Additional participating systems are scheduled to be incorporated in subsequent releases.

For updated guidance materials (including definitions, data flows, FAQ’s, and items new to IRWIN in 2019), see these online communities on the Wildland Fire Lessons Learned Center http://www.wildfirelessons.net/communities (login required):

1. Data Exchange Environment User Guide
2. IRWIN Project

IRWIN Observer

IRWIN Observer is a tool for viewing data that is "exchanged" via IRWIN. IRWIN Observer has proven very valuable for intelligence and trouble-shooting incident management data. Access to an account is highly recommended for each dispatch center (login is required).

For information regarding IRWIN Observer access follow the link below:
https://www.predictiveservices.nifc.gov/intelligence/IRWINObserverGettingStarted.pdf

SIT-209 PROGRAM

The SIT-209 Program is an interagency incident reporting application that captures large wildland fire and all-hazard incident data from the Incident Status Summary (ICS-209) and fire activity reports from dispatch offices from the Interagency Situation Report (SIT Report). The SIT Report and the ICS-209 share certain incident information, summaries, and reports. The data reported into the SIT-209 Program is used to create the National Incident Management Situation Report (IMSR), NW Situation Reports, and the NW Morning Brief on a daily basis during the active fire season. Local GACCs, NIFC and Congress use the SIT-209 data to obtain incident and fire situation information. Archived SIT-209 data is used for year-to-date and historical reports.

To enter SIT-209 data and view reports, a National Fire and Aviation Management Web Applications (FAMWEB) login is required. To request an account, on the FAMWEB home page, select "FAMWEB Logon Request", check "SIT-209 Access?"

Users who already have a FAMWEB account for other programs (FIRESTAT, AMIS, etc.), but need SIT-209 access, or have a change of station, agency, etc. should contact their GACC Intelligence Section directly to request access. Reference: FAMWEB Logon Request Form. https://fam.nwcg.gov/fam-web/

SIT and 209 User's Guides

Online SIT Report User Guide April 2019 available at:

- https://www.predictiveservices.nifc.gov/intelligence/Situation_Report_User_Guide_2019.pdf

Online SIT-209 User Guide April 1, 2017 (version 3) available at:

- https://www.predictiveservices.nifc.gov/intelligence/Sit-209_Cognos_Reports_User_Guide_2017.pdf

National Intelligence web link:

- https://www.predictiveservices.nifc.gov/intelligence/intelligence.htm

INCIDENT STATUS SUMMARY (ICS-209)

Submission of an ICS-209 provides specific incident information to local, regional and national levels on incidents that are, or may be, of significance. Continued reporting for the duration of significant activity is needed to provide updated information and to insure attention is given to reporting incidents. Finalized reports are used to define when the significance of incidents has been reduced and to capture a summary of the final incident data. Local, regional and national level decisions are based on information within ICS-209s. Portraying a timely and accurate picture of the incident is critical.

The ICS-209 is entered by the Area dispatch center or Incident Management Team responsible for the incident. ICS-209s are submitted electronically via the FAMWEB page. Login required. Users gain access by clicking the "SIT-209" button in the left hand menu bar.

ICS-209 REPORTING REQUIREMENTS

- For the Northwest Geographic Area, ICS-209s will be electronically approved by 2100 hours (Pacific Time).
- Updated reports will cover the period from the last report to the end of the day shift on the reporting day (should be a 24 hour period for incidents reporting daily).

A flowchart for "When to Report Wildland Fire Incidents with an ICS-209" is available at:

https://www.predictiveservices.nifc.gov/intelligence/ICS-209%20When%20to%20Report%20Wildland%20Fire%20Incidents%20Flowchart.pdf

*For guidance on **complexes**, see NMG Ch. 60, p 83.*

Northwest Geographic Area reporting requirements are as follows for wildfire and all hazard incidents (these may be different than other Geographic Areas):

Initial reporting is required when:

- A Type 1 or 2 incident management is assigned or will be requested
- Fire is 100 acres or larger in timber (Class D) or 300 acres or larger in grass/brush (Class E)
- Fires will be complexed (regardless of incident size threshold above)
- Significant critical resources are or will be committed for more than 72 hours
- Significant events or change have occurred or are expected
- Containment will not be achieved within 72 hours from detection (regardless of incident size)
- NWCC requests ICS-209 reporting

