

BRITISH COLUMBIA & NW UNITED STATES WILDFIRE RESPONSE BORDER ARRANGEMENT

Operating Guideline 2014



In Partnership With



Canada Border
Services Agency



U.S. Customs and
Border Protection

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I. PURPOSE

The purpose of this Operating Guideline is to provide the framework under which wildfire management activities, identification, initial response, mutual aid and planning allows for cooperative pre suppression and wildfire protection along the United States and British Columbia International Border.

This is under the authorization from the British Columbia & NW United States Wildfire Response Border Arrangement (herein after referred to as the Arrangement).

The safety of responders and the general public remains the highest priority on all fires.

This guideline outlines cooperative fire efforts between the following agencies:

Province of British Columbia: Ministry of Forests Land & Natural Resource Operations

Provincial Wildfire Coordination Centre

Regional: Coastal Fire Centre / Kamloops Fire Centre / Southeast Fire Centre/ Northwest Fire Centre

US Forest Service: Alaska, Pacific Northwest and Northern Regions

Chugach National Forest / Tongass National Forest / Colville National Forest / Mt. Baker Snoqualmie National Forest / Idaho Panhandle National Forest / Flathead National Forest Okanogan-Wenatchee National Forest / Kootenai National Forest

National Park Service: Alaska, Pacific West and Intermountain Regions

North Cascades National Park Complex / Glacier National Park / Klondike Gold rush NHP / Glacier Bay NP&Pr / Wrangell-St. Elias

Bureau of Land Management: Oregon/Washington and Idaho State Offices

Spokane District/ Coeur d' Alene District

States Washington Department of Natural Resources / Idaho Department of Lands

II. SCOPE

This Operating Guideline pertains to all wildfires that pose a threat to values along the International Border involving British Columbia and the Northwest United States agencies. Fires that are not threatening values along the International Border or require extended action will utilize the Canada/United State Reciprocal Forest Fire Fighting Arrangement or the Northwest Wildland Fire Protection Agreement (NW Compact).

States that are participants under the Northwest Wildland Fire Protection Agreement (commonly known as the North West Compact) (Washington and Idaho) can participate under this Operating Guideline for fires that pose a threat to the International Border along British Columbia and the Northwest United State.

III. AUTHORITY

The British Columbia & NW United States Wildfire Response Border Arrangement, May of 2014 signed by the agencies provides for this Operating Guideline under Section I.

IV. TERMINOLOGY & COMMAND SYSTEM

To establish a "common" understanding, words and phrases as used herein are defined in a Glossary attached as Appendix A.

The Agencies recognize and accept different on site language and command structures of each agency. Resources may be defined and/or configured differently by each agency.

It is anticipated that when the Agencies work mutually on a wildfire, a command structure will be maintained within a spirit of the "Incident Command System" through the duration of the event.

V. OPERATING PROCEDURES

A. Initial Response

1. Per the provisions of the Arrangement, all Agencies will follow their dispatch procedures and notification processes during the identification of fires in the Threat Zone.
2. Any Agency discovering a fire within the Threat Zone shall contact the appropriate Coordination Centres or Dispatch Centers to ensure a fire assessment is conducted and work jointly with the Jurisdictional Agency to facilitate the best possible response and avoid unnecessary delays. *See Appendix C: "Cross Border Initial Attack Checklist and contact sheet"*
 - a. Notification and contact information to the appropriate Coordination Centres or Dispatch Centers. *See Appendix B1-2: Authorized Representatives and Coordination/Dispatch Centres*
 - b. Aircraft - Initial fire assessment and identification during fixed wing or rotor wing flights must be coordinated through *"Appendix D: Procedures for Crossing International Border Aircraft" "Sections D-E-F"*
 - c. Crossing between Ports of Entry - US or BC agencies entering through an uncontrolled access point for initial fire assessment and identification must follow procedures in *"Appendix D: Procedures for Crossing International Border" "Sections B-E-F"*
 - d. Port of Entry – Responding to initial attack wildfires using a Port of Entry, contact the closest Port of Entry and follow procedures in *"Appendix D: Procedures for Crossing International Border" " See Appendix B-3: "Canada and United States Border Services Contacts"*
3. The Discovering Agency and Jurisdictional Agency will determine the best possible response action to take on the wildfire based on the values at risk, access, location and available resources through the appropriate Coordination/Dispatch Centres.

This may include:

- a. Initial Attack
 - b. Mutual Planning
 - c. Mutual Aid
4. Agencies agree that fires immediately threatening neighboring jurisdictions may be directly actioned within the Threat Zone by the Discovering Agency to protect their land and fire management areas and the identified values at risk. During initial attack or the first 48 hour (or as negotiated), every attempt should be made by the Jurisdictional Agency to relieve the Discovering Agency as soon as feasible. *See Appendix B 1,2: Authorized Representatives and Coordination/Dispatch Centres and Appendix C: "Cross Border Initial Attack Checklist and contact sheet"*
 5. Jurisdictional Agencies that have identified fires not immediately threatening adjacent jurisdictions will contact the neighboring agency and provide updates on the location and fire growth modeling. *See Appendix G: Special Management Considerations*

Must Consider:

- a. Inviting an Agency Representative from the neighbouring jurisdiction to participate in planning meetings.
- b. Establishing personnel contact through local offices or Incident Management Teams
- c. Developing and sharing maps, photos, perimeters, and trigger points

B. Resources

1. Personnel

- a) Personnel assigned to the incident will receive a briefing prior to fireline deployments and where applicable, should be debriefed prior to demobilization.
- b) Each Agency will be responsible their own insurance, medical and liability costs of the personnel responding.
- c) When appropriate, supporting agencies may provide an on-site representative at their own expense when resources are deployed.
- d) The Jurisdictional Agencies will apply local procedures for all medical evacuations of injured personnel regardless of which jurisdiction. An exception may occur when both Agencies communications between their respective Coordination/Dispatch Centers determine the most appropriated course of action deemed necessary.
- e) Any accident or serious incident involving personnel on assignment must be immediately reported to their home location or Authorized Representative. The agencies involved may conduct a joint investigation at their own expense.

2. Aircraft

- a) Use of aircraft will be in accordance with the procedures established in Appendix E: Airspace/Border Crossing Protocol, Use of Canadian Aircraft and Appendix F: US Federal Aviation Policy.
- b) Aircraft arriving to perform reconnaissance, retardant or suppressant delivery or transporting personnel must adhere to the information identified in "Appendix D: Procedures for Crossing International Border. Section D-E-F"
- c) When performing cross border aerial operations, will contact the appropriate Dispatch Center prior to commencing the operation to determine jurisdictional procedures. See Appendix F: US Federal Aviation Policy.

3. Equipment

Each Agency will be responsible for their equipment costs and any damages that occur during the response.

For International Border Crossing with Equipment follow procedures identified in "*Appendix D: Procedures for Crossing International Border*" Section C.

C. Communications

Agencies may use their Initial Attack and Aviation frequencies for emergency actions to insure responder safety

NAVCANADA has established 126.7 as the Air to Air frequency to be monitored. However, this frequency may not always be monitored when there is a fire. Recommend that this frequency is monitored by all flights on each side of the International Border for safety reasons and used to “call in the blind” when operating within the Threat Zone.

BC initial ground communications will be identified on simplex channel (frequency 163.890 BC Silver). Once initial contact has been established, resources will determine a tactical frequency for the duration of the incident and work within an Incident Command Structure. US Agencies may program this frequency for initial contact.

D. Border Crossings

Border crossings will be in accordance with the procedures established in *Appendix D: Procedures for Crossing International Border*.

E. Special Management Considerations

To the extent possible the Supporting Agency taking action on a fire will consider special land and fire management considerations of the Jurisdictional Agency. *See Appendix G: Special Management Considerations*

F. Debriefings and Evaluations

A joint After Action Review will be conducted by the Jurisdictional Agency and the Supporting Agency. Proceedings will be forwarded to the coordinated committee and steering team to be reviewed annually. The Coordinating Committee and Steering Team will identify any issues or changes required in the Operating Guideline.

G. Incident Information Sharing

Information regarding incident activity, behaviour, resources or tactics is the responsibility of the Jurisdictional Agency. Agencies within this Operating Guideline are free to discuss their agencies' response, and to disperse approved or published Jurisdictional Agency key messaging. Supporting Agencies will identify themselves as such, and identify the Jurisdictional Agency to the media and provide contact information, if available.

VI. Working Groups

The following working groups have been identified:

Coordinating Committee:

Responsible for establishing and maintaining the Arrangement, developing the Operating Guideline, ensuring implementation follows the terms agreed to, and resolving issues that may arise.