Daily updates will continue when:

- A Type 1 or 2 incident management team is assigned
- Significant critical resources are assigned
- Significant events or change has occurred or is expected
- A full suppression strategy is selected AND the fire is 100 acres or larger in timber or 300 acres or larger in grass/brush AND the fire is less than 100% contained
- NWCC requests daily reporting

Weekly updates (submitted on Thursdays) may be allowed at the discretion of NWCC when:

- A full suppression fire achieves 100% containment (not yet controlled or out)
- Less than a significant number of critical resources are assigned
- Limited activity or change has occurred or is expected

Fires on a weekly update schedule should report more often if significant events or change have occurred or are expected.

Final updates will be submitted when:

- Fires have been controlled or are out
- Individual fires are being moved into a complex that is, or will be covered by, an ICS-209
- NWCC has concurred that ICS-209s can be finalized

Once 100% containment is achieved, updates will be submitted when significant activity occurs or is expected on the incident, until the fire is controlled or out.

All incidents with an initiated ICS-209 must be finalized when appropriate.

If a wildland fire meets the reporting requirements above, but is controlled/out within one operational period, a single “Final” ICS-209 can be submitted in lieu of an “Initial, then a Final.”

NORTHWEST AREA INTERAGENCY SITUATION REPORT (SIT REPORT)

The Interagency Situation Report known as the SIT Report is a FAMWEB application entered by Area dispatch centers.

SIT Reports are submitted electronically via the FAMWEB page. Login required. Users gain access by clicking the "SIT-209" button in the left hand menu bar. User's Guide link (previous pages).

SIT REPORTING REQUIREMENTS

- Reporting frequency is submitted daily during fire season – typically April through October - and weekly throughout the remainder of the year. NWCC will notify users of changes in reporting frequency as activity warrants (i.e. weekly to daily, daily to weekly).
- The reporting time is by 0100 hours (Pacific Time) on the following day. NICC retrieves reports from FAMWEB by 0100 hours (0200 MT).
- When daily reporting is in effect, the activity period is 0001 to 2400. If reporting weekly, year-to-date (YTD) acres may be solely updated (encompassing activity for the entire week).
- Reporting is required for all prescribed fire activity along the same schedule as wildfires.

SIT REPORT DATA ENTRY

The SIT Report includes these elements:

1. Daily Fire Statistics
2. Planned RX
3. Remarks
4. Year-to-Date Statistics
5. Incident Priority

Daily Fire Statistics is separated into two sections: "Protection" and "Ownership." Units listed in the top portion of the tab have "Protection" responsibility for the fires/acres to be entered.

a) Select the appropriate "Protection" unit in the top table, assigned "Ownership" units are then available as drop-down items in the lower table.
b) Enter daily wildfire and RX activity in the lower "Ownership" table, dividing all fires/acres burned by cause (human/lightning) and by respective ownership of the land.

Note: Reports in Sit-209 can be run to view fire statistics either by protection or ownership. Make sure to properly assign ownership and protection for your area of responsibility.

c) Enter fire danger level, preparedness level, and total number of uncontrolled A-B-C class-size fires for the submission period.

When data is "Saved" via the "Daily Stats" page, it automatically updates the "YTD Statistics" tab.

Sit Report Data Entry Notes:

- **A fire (i.e. an "ignition") should only be counted once (based on ownership at origin and discovery date).** Since acres burned from an ignition may cross multiple ownership/protection boundaries or be reported in successive reporting periods, however, it should then be tallied in those cases as "0 fires, for XX acres" (XX being "growth since yesterday", or "the portion burned on adjacent ownership/protection") as appropriate.
- **Figures entered in the Daily Fire Statistics tab must only represent activity that occurred in the recent 24 hour period.** Any corrections or updates to reported activity that did not occur in the recent 24 hour period should be entered as adjustments in the YTD Statistics tab, NOT in the Daily Fire Statistics tab. Note reasons for any significant YTD adjustments in the *Remarks* tab.
- **Acreage from incidents reported on ICS-209s is not automatically included in the SIT Report program (in either Daily Fire Statistics or YTD Statistics)**. It must be incorporated manually each day. Communicate with the assigned IC/IMT, and/or wait for completion of the ICS-209 to incorporate its daily acreage change.

Remarks. Briefly summarize any/all of the following, when applicable:

Significant new IA, extended attack or large fire events, significant ongoing operations (escalations, mobilizations, releases), changes in fire weather/potential, significant resource mobilizations/shortages

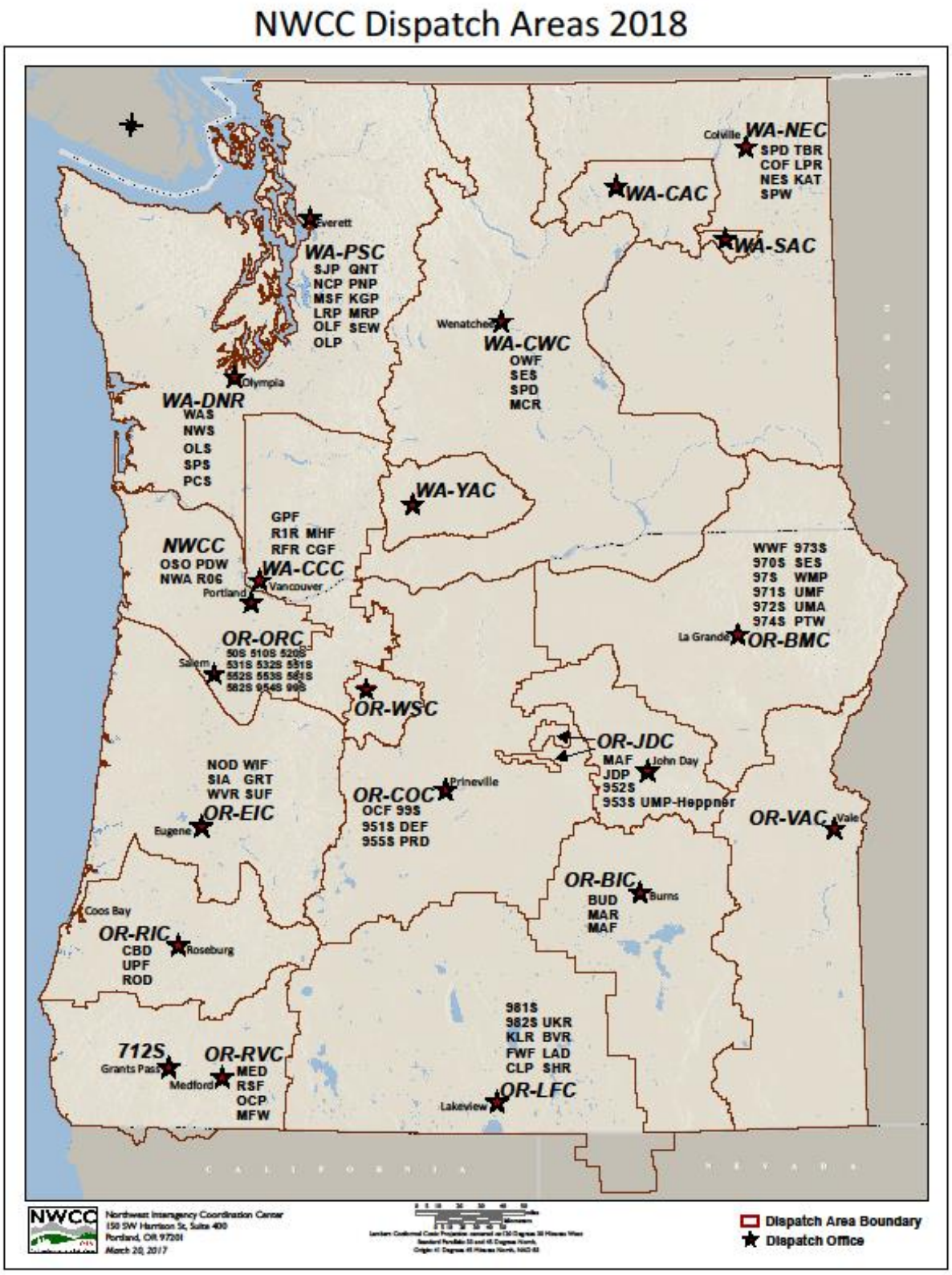
- Clarifications of statistics (i.e. distinguish between reported IA, extended attack and existing large fire activity, ignitions from lightning event/human activity, etc.)
- Corrections, notes on "catch-up" YTD statistics, etc.