Participants:

US: Fire Managers, operational responders, dispatchers, Steering Team members, Customs and Border Patrol Coordinator, identified technical specialists, Aviation Specialists (management, helicopter, and fixed wing), Air Attack Officer Representative

BC: Manager of Fire Operations, Superintendent of Preparedness & Operations, Superintendent Aviation Management, Superintendent Provincial Airtanker Program, Senior Protection Officers (Operations) (or designees), Steering Team members and Canada Border Services Agency Emergency Coordinator

Meeting Schedule: Every two years

May 13/14, 2014, Coastal Fire Centre to host: Provide a forum to understand the new Arrangement and finalize the 2014 Operating Guideline, identify operational issues that need to be resolved, and review local agency's best practices for consistent application.

May 2016, Agencies within WA to host: Provide a forum to share what is new, share techniques/skills, and keep new players current, and reviewing local agency's best practices for consistent application.

Local Border Agencies:

This includes all Agencies along the International Border that would be involved with a wildfire response that threatens the border. Responsible for understanding the Operating Guideline procedures, providing annual updates to local contact information, engaging in mutual planning and cross-training as appropriate.

Best Practices: Identify for local meetings and sharing.

Participants: Senior Protection Officers (Operations) (or designees), local fire managers/officer, operational responders, dispatchers, Port Superintendents/Chiefs, Border Patrol, and RCMP

Meeting Schedule: Annually before May 15th

Steering Team:

Provides support to the Coordinating Committee in terms of updating the Arrangement and Operating Guideline, and facilitates getting the information to the Local Border Agencies.

2014: Develop for final approval a new Arrangement and the 2014 Operating Guideline; develop the agenda for the May meeting.

Participants: Selected members representing all Agencies who are participating in the Arrangement and will coordinate with Technical Specialists as needed.

Meeting Schedule: Meets as needed to accomplish tasks that have been established by the Coordinating Committee.

Aviation Sub Group:

Provides technical support regarding aviation operations to the Steering Team, and provide information for the Arrangement and Operating Guideline.

2014: Formed as a sub group and provided technical expertise for the aviation operations in the Operating Guideline.

Participants: Selected members representing all Agencies who are participating in the Arrangement and will coordinate with other Technical Specialists as needed.

Meeting Schedule: Meets as needed to accomplish tasks that have been established by the Steering Team.

VII. Review

This Operating Guideline shall be reviewed annually, and updated as appropriate. Each Agency will be responsible for providing the names and phone numbers of the Authorized Representative and Coordination/Dispatch Centres by May 15th of each year.

For questions regarding this Operating Guideline and for providing updated information, contact a Steering Team Representative:

NAME	ORGANIZATION	CONTACT NUMBER	EMAIL ADDRESS
Jim Richardson	Coastal Fire Centre	604-860-3838	Jim.richardson@gov.bc.ca
Cathy Scofield	USFS Region 1	406-329-3409	cscfield@fs.fed.us
Matt Butler	Idaho Panhandle N-Forests	208-290-4668	mobutler@fs.fed.us
Dee Townsend	N Cascades National Park – NPS	360-854-7350	Dee_townsend@nps.gov
Keith Satterfield	Okanogan/Wenatchee N - Forest	509-664-9228	ksatterfield@fs.fed.us
Jim Mottishaw	Kamloops Fire Centre	250-770-3702	jim.mottishaw@gov.bc.ca
Murray Henry	Kamloops Fire Centre	1-250-554-5501	Murray.Henry@gov.bc.ca
Dennis Rexin	Southeast Fire Centre	250-365-4049	Dennis.rexin@gov.bc.ca
David Marek	Wildfire Mgmt Branch – BC	250-312-3008	Dave.marek@gov.bc.ca

Should questions or issues regarding the implementation of the Operating Guideline arise during the fire season (June 01st to Sept 30th) contact:

Bruce Young

Manager of Wildfire Operations

British Columbia Ministry of Forests, Land and Natural Resource Operations

1-250-312-3002

Bruce.young@gov.bc.ca

Cathy Scofield

Assistant Director Cooperative Fire, Prevention and Disaster Management

US Forest Service, Region 1

1-406-329-3409

cscfield@fs.fed.us

APPENDIX A
Glossary

Agencies	Agencies signatory to this Arrangement
Agency Representative	An individual assigned to an incident from an assisting or cooperating agency that has been delegated authority to make decisions on matters affecting that agency's participation at the incident.
Authorized Representative	Authorized to act in their respective areas for matters related to this Arrangement. Such as a Duty Officer (US) or Regional Wildfire Coordination Officer (Can)
Discovering Agency	Agency that discovers a wildfire regardless of jurisdiction
Extended Attack	Any fire activity that goes beyond Initial Attack.
Incident Command System	A standardized on-scene emergency management concept specifically designed to allow its user(s) to adopt an integrated organizational structure equal to the complexity and demands of single or multiple incidents, without being hindered by jurisdictional boundaries.
Initial Attack	The action taken to halt the spread or potential spread of a fire by the first fire fighting force to arrive at the fire.
Jurisdictional Agency	Agencies with jurisdictional responsibility and receives assistance from another agency.
Mutual Aid	Agencies assisting each other during the initial response and identification of wildfires along the International Border.
Supporting Agency	Agency providing suppression or management support and lends resources at the request of another agency.
Threat Zone	Area in which a wildfire poses a threat to the International Border or adjacent values.

APPENDIX B – 1
AUTHORIZED REPRESENTATIVES AND COORDINATION CENTRES
BRITISH COLUMBIA

Authorized Representatives

Name	Office	Cell	E-mail
Bruce Young Manager of Fire Operations	1-250-312-3002	1-250-318-5909	Bruce.Young@gov.bc.ca
Vacant Superintendent, Wildfire Preparedness and Operations	1-250-312-3005		
Brent Anderson (Coastal Fire Centre) Senior Protection Officer-Operations	1-250-951-4218	1-250-954-8229	Brent.Anderson@gov.bc.ca
Murray Henry (Kamloops Fire Centre) Senior Protection Officer-Operations	1-250-554-5501	1-250-318-4484	Murray.Henry@gov.bc.ca
Dennis Rexin (South East Fire Centre) Senior Protection Officer-Operations	1-250-365-4049	1-250-365-9792	Dennis.Rexin@gov.bc.ca
Cliff Chapman (North West Fire Centre) Senior Protection Officer-Operations	1-250-847-6611	1-250-877-2554	Cliff.Chapman@gov.bc.ca
Dave Marek (Provincial Wildfire Coordination Centre) Superintendent, Aviation	1-250-312-3008	1-778-257-0683	Dave.marek@gov.bc.ca
Mike Benson (Provincial Wildfire Coordination Centre) Superintendent, Airtanker Program	1-250-312-3009	1-250- 318-7164	Michael.benson@gov.bc.ca

Provincial Wildfire Coordination Centre - 3080 Airport Drive, Kamloops BC V2B 7X2

Name	PWCO	E-mail
Provincial Wildfire Coordination Centre	1-250- 376-6777 (24 hours)	Prov.fire@gov.bc.ca
Name	PATC	E-mail
Provincial Airtanker Coordination Centre	1-250-312-3029 (24 hours)	PATC@gov.bc.ca

Regional Wildfire Coordination Centre

Name	RWCO	General Admin	E-mail
Coastal Fire Centre	1-250-951-4200	1-250-951-4201	Forests.CoastalFireCentre@gov.bc.ca 665 Allsbrook rd, Parksville BC, - V9P 2T3
Kamloops Fire Centre	1-250-554-7701	1-250-554-5500	FORFKAP.FCRKAM@gov.bc.ca 4000 Airport Drive, Kamloops BC -V2B 7X2
Southeast Fire Centre	1-250-365-4007	1-250-365-4040	FORFSOP.FCRSE@gov.bc.ca 208 Hughes Road, Castlegar BC - V1N 4M5
North West Fire Centre	1-250-847-6621	1-250-847-6633	FORFNOP.FCRNW@gov.bc.ca 6350 D.O.T Ave Smithers BC – V0J 2N0

Local Zone Offices

Name	ZWCO	WMO	Location
South-Island Fire Zone	1-250-743-1304	1-250-743-8934	Coastal Fire Centre Cobble Hill BC
Fraser Fire Zone	1-604-869-5835	1-604-824-3341	Coastal Fire Centre Hope BC
Merritt Fire Zone	1-250-315-4110	1-250-315-4103	Kamloops Fire Centre Merritt BC
Penticton Fire Zone	1-250-770-3700	1-250-770-3702	Kamloops Fire Centre Penticton BC
Boundary Fire Zone	1-250-442-0489 ex2222	1-250-442-0489 ex2221	Southeast Fire Centre Grand Forks BC
Arrow Fire Zone	1-250-359-2000	1-250-359-2001	Southeast Fire Centre Castlegar BC
Kootenay Fire Zone	1-250-825-1118	1-250-825-1192	Southeast Fire Centre Nelson BC
Cranbrook Fire Zone	1-250-417-4115	1-250-417-4110	Southeast Fire Centre Cranbrook BC
Cassiar Fire Zone	1-250-771-5561	1-250-771-5571	North West Fire Centre Dease lake BC

PWCO: Provincial Wildfire Coordination - ZWCO: Zone Wildfire Coordination - RWCO: Regional Wildfire Coordination Officer

Initial attack requests, notification of escaped fires, or fire reporting: contact the Regional Wildfire Coordination Centres (RWCO contact numbers to the corresponding jurisdictions).

In the absence of the Authorized Representatives, the RWCO or PWCO will be considered designates for the Senior Protection Officer - Operations, or Superintendent respectively

APPENDIX B – 2

AUTHORIZED REPRESENTATIVES AND COORDINATION CENTRES UNITED STATES

Dispatch Centers

Name	Fire Line	Lands Protected	Contact Info
Washington DNR	800-562-6010 ext 1	State	
N. Cascades Fire Dispatch OR Puget Sound Interagency Coordination Center (PSICC)	360-854-7351 425-783-6150	National Parks Service, US Forest Service, State	wapsc@dms.nwcg.gov
Central Washington Interagency Communication Center (CWICC)	509-884-3473	US Forest Service, State, Bureau of Land Management, US Fish and Wildlife Service	wacwc@dms.nwcg.gov
NE Washington Interagency Communication Center (NEWICC)	509-685-6900	Bureau of Land Management, US Forest Service, State, US Fish and Wildlife Service	
Coeur d' Alene Interagency Dispatch Center (ID-CDC)	208-772-3283	Idaho State, US Forest Service, Bureau of Land Management	idcdc@fs.fed.us
Kootenai Interagency Dispatch Center (KIDC)	406-334-0239	Montana State, US Forest Service, Bureau of Land Management	mtkdc@dms.nwcg.gov
Kalispell Interagency Dispatch Center (KIC)	406-871-3894	Montana State, US Forest Service, National Park Service, Bureau of Land Management	mtkic@fs.fed.us

Agency Contacts

Name	Fire Management Officer	Phone	E-mail
WA DNR	Albert Kassel	360-902-1316	albert.kassel@dnr.wa.gov
N. Cascades NP Complex	Dee Townsend	360-391-2533	dee_townsend@nps.gov
Mt. Baker Snoqualmie NF	Anthony Engel	425-783-6070	aengel@fs.fed.us
Okanogan -Wenatchee NFs	Keith Satterfield	509-664-9228	ksatterfield@fs.fed.us
Colville NF	Tim Sampson	509-684-7222	tsampson@fs.fed.us
Spokane District BLM	Dennis Strange	509-536--1237	dstrange@blm.gov
ID Dept of Lands	Jim Newton	208-666-8651	jnewton@idl.idaho.gov
Coeur d'Alene District BLM	Mike Behrens	208-765-7499	mikebehrens@fs.fed.us
Idaho Panhandle NF	Mike Behrens	208-765-7499	mikebehrens@fs.fed.us
Kootenai NF	Dan Rose	406-283-7733	drose@fs.fed.us
Flathead NF	Rick Connell	406-758-5261	rconnell@fs.fed.us
Glacier NP	Dave Soleim	406-888-5803	dave_soleim@nps.gov

For initial attack requests, notification of escaped fires, or fire reporting, contact the Dispatch Center. The Dispatch Center will contact the protection agency.

The Duty Officer or Agency Contact (or their designee) will be considered designates of the Authorized Representatives for their Agency.

APPENDIX B – 3

CANADA & UNITED STATES BORDER SERVICES CONTACTS

Authorized Representatives

Agency	Name	Office	Cell
Canada Border Services Agency	Anita Barr	604-824-3697	604-834-4711
US Customs & Border Protection	Ken Huber	406-453-7631 x206	406-750-5607
Homeland Security	General Number	800-973-2867	

Border Coordination Centres

Agency	Phone	Notes
US - Air Marine Operation Centre	1-800-553-9072	Squawk 1255 transponder code
US - Spokane Dispatch Centre	1-800-218-9788	SPW-DISPATCH@dhs.gov
US - National Communications Centre	1-800-973-2867	Customs and Border Protection
US - Customs and Border Protection Montana/ Idaho	406-335-9630	Contact Command Center Duty Chief
US - Customs and Border Protection - Washington	360-332-7611	Contact Command Center Duty Chief
CAN – Telephone Reporting Centre (CANPASS)	1-888-226-7277	Small aircraft or boats
CAN -Vancouver Marine Operations Communication Centre (VMOCC)	1-604-703-9840	(Use for all reporting for activities occurring West of Manning Park)
CAN- Superintendent – On-call Duty Officer for Okanagan and Kootenay District	1-250- 258- 4326	After- Hours Superintendent(coverage for all ports in the Okanagan and Kootenay District) (Use for all reporting Manning Park and East-Alberta)
Port of Kingsgate (24/7) for the following	1-250-424-5391	Paterson, Nelway, Waneta, Rykerts, Roosville
Port of Osoyoos (24/7) for the following	1-250- 495-7518	Chopaka, Midway, Carson, Cascade, Prince George (Inland Airport), Kamloops (Inland Airport), Kelowna (Inland Airport), Cranbrook (Inland Airport), Penticton(Inland Airport)

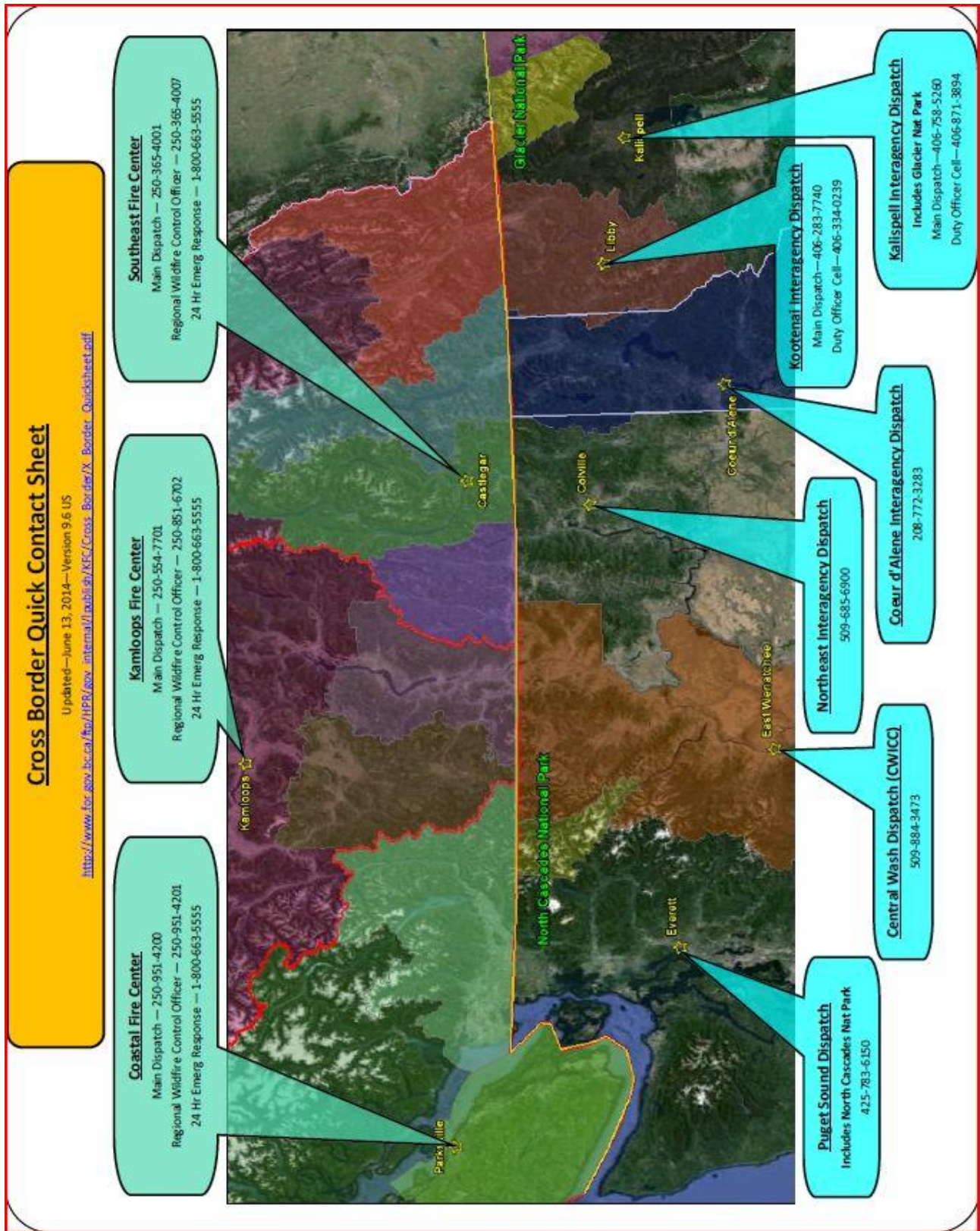
Canadian Ports of Entry (West to East)