CHAPTER 70

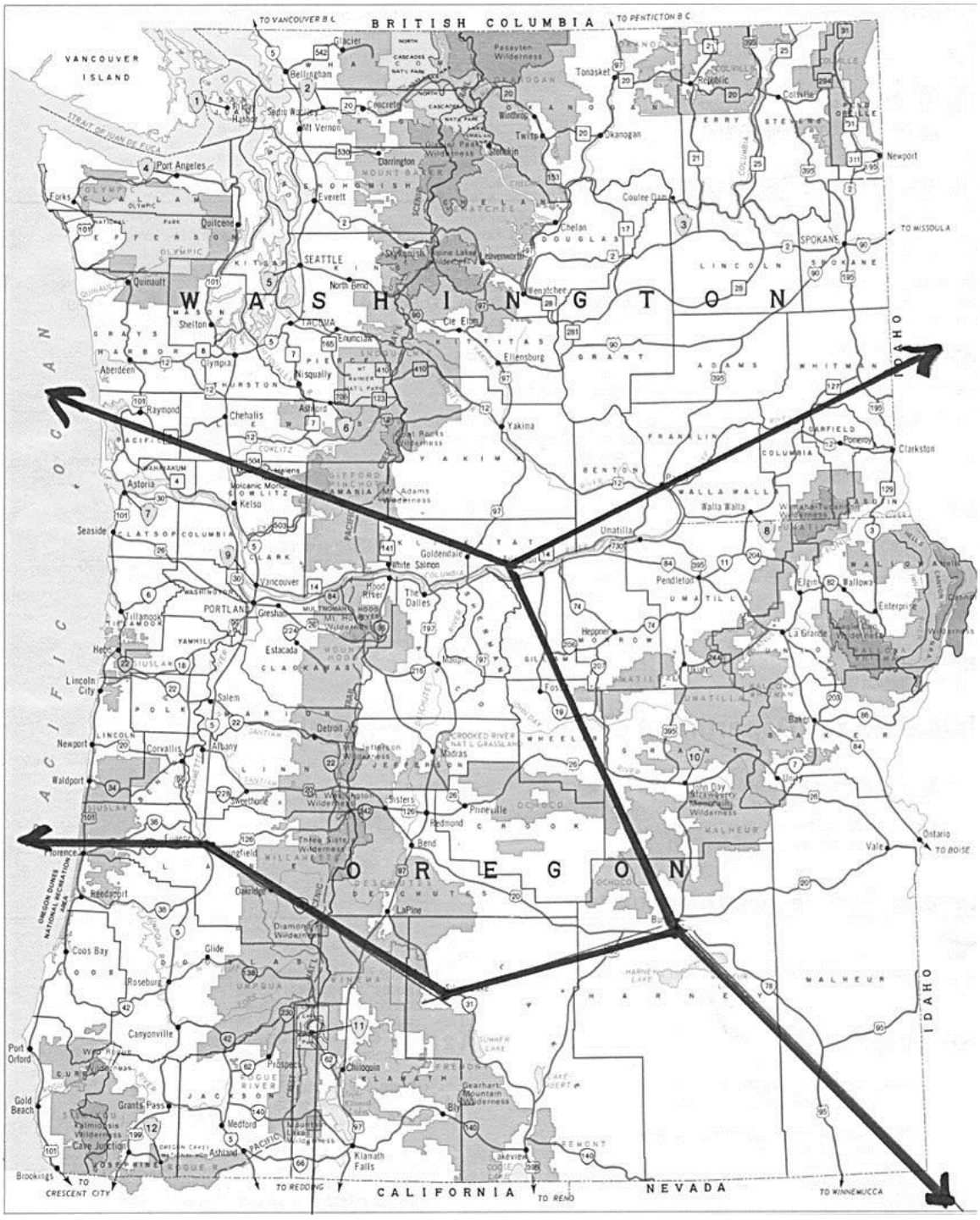
NORTHWEST DISPATCH DIRECTORY

Northwest Coordination Center	503-808-2720
Blue Mountain Interagency Fire Center	541-963-7171
Burns Interagency Communication Center	541-573-1000
Central Oregon Interagency Dispatch Center	541-316-7700
Central Washington Interagency Communication Center	509-884-3473
Columbia Cascade Communication Center	360-891-5140
Colville Agency	509-634-3100
Eugene Interagency Communication Center	541-225-6400
John Day Interagency Dispatch Center	541-575-1321
Lakeview Interagency Fire Center	541-947-6315
Northeast Washington Interagency Communication Center	509-685-6900
Oregon Department of Forestry Coordination Center	503-945-7455
Puget Sound Interagency Communication Center	425-783-6150
Rogue Valley Interagency Communication Center	541-618-2510
Roseburg Interagency Communications Center	541-464-3370
Spokane Agency	509-258-4566
Vale District	541-473-6295
Warm Springs Agency	541-553-1146
Washington State Department of Natural Resources	360-902-1300
Yakama Agency	509-865-6653