Name	Phone	Fax	Hours
Pacific Highway	1-604-538-3611	1-604-538-0293	24 hrs – 7 days a week
Aldergrove	1-604-856-2791	1-604-856-6482	24 hrs – 7 days a week
Abbotsford-Huntington	1-604-850-9346	1-604-852-7348	24 hrs – 7 days a week
Chopaka	1-250-499-5176	1-250-499-2845	0900-1700 - 7 days a week
Osoyoos	1-250-495-7518	1-250-495-7699	24 hrs – 7 days a week
Midway	1-250-449-2331	1-250-449-2354	0900-1700 - 7 days a week
Carson	1-250-442-5551	1-250-442-2399	0800-2400 - 7 days a week
Cascade	1-250-447-9418	1-250-447-6366	0800-2400 - 7 days a week
Paterson	1-250-362-7341	1-250-362-7747	24 hrs – 7 days a week
Waneta	1-250-367-9656	1-250-367-3687	0900-1700 - 7 days a week
Nelway	1-250-357-9940	1-250-357-9688	0800-2400 - 7 days a week
Rykerts	1-250-428-2575	1-250-428-5310	0700-2300 - 7 days a week
Kingsgate	1-250-424-5391	1-250-424-5355	24 hrs – 7 days a week
Roosville	1-250-887-3413	1-250-887-3247	24 hrs – 7 days a week

United States Ports of Entry (West to East)

Name	Phone	Fax	Hours
Blaine, WA	1-360-332-7611 or 8511	1-360-332-4701	24 hrs – 7 days a week
Lynden, WA	1-360-354-2183	1-360-354-2706	0800-2400 - 7 days a week
Sumas, WA	1-360-988-2971	1-360-988-3600	24 hrs – 7 days a week
Nighthawk, WA	1-509-476-2125	1-509-476-3799	0900-1700 - 7 days a week
Oroville, WA	1-509-476-2955	1-509-476-2465	24 hrs – 7 days a week
Danville, WA	1-509-779-4862	1-509-779-4114	0800-2400 - 7 days a week
Laurier, WA	1-509-684-2100	1-509-684-1608	0800-2400 - 7 days a week
Frontier, WA	1-509-732-6215	1-509-732-6694	0600-2400 m/wk - 0800-2400 Sat/Sun
Boundary, WA	1-509-732-6674	1-509-732-4470	0900-1700 - 7 days a week
Metaline Falls, WA	1-509-446-4421	1-509-446-2033	0800-2400 - 7 days a week
Porthill, ID	1-208-267-5309 or 5645	1-208-267-1014	0700-2300 - 7 days a week
Eastport, ID	1-208-267-3966 or 2183	1-208-267-4138	24 hrs – 7 days a week
Roosville, MT	1-406-889-3865 or 3737	1-406-889-5076	24 hrs – 7 days a week
Piegan, MT	1-406-732-5572	1-406-732-5574	24 hrs – 7 days a week Glacier Park
Sweetgrass, MT	1-406-335-9630	1-406-335-2611	24 hrs – 7 days a week Glacier Park

**APPENDIX C
Cross Border Quick Contact**



APPENDIX C
Cross Border Initial Attack Checklist
Canada to United States

Cross Border Quick Checklist (Canada -> USA)		
REQUIRED INFORMATION		
Incident Number/Name:	Geographic:	Closest Resource:
Date and time of first report:	IC:	
CHECKLIST		Time/Initial
KNOW YOUR AUTHORITY: The authority exists to perform initial attack in the Threat Zone across the international border provided it poses a threat to the responder's jurisdiction. Each agency agrees to cover own costs for first operational period. GO SILVER 163.890		
Incident within the Threat Zone of International Border?		
Open Google Earth Cross Border File Identify Response Agency: _____ Identify Land Management Agency: _____		
Notify Appropriate Dispatch Centre – See reverse side of this document for dispatch contact info (Officer to Officer ASAP) Advise of responding Aircraft and personnel including Aircraft ID Dispatch Contact : _____		
Notify RWCO (RWCO to notify PWCO re: Situation Awareness)		
Threat to home jurisdiction? Yes No		
Identify/Document values threatened: _____		
Assistance requested? (Do not delay response awaiting request if home jurisdiction is threatened)		
Air Tankers Request (requesting agency pays) (US request handled direct through PATC)		
Know your Border Officials BLUE= Customs and Immigration GREEN= Border Patrol		
Responding with Rotary Wing Aircraft (within 1Km of border and across) Contact Air Marine Operations Centre (AMOC-California) 1-951-656-8050 Provide the following: Purpose (Wildfire), Aircraft ID, Transponder Code, Aircraft Type, Time, Lat and Long (general) Contact Border Patrol: See Contact numbers listed below in Vehicle Crossing not using port of entry box Be prepared to submit manifest information for passengers if intent is to drop off passengers. Squawk code 1255 assigned to aircraft (FAA recommendation)! Blind Transmit on 126.7 in Threat Zone Pilot advised of Authority to cross border, action fire, deplane passengers. All landings\Re-fuel\Staging in home jurisdiction Confirm permissible water source for bucket operations.		
Identify Closest Open Border Crossing (Port of Entry): _____		
Vehicle Crossing using Port of Entry Contact Port of Entry: US and Canada sides(see Google Earth file/ full cross border document for Contact #'s) Fax Crew manifest, vehicle info (if available), time of arrival, destination, and any other information requested (passports not required for emergency response, responders should have ID, however border officials have final authority/right of refusal).		
Vehicle/Personnel Crossing not using Port of Entry (hiking across border for example) Do not delay crossing Authority to cross exists (unless explicitly denied by border authority) Contact Border Patrol: Montana/Idaho 406-335-9630 // Washington 360-332-7611 ->Request Duty Chief In case of emergency where above numbers are not effective call 800-973-2867 request SCBPO Kenneth Huber or designate (see appendix B-3 of Operating Guideline for other phone options) Submit manifest information for passengers, destination, and estimated and/or actual time of crossing Submit Vehicle Manifest information Crew Check-in with dispatch after crossing		
Situation Update RWCO/RWCC-OPS to USA Counterpart –share photos, perimeters, and other relevant files		
Situation Update ZWCO to USA Counterpart–share photos, perimeters, and other relevant files		
Response Officer/IC Face to Face with USA Counterpart		
Consider Additional Overhead Response (i.e.: OPS and IC or IMT)		
Update RWCO		
Update Customs and/or Border Patrol of number and timeframe of anticipated crossings (enquire about the availability for extended hours at Port of Entry)		
Situation Update RWCO/RWCC-OPS to USA Counterpart/ZWCO to USA Counterparts		

APPENDIX C
Cross Border Initial Attack Checklist
United States to Canada

Cross Border Quick Checklist (USA -> Canada)		
REQUIRED INFORMATION		
Incident Number/Name:	Geographic:	Closest Resource:
Date and time of first report:	IC:	
CHECKLIST		Time/Initial
KNOW YOUR AUTHORITY: The authority exists to perform initial attack in the Threat Zone across the international border provided it poses a threat to the responder's jurisdiction. Each agency agrees to cover own costs for first operational period. GO SILVER 163.890		
Incident within the Threat Zone of International Border?		
Open Google Earth Cross Border File Identify Response Agency: Wildfire Management Branch Identify Land Management Agency: Wildfire Management Branch will contact other affected agencies		
Notify Appropriate BCFS Dispatch Centre – See reverse side of this document for dispatch contact info (Officer to Officer ASAP) - Advise of any aircraft or personnel en-route including Aircraft ID Dispatch Contact : _____		
Notify Regional or Local Duty Officer depending on local protocol		
Threat to home jurisdiction? Yes No		
Identify/Document values threatened: _____		
Assistance requested? (Do not delay response awaiting request if home jurisdiction is threatened)		
Air Tankers Request (requesting agency pays)		
Know your Border Officials: Canada Border Services Agency CBSA and US Border Patrol		
Responding with Rotary Wing Aircraft Contact CBSA: See contact numbers listed in Vehicle not using port of entry box below Provide the following: Purpose (Wildfire), Aircraft ID, Transponder Code, Aircraft Type, Time, Lat and Long (general) Be prepared to submit manifest information for passengers if intent is to drop off passengers. Squawk code 1255 assigned to aircraft (FAA recommendation)/Blind Transmit on 126.7 in threat zone Pilot advised of Authority to cross border, action fire, deplane passengers. All landings\Re-fuel\Staging in home jurisdiction confirm permissible water source for bucket operations.		
Identify Closest Open Border Crossing (Port of Entry): _____		
Vehicle Crossing using Port of Entry Contact Port of Entry: US & Canada sides (see Google Earth file/full cross border document for Contact #'s) Fax Crew manifest, vehicle info (if available), time of arrival, destination, and any other information requested (passports not required for emergency response, responders should have ID, however border officials have final authority/right of refusal).		
Vehicle/Personnel Crossing not using Port of Entry (hiking across border for example) Do not delay crossing Authority to cross exists (unless explicitly denied by border authority) Contact Canada Border Services: West of Manning Park 604-703-9840//Manning Park east to Monument 170 (west of Cascade) 250-495-7518// East of Monument 170 (or Cascade) 250-424-5391 Submit manifest information for passengers, destination, and estimated and/or actual time of crossing Submit Vehicle Manifest information Crew Check-in with dispatch after crossing		
Situation Update: Dispatch-Dispatch// Regional Officer->Fire Centre Officer (RWCO) –share photos, perimeters, and other relevant files		
Situation Update :Local FMO -> Local Zone–share photos, perimeters, and other relevant files		
Response Officer/IC Face to Face with Canadian Counterpart		
Consider Additional Overhead Response (i.e.: OPS and IC or IMT)		
Update Canada Border Services Agency and local US Border Patrol of number and timeframe of anticipated crossings (enquire about the availability for extended hours at Port of Entry)		

APPENDIX D

Procedures for Crossing International Borders

A. GENERAL INFORMATION

When seeking entry to either the United States or Canada in your capacity as a firefighter or support personnel, you will be dealing with each of the respective agencies responsible for the enforcement and administration of both customs and immigrations laws, regulations and procedures, in those countries.

In the case of the United States, you will be dealing with the Department of Homeland Security (DHS) and United States Customs and Border Protection (USCBP). In terms of Canada, you will be dealing with the Canada Border Services Agency. In both cases, these agencies manage the land borders ports of entry as well as the airports and will assist with your entry process. In the United States the US Border Patrol is also a USCBP component and is responsible for the areas *between* the ports of entry, and normally would be contacted by CBP regarding cross border response issues. The Royal Canadian Mounted Police (RCMP) has a similar role in Canada and while they have jurisdiction between designated ports of entry, they do not have as many resources specifically tasked with patrol and enforcement.

When deploying across the international border, it is important to remember that you will be dealing with two different nations, each with different laws, rules and procedures. It is also important to remember that these agency officials have important jobs to do, and although they will give due consideration to the emergency nature of your trip, you must comply with, and are subject to, all the relevant laws and regulations. Both CBP and CBSA officials have reassured us that they will make every effort to accommodate an expedient crossing provided that they have been provided (in advance, if possible) with all the necessary documentation.

Everyone crossing the border is subject to the laws of the country they are entering and personnel with criminal convictions may be refused entry, and those with outstanding warrants may be detained and arrested.

Entering the United States

- Personnel **must** carry adequate documentation that establishes both identity and citizenship, ideally in the form of a valid passport. The United States has implemented the Western Hemisphere Travel Initiative (WHTI) which requires all persons to present a passport or other approved document in order to cross the border. Go to <http://getyouhome.gov> for specific details. Firefighters who may be asked to travel internationally should plan ahead and obtain these documents before fire season begins.
- **WARNING:** Personnel with criminal records may be inadmissible to the United States. Please advise your crews that this is important, and if they have any doubts about their admissibility to the U.S. they should resolve them prior to deployment.
- Contraband of any type is prohibited and can result in penalties or arrest. The United States prohibits the importation of drugs or controlled substances, and medical marijuana cards are not valid at the border. The importation of firearms is strictly regulated in both the United States and Canada and for the purposes of this agreement firearms are prohibited.
- Before leaving your home base, ensure that your inventory of equipment and supplies is accurate and that your personnel manifest is fully complete.
- When **responding to an incident**, the dispatcher providing information to the border officials can request priority to the head of the line when crossing the border. Be specific about the crossing

being used, the time of arrival, and nature of the incident. The response must be a bona fide emergency.

- When **returning from an incident**, priority crossing will not be considered unless the resource is en route to another incident. All necessary documentation and manifests must be complete at the time of crossing.
- Where possible, all documentation should be the prescribed forms and all accompanying letters and authorizations must be on official fire agency letterhead. Electronic manifests often provide a better copy than faxed/copied versions; contact the intended crossing point for the best email address to use.

Entering Canada

- Personnel **must** carry adequate identification and proof of citizenship, *ideally in the form of a valid passport*. Visas may be required for some countries, particularly if the individual is not a US resident and does not possess identification that establishes this residency. Additional information regarding travelling to Canada, including what to expect, identification requirements etc. can be found at <http://www.cbsa-asfc.gc.ca/travel-voyage/kwte-qatf-eng.html>
- **WARNING:** personnel with criminal records may be refused entry to Canada. Please advise your crews that this is important, and if they have *any doubts* about their admissibility to the country where they are being deployed, they should resolve them *prior to deployment*.
- Contraband of any type is prohibited and can result in penalties or arrest. Canada prohibits the importation of drugs or controlled substances, and medical marijuana cards are not valid at the border. The importation of firearms is strictly regulated in Canada and for the purposes of this agreement firearms are prohibited.
- Before leaving your home base, ensure that your inventory of equipment and supplies is accurate and that your personnel manifest is fully complete.
- When **responding to an incident**, the dispatcher providing information to the border officials can request priority to the head of the line when crossing the border. Be specific about the crossing being used, the time of arrival, and nature of the incident. The response must be a bona fide emergency.
- When **returning from an incident**, priority crossing will *not* be considered unless the resource is *en route* to another incident. All necessary documentation and manifests must be complete at the time of crossing.
- Where possible, all documentation should be the prescribed forms, and all accompanying letters and authorizations must be on official fire agency letterhead. Electronic manifests often provide a better copy than faxed/copied versions; contact the intended crossing point for the best email address to use.

B. AUTHORITIES (Personnel)

The fact that the deployment is by a federal, state or provincial government at the official request of another federal, state or provincial government should be documented in some manner on official letterhead and supported by copies of the resource order. This assists border officials in verifying the official nature of the deployment. This also serves to differentiate between volunteer responders and/or commercial entities seeking to take advantage of the situation.

U.S. BOUND - CUSTOMS AND BORDER PROTECTION

- U.S. immigration law requires that every person entering the United States must apply for admission in person; ID and citizenship documents will be verified. Canadian Fire agencies should

ensure that crew manifests are on official agency letterhead. These should be faxed in advance to the Port of Entry to speed processing. Crewmembers with criminal convictions may not be admissible to the United States; if there is any question this should be clarified in advance by speaking with CBP Officers at the intended port of arrival.

- Adequate identification **and** proof of citizenship must be carried at all times when crossing the border. Proper ID helps determine who you are; it must have a recent photograph, and be issued by a government authority (driver's license, photo identification or similar).
- Proof of citizenship establishes your nationality; the Western Hemisphere Travel Initiative (WHTI) now requires all persons to establish their citizenship with a valid passport or other approved document. Approved documents include:
 - ✓ United States or Canadian Passport
 - ✓ United States Passport Card
 - ✓ United States Permanent Resident Card (I-551)
 - ✓ Trusted Traveler Cards (NEXUS, SENTRI or FAST programs)
 - ✓ State or Provincial Enhanced Driver's License (currently available from Washington and British Columbia)
 - ✓ Enhanced Tribal Cards (when available)
 - ✓ Native American Tribal Photo Identification Card (from certain recognized tribes)
 - ✓ Form I-872 American Indian Card
 - ✓ Indian and Northern Affairs Canada (INAC) Card
- When traveling by air between the U.S. and Canada, Mexico, the Caribbean or Bermuda, you are required to present a passport.