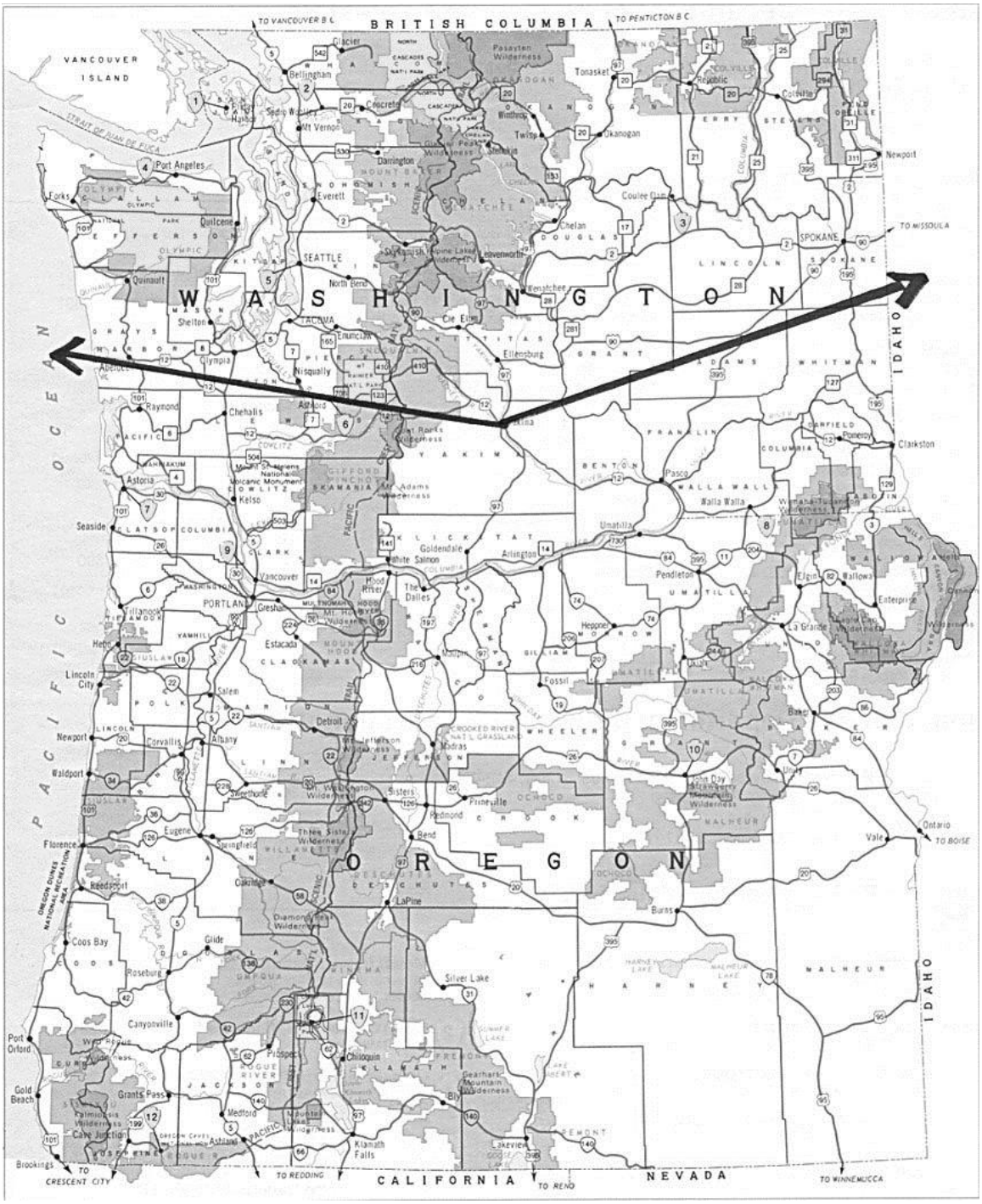
CHAPTER 80- MAPS AND FORMS



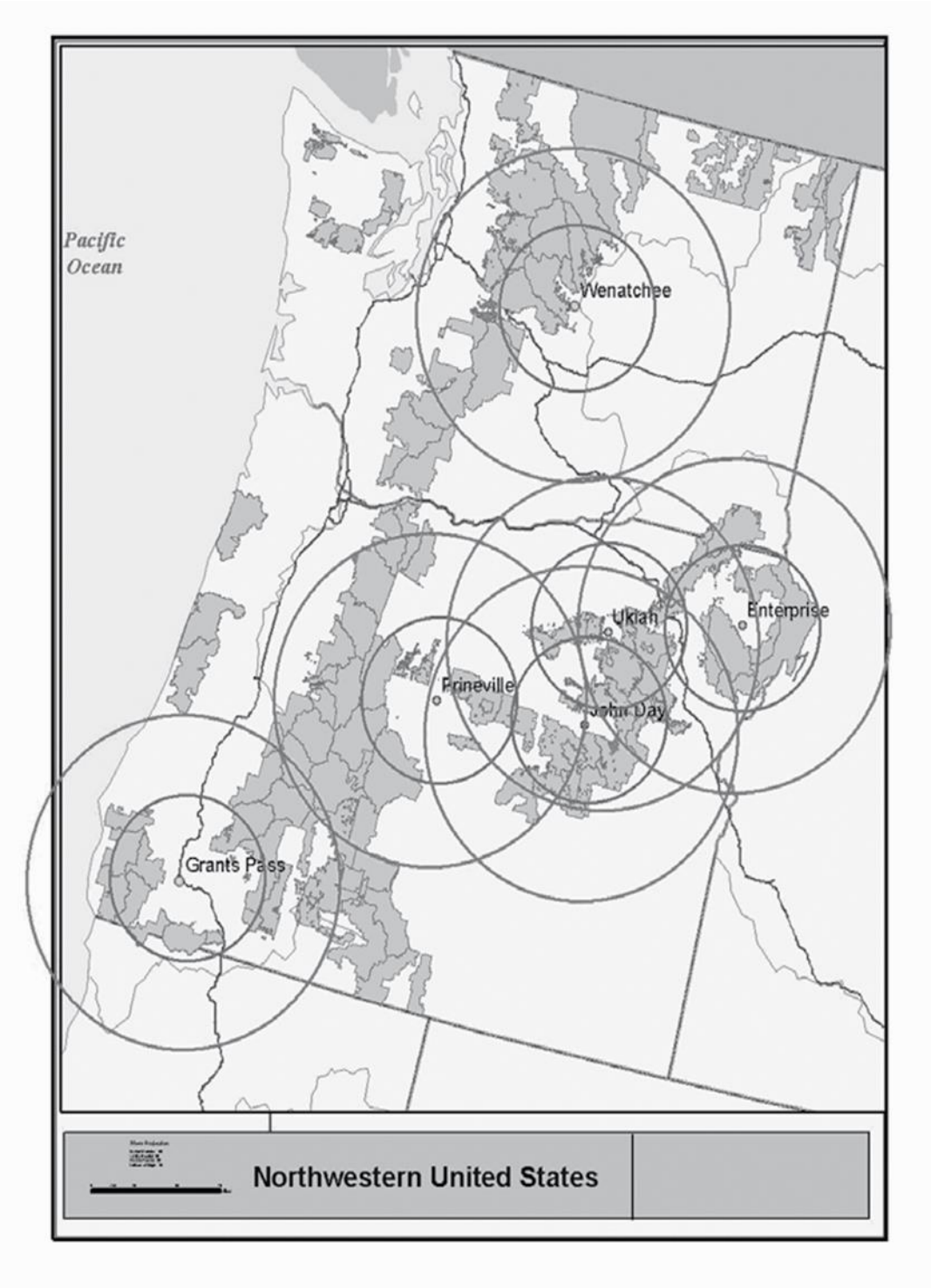
AIRTANKER DISPATCH GUIDE MAP



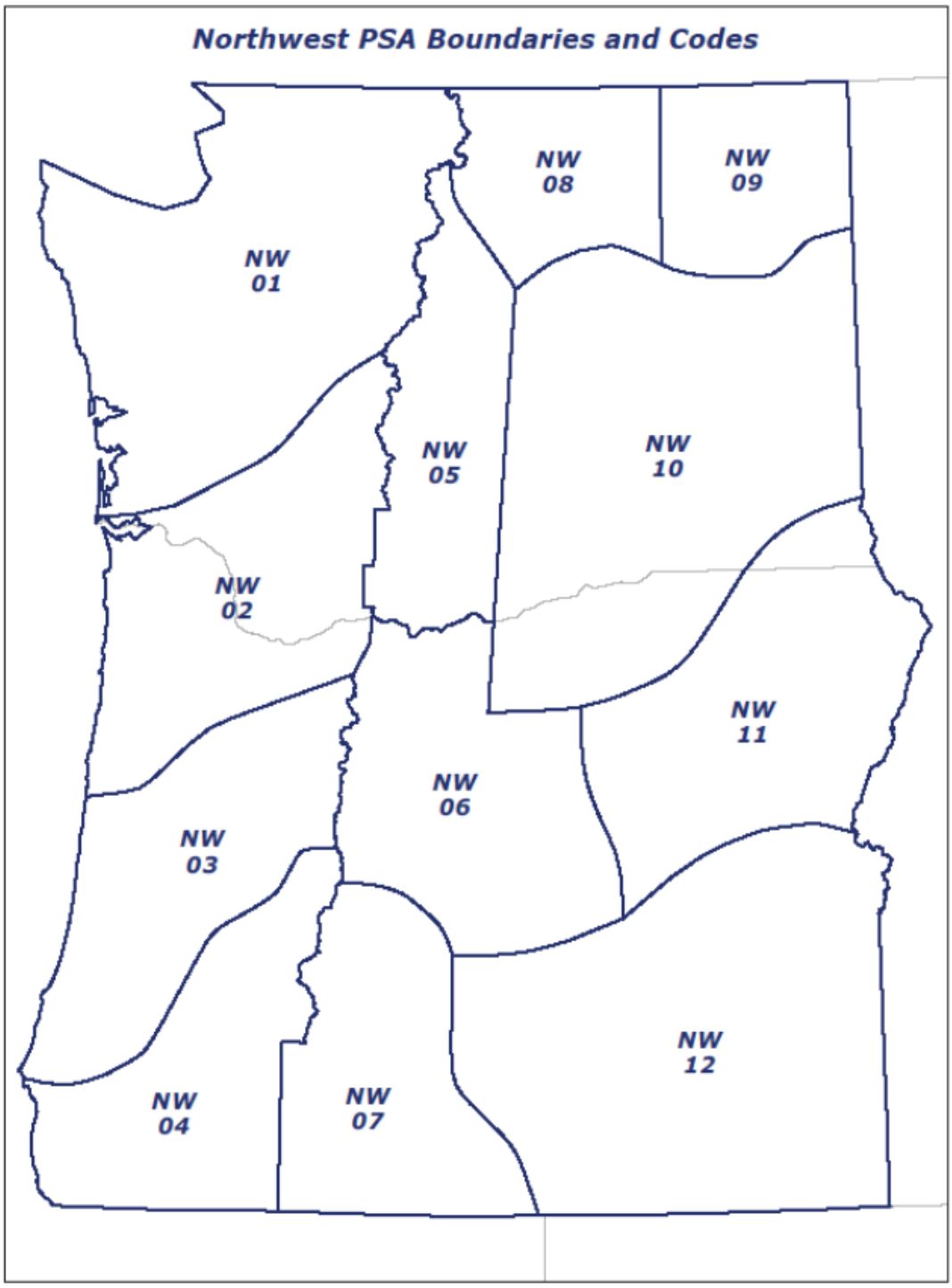
NORTHWEST AREA SMOKEJUMPER DISPATCH GUIDE MAP



NORTHWEST AREA RAPPELLER DISPATCH MAP



NORTHWEST PREDICTIVE SERVICES AREAS (PSA) MAP



TACTICAL AVIATION RESOURCE ORDER FORM

AIRCRAFT DISPATCH	**A#**				
DATE:	**TIME:**			**SUNSET + 30:**	
INCIDENT NAME:				**INCIDENT #:**	
DESCRIPTIVE LOCATION:				**ELEVATION:**	
				CHARGE CODE:	
Legal Loc. (Twp/Range/Sec.)					
LAT/LONG: Ddm					
DISTANCE (NM):	**BEARING (DEG):**			**FROM:**	
FLIGHT FOLLOWING	**Local**	**RX:**		**Tone:**	
		TX:		**Tone:**	