United States Customs and Border Protection will exercise every possible latitude when dealing with responding emergency resources, but reminds agencies that exceptions to the above requirements will be made entirely on a case-by-case basis and may cause delay for the entire unit. Taking a moment to verify your crew's documents prior to departure may save significant time at the border.

- Normally fire crews will be paroled into the United States under section 212(d) (5) of the Immigration and Nationality Act, and a form I-94 will be issued to each person to document their entry. *The I-94 document should be returned to CBP at the time of departure.* Whoever is keeping documents for the strike team should ask for and receive a validated copy of the crew manifest and keep that as a backup document.
- Personnel that enter United States must arrive and be cleared at a designated CBP Port of Entry. Except in very rare circumstances such as crossing at a non-designated port of entry, *prior to proceeding to a fire scene*, those exceptions **MUST** be coordinated in advance through the Area Port Director and nearest Border Patrol Sector. Please see section "F" for the emergency contacts.
- Pilots and crews arriving by air must provide advance manifests. Manifests may be sent electronically or faxed (consult with the Port of Entry official).

*Note: It is VERY important to make sure **PRIOR TO BOARDING** that all crewmembers arriving by air are properly documented for entry into the United States, ideally in the form of a valid passport.*

CANADA BOUND - CANADA BORDER SERVICES AGENCY

- In Canada, there are provisions in the Immigration and Refugee Protection Act (IRPA) and the Customs Act (CA) relevant regulations allow for entry, without employment authorization, of

personnel and their equipment coming to Canada to assist in an emergency situation. This does not necessarily preclude one from a need for identification and documentation however.

- In all instances, notification by telephone should be made as soon as practicable by contacting the numbers found in the “Section E” of this document as well as “Appendix B-3” as appropriate.
- All relevant details about the place of entry, whether it is at an established port of entry or at a “non-designated” place of entry, should be provided to the operation in closest geographic proximity to the intended crossing.
- This information should include a list of personnel or a crew manifest and equipment inventories. Beyond notification by telephone, this additional information should be faxed or electronically provided in advance. If you are unsure about the specific information needed, please consult the CBSA representative upon reporting.
- This information should include a list of personnel or a crew manifest and equipment inventories. Beyond notification by telephone, this additional information should be faxed or electronically provided in advance. If you are unsure about the specific information needed, please consult the CBSA representative upon reporting.
- The crew manifest should include full given name, date of birth, residency, citizenship and a relevant reference number for identification – i.e., the information that is found on a valid passport.
- Persons with criminal records (such as a driving while intoxicated or driving under the influence conviction) **may** be inadmissible to Canada. If the entry is essential to the success of the emergency response, steps may be taken by the CBSA to approve a discretionary entry, with documentation.

C. EQUIPMENT

U.S. BOUND - CUSTOMS AND BORDER PROTECTION

- The requesting U.S. Fire Agency should notify the designated border crossing CBP Port Director or Supervisory CBP Officer as soon as practical (by phone and fax on agency letterhead) that emergency equipment and material will be arriving from Canada (provide ETA and destination).
- The responding Canadian Fire Agency should fax a manifest of equipment (on US [CBP Form 7533](#), if possible, or on agency letterhead) to designated Port Director or Supervisory CBP Officer at the port of intended arrival. Crews or trucks arriving at border must also carry the manifest. Information on the equipment and materials manifest can be of a general nature (number of pumps on engine, amount of foam, numbers of shovels, etc.).
- For airlift of equipment, CBP officials must be provided with a manifest of equipment and materials and these may need to be inspected at airport of arrival. Not all airports are designated for CBP clearance, and not all airports have full-time staff.
- Plan ahead and speak to a CBP Officer at the location where you intend to arrive.

CANADA BOUND – CANADA BORDER SERVICES AGENCY

- The responding U.S. Fire Agency should provide a manifest of equipment coming into Canada preferably by fax and prior to arrival at the border crossing. The manifest can be of a general nature (number of pumps on the engine, amount of foam, shovels etc.) and should be on agency letterhead.

Note: Prior to entering Canada, also stop at the U.S. Port of Entry and complete a U.S. Customs Form 4455 and have it validated by a CBP Officer. This helps establish that your listed equipment is of U.S. origin when you return.

- Airlift of equipment: CBSA officials must be faxed the necessary manifest. Equipment may be inspected at destination at the prerogative of the Border Services Officer. Not all airports are designated for CBSA clearance, and not all airports have full-time staff.
- Plan ahead and speak to a CBSA Officer at the location where you intend to arrive.

D. AIRCRAFT ARRIVALS – SPECIAL CONCERNS

(Canada)

- ✦ In terms of arrivals by air to Canada, CBSA’s expectations for reporting and notification are the same regardless of mode of transportation and will be determined by whether or not the entry is at an established port of entry (or designated airport) or under exigent circumstances. As per Appendix B3 – please report air arrivals at designated airports in Canada by contacting the Telephone Reporting Centre. Contact information that is applicable to exigent circumstances has also been provided.
- ✦ In terms of landings in Canada, established procedures for reporting and landing at designated airports in Canada remain unchanged from the perspective of the Canada Border Services Agency. Please use the contact information provided for the Telephone Reporting Centre in Appendix B-3. Aircraft landings, under exigent circumstances, in Canada, at non-designated places of entry, as part of a fire response plan, can be reported to the CBSA office identified in Section E of this plan - as soon as practical.
- ✦ From a Canadian perspective, matters related to the use of “trans boundary waters” (Bucketing/Skimming) fall outside the jurisdiction of the Canada Border Services Agency. However, as a point of reference, The International Boundary Waters Treaty Act, an Act respecting the International Joint Commission established under the treaty relating to boundary waters and to questions arising along the boundary between Canada and the United States, specifically grants an exception to the prohibition of bulk removal of water from Canadian boundary waters or “trans boundary waters” (Bucketing/Skimming). Similarly, exceptions to reporting would cover the act of (“splash and dash”) given the exigent circumstances.
- ✦ The Canada Border Services Agency does not have a body comparable to the Air Marine Operations Centre (AMOC).
- ✦ Further, the subsequent reporting of the return of Yukon Territory Air tankers and personnel, following their deployment in Alaska, should be done following all established measures and should include contacting the Telephone Reporting Centre (TRC) as describe elsewhere in this agreement. Contact information can be found in Appendix B-3.

(United States)

- ✦ Arrivals by aircraft will be treated similar to those at the land border. However, every effort should be made to identify inadmissible crew-members, *prior to departure* for the United States.
- ✦ Aircraft that will actually land in the United States must arrive and clear at a designated CBP airport. Except in very rare circumstances, *prior to proceeding to a fire scene*; those exceptions MUST be coordinated in advance through the Area Port Director, nearest Border Patrol Sector, and

the Air Marine Operations Center (AMOC) in Riverside, California. Please see section “F” for the emergency contacts.

- ✈ Aircraft fire operations may include air observer flights or fire retardant drops or water bucketing where the aircraft does not actually land in the United States (“splash and dash”). It is important that these be properly coordinated with the Air Marine Operations Center (AMOC) and Border Patrol as noted below.
- ✈ AMOC is familiar with and recognizes distinct “squawk” codes to forestry and firefighting aircraft operating near the border. 1255 is the squawk assigned to firefighting aircraft unless some other emergency code has been designated by the FAA for a specific mission.
- ✈ When any fire operations are taking place near the border and between ports of entry, AMOC (1-800-553-9072 calling from USA or 1-951-656-8050 calling from Canada) and the nearest Border Patrol Sector must be contacted. The Spokane Sector Dispatch Center will be the primary point of contact and will provide notification to other Sectors as needed. Spokane may be contacted 24/7 at: (800) 218-9788, fax (509) 353-2750, or by email at SPW-DISPATCH@dhs.gov.
- ✈ CBP has special notification procedures for **mobilizing Yukon Territory Airtankers (YT)** into Alaska
 - Resource Information
 - a. Obtain aircraft tail numbers of all aircraft from Yukon Duty Officer
 - b. Obtain the names and date of birth of all flight crew members
 - c. Obtain citizenship of all flight crew members
 - Notify U.S. CBP Port Director Jeff Sherouse at 907-774-2252 of plan to move Yukon Airtanker(s) and Birddog into Alaska. Provide the above info in a, b and c. Provide fire location and notify CBP of estimated arrival times.
 - Inform CBP whether the Tanker will do a single drop and immediately return to the Yukon (“splash and dash”) or if the ship will be reloading in Alaska. If the latter, include the name of the Alaska tanker base that the aircraft will be operating from.
 - If known, provide estimated times of departure from Alaska.
 - Upon arrival at the Alaska tanker base, the flight crew leader will need to establish contact with CBP officials at 907-774-2252. The State Coordinator at AICC (or designee) must ensure that this phone contact occurs.
 - **Release back to YT:** Notify CBP at 907-774-2252 when the aircraft is released back to Canada. CBP requests that Yukon Territory aircraft depart Alaska through Northway. This will enable the flight crew to “clear” Customs outbound. If aircraft are unable to land at Northway on their way out of Alaska, the aircraft will bypass CBP and proceed directly to their home base in the Yukon Territory. In this event, the State Coordinator at AICC will notify CBP by phone and provide written notice within 10 days of the aircrafts’ return to the Yukon Territory. The notice should include the date and time of departure and the number of days spent in Alaska.

**E. CANADA BORDER SERVICES AGENCY CONTACT NUMBERS
(Non-Emergency and Emergency - 24 Hours)**

In the event that you are seeking entry at an **established port of entry**, with personnel and goods, please contact the numbers provided in *Appendix B-3* of this document. Be prepared to provide by phone or fax, all information requested by the CBSA regarding the personnel and goods (as identified in the preceding sections). Every effort will be made to facilitate your entry and provision of the required information as soon as possible will ensure the most efficient planning and processing.

In the event that you are seeking entry or returning to Canada under **exigent circumstances**, by land or air, at a place where there is **no established port of entry**, please contact one of the following CBSA points of contact below. Please be prepared to provide by phone or fax, all information to the CBSA regarding the personnel and goods (as identified in the preceding sections). Every effort will be made to facilitate your entry, and provision of the required information as soon as possible will ensure the most efficient planning and processing.

Please select the location most applicable based on the location of entry/re-entry to Canada:

Vancouver Marine Operations Communication Centre (VMOCC)
(Use for reporting all activities occurring West of Manning Park,
a Port Superintendent will follow up for specific information)

Phone: 604-703-9840
Fax: 604-703-9520

Port of Kingsate (24/7) for the following ports:

- Paterson
- Nelway
- Waneta
- Rykerts
- Roosville

Phone: 250-424-5391
Fax: 250-424-5355

Port of Osoyoos (24/7) for the following ports:

- Chopaka
- Midway
- Carson
- Cascade
- Prince George (Inland Airport)
- Kamloops (Inland Airport)
- Kelowna (Inland Airport)
- Cranbrook (Inland Airport)
- Penticton(Inland Airport)

Phone: 250- 495-7518
Fax: 250-495-7699

After- Hours Superintendent Line (coverage for all ports in the Okanagan and Kootenay District)
(Use for all reporting of activities occurring within the boundaries of Manning Park and East to the BC/Alberta boundary)

This coverage is available from 1630-0800 H weekdays and 24 hours per day on holidays and weekends. The standby Superintendent is available at 250- 258- 4326.

NOTE:

For all matters related to program and policy issues and advance planning, please contact the CBSA Regional Emergency Management Coordinator:

Anita Barr

Regional Emergency Management Coordinator
Canada Border Services Agency
5500 Dieppe Place
Chilliwack, BC
V2R 5Y8
Tel.: (604)824-3697
Fax: (604)824-3692
Cell: (604)834-4711
Anita.Barr@cbsa-asfc.gc.ca

Please note that the numbers provided for the Regional Emergency Management Coordinator are **not monitored 24/7 and should not be used under exigent circumstances.

F. UNITED STATES CUSTOMS AND BORDER PROTECTION CONTACT NUMBERS

Contact the Port Director or Supervisory CBP Officer at the Port of Entry you plan to enter through. They can directly facilitate your movement and are the best points of contact. The list that follows covers port locations starting in the west and moving eastward.

Customs and Border Protection has also established a coordinator for Washington, Idaho, Montana, North Dakota and Minnesota to deal with any problems that arise and to assist you with overall policy issues and advance planning:

Kenneth G. Huber, Supervisory CBP Officer

U.S. Customs and Border Protection
Great Falls Area Port, Montana
Office: 406-453-7631 option 1, x206
Cell: 406-750-5607
Fax: 406-453-7069
E-Mail: Kenneth.G.Huber@cbp.dhs.gov

In the event of an emergency, CBP has an established point of contact to assist the facilitation of crews into the U.S. This should be used in irregular emergencies when time is critical. Please ask to speak with the Duty Chief.

Customs and Border Protection

Command Center Duty Chief

For Montana and Idaho

406-335-9630 fax 406-335-2611

For Washington

360-332-7611 fax 360-332-2390

NOTE: In an emergency, if unavailable at any of these numbers, call CBP's National Communications Center at 1-800-XSECTOR (800-973-2867) and request that the dispatcher contact SCBPO Kenneth Huber or his designate.

APPENDIX E

Airspace/Border Crossing Protocol Use of Canadian Aircraft

GENERAL PROCEDURES

Special considerations will be given to the use and management of aviation resources as part of this Border Arrangement. The use of aircraft (i.e. Aerial Retardant and Birddogs, ATGS, Lead Plane, Aerial Supervision Modules, Fixed Wing reconnaissance, and helicopters) will be coordinated with due consideration of each agencies policies and directives for aircraft use.

Joint reconnaissance in both fixed wing and helicopter is both desirable and needed for dealing with large wildfires along the border. Each agencies policies will be followed such that if a BC Forest Service Fire Fighter flies in a Forest Service or Department of Interior Aircraft, they will be required to meet agency Personal Protective Equipment (PPE) standards, be manifested, briefed, and a load calculation completed prior to any mission. Transport of personnel can occur along the border or within the established common zone utilizing the mandatory protocols agreed to with the US and Canada Customs agencies. US federal personnel flying in Canadian Aircraft will require that the Canadian Aircraft be carded and inspected by the responsible Forest Service and/or Department of Interior (DOI) Office of Aviation Services (OAS).

Use of Aerial Delivered Retardant is currently covered by CIFC/NIFC Directives and local operating plan arrangements. Canadian air tankers may be reloaded at American bases but American airtankers cannot be reloaded at Canadian facilities until the retardant is approved for use in American contract aircraft.

A. BORDER CROSSING PROTOCOLS

The proposal is to support aviation activities along the American/Canadian border for fire suppression operations managed by an Incident Management Team. The operations may also include air transport of fire personnel, use of air tankers, helicopters and fixed-wing aircraft, as well as the establishment of helicopter bases in either the United States or Canada. The helicopters and other incident related aircraft would be flown VFR under 14 CFR Part 91.

In addition, there will be aircraft involved which are based in Canada and the US. These aircraft will return to an airport, either the airport from which they departed or to another airport located within their country of origin with no intervening landings.

B. CURRENT REGULATIONS ADDRESSING BORDER CROSSING FLIGHTS BY AIRCRAFT

The US NOTAM Office has issued several NOTAMS (Notifications to Airmen) as regulatory requirements regarding international flights originating inside or outside the United States. FDC NOTAMS issued by the FAA must be monitored continuously for changes and will govern operations. Border crossing protocols will require updates to comply with NOTAMS. Current airspace information and links to the US NOTAM Office may be accessed at www.faa.gov or at <https://www.notams.faa.gov>. The following are examples of requirements that may be stated in FDC NOTAMS:

- ✈ The aircraft must be registered in the United States or Canada.
- ✈ The flight crew and only known passengers are on board.
- ✈ The pilot files and activates a flight plan.
- ✈ The pilot is in communication with the governing ATC (Air Traffic Control) facility at the time of the boundary crossing.
- ✈ The aircraft is squawking the ATC assigned discreet beacon code.
- ✈ The pilot complies with all US Customs notifications and complies with requirements to land at airports in the US or Canada designated as ports of entry.

Part 91 VFR operations are authorized for aircraft with a maximum certificated take off gross weight of 95,000 pounds (4309 kg.) or less between the countries of the United States and Canada. Pilots are authorized to depart VFR when actively engaged in firefighting operations and during the associated flight operations they may be exempt from a beacon code requirement. The terms “*Overfly*” and “*Overflight*” refer to any flight departing from an airport/location outside the U.S., its territories or possessions, which transits the territorial airspace of the U.S. en-route to an airport/location outside the U.S., its territories or possessions.

C. AGENCY SPECIFIC INFORMATION

FEDERAL AVIATION ADMINISTRATION (FAA)

The National Firefighting Transponder Code 1255 is to be used by all firefighting aircraft (Canadian and US) in place of a discreet beacon code unless the FAA deems it necessary to issue a different discreet code. A filed flight plan may not be necessary.