COMMAND FREQUENCY		**RX:**		**Tone:**	
		TX:		**Tone:**	
A/A FREQUENCY:	**Primary**	**RX:**		**Tone:**	
		TX:		**Tone:**	
GROUND CONTACT:	**A/G FREQUENCY:**				
		RX:		**Tone:**	
		TX:		**Tone:**	
HAZARDS:			**BOUNDARY:**		
MTR/SUA:			**TFR:**		
OTHER AIRCRAFT: **CALL SIGN:** **AIR CONTACT:**			**RELOAD:**		
Aircraft Dispatcher:					

REQUEST FOR A TEMPORARY FLIGHT RESTRICTION

DATE: _____ TIME: _____	FAA ARTCC requires phone notification. ARTCC _____ FAA PHONE:_____FAX:_____
Resource Order Number: _____ Request Number: A -_____	DISPATCH OFFICE _____ PERSON REQUESTING TFR: _____ 24 HR. PHONE (No Toll Free #s) _____

Circular Degrees Minutes Seconds Only – use zero's for seconds if unavailable

LAT/LONG of Center Point (US NOTAM OFFICE FORMAT ddmmssN/dddmmssW)	RADIUS (NM) (5 NM is standard)
N/ W	

Polygon (List perimeter points in clockwise order). For NES Input: Use the same NAVAID if possible for each point. List nearest NAVAID (distance < 50 NM) - do not use NDB or T-VOR. (For lat/long - Degrees Minutes Seconds only)

Point #	Lat/Long format **ddmmssN/dddmmssW**		Point #	Lat/Long format **ddmmssN/dddmmssW**	
1	N	W	5	N	W
2	N	W	6	N	W
3	N	W	7	N	W
4	N	W	8	N	W

NOTAM # of TFR being replaced_____

Altitude (MSL: Only) _____
24 hours a day? _____ **or** Daytime Operational Hours: (UTC) _____to _____
Incident TFR Duration:_____ to _____ (Estimate – 2 months out is ok)
Format: YYMMDDhhmm to YYMMDDhhmm

Geographic Location of Incident (NM from nearest well known location recognizable to general aviation or local town, state)
_____

Agency in Charge _____ Incident Name _____
24 hour phone number (No toll Free #s) _____ VHF-AM Air to Air Frequency _____
This will affect the following Special-Use Airspace: (MOA, RA, WA, PA, AA):_____

This will affect the following Military Training Routes:

Route	SEGMENT(S)	SCHEDULING ACTIVITY	Route	SEGMENT(S)	SCHEDULING ACTIVITY

NOTAM # _____ Time Issued _____ Date _____/_____/_____

Date/Time TFR Canceled: _____ By: _____ Replaced by _____

Feb 2015
Approved by the Interagency Airspace Subcommittee