Transport Canada (Canada's FAA) will set up Temporary Flight Restrictions (TFR) for the Canadian portions of the fire incidents crossing into Canada. Coordination with the US Incident Management Teams will be facilitated by providing latitude/longitude coordinates for all temporary bases.

TRANSPORT CANADA

Canadian airspace restrictions for fire operations, if initiated or requested by US authorities, should come through a Canadian Fire Center.

TRANSPORTATION SECURITY ADMINISTRATION (TSA)

TSA has stated that border crossing fire suppression flights are considered law enforcement type flights (in response to a natural disaster) and are not required to have a waiver for FDC NOTAM 2/5319 issued in 2002, which has been replaced in subsequent years. As of the date of this document, the current *NOTAM is 0/6433 "Operations to/from locations outside the United States."* Recommend that TSA define the waiver of protocol (specifically for firefighting aircraft crossing the border) as we currently only have a verbal that firefighting aircraft are "like" Law Enforcement aircraft with regard to this requirement. NOTAMS will need to be reviewed annually for updates by FAA. The Operating Guideline document provides numerous examples of FAA requirements which must be met and agreements that have been made by the managing border agencies. NOTAMS (FAA's Notification to Airmen) need to be continually reviewed for updates in order to be compliant.

AIR MARINE OPERATIONS CENTER (AMOC)

AMOC, March Air Reserve Base agrees to host an Airspace Coordinator (representing the USFS, BLM or appropriate wildfire agency) when it will enhance airspace border crossings as necessary. AMOC will provide detection system familiarization and training, office space, phone etc. as necessary. The Liaison Officer (LNO) will have full and direct access to all AMOC LNO's from Border Patrol (BCBP), First Air Force (WADS, SEADS, NEADS), Federal Aviation Administration (FAA), and the US Coast Guard.

AMOC will assist in the de-confliction of the law enforcement and firefighting aviation missions with the common goal of air safety. Call 1-800-553-9072 from the USA or 1-951-656-8050 from Canada and provide the following information:

- ✓ Purpose (wildland fire suppression)
- ✓ Aircraft tail number
- ✓ Aircraft transponder code
- ✓ Aircraft type
- ✓ Time
- ✓ Latitude and longitude (general location)

CUSTOMS AND BORDER PROTECTION

They have no additional requirements or issues with the proposed border crossing protocol if FAA and AMOC's requirements are met.

The Incident Commander or designee will provide daily:

- ✓ The projected number of border crossings by aircraft type and/or aircraft ID number. This information will be called into the Field Airspace Coordinator or other designated agency person for use by AMOC. This information must be transmitted by 0800 every day to the AMOC and by email to: SPW-DISPATCH@DHS.GOV.
- ✓ A briefing to all involved pilots on interception procedures (reference AIM section 5-6-4).

APPENDIX F

US Federal Aviation Policy

Wildland Fire Suppression

The following aviation policies and procedures apply to all United States federal agencies with responsibility for wildland fire suppression. The purpose of this supplement is to provide information to Canadian firefighting forces.

AERIAL SUPERVISION

Air Tactical Group Supervisor (ATGS)

Aerial supervision over wildfires is accomplished in different ways depending on the situation. An ATGS may be on scene at any wildfire, whether the effort is initial attack or large fire support. ATGSs are usually in small fixed-wing airplanes, but can at times function out of helicopters. An ATGS has a high degree of firefighting skill and qualifications, and are usually in an aircraft piloted by a contractor with limited fire experience. ATGS aircraft do not “lead” airtankers; their primary duties are to coordinate all aviation assets over the incident and be the conduit between the ground and aerial firefighting forces.

Aerial Supervision Modules (ASM)/Lead Plane

Lead planes are fixed-wing aircraft crewed by agency pilots, for the primary purpose of directing large fixed-wing airtankers. Lead plane pilots are highly trained tactical firefighting pilots, and one of their primary duties is to provide low-level leads for large airtankers. Lead plane pilots can help with the duties normally provided by an air attack, if no ATGS is present over an incident.

ASMs consist of both ATGS qualified personnel, as well as a qualified as “Lead plane” pilots. ASMs have the advantage of being able to function as either an ATGS platform, or in the lead plane mission profile, depending on the need. ASMs can provide low level leads if needed. This mission is very similar to the “Canadian Birddog” concept.

AIRTANKER & SINGLE ENGINE AIRTANKER (SEAT) OPERATIONS

The fleet of federal large airtankers, because of their limited number, are not assigned to a specific base, but are allocated nationally based on predicted need.

Federal airtanker crews may be carded for initial attack, meaning that they are authorized to make retardant drops without having a lead plane/aerial supervision module over the fire. Whenever possible, a lead plane is dispatched with a large airtanker. For any mission near the Canadian border, every effort will be made to ensure a lead plane is on scene with large airtankers, whether the airtankers are from the US or Canada.

SEATs are generally used for initial attack, and are predominantly used in lighter fuels. Lead planes do not generally accompany SEATs during tactical missions.

Water Scoopers are deployed much like heavy helicopters and are used for water delivery in direct support of ground resources. They may depart their bases empty or come loaded with thermogel and locate the nearest suitable water source near the incident. The crews adjust their suppressant loads as fuel is reduced and ambient conditions allow. They may be asked to standby on the lake; thereby saving flight time and fuel.

HELICOPTER OPERATIONS – LARGE FIRE SUPPORT

When a fire escapes initial attack and transitions into extended attack or large fire support, the odds of having multiple helicopters assigned to the incident greatly increases. As with initial attack, each helicopter will have an assigned Helicopter Manager. In addition, when two or more helicopters are assigned to an incident, a qualified Helibase Manager will be assigned to the operation. The Helibase Manager will ensure the safety of the helicopter operations at the helibase (staging/parking area). The Helibase Manager will determine the need for additional staffing of the helibase. Some examples of additional staffing needs include a Deck Coordinator, Parking Tender, and Takeoff and Landing Coordinator.

INCIDENT MANAGEMENT TEAMS (IMTs) AVIATION PERSONNEL

In addition to the helicopter positions listed above, other aviation positions within the Incident Command System (ICS) may be assigned to an incident, depending on the complexity of the incident and the amount of aviation resources assigned. Examples include an Air Operations Branch Director and Air Support Group Supervisor.

AIRSPACE COORDINATION

All firefighting aircraft are required to have operative transponders and will use a setting of 1255 when engaged in or en route to firefighting operations. For extended aviation operations, Temporary Flight Restrictions may be established, restricting access to the airspace over the incident.

FLIGHT FOLLOWING

Flight following is a requirement for all tactical mission flights. All aircraft are required to have FM capability (in addition to AM). Flight following can be accomplished in one of two ways: automated Flight Following (AFF) done via satellite and internet monitoring; or via radio check-in every 15 minutes.

DIRECTION FOR THE TACTICAL USE OF CANADIAN AIRTANKERS

- A Bird Dog (Canadian aerial supervision module) will be dispatched with each Canadian Airtanker Group.
- Canadian airtankers must be supervised by a Canadian Air Attack Officer (AAO) or a US Aerial Supervision Module (ASM) / Lead plane.
- Canadian airtankers may not be supervised by an Air Tactical Group Supervisor (ATGS).
- Initial Attack-carded US contract airtanker pilots may conduct retardant operations under the target direction of an authorized Canadian AAO.
- US Forest Service ASM/Lead planes are not authorized to lead Canadian airtankers.
- Canadian Bird Dogs are not authorized to lead US Forest Service contracted airtankers.
- Both Canadian Bird Dogs and US ASM/Lead planes may provide target identification runs, also known as "show me" runs for both Canadian and US airtankers.

APPENDIX G
Special Management Considerations
Letter of Expectation or Direction for Fire Support

SPECIAL MANAGEMENT CONSIDERATIONS

Special management considerations are tactics required for land and resource management and/or environmental constraints. These tactics can be used because of:

- Wilderness
- National Park
- Critical wildlife habitat or endangered species
- Critical watersheds
- Cultural Resources
- Public use and safety
- Land ownership

Because of these considerations they may require different measures related to:

- Use of heavy equipment, mechanized equipment
- Use of retardant; i.e. restrictions related to streams
- Water sources
- Trigger points for certain suppression actions
- Fireline rehabilitation requirements
- Coordination with Incident Management Teams
- Smoke
- Key Contacts

LETTER OF EXPECTATION OR DIRECTION FOR FIRE SUPPORT

A letter of expectation or direction can be issued for initial, extended or large fire support. The letter gives approval and direction for fire operation actions within an identified area. The letter may address objectives, priorities, expectations, guidelines, any special management considerations and suppression requirements